



Scrutiny Committee

Members are invited to a **Meeting of the Scrutiny Committee** to be held in the Deben Conference Room, East Suffolk House, on **Thursday, 21 September 2023 at 6.30pm**

This meeting will be broadcast to the public via the East Suffolk YouTube Channel at <https://youtube.com/live/ZKMdN68LgKw?feature=share>

Members:

Councillor Mike Deacon (Chair), Councillor Dan Clery (Vice-Chair), Councillor Edward Back, Councillor Seamus Bennett, Councillor Jan Candy, Councillor Amanda Folley, Councillor Louise Gooch, Councillor Owen Grey, Councillor Mark Jepson, Councillor Geoff Lynch, Councillor Sally Noble, Councillor Sarah Plummer, Councillor Ed Thompson.

An Agenda is set out below.

	Pages
Part One – Open to the Public	
1 Apologies for Absence and Substitutions	
2 Declarations of Interest Members and Officers are invited to make any declarations of interests, and the nature of that interest, that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered.	
3 Minutes To confirm as a correct record the Minutes of the Meeting held on 20 July 2023.	1 - 9
4 Review of Hackney Carriage and Private Hire Licences ES/1642 Report of the Cabinet Member with responsibility for Community Health	10 - 229
5 Cabinet Member Scrutiny Session - The Leader of the Council To receive an update from Councillor Caroline Topping, Leader of the Council, on her direction of travel for the Council as a whole and on the services within her portfolio.	
6 Annual Work Programme 2023/24 To approve the Annual Work Programme for 2023/24.	230 - 231

There are no Exempt or Confidential items for this Agenda.

Close



Chris Bally, Chief Executive

If you require this document in large print, audio or Braille or in a different language, please contact the Democratic Services Team on 01502 523521 or email:

democraticservices@eastsoffolk.gov.uk

Filming, Videoing, Photography and Audio Recording at Council Meetings

The Council, members of the public and press may record / film / photograph or broadcast this meeting when the public and press are not lawfully excluded.

The Council cannot guarantee public seating areas will not be filmed or recorded. By entering the Conference Room and sitting in the public seating area, those present will be deemed to have consented to the possible use of filmed images and sound recordings. If you do not wish to be recorded, please speak to a member of the Democratic Services team at the earliest opportunity.



The national Charter and Charter Plus Awards for Elected Member Development

East Suffolk Council is committed to achieving excellence in elected member development

www.local.gov.uk/Community-Leadership

Unconfirmed



Minutes of a Meeting of the **Scrutiny Committee** held in the Deben Conference Room, East Suffolk House, on **Thursday, 20 July 2023 at 6.30pm**

Members of the Committee present:

Councillor Edward Back, Councillor Seamus Bennett, Councillor Jan Candy, Councillor Dan Clery, Councillor Mike Deacon, Councillor Louise Gooch, Councillor Owen Grey, Councillor Mark Jepson, Councillor Sally Noble, Councillor Sarah Plummer, Councillor Ed Thompson

Other Members present:

Councillor Deborah Dean, Councillor Julia Ewart, Councillor Mike Ninnmey, Councillor Rosie Smithson

Officers present:

Kate Blakemore (Strategic Director), Julia Catterwell (Communities Officer), Sarah Davis (Democratic Services Officer (Scrutiny and Member Development)), Alex Heys (Digital Marketing, Safeguarding and Community Projects Manager), Nicole Rickard (Head of Communities), Alli Stone (Democratic Services Officer (Governance)).

1 Apologies for Absence and Substitutions

Apologies for absence were received from Councillor Folley, with Councillor Smithson attending as substitute; and Councillor Lynch, with Councillor Dean attending as substitute.

2 Declarations of Interest

There were no formal Declarations of Interest made.

In relation to item 4, Councillors Plummer and Candy stated they had attended as a Member of the Strategic Planning Committee on 3 July 2023 when the Scrutiny Committee's recommendations in relation to Democratic Accountability in the Planning process had been considered.

3 Minutes

RESOLVED

That the Minutes of the Meeting held on 2 March 2023 be approved as a correct record and signed by the Chair.

4 **Matters Arising Sheet**

The Scrutiny Committee noted the Matters Arising Update Sheet in relation to queries raised at the last meeting of the Committee.

The Chair explained that, in addition to the queries, two recommendations were made and then considered by the Strategic Planning Committee on 3 July 2023. The first was the introduction of a “triple lock” style call-in process and a slightly modified version was agreed with the following changes:

- retitled “Planning Committee Member Call-in Process”;
- the introduction of a cut off date; and
- those requesting it, would need to demonstrate that “The proposal would be of significant public interest; would have a significant impact on the environment; or should otherwise be referred to Members due to its significance in some other respect”.

The Committee was reminded that, under the Council’s constitution, if a Scrutiny Committee’s recommendation was not agreed wholly or in part, it needed to be referred to Full Council. As the call-in process agreed by Strategic Planning Committee was only slightly different to the “triple lock” style recommended, the Scrutiny Committee was asked if it wished for the recommendation to be referred to Full Council or if it was satisfied that the essence of the recommendation had been agreed to. Councillors Plummer and Candy who had been at the Strategic Planning Committee stated they felt the amended process was more workable in practice. Councillor Gooch, who had been present at the original Scrutiny Committee, stated she felt the changes to what had been proposed were acceptable and in keeping with the recommendation, therefore, there was no need to refer it to Full Council.

The Committee noted that the introduction of a call-in procedure was a change to the Planning Procedural Rules in the Constitution so, in any case, it would need to be considered by the Audit and Governance Committee prior to Full Council.

With regard to the Scrutiny Committee’s second recommendation, the Chair explained that, whilst the Strategic Planning Committee decided not to make any changes to the casting vote on the Referral Panel and the time allowed for speakers, the fact that they had considered the matters meant they had fulfilled the Scrutiny Committee’s recommendation, therefore, they did not need to be referred to Full Council.

RESOLVED

That the Matters Arising Update Sheet be noted and that the recommendation relating to the call in process not be referred to Full Council.

5 **Crime & Disorder Committee - Review of the East Suffolk Community Safety Partnership**

The Committee received report ES/1610 from the Cabinet Member with responsibility for Community Health which gave a brief introduction to the role, responsibilities and

structure of the East Suffolk Community Safety Partnership (CSP) as well as details of its relationship with the Safer Stronger Communities Board at Suffolk level. It also outlined key areas of activity and ambitions for the next twelve months, as set out in the East Suffolk CSP Action Plan.

The Cabinet Member stated that the CSP represented an excellent opportunity to work together to address key priorities and issues that were important to local communities and key partners. He explained that CSPs were formed under the 1998 Crime and Disorder Act, which gave local authorities and the Police new responsibilities to work in partnership with other organisations and the community to develop strategies to tackle crime and disorder at a local level. Significant work took place through the Suffolk Safer Stronger Board and the Community Safety Team at Suffolk County Council. The work of the CSP was co-ordinated through an Action Plan (Appendix C of the report) which was informed by a county-wide strategic assessment produced by Suffolk County Council and focussed on eight community safety priorities as follows:

- Hate Crime
- Preventing Radicalisation
- Modern Slavery
- Anti-social behaviour
- Criminal Exploitation (formerly known as County Lines)
- Violence against women and girls (VAWG)
- Volume crime
- Fraud

The Committee noted that Fraud and Volume Crime were new priorities – Fraud because it had been identified at Suffolk level as a growing threat to community safety and Volume Crime, including burglary and car crime, because of its visibility in local communities and impact on community confidence. As well as the eight priorities, three cross cutting themes were highlighted – Data, Reporting and Digital, all of which were about how partners worked together to identify and tackle crime and disorder.

The Cabinet Member stressed that the East Suffolk Action Plan in no way represented all of the work done by CSP partners around the priorities. The Action Plan sought to avoid duplication and therefore focused on areas for collaboration and tried to find activity which was not a part of business as usual. Examples of things that were not included because they were business as usual, but were clearly important, were included in paragraph 2.2 of the report. Paragraph 2.3 included examples of recent projects supported by the CSP including a door chain project in Lowestoft in response to a recent local homicide, a Crimestoppers campaign aimed at increasing reporting of domestic abuse and an 'Ask Angela' mystery shop. The Action Plan was a living document and was reviewed regularly to make sure it continued to represent the most effective work for partners to undertake.

The Committee noted that funding totalling almost £30,000 over three years had been made available to the CSP from Suffolk Public Sector Leaders via the Safer Stronger Communities Board. This funding had been stretched over four plus years but there was now very little remaining. An additional £16,500 had been identified specifically to tackle the criminal exploitation of young people. Funding that used to be made

available to CSPs had been diverted to Police and Crime Commissioners (PCC) when the role was introduced, and was now used to fund/commission larger scale projects.

The Cabinet Member explained that all CSPs were currently being reviewed by Government to see whether their structure and purpose might be changed in response to findings from Part Two of the review of Police and Crime Commissioners, which included recognition of the importance of CSPs but highlighted that CSPs were not being used as effectively as they could be. CSPs were not currently funded and it was hoped the review would bring some clarity about the future, including funding. Until then, the focus was on delivering the Action Plan agreed in November 2022, ongoing engagement of the Responsible Authorities and other key partners, and the development of a CSP Communications Plan. Priorities also included focussing on prevention and early intervention work to address the root causes of crime and disorder problems, hearing a broader range of voices including young people, those with disabilities and communities at risk of Hate Crime, and researching effective responses to shared issues by working more closely with other CSPs.

The Assistant Cabinet Member, Councillor Ewart, commented that the Community Safety Partnership brought together all the statutory bodies and facilitated their engagement with each other. She thanked everyone involved, adding this was an opportunity to restart and continue the Partnership but new funding was needed in order to be proactive.

The Chair invited questions from Members and it was clarified that:

- All eight priorities were important and had an impact in East Suffolk.
- The lack of budget was impacting on the continuation of current initiatives or preventing new ones from being launched, however, partnership working helped and Enabling Communities Budgets were being used to fund some projects later in the year.
- The Ask for Angela project, the scheme where people who feel at risk when in pubs, bars and clubs can ask staff for Angela and receive support, had been very positive in terms of the response when this system of reporting was tested anonymously by East Suffolk Council staff. Licensed premises will continue to be encouraged to display posters advertising the scheme.
- The lack of CSP funding had not impacted on Domestic Abuse work as it was funded by Suffolk County Council.
- East Suffolk added value to what other partners were doing eg raising awareness, training people, holding/attending conferences and events etc but people were not necessarily aware that some issues were quite big in East Suffolk.
- It was hoped to do more projects in conjunction with partners once the outcome of the review/funding was known eg Crucial Crew (CC) was about reaching primary school children about safety issues and was delivered in partnership with the Rotary Club and working with schools via Suffolk County Council. Crucial Crew Plus (CC+) targeted an older age group with similar but harder hitting community safety messages eg consent, drugs and alcohol.
- The Police and Crime Commissioner had funding available for projects that organisations could apply for.
- Campaigns did not just rely on social media and work with partners to get messages out to communities was ongoing eg the Communities Team had recently

been out jointly with the Police for ASB Awareness Week. The Council's Communications Team also used various different tools and monitored accounts to assess campaigns.

- Cyber Fraud had been added as a priority in October and some progress had been made. Officers were looking at who needed training and which groups might benefit from a visit from Trading Standards. Young people were now victims of fraud as well as older people through snapchat and online etc and it was being proposed to add fraud to the CC programme and use social media campaigns to focus on fraud.
- There was a specific Community Safety Action Plan for Sizewell C to mitigate the potential impacts of an influx of construction workers into the area.
- CCTV was part of the Safer Streets project and, in partnership with Suffolk County Council, Officers were trying to get additional funding for areas where people felt unsafe.
- Hate Crime was perpetrated by all sections of community not just by the young. The Council was keen to work with local protected characteristic groups and be more proactive on this.
- Community Safety was everyone's responsibility not just the Police and the Council's role was to push messages out and help support all the Responsible Authorities to work together because there was a collective responsibility.
- Concern was expressed that there was a need to match up what the Council was saying on paper with what we were doing because for a lot of people the buck stopped with the Police and Councillors as elected representatives.
- The Gunton Estate and Fritton had high levels of crime and Anti-Social Behaviour and data would be shared with the Committee.
- Modern Day Slavery and Domestic Abuse Awareness Campaigns had been held recently but it was acknowledged that further promotion was needed on reporting concerns about anything in the Action Plan. Contact details for reporting either would be shared.
- The Safer Stronger Board received stats from the Police and Suffolk County Council on a quarterly basis and could identify if there was a big increase in specific crime but it was difficult to measure a demonstrable impact of specific activities, or the long term impact of activities on crime levels. Outputs were meaningful and it was hoped to see a reduction in crime over time but this was influenced by so many different things eg demographics. Encouraging reporting would also show as increased levels of crime.
- Perception of crime - if people feel safer then they probably were so the Partnership needed to find out how people felt.
- Engagement of Responsible Authorities had increased since the workshop but there was a need to encourage some of them to attend regularly.
- The Partnership was ambitious but needed funding (the Council could not directly apply for PCC funding either). Resources and commitment from councillors was needed to drive this forward.

Superintendent Matt Carney thanked the Committee for the invitation to speak and stressed that the situation was complex. He explained he was the Area Commander for policing an area of East Suffolk which was slightly different to the defined CSP area, and Andy Martin looked after the southern areas. He added he generally picked up CSP work which was an important part of the Police's work and linked in with what they were trying to do locally and helped focus their efforts on delivering in

partnership. He stressed that the CSP was an excellent opportunity to work together and the most effective CSPs were those that had broad, enthusiastic partners as it was not possible to deliver everything on their own. He clarified his role was to deliver tactically against CSP priorities as well as other tactical priorities, and deal with national challenges and objectives so at times there were competing demands. He stated that a lot of time was spent engaging communities around key areas such as Modern Day Slavery, Anti-Social Behaviour and Prevent. A number of specialists were employed such as Hate Crime Advisers that worked with communities and third sector organisations to signpost and bring focus to areas the Police identified. He stated that the Police's website gave details on how the public could report Hate Crime but stressed it was also about working with colleagues to assess risks and deal with issues, although a lot of work was not necessarily visible.

Superintendent Carney acknowledged that some Action Plan themes received more focus than others eg Hate Crime was prevalent in some areas but less in others; Prevent (Preventing Violent Extremism) was a big challenge for the Police but the focus in Suffolk was more on far right extremist groups eg in schools; Violence Against Women and Girls and Domestic Abuse featured largely due to the demographic in the area eg Lowestoft had very challenging communities but the Police were working hard to try to break down family stereotypes and increase reporting. He pointed out that not every car wash was a hotbed of Modern Day Slavery and a lot of businesses did do checks. The Police also worked with organised criminality eg tobacco reselling in Lowestoft but did not necessarily shout about it because a lot of work took place behind the scenes and there could be arrests elsewhere although individuals were based in East Suffolk.

In relation to Anti-Social Behaviour, Superintendent Carney stressed it was not just about kids but the biggest challenge was high demand families who had complex needs across many agencies which was the benefit of partnership working. Where the Police did challenge ASB it often led into Violent Crime eg the Gunton Estate went from low level ASB to theft/burglary and it needed a whole partnership approach which had led to a 400% reduction in crime. He explained that he saw stats daily and was constantly looking at spikes in crime and the Police then reacted to the data and took action in those areas. In relation to Criminal Exploitation, he explained that the north of the District did not have any active County Lines but the south did as a bleed out from Ipswich. He added that there was an established drugs market in Lowestoft which was policed but there was not the same level of gang violence/robberies etc. There was a concern re young girls eg care providers moving high risk individuals into East Suffolk so the Police were working closely with the MACE Panel and partners to focus very heavily on the most high risk children to jointly address the issue but he stressed that, in many cases, the Police were not the lead agency on this. Fraud was a massive challenge for the Police especially online fraud and he suggested that the best way to tackle this was to make people suspicious but that bred fear.

In relation to the comments regarding visibility and policing, Superintendent Carney stated that he would tie it into confidence and that it was known through ONS data that East Suffolk communities were generally happy with policing and it remained one of the safest places in the county/country. He pointed out that the Police had a finite resource that needed to focus on key risk areas which meant they were not always visible or available to give updates although they tried to engage through media and

schools etc but were not able to reach everyone. The Police could not always address national or international issues as it was difficult for Police Officers to influence these but they had to respond to them. He concluded that the CSP was about partnership working and the Police were really willing to engage although he acknowledged that some partners had their own challenges eg health had three CSPs across their patch.

The Chair invited the Committee to ask Superintendent Carney questions and he clarified that:

- People with mental health problems would generally no longer be dealt with by the Police and held in a cell but they would now receive the right support by trained individuals through their Right Person, Right Care initiative.
- In his view, all the eight CSP priorities were important at different times so he did not feel there were too many. The Police's current priorities were high demand families, ASB, Drugs and Criminal Exploitation but in the last six months it had been Hate Crime. The Police focussed on those areas where there were the highest risks but that did not mean they could not be in a position to respond to the other priorities when they needed to eg Prevent, Hate Crime and Fraud. Other partners might have different priorities so all the RAs needed to be able to contribute.
- Suffolk Constabulary worked with other surrounding Police Forces where they could add value eg information sharing so it did not matter if different Forces had different priorities.
- ASB appeared to be on the decline but the Police did check if that was just a reduction in reporting or an actual reduction and it was actually both at the moment.
- One of the challenges was that a situation was not always dealt with by Police eg it could be Housing Associations and Local Authorities etc and should not involve the Police although where there was an escalation local policing teams brought in partners to address it but sometimes there were challenges to get evidence, it could take a long time and legislation meant there were a lot of hoops to jump through to achieve what they wanted.
- As well as regular Police Officers, there were four Tactical Officers that were specifically trained in policing rural communities, specials and rural mounted volunteers that helped gather intelligence. There was a large amount of rural crime and the Police wanted rural businesses to report crime eg losses in agricultural businesses was a big issue because they did not report it.
- The Police were not always visible but sometimes operated more covertly.
- Police would work differently from December with named Police Officers in each community.

The Chair thanked everyone for their attendance.

On the proposition of Councillor Gooch, seconded by Councillor Jepson, it was

RESOLVED

That the report of the Cabinet Member for Community Health be noted and Officers provide Committee Members with information on the Gunton Estate and Fritton Anti-Social Behaviour project and contact details for reporting Modern Day Slavery and Domestic Abuse.

6 Appointments to Outside Bodies 2023/24 (Scrutiny Functions)

The Committee received Report ES/1611 from the Leader of the Council. It was noted there were two primary appointee nominations for the two Outside Bodies (Scrutiny Functions) but no nominations had been received for the nominated substitute positions. The Chair suggested that the Councillor not nominated as the primary appointee be appointed as the nominated substitute.

On the proposition of Councillor Grey, seconded by Councillor Plummer, it was

RESOLVED

That Councillor Candy be appointed as the primary appointee on the Suffolk Flood Risk Management Scrutiny Panel with Councillor Patience as the nominated substitute.

On the proposition of Councillor Grey, seconded by Councillor Candy, it was

RESOLVED

That Councillor Thompson be appointed as the primary appointee on the Suffolk County Health Scrutiny Committee and Councillor Craig be appointed as the nominated substitute.

7 Scrutiny Committee's Work Programme 2023/24

The Committee considered the review topics drawn from their 14 June 2023 workshop and it was stressed these would need to be fully scoped prior to each review being scheduled. In addition, the Cabinet Member Scrutiny Sessions would be scheduled. It was hoped the final Work Programme would be ready for the September meeting.

On the proposition of Councillor Grey, seconded by Councillor Jepson, it was

RESOLVED

That the following topics be agreed in principle for inclusion on the Work Programme with delegated authority granted to the Chair/Vice-Chair to agree the agenda for the September meeting:

- Review of Hackney Carriages
- Review of Housing Provision across East Suffolk
- Review of Planning Affordable Housing Requirements
- Review of Approach to Tackling Anti-Social Behaviour in East Suffolk
- Review of the Council's Budget
- Review of East Suffolk Council's Environmental Strategy
- Review of Partnership Working to Tackle Environmental Issues
- Review of Rural Transport Services

The meeting concluded at 8.30pm.

.....
Chair



SCRUTINY COMMITTEE
Thursday, 21 September 2023

Subject	Review of Hackney Carriage and Private Hire Vehicle Licences
Report by	Councillor Mike Ninnmey, Cabinet Member with responsibility for Community Health
Supporting Officer	<p>Christopher Bing Head of Legal and Democratic Services Chris.bing@eastsoffolk.gov.uk</p> <p>Jo Hooley Legal and Licensing Services Manager Jo.Hooley@eastsoffolk.gov.uk</p> <p>Martin Clarke Licensing Manager and Housing Lead Lawyer Martin.Clarke@eastsoffolk.gov.uk</p> <p>Teresa Bailey Senior Licensing Officer Teresa.Bailey@eastsoffolk.gov.uk</p> <p>Alison Woodley Licensing Officer Alison.Woodley@eastsoffolk.gov.uk</p>
Director	<p>Kate Blakemore Strategic Director Kate.blakemore@eastsoffolk.gov.uk</p>

Is the report Open or Exempt?	OPEN
-------------------------------	------

Category of Exempt Information and reason why it is NOT in the public interest to disclose the exempt information.	Not applicable
Wards Affected:	All Wards

Purpose and high-level overview

Purpose of Report:

Scrutiny Committee requested a review of the Hackney Carriage and Private Hire Vehicle Licences

Options:

No other options were considered as this report was requested by the Scrutiny committee

Recommendation/s:

The Committee is asked to review the contents of the report and make any recommendations as felt necessary.

Corporate Impact Assessment

Governance:

Not applicable

ESC policies and strategies that directly apply to the proposal:

Not applicable

Environmental:

Not applicable

Equalities and Diversity:

Not applicable

Financial:

Not applicable

Human Resources:

Not applicable

ICT:

Not applicable

Legal:

Not applicable

Risk:

Not applicable

External Consultees:

East Suffolk Council Licensed Drivers and Licensed Operators.

Strategic Plan Priorities

Select the priorities of the Strategic Plan which are supported by this proposal: (Select only one primary and as many secondary as appropriate)		Primary priority	Secondary priorities
T01	Growing our Economy		
P01	Build the right environment for East Suffolk	<input type="checkbox"/>	<input type="checkbox"/>
P02	Attract and stimulate inward investment	<input type="checkbox"/>	<input type="checkbox"/>
P03	Maximise and grow the unique selling points of East Suffolk	<input type="checkbox"/>	<input type="checkbox"/>
P04	Business partnerships	<input type="checkbox"/>	<input type="checkbox"/>
P05	Support and deliver infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
T02	Enabling our Communities		
P06	Community Partnerships	<input type="checkbox"/>	<input type="checkbox"/>
P07	Taking positive action on what matters most	<input type="checkbox"/>	<input type="checkbox"/>
P08	Maximising health, well-being and safety in our District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P09	Community Pride	<input type="checkbox"/>	<input type="checkbox"/>
T03	Maintaining Financial Sustainability		
P10	Organisational design and streamlining services	<input type="checkbox"/>	<input type="checkbox"/>
P11	Making best use of and investing in our assets	<input type="checkbox"/>	<input type="checkbox"/>
P12	Being commercially astute	<input type="checkbox"/>	<input type="checkbox"/>
P13	Optimising our financial investments and grant opportunities	<input type="checkbox"/>	<input type="checkbox"/>
P14	Review service delivery with partners	<input type="checkbox"/>	<input type="checkbox"/>
T04	Delivering Digital Transformation		
P15	Digital by default	<input type="checkbox"/>	<input type="checkbox"/>
P16	Lean and efficient streamlined services	<input type="checkbox"/>	<input type="checkbox"/>
P17	Effective use of data	<input type="checkbox"/>	<input type="checkbox"/>
P18	Skills and training	<input type="checkbox"/>	<input type="checkbox"/>
P19	District-wide digital infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
T05	Caring for our Environment		
P20	Lead by example	<input type="checkbox"/>	<input type="checkbox"/>
P21	Minimise waste, reuse materials, increase recycling	<input type="checkbox"/>	<input type="checkbox"/>
P22	Renewable energy	<input type="checkbox"/>	<input type="checkbox"/>
P23	Protection, education and influence	<input type="checkbox"/>	<input type="checkbox"/>
XXX	Governance		
XXX	How ESC governs itself as an authority	<input type="checkbox"/>	<input type="checkbox"/>
<p>How does this proposal support the priorities selected?</p> <p>The report has been requested to assist the Scrutiny Committee in reviewing the Council's Hackney Carriage and Private Hire Vehicle Licensing Regime</p>			

Background and Justification for Recommendation

1 Background facts	
1.1	The Scrutiny Committee requested a review of the Council's Hackney Carriage and Private Hire Vehicle Licensing Regime.

2 Current position	
2.1	BACKGROUND
2.2	Licensing Services is responsible for ensuring that those licensed to drive Private Hire Vehicles (PHV) and Hackney Carriages (HC) are 'fit and proper' namely that they are safe drivers with good driving records and adequate experience, mentally and physically fit, honest and not persons who would take advantage of their passengers.
2.3	In relation to Taxi and Private Hire Licensing the officer structure is attached as Appendix A.
2.4	A Private Hire Licence allows a driver/car to undertake pre-booked journeys through an operator only. A Hackney Carriage Licence allows a driver/car to undertake pre booked journeys and ply for hire, which means that in addition to pre booked journeys they are permitted to use designated ranks and can also be hailed down in the street. They are usually identified with a TAXI sign on the roof and the council approves the maximum tariff for fares and other charges.
2.5	DRIVER/OPERATOR STANDARDS/APPLICATION PROCEDURE
2.6	A new applicant is required to attend an in-person appointment at one of the Council's offices with a Licensing Officer. There is an initial language proficiency test which involves elements of speaking, writing and reading the English language.
2.7	The applicant is then required to complete a Disclosure and Barring Service application form, provide Right to Work documents and ID documents. Following this appointment, the applicant can then undertake the driving assessment, the medical assessment and the college course. The Licensing Officer will undertake a check of the DVLA licence, and tax check. Once all checks have been completed satisfactorily, a 3-year licence can be issued.
2.8	To hold a Private Hire or Hackney Carriage driver's Licence there is a statutory requirement to be a 'fit and proper person'. In addition, the Council has set its own criteria in its Hackney Carriage and Private Hire Licensing Policy which was last fully reviewed in March 2022 to reflect national Statutory Taxi and Private Hire Vehicle Standards. A copy is attached as Appendix J. Any Licence granted will be subject to the Council's standard licence conditions.
2.9	The conditions of licence provide a dress code for the drivers and a requirement that they wear their photographic identification badge. The Licences also include details of the byelaws made by the Council that the drivers are required to observe. A copy of the Hackney Carriage Driver Handbook and Conditions of Licence is attached as Appendix B and a copy of the Private Hire Driver Handbook and Conditions of Licence is attached as Appendix C. In addition, the Policy has minimum vehicle specifications as well as minimum vehicle standards. The vehicles are examined upon application and annual renewal of licence and every 6 months in between (a mid-term test).

2.10	The Council will not licence a vehicle that is already licenced with another local authority as this can cause disputes as to who has the jurisdiction to act against a proprietor of a vehicle. A driver can hold more than one licence and is therefore able to hold a licence in another local authority area.
2.11	Private Hire and Hackney Carriage drivers are in a unique position of trust. They transport the public, including children and vulnerable adults. People are voluntarily getting into a motor vehicle with a stranger. Therefore, the Council must ensure that drivers are, and remain, 'fit and proper' to hold a licence. This requirement is contained within Sections 51 and 59 of The Local Government (Miscellaneous Provisions) Act 1976 (Part II). Would you allow your son, daughter, spouse, partner, mother, father, grandson or granddaughter, or any other person for whom you care, to get into a vehicle with this person alone? Would you trust this person to take you to the airport and be comfortable with them knowing that your home is going to be empty for a while? If the answer to any of these questions is no, then the person is not a fit and proper to hold a driver's licence.
2.12	The Fit and Proper person test is the legal test for determining whether a person should be given a Licence. Under Part 2 of the Local Government (Miscellaneous Provisions) Act 1976, the local licensing authority cannot licence a driver unless satisfied that they are a fit and proper person. The fit and proper person test is a matter for the sub-committee to determine after a hearing. If a licence is granted that person must then remain fit and proper for the duration of that licence.
2.13	An individual will not be considered fit and proper to hold a licence if there is any evidence of dishonesty, and/or it can be shown that an applicant or existing licence holder has misled, or attempted to mislead, the Council (either Officers or Members of the Licensing Committee) as part of any process associated with the administration or determination of a licence.
2.14	<p>There are various tools to assist the Council in ascertaining whether the person is a fit and proper person and a suitable driver in accordance with our policy:</p> <ol style="list-style-type: none"> 1. We obtain an enhanced DBS check. This reveals whether the applicant has any convictions or cautions. Unlike for most other jobs, these are never spent. In addition, as the check is enhanced, the Chief Constable has discretion to add additional information and intelligence even if this does not relate to a conviction. The local licensing authority has a criminal records policy, and some offences will automatically bar a person from having a licence, the length of the bar can vary from 3 years following conviction to a lifetime bar. In all circumstances an applicant can require that their matter be put before the sub-committee. 2. There is a medical test. The driver's doctor, who has access to their medical history, must certify that they are medically fit to be a driver. The medical standard expected is that of a Group 2 DVLA vehicle driver. Group 2 licence holders are permitted to drive large goods vehicles, buses, and coaches. The medical test needs to be retaken at 45 and every 5 years after until 65 when it becomes a yearly test. Licence conditions state that we must be informed of any changes to medical circumstances which may affect driving ability. 3. An applicant is required to undergo a driving test with our independent assessor.

	<p>A driving assessment must be completed to ensure the applicant is competent in vehicular control and is able to carry out manoeuvres smoothly and safely. Part of the assessment includes a knowledge test to demonstrate the applicant has adequate knowledge of the legislation, a copy of which is attached as Appendix K, and the Council's licensing requirements.</p> <p>A hackney carriage applicant will also be required to undertake a test which will involve having geographical knowledge and being able to state the shortest route between two points given by the examiner.</p> <p>4. An applicant is required to undergo a 2-day college course relating to the role of a professional taxi and private hire driver and includes:</p> <ul style="list-style-type: none"> • Health and safety in the taxi and private hire work environment • Road safety when driving passengers in a taxi or private hire vehicle • Professional customer service in the taxi and private hire industry • Taxi and private hire vehicle maintenance and safety inspections • The regulatory framework of the taxi and private hire industry • Taxi and private hire services for passengers who require assistance • Routes and fares in the taxi and private hire vehicle industries • Transporting of parcels, luggage and other items in the taxi and private hire industries • Transporting of children and young persons by taxi or private hire vehicles (safeguarding, county lines and exploitation) • Disability awareness <p>5. The Council checks the National Register of Taxi and Private Hire Licence Revocations and Refusals database, also known as the NR3S database, this is a government mandated database where Local Authorities are required to input data about any driver whose licences, they have revoked or suspended or refused to grant or refused to renew. This is to stop drivers going from one authority to another in search of getting a Licence.</p>
2.15	Whilst many applications are granted without issue, if there are questions as to whether an applicant meets the Council's criteria, then officers can refer the matter to the Licensing Sub-Committee if appropriate.
2.16	In the last 12 months 4 driver applications were refused following sub-committee hearing.
2.17	The Licensing Sub-Committee is made up of 3 members of the Licensing Committee who will hear from the Licensing Officer, the Applicant, and the Legal Advisor, they will then determine whether the applicant is a fit and proper person to hold a licence. If they determine that the applicant is a fit and proper person then they will be granted a Licence, if they do not determine that the applicant is a fit and proper person, then the applicant will not be granted a Licence. The sub-committee consists of 3 members to ensure that they are always able to reach a decision.
2.18	If an applicant is unhappy with the decision of the Licensing Sub-Committee, they can appeal to the Magistrates' Court. The Magistrates' Court is a rehearing of the application.

2.19	Once a driver has been granted a licence, the licensing authority carries out 6 monthly DBS checks and has continual access to DVLA records and will check if we are alerted to any cause of concern.
2.20	Attached as Appendix D is a table setting out how East Suffolk Council compares with other Local Authorities in terms of the processes for issuing and reviewing Licences, the number of licences issued, and engagement.
2.21	SAFEGUARDING/ENFORCEMENT
2.22	<p>The Licensing Team can only enforce issues of which it is aware. There are 7 main ways that the Council becomes aware of issues.</p> <ol style="list-style-type: none"> 1. Under the terms of their Licences drivers and operators are obliged to self-report any issues within 48 hours of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence, and within 7 days of any conviction or caution imposed during the period of the licence. 2. The police should notify the local licensing authority of any concerns they are aware of regarding our Licenced drivers which call into question their suitability to be a licensed driver. There are ongoing discussions between the police and the Council to try to ensure that the information that the Local Licensing Authority requires from the police is disclosed in a timely manner. 3. Local authorities are required by the Taxi and Private Hire (Safeguarding and Road Safety) Act 2022 to share any concerns they have about a driver licensed with another local authority if they think that the other Local Authority would suspend or revoke the driver's Licence were they aware of these concerns. If we are informed by another local authority then under the terms of the Act, we are required to inform the reporting local authority as to whether we intend to suspend or revoke the driver's Licence and if we are not going to do so, the reasons for not acting. 4. The Licensing Enforcement Officer carries out routine and without notice inspections. He will also consider any intelligence received and act appropriately. 5. Under the terms of their licence, drivers are required to notify the Council within 7 days of any change to their medical circumstances. This is in addition to the medical test referred to in paragraph 2.14.2 above. 6. A member of the public can make a complaint about a driver, vehicle or operator direct to the Licensing Team. 7. The driver is required to register with the DBS Update Service. This is reviewed every 6 months.
2.23	Once a complaint is received, the Licensing Authority will investigate this complaint. This is done in accordance with paragraph 3.29 of the Council's Hackney Carriage and Private Hire Licensing Policy which reads:

	<p>“Any member of the public or passenger is able to make a complaint about the driver, the vehicle or the journey directly to the Licensing Team via the Council’s website under the taxi and private hire licensing pages. Stickers stating how to make a complaint to the Council will be provided by the Council which must be displayed in all licensed hackney carriage and private hire vehicles.”</p>
2.24	The driver may be called in for interview and further investigations made.
2.25	Once the council has investigated the offence, the nature of the enforcement action will depend on the seriousness of the offence and the driver or operator’s record.
2.26	<p>The Council operates a graduated system of enforcement in accordance with its policy, there are 6 main options for enforcement depending upon all the relevant circumstances:</p> <ol style="list-style-type: none"> 1. Informal verbal warning 2. Formal written warning 3. Penalty points, in accordance with the Council’s penalty points scheme as set out in the policy. Where a licensee incurs 12 or more penalty points in any three-year period, the licensee will be referred to a Licensing Sub-Committee 4. Referral to the sub-committee for determination. The Sub-committee will decide what action if any to take. This may be in the form of suspension for a period, which may be up to the end of the Licence period, immediate revocation of the Licence or no action. 5. Immediate and summary suspension or revocation of the Driver’s Licence under Section 61(2B) of the Local Government (Miscellaneous Provisions) Act 1976. This is done by the Licensing Manager and Housing Lead Lawyer acting under delegation from the Head of Legal and Democratic Services. This is an officer function as due to the logistics it is not possible to arrange a licensing sub-committee within the time frames needed to protect the public. 6. Prosecution, there are various other offences under the Local Government (Miscellaneous Provisions) Act 1976, and the Town Police Causes Act 1847. Whilst the Council does not normally prosecute due to the other options available, and the limited penalties provided by the Acts, the Council will prosecute when it is in the interests of justice to do so.
2.27	Any driver who is unhappy with an enforcement decision can appeal to the Magistrates’ Court within 21 days of being formally notified of the decision. If they appeal then provided their licence was not summarily suspended or revoked under Section 61(2B) of the Local Government (Miscellaneous Provisions) Act 1976, they will be able to drive pending the hearing of their appeal.
2.28	The Council has received 5 appeals in the last 6 years. 1 was withdrawn, 1 was dismissed following a hearing, 1 was resolved by agreement and 2 are ongoing. Given the number of decisions the Council makes, this is a good record.

2.29	Between the 1.3.2022 to 28.2.2023 the Council dealt with 211 enforcement issues relating to matters such as smoking in vehicle, inappropriate behaviour/language, poor driving, not wearing badge, dirty vehicle, query fare, unfit vehicle notices issued, failure to declare speeding offence.
2.30	A table setting out the number of licensing sub-committee hearings in East Suffolk for the period 1.08.2022 to 31.07.2023 compared to other Suffolk licensing authorities is attached as Appendix E
2.31	PARTNERSHIP WORKING
2.32	The Licensing Team works in partnership with a number of outside agencies, these are mainly in the form of forums and other working groups.
2.33	The Suffolk Licensing Officer's Group (SLOG) is a working group made up of the Senior Licensing Officers from all the Suffolk district councils. The main purpose is to share knowledge and working methods to ensure that there is a consistency of service throughout the county.
2.34	The Licensing Team also works in partnership with the police. Although drivers are supposed to report any issues, and many do, we are also reliant upon the police to advise us of any issues they are aware of relating to drivers.
2.35	An example of the police's involvement is when they arrest a driver for drink driving, or domestic assault or any other offence, they should notify the local licensing authority. The Licensing Team can then decide, what action is needed to safeguard the public.
2.36	The Suffolk Multi Agency Safeguarding Hub (MASH) receives and processes all safeguarding referrals of children and adults at risk of harm and abuse. The MASH is facilitated by Suffolk Social Services and was developed because of learning from previous experiences, especially from lessons highlighted by reviews of serious safeguarding incidents across the country.
2.37	Referrals to social services involving concerns over licensed drivers' behaviour or actions towards children are initially assessed by the LADO (Local Authority Designated Officer) which is responsible for co-ordinating the response to concerns that an adult who works with children may have caused them or could cause them harm. LADO often invite concerned parties and a Licensing Officer to attend a meeting to discuss the circumstances. If the circumstances are upheld, then the report is then passed to the MASH to consider further appropriate action which may then involve a formal Police criminal investigation.
2.38	A recurring theme of these partnerships is the importance of information sharing and close working arrangements between relevant agencies.
2.39	The Licensing Team has a good relationship with the drivers and operators in its area. We consult with the drivers and operators regarding any proposed changes to licence conditions. We also operate an open-door policy meaning that drivers and operators are always welcome to talk to us and discuss any matters that they wish to raise with us. Whilst there is not a Local Trade Association, the Licensing Team would be happy to engage if one was to be formed. Feedback from the licensed drivers and operators is attached as Appendix L.
2.40	The Licensing Team also works in unison with the other teams within the Council. Its work has recently been audited and the overall service was rated as Reasonable.
2.41	POLICY ISSUES
2.42	Sub-Committee members are selected from the Licensing Committee membership. All Licensing Committee members receive induction and refresher training from

	the Licensing Team. This training is in person and is in 2 parts. The first part is an overall overview of the Licensing Team and its functions and is led by the Senior Licensing officer. The second part relates to the Sub-Committees functions and the legal framework which sits behind this, this part is led by the Licensing Manager and Housing Lead Lawyer.
2.43	The local licensing authority has the power to limit the number of Hackney Carriages. However, no cap is currently imposed. We do not have the power to limit the number of Private Hire Vehicles.
2.44	The Council's Licensing Fees are attached as Appendix F. They apply to both the north and south of the District. There is a difference between Private Hire and Hackney Carriage as there is additional work required to Licence a Hackney Carriage, as Hackney Carriages are required to have calibrated meters which need to be checked by the Licensing Team and their contractor. There are reduced fees for electric/hybrid vehicles, this is 75% of the Licensing Fee. There are also reduced fees for disability accessible vehicles, this is 50% of the Licensing fee. Both are to encourage more electric/hybrid/disability accessible vehicles.
2.45	Included within the budget for the 2023/24 financial year, the Councils income assumptions for fees and charges totals £18 million. Fees and charges are a key source of revenue for the Council and are set with the Council's core values in mind, ensuring services provided demonstrate value for money, remain competitive and are affordable for the local area.
2.46	Fees and charges are set using key assumption, with reviews being based on either the Council's approved charging mechanism or in accordance with the limitations set by various other governing bodies.
2.47	Currently, income relating to Licensing for the 2023/24 financial year is forecast to total £440,000, of which £167,000 relates to Taxi and Private Hire Licensing, equalling approximately 38% of its total revenue.
2.48	Licensing departments are required to set charges based on a cost recovery basis.
2.49	For the 2024/25 budget setting process, a continued approach of cost recovery will be maintained reviewing the officer time and associated costs with each licensing section.
2.50	The Council has 2 separate fare tables, for the North and South of the District, this is a legacy from the predecessor Councils. These tables are attached as Appendix G Following the creation of East Suffolk Council in 2019 there was a consultation with the drivers and operators about consolidating the fare tables into a single fare table for whole of the district. The majority of drivers and operators wished to maintain existing arrangements. It is believed that this is due to the differing geography and demography of the North and South of the District. The North with a more centralised population based around Lowestoft. The South with a more geographically diverse population without a single large town as the centre of population.
2.51	Under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, the Council does have the power to impose a single fare table, however careful consideration would need to be given before doing this given the trade's previously stated views. In any event the Act requires notices to be placed in the local newspaper and a statutory consultation would also need to take place.

2.52	CHALLENGES
2.53	In relation to Uber is it important to stress Uber is a Private Hire Operator and in law no different to any other Private Hire Operator and will be treated no differently from any other operator. It is a matter for Uber as to whether they want to operate in East Suffolk. If they apply for an operator's licence this will be processed the same as any other applicant. If there were concerns about whether they are a fit and proper person to hold an operator's Licence, then it would be referred to the sub-committee for determination. The Licensing Committee does not know why Uber does not operate in East Suffolk; it is a commercial decision for Uber.
2.54	Attached as Appendix H is a table showing the impact that lockdown had on the number of licensed vehicles/drivers.
2.55	The decrease in hackney carriages cannot be put down solely to the effects of Covid. Many hackney carriage drivers have decided to change to a private hire vehicle. One of the large operators decided to change their vehicles from hackney carriage to private hire.
2.56	The Council is encouraging taxi and private hire operators to switch to electric/hybrid vehicles and disability adapted vehicles by a fee reduction scheme. This is the "carrot" approach. The Council does not have a policy regarding Hydrogen vehicles.
2.57	The Council does not operate a "stick" approach of refusing to Licence non hybrid/electric vehicles. The reason for this it would be uneconomical to force drivers and operator to switch to non-hybrid/electric vehicles.
2.58	In addition, there is not currently the infrastructure to run a taxi service based on electric or Hydrogen based vehicles alone. This may change in the future. If the Council wishes to take further immediate action, then one option may be linking fees to emissions or refusing to licence vehicles whose emissions are above a certain threshold.
2.59	It must be borne in mind that any policy the Council implements is subject to Judicial Review and may be overturned by the Court if it is found to be so unreasonable that no reasonable council could have imposed considering the geography and demography of the district. This could result in significant cost and reputational damage to the Council as well as industry discontent.
2.60	In relation to rural areas, there is a difficulty in getting Hackney Carriages to operate in these areas as their fares are regulated by the Council and it may not be economical for them to operate in rural areas. The Council has no power to force Hackney Carriages to ply for hire in a particular area. Likewise, outside of Lowestoft late night supply of Hackney Carriages is limited as there is not the nighttime economy required to generate the demand for Hackney Carriages. It is noticeable that there are fewer Hackney Carriages in the South of the District compared to the North of the District, 39 in North, 25 in South. This is a difficult problem to solve as fares need to be set at a level where drivers and operators can make a living but also set at a level that is affordable to the travelling public.
2.61	In relation taxi sharing and the rural community, there is a standard condition in a driver's licence which states that a driver will only carry additional passengers with the consent of the hirer and the number of passengers must not exceed the number for which the vehicle is licensed.

2.62	In relation to the geographical spread of drivers and operators please see Appendix I below which contains information relation the location of Private Hire Operators, Hackney Carriages and location of Taxi Ranks.
2.63	It is difficult to say if any area has excess or a lack supply as the supply and demand is market led. The licensing team has only received one comment about the lack of service and this relates to the availability of taxis when a nightclub in Felixstowe closes.
2.64	Drivers and Operators are notifying the Licensing Team that Community Bus services are taking over their business. https://www.factsbus.org.uk/ https://www.agespace.org/local/suffolk/enjoying-life/community-transport-schemes
2.65	There is a list of wheelchair adapted vehicles published on our website in accordance with section 167 of the Equality Act 2010. It is open to the licensing authorities to have a policy that requires all new licenced vehicles be wheelchair adapted. The was adopted by another Suffolk licensing authority but was removed following a negative response from the trade.
2.66	Under the Equality Act 2010 licensed drivers are not obliged to carry pets to the vet other than guide dogs and other assistance dogs, a driver can be exempted from this requirement if they obtain medical exemption certificate from their doctor. The licensing team have not received any complaints about drivers refusing to take pets.

3 Reason/s for recommendation

3.1	This report provides detailed responses and evidence to enable the Scrutiny Committee to review the function.
-----	---

Appendices

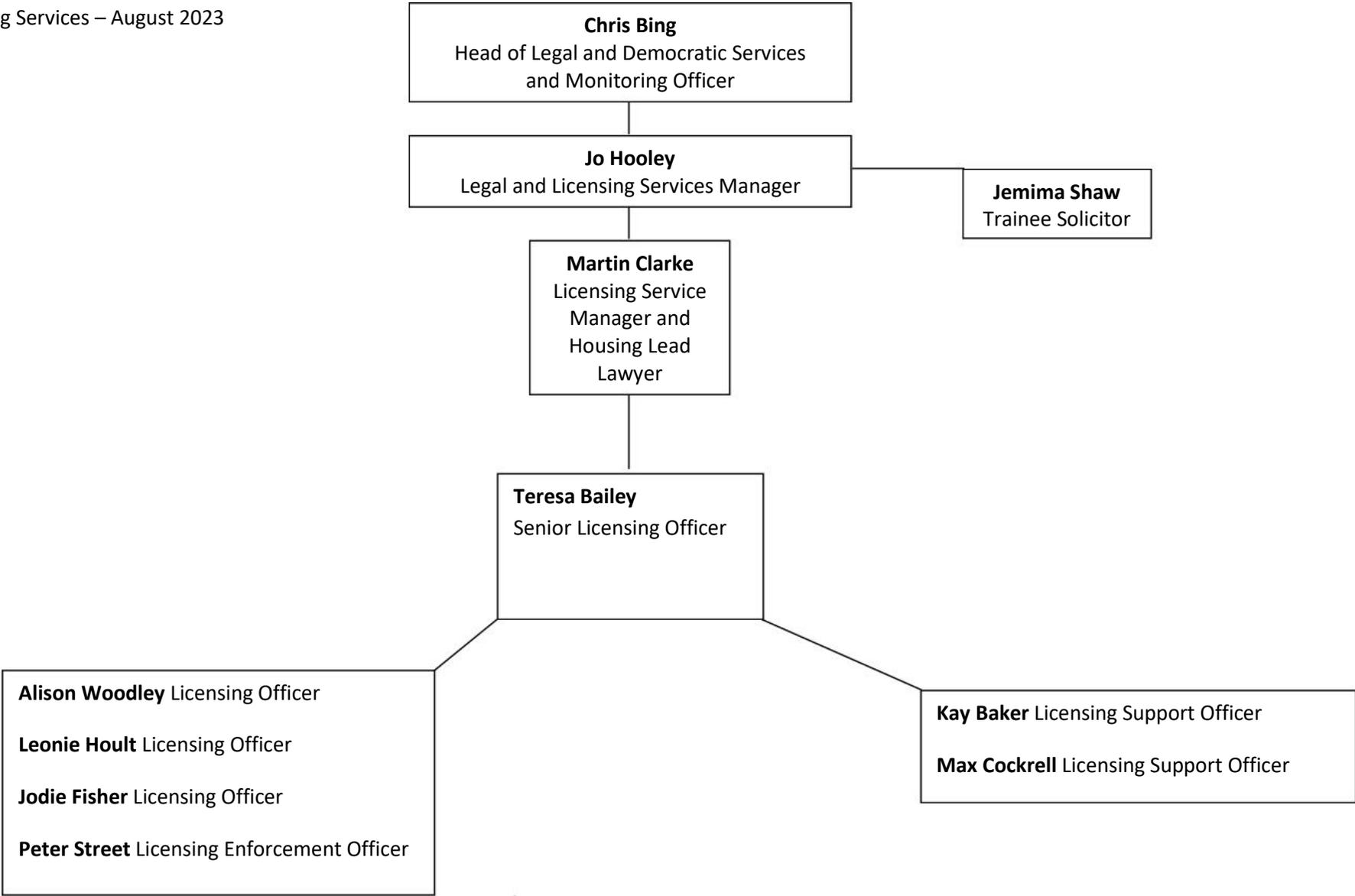
Appendices:	
Appendix A	Licensing Services Structure Chart
Appendix B	Hackney Carriage Driver Handbook and Conditions of Licence
Appendix C	Private Hire Driver Handbook and Conditions of Licence
Appendix D	How East Suffolk Council compares with other Local Authorities in terms of the processes for issuing and reviewing Licences, the number of licences issued, and engagement
Appendix E	Number of licensing sub-committee hearings in East Suffolk for the period 1.08.2022 to 31.07.2023 compared to other Suffolk licensing authorities
Appendix F	Fee table
Appendix G	North and South Fares Table
Appendix H	Table showing the impact that lockdown had on the number of licensed vehicles/drivers

Appendix I	Information relation the location of Private Hire Operators, Hackney Carriages and location of Taxi Ranks.
Appendix J	Hackney Carriage and Private Hire Licensing Policy
Appendix K	Relevant Legislation
Appendix L	Trade Responses

Background reference papers:

None

Licensing Services – August 2023





LICENCE BOOK

FOR

[Redacted area]

**HACKNEY CARRIAGE DRIVER
HACKNEY CARRIAGE VEHICLE**

This book remains the property of:

East Suffolk Council
East Suffolk House
Riduna Park
Station Road
Melton
Woodbridge
Suffolk IP12 1RT

It must be surrendered at the request of an authorised officer of the Council.

THE LICENCES IN THIS BOOK ARE SUBJECT TO:

1. The Local Government (Miscellaneous Provisions) Act 1976, Part II
2. The Town Police Clauses Act 1847 (as amended)
3. Such byelaws as are or may be from time to time in force
4. Such conditions as are or may be from time to time in force
5. The Council's requirements relating to:
 - a) Penalty Point Scheme
 - b) Accident Reporting Procedure

On 1 April 2019 Byelaws in the name of Suffolk Coastal District Council or Waveney District Council became enforceable by East Suffolk Council.

CONDITIONS ATTACHED TO HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE DRIVERS' LICENCES

1. CONDUCT OF DRIVERS.

- a) Drivers shall adopt a presentable, clean and tidy appearance at all times by wearing:
- a collared shirt. If a tie is not worn the top button of the garment may be unfastened. A polo shirt which is plain in colour and carries a small logo may be worn. T-shirts are not acceptable;
 - tailored trousers (tailored shorts may be worn during the period May-September inclusive). Smart jeans may be worn; a jumper and/or jacket if appropriate;
 - appropriate driving shoes (sandals with no heel strap, flip flops and carpet slippers are not acceptable)
- Note:** Drivers may wear an appropriate dress/skirt and top in lieu of items i) and ii). High heeled shoes (over 1½"/3.5 cm) are not acceptable.
- b) Drivers shall behave in a civil and orderly manner at all times to passengers, to other road users and to members of the public. In particular, without the consent of the hirer, a driver will not:
- eat or drink in the vehicle;
 - play any radio or other sound producing equipment, other than for the purpose of sending and receiving messages in connection with the operation of the vehicle. Any such equipment will be operated at a volume which does not cause nuisance or annoyance to any person, whether inside or outside the vehicle.

c) Drivers shall carry out a daily inspection of the vehicle to check:-

- Seat belts
- Fluid levels
- Tyres
- Windscreen washers and wipers
- Lights
- Fire Extinguisher

reporting any defects to the vehicle proprietor and arranging for them to be rectified before commencing work.

- d) Drivers shall notify the Council in writing & within seven days of:
- any change of address
 - any conviction or caution imposed during the period of the licence (see section e) below for more specific offences)
 - any endorsement/speeding offence on DVLA licence. This includes receiving a Fixed Penalty Summons in the post following being caught on a fixed camera or camera van, and receiving a Fixed Penalty Summons on the spot after being caught by a police officer with a camera.

Note: it is a requirement to report a speeding offence even if a driving awareness course is offered to prevent points being awarded on a DVLA licence. Notifying the Council for our records within the required time will not result in penalty points being accrued on your local authority drivers licence; not notifying the Council will attract 5 penalty points.

- any change in medical circumstances as described in the Council's 'Statement of Medical Standards'.
- e) Drivers shall notify the Council within 48 hours of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence.
- f) Drivers shall wear the identification badge issued by the Council at all times when operating a licensed vehicle. On expiry of the licence the badge will be returned immediately to the Council.

2. CARRYING PASSENGERS.

- a) The driver will arrive punctually at the appointed time and place to pick up a passenger, unless delayed or prevented by a sufficient cause;
- b) Except when picking up from commercial premises where such action is inappropriate, a driver will call personally at the appointed place to announce arrival. He/she will not sound the car horn for this purpose.
- c) A driver will provide reasonable assistance with loading and unloading of luggage and shopping and ensure that the passenger enters and leaves the vehicle safely.
- d) A driver will take all reasonable steps to ensure that passenger(s) are conveyed safely to their destination(s). Where a journey is being carried out by a private hire driver, the destination(s) shall be that/those agreed by the private hire operator when the journey was booked.
- e) A driver will only carry additional passengers with the consent of the hirer and the number of passengers must not exceed the number for which the vehicle is licensed.

- f) The driver will take the shortest route by distance unless the passenger specifically requests an alternative route.

3. E-CIGARETTES

Drivers shall not use e-cigarettes to 'vape' in a vehicle licensed by East Suffolk Council at any time.

4. CARRYING ANIMALS

A driver must not refuse to carry a guide dog when requested to do so, but has discretion to carry any other animal in the custody of or with the agreement of the hirer provided it is kept under control at all times. Animals must not be carried on the seats of the vehicle.

Note: The Disability Discrimination Act 1995 requires drivers to carry guide, hearing and other assistance dogs accompanying disabled people unless the driver has obtained an exemption on medical grounds.

5. CHARGING

a) If the vehicle is fitted with a meter it must be used as follows, unless a mutually agreed price has been pre-arranged:

- i. the meter must be switched on immediately prior to the commencement of the journey;
- ii. the meter reading must be illuminated and must not be cancelled until the journey has been paid for, unless credit is to be given. The driver will not demand a fare greater than that displayed on the meter.

b) If the vehicle is not fitted with a meter the driver will check the fare agreed between the hirer and the operator before the journey begins and will not demand a greater fare.

c) A receipt will be provided on request.

6. ON COMPLETION OF THE JOURNEY

After every hiring the driver should search the vehicle for any property which may have been accidentally left therein. Any items of value, such as laptops, mobile phones, cameras and high value items, should be reported to the police. Suffolk Constabulary have an online reporting system for lost and found property. The items should then be taken to a police station.

Items of low value, such as clothing, books and umbrellas should be retained by the driver, if a hackney carriage driver, for a period of 28 days. If a private hire driver, the driver should give the item to their

private hire operator to retain for a period of 28 days.

Every effort should be made to contact the passenger/hirer to arrange collection/return of the item. If the item is not collected/returned after 28 days it can be disposed of by the hackney carriage driver or private hire operator.

7. MEDICAL STANDARDS

Licensees shall renew medical certificates as laid down in the Council's Statement of Medical Standards. In addition, licensees shall notify the Council within seven days of any change in their medical circumstances as described in the Council's Statement of Medical Standards.

8. ACCIDENTS

In the event of an accident occurring, licensees shall comply with the requirements laid down in the Council's accident reporting procedure.

9. GENERAL CONDITION

- a) A licence obtained by any form of payment that is subsequently dishonoured will render the licence invalid. The licence document and driver's badge must be returned to the Council until an alternative form of acceptable payment is made.
- b) The licence document and driver's badge remain the property of the Council and it must be informed forthwith if lost or stolen.

10. AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions. Amendments to the conditions will come into effect as soon as notification has been received by the licensed driver.

CONDITIONS ATTACHED TO HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENCES

1. The vehicle shall comply at all times with the law and the licensee shall produce such evidence of insurance, MOT, registration and excise licence as the Council may require.

2. The vehicle must pass the Council's annual and 'mid-term' mechanical inspections.

3. The vehicle must comply with:

- a) The Council's vehicle specification;
- b) The Council's manual of inspection standards.

Whilst the vehicle licence is in force:-

4. The vehicle must be maintained so that:-

- a) It is free of unpleasant odours;
- b) It has a clean interior which includes:
 - seats which are not stained, clear of food debris and animal hairs;
 - carpets which are not stained, clear of food, debris, mud and dirt.
- c) It has a clean exterior, which includes door arches and sills which are clear of dirt, oil and grease;
- d) A clean and tidy boot so that luggage is not soiled.

5. Identification plates will be issued to proprietors of licensed private hire and hackney carriage vehicles but will remain the Council's property. The plates **must** be fixed to licensed vehicles as follows:-

Large External Plate

Must be fixed to the vehicle adjacent, above or below the registration plate, so that it is clearly visible. It must **not** be placed in the rear window or in such a way that it is obscured by the registration plate or rear bumper.

Small Internal Plate

Must be fixed inside the vehicle in the front windscreen with the luminous side visible from the outside.

6. Additional Signage

a) All Licensed Vehicles

"No Smoking" signs **must** be displayed in accordance with the Smoke-free (Signs) Regulations 2012

b) Hackney Carriage Only:

- i) **must** have an illuminated sign fixed to the roof bearing the word "taxi" and no other word.
- ii) **must** display and maintain the scale of fares fixed by the Council so as to be clearly visible to passengers.
- iii) **must** be fitted with a meter which is clearly visible to all passengers.

(In the event that a proprietor chooses to use the taxi meter to discount the approved fare a notice **must** be displayed to inform passengers.)

iv) **may** display:-

- an illuminated "for hire" sign;
- windscreen sticker with the name and number of the taxi firm fitted in a manner that does not obscure the driver's view and swept area;
- any other non-luminous sign or advertisement which must comply with the **British Code of Advertising, Sales Promotion and Direct Marketing.**

c) Private Hire Only

- i) **must not** have a sign or advertisement which includes the word "taxi" or "cab" in any form.
- ii) **must not** have an illuminated sign of any description
- iii) **may** be fitted with a meter which **must** be clearly visible to all passengers.
- iv) **may** display any non-luminous sign or advertisement which must comply with the British Code of Advertising, Sales Promotion and Direct Marketing

7. The proprietor of a licensed vehicle shall:

- a) Comply with the Council's accident reporting procedure;
- b) Notify the Council within 14-days of any transfer of interest in whole or in part in the vehicle to any other person not specified in the vehicle licence;
- c) Seek approval of the Council prior to making any alterations that will change the specification, design, condition or appearance of a licensed vehicle.
- d) Notify the Council of change of address within 7 days.

8. E-CIGARETTES

The use of e-cigarettes to 'vape' is prohibited in any vehicle licensed by East Suffolk Council – this condition relates to both drivers and passengers.

AMENDMENT TO CONDITIONS

The Council may in its discretion and, at any time add to, delete or alter any of these conditions. Any amendments so made will come into effect as soon as the holder of the hackney carriage vehicle licence has been notified. For the avoidance of any doubt this means that immediately upon such notification the licence will be subject to such amended conditions with immediate effect.

HACKNEY CARRIAGE BYELAWS

Made under section 68 of the Town Police Clauses Act 1847, and section 171 of the Public Health Act 1875, as amended by the Local Government Act 1972 by the Waveney District Council with respect of hackney carriages in Waveney.

Interpretation

1. Throughout these byelaws "the Council" the District Council of Waveney and "the district" means Waveney.

Provisions regulating the manner in which the number of each hackney carriage corresponding with the number of its licence, shall be displayed.

2 a) The proprietor of a hackney carriage shall cause the number of the licence granted to him in respect of the carriage to be legibly painted or marked on the outside and inside of the carriage, or on plates affixed thereto.

b) A proprietor or driver of a hackney carriage shall:-

- I. not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;
- II. not cause or permit the carriage to stand or ply for hire with any such painting, marking or plate so defaced that any figure or material particular is illegible.

Provisions regulating how hackney carriages are to be furnished or provided.

3. The proprietor of a hackney carriage shall:-

- a) provide sufficient means by which any person in the carriage may communicate with the driver;
- b) cause the roof or covering to be kept water-tight;
- c) provide any necessary windows and a means of opening and closing not less than one window on each side;
- d) cause the seats to be properly cushioned or covered;
- e) cause the floor to be provided with a proper carpet, mat, or other suitable covering;
- f) cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;

- g) provide means for securing luggage if the carriage is so constructed as to carry luggage;
 - h) provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use; and
 - i) provide at least two doors for the use of persons conveyed in such carriage and a separate means of ingress and egress for the driver.
4. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the following requirements, that is to say:-
- a) the taximeter shall be fitted with a key, flag, or other device, the turning of which will bring the machinery of the taximeter into action and cause the word "HIRED" to appear on the face of the taximeter;
 - b) such key, flag, or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
 - c) when the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in clearly visible figures a fare equal to the rate or fare which the proprietor or driver is entitled to demand and take for the hire of the carriage by time as well as for distance in pursuance of the tariff fixed by the Council in that behalf;
 - d) the word "FARE" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
 - e) the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring; and
 - f) the taximeter and all the fittings thereof shall be so affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

Provisions regulating the conduct of the proprietors and drivers of hackney carriages plying within the district in their several employments, and determining whether such drivers shall wear any and what badges.

5. The driver of a hackney carriage provided with a taximeter shall:
- a) when standing or plying for hire, keep the key, flag or other device fitted in pursuance of the byelaw in that behalf locked in the position in which no fare is recorded on the face of the taximeter;
 - b) before beginning a journey for which a fare is charged for distance and time, bring the machinery of the taximeter into action by moving the said key, flag or other device, so that the word "HIRED" is legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring; and
 - c) cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is during the hours of darkness as defined for the purpose of the Road Traffic Act 1974 and also at any other time at the request of the hirer.
6. A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.
7. A proprietor or driver of a Hackney Carriage shall not stand or ply for hire or cause or permit any Hackney Carriage to stand or ply for hire if the taxi meter with which the carriage is provided or the fittings thereof or the seals affixed thereto (all in accordance with the requirements of these byelaws) have been broken, damaged or otherwise tampered with.
8. The driver of a hackney carriage shall, when plying for hire in any street:-
- a) proceed with reasonable speed to one of the stands fixed by the byelaw in that behalf;
 - b) if a stand, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;

- c) on arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face in the same direction; and
 - d) from time to time when any other carriage immediately in front is driven off or moved forward cause his carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.
9. A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for the purpose.
 10. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.
 11. The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.
 12. A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.
 13. If a badge has been provided by the Council and delivered to the driver of a hackney carriage he shall, when standing or plying for hire, and, when hired, wear that badge in such position and manner as to be plainly visible.
 14. The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:-

- a) convey a reasonable quantity of luggage;
- b) afford reasonable assistance in loading and unloading;
- c) afford reasonable assistance in removing it to or from the entrance of any building, station, or place at which he may take up or set down such person.

Provisions fixing the Stands of hackney carriages

15. Each of the several places specified in a Regulation made in pursuance of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976, shall be a stand for such number of hackney carriages as is specified in the said Regulations.

Provisions fixing the rates or fares to be paid for hackney carriages within the district, and securing the due publication of such fares.

16. The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of the carriage the rate or fare prescribed by the Council the rate or fare being calculated by time and distance unless the hirer expresses at the commencement of the hiring his desire to engage by time for a journey terminating outside the licensing area. Provided always that where a hackney carriage furnished with a taximeter shall be hired by time and distance the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter, together with any extra charges prescribed by the Council so recorded.

17. a) The proprietor of a hackney carriage shall cause a statement of the fares fixed by Council resolution to be exhibited inside the carriage, in clearly distinguishable letters and figures.
 - b) The proprietor or driver of a hackney carriage bearing a statement of fares in accordance with this byelaw shall not wilfully or negligently cause or suffer the letters or figures in the statement to be concealed or rendered illegible at any time while the carriage is plying or being used for hire.

Provisions securing the safe custody and re-delivery of any property accidentally left in hackney carriages, and fixing the charges to be made in respect thereof.

18. The proprietor or driver of a hackney carriage shall immediately after the termination of any hiring or as soon as practicable thereafter carefully search the carriage for any property which may have been accidentally left therein.

19. The proprietor or driver of a hackney carriage shall, if any property accidentally left therein by any person who may have been conveyed in the carriage be found by or handed to him:-

a) carry it as soon as possible and in any event within 48 hours, if not sooner claimed by or on behalf of its owner, to the office of the Council, and leave it in the custody of the officer in charge of the office on his giving a receipt for it; and

b) be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value (or the fare for the distance from the place of finding to the office of the Council, whichever be the greater) but not more than five pounds.

Penalties

20. Every person who shall offend against any of these byelaws shall be liable on summary conviction to a penalty not exceeding Level 2 and in the case of a continuing offence to a further fine not exceeding two pounds for each day during which the offence continues after conviction therefore.

PENALTY POINTS SCHEME

1. General Purpose

The purpose of this licensing scheme is to give licensees clear guidance about the consequence of non-compliance with the Council's licensing requirements. Where appropriate, the Council's Licensing staff have discretion to give a verbal warning for a first offence in any category, but subsequent offences will be subject to penalty points in accordance with this scheme. In circumstances where the imposition of penalty points may not be appropriate, a licensee may be required to appear at a Licensing Hearing.

2. Procedure for Imposing Penalty Points

Prior to the imposition of penalty points, a licensee will be notified of the breach of condition(s), and be advised that penalty points will be imposed. Licensees will be given 14 days in which to appeal. If no appeal is lodged within that period, penalty points in accordance with the notice will be recorded against the licensee and endorsed in his/her licence book.

3. Appeals

Where an appeal is lodged within the 14 day period, penalty points will not be recorded until such time as the appeal has been heard.

Appeals against the addition of points to a licence will be heard by the Licensing Sub-Committee.

4. Rehabilitation from Penalty Points

Penalty points will be removed from a licence 3 years after the date on which they were recorded.

5. Appearance before the Licensing Committee.

Where a licensee incurs 12 or more penalty points in any three year period, the licensee will appear before a Licensing Sub-Committee for members to determine the appropriate action to be taken as a consequence of the incidents non-compliance.

A licensee may appeal to the Magistrates' Court against the decision of the Licensing Sub-Committee.

GROUP 1: 5 PENALTY POINTS

- 1.1 Failure to maintain vehicle in accordance with the requirements of the law. (V)
- 1.2 Any action which invalidates the insurance cover for the vehicle. (V&D)
- 1.3 Carrying more passengers than the vehicle is licensed for. (D)
- 1.4 Failure to report an accident/damage to the vehicle. (V)
- 1.5 Failure to report a change in medical circumstances as described in the Council's 'Statement of Medical Standards'. (D)
- 1.6 Failure to report any charge, conviction, caution or arrest during the period of the licence. (D)
(This includes any driving licence endorsements).

GROUP 2 : 4 PENALTY POINTS

- 2.1 Failure to notify of change of address (V&D)
- 2.2 Failure to produce documents to the Council as required. (V&D)
- 2.3 Failure to return identification plates and licences on renewal. (V)
- 2.4 Failure to produce mid-term mechanical inspection. (V)
- 2.5 Failure to inform the Council of transfer of interest in whole or in part in the vehicle. (V)
- 2.6 Failure to seek approval of the Council prior to making any alterations to the vehicle. (V)
- 2.7 Failure to comply with the Council's CCTV Policy. (V)

GROUP 3 : 3 PENALTY POINTS

- 3.1 Failure to maintain a clean and tidy vehicle. (V&D)
- 3.2 Failure to maintain presentable, clean and tidy appearance and wear appropriate clothing and footwear. (D)
- 3.3 Failure to carry out daily vehicle check. (D)
- 3.4 Failure to wear driver's badge. (D)
- 3.5 Refusal to carry guide dog when requested to do so. (D)
- 3.6 Failure to provide receipt when requested. (D)
- 3.7 Failure to display identification plates correctly. (V)
- 3.8 Vaping inside vehicle (D)
- 3.9 Failure to prohibit vaping inside vehicle (V)
- 3.10 Failure to display fare tariff correctly (Hackney Carriage Proprietors Only.) (V&D)

Key:- (V) = Points will be endorsed on Vehicle Licence (i.e. vehicle proprietor's responsibility)
(D) = Points will be endorsed on the Driver's Licence

GROUP 4 :

4.1 Complaints found to be justified relating to:

- a) Uncivil and disorderly behaviour.
- b) Promptness of arrival (failure to comply with drivers' licence condition 2(a))
- c) Announcement of arrival (failure to comply with drivers' licence condition 2(b)).
- d) Failure to assist passenger.
- e) Incorrect charging procedures.
- f) Compromising safety of passenger.
- g) Complaint found justified relating to failure to complete journey in accordance with the contract made by the passenger with the private hire operator.

will be reported straight to a sub-committee for determination.

ACCIDENT REPORTING PROCEDURE

Vehicle proprietors **MUST** report any accident damage that affects the safety, performance, appearance or passenger comfort/convenience within 72 hours by contacting one of the Council's vehicle inspectors at either of the Norse depots or one of the agency garages who will decide whether the accident damage is either **major or minor**. The Vehicle Inspector will complete an accident report form which will be emailed over to the Licensing Team to inform them about the accident.

Major damage is damage that impairs:

- a) Chassis and under parts of the vehicle
- b) Correct operation of doors, boot and bonnet of the vehicle
- c) Correct operation of lights, indicators etc.
- d) Structural integrity of pillars A, B or C (refer to Manual of Inspection Standards)

Minor damage is damage that is not major.

If the Vehicle Inspector considers the damage to be major, he will issue an unfit vehicle notice and you will be required to surrender your plates. Repairs to the vehicle must be completed within 2 months from the date of the unfit vehicle notice otherwise the vehicle licence will be revoked. Once the vehicle has been repaired, you should contact the Vehicle Inspector to make an appointment for the vehicle to be re-inspected. Providing the Vehicle Inspector is satisfied that the repairs have been carried out satisfactorily, the unfit vehicle notice will be lifted and the plates re-issued. The Licensing Team will receive confirmation from the Vehicle Inspector that the vehicle plates have been reinstated. If the Vehicle Inspector considers the damage to be minor, you will be allowed to continue using the vehicle pending repair. You will be given a notice advising you of the time-scale in which the vehicle must be presented for re-inspection after repair. In the event that you fail to get the repair carried out within the time-scale or to a satisfactory standard, the vehicle will be suspended and you will be required to return the plates to the Vehicle Inspector within 7 days from the date that the vehicle repair should have been undertaken. The Licensing Team will receive confirmation from the Vehicle Inspector as to whether the vehicle has been satisfactorily repaired or whether the vehicle licence has been suspended.

This book remains the property

EAST SUFFOLK COUNCIL

East Suffolk House, Riduna Park,
Station Road, Melton, Woodbridge,
Suffolk IP12 1RT



LICENCE BOOK

FOR

**PRIVATE HIRE DRIVER
PRIVATE HIRE VEHICLE**

This book remains the property of:

East Suffolk Council
East Suffolk House
Riduna Park
Station Road
Melton
Woodbridge
Suffolk IP12 1RT

It must be surrendered at the request of an authorised officer of the Council.

THE LICENCES IN THIS BOOK ARE SUBJECT TO:

1. The Local Government (Miscellaneous Provisions) Act 1976, Part II
2. The Town Police Clauses Act 1847 (as amended)
3. Such byelaws as are or may be from time to time in force
4. Such conditions as are or may be from time to time in force
5. The Council's requirements relating to:
 - a) Penalty Point Scheme
 - b) Accident Reporting Procedure

On 1 April 2019 Byelaws in the name of Suffolk Coastal District Council or Waveney District Council became enforceable by East Suffolk Council.

CONDITIONS ATTACHED TO HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE DRIVERS' LICENCES

1. CONDUCT OF DRIVERS.

- a) Drivers shall adopt a presentable, clean and tidy appearance at all times by wearing:
- a collared shirt. If a tie is not worn the top button of the garment may be unfastened. A polo shirt which is plain in colour and carries a small logo may be worn. T-shirts are not acceptable;
 - tailored trousers (tailored shorts may be worn during the period May-September inclusive). Smart jeans may be worn; a jumper and/or jacket if appropriate;
 - appropriate driving shoes (sandals with no heel strap, flip flops and carpet slippers are not acceptable)

Note: Drivers may wear an appropriate dress/skirt and top in lieu of items i) and ii). High heeled shoes (over 1½"/3.5 cm) are not acceptable.

- b) Drivers shall behave in a civil and orderly manner at all times to passengers, to other road users and to members of the public. In particular, without the consent of the hirer, a driver will not:
- eat or drink in the vehicle;
 - play any radio or other sound producing equipment, other than for the purpose of sending and receiving messages in connection with the operation of the vehicle. Any such equipment will be operated at a volume which does not cause nuisance or annoyance to any person, whether inside or outside the vehicle.

- c) Drivers shall carry out a daily inspection of the vehicle to check:-
- Seat belts
 - Fluid levels
 - Tyres
 - Windscreen washers and wipers
 - Lights
 - Fire Extinguisher

reporting any defects to the vehicle proprietor and arranging for them to be rectified before commencing work.

- d) Drivers shall notify the Council in writing & **within seven days** of:
- any change of address
 - any conviction or caution imposed during the period of the licence (**see section e) below for more specific offences**)
 - any endorsement/speeding offence on DVLA licence. This includes receiving a Fixed Penalty Summons in the post following being caught on a fixed camera or camera van, and receiving a Fixed Penalty Summons on the spot after being caught by a police officer with a camera.

Note: it is a requirement to report a speeding offence even if a driving awareness course is offered to prevent points being awarded on a DVLA licence. Notifying the Council for our records within the required time will not result in penalty points being accrued on your local authority drivers licence; not notifying the Council will attract 5 penalty points.

- iv any change in medical circumstances as described in the Council's 'Statement of Medical Standards'.
- e) Drivers shall notify the Council within **48 hours** of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence.
- f) Drivers shall wear the identification badge issued by the Council at all times when operating a licensed vehicle. On expiry of the licence the badge will be returned immediately to the Council.

2. CARRYING PASSENGERS.

- a) The driver will arrive punctually at the appointed time and place to pick up a passenger, unless delayed or prevented by a sufficient cause;
- b) Except when picking up from commercial premises where such action is inappropriate, a driver will call personally at the appointed place to announce arrival. He/she will not sound the car horn for this purpose.
- c) A driver will provide reasonable assistance with loading and unloading of luggage and shopping and ensure that the passenger enters and leaves the vehicle safely.
- d) A driver will take all reasonable steps to ensure that passenger(s) are conveyed safely to their destination(s). Where a journey is being carried out by a private hire driver, the destination(s) shall be that/those agreed by the private hire operator when the journey was booked.
- e) A driver will only carry additional passengers with the consent of the hirer and the number of passengers must not exceed the number for which the vehicle is licensed.

- f) The driver will take the shortest route by distance unless the passenger specifically requests an alternative route.

3. E-CIGARETTES

Drivers shall not use e-cigarettes to 'vape' in a vehicle licensed by East Suffolk Council at any time.

4. CARRYING ANIMALS.

A driver must not refuse to carry a guide dog when requested to do so, but has discretion to carry any other animal in the custody of or with the agreement of the hirer provided it is kept under control at all times. Animals must not be carried on the seats of the vehicle.

Note: The Disability Discrimination Act 1995 requires drivers to carry guide, hearing and other assistance dogs accompanying disabled people unless the driver has obtained an exemption on medical grounds.

5. CHARGING.

a) If the vehicle is fitted with a meter it must be used as follows, unless a mutually agreed price has been pre-arranged:

- i. the meter must be switched on immediately prior to the commencement of the journey;
- ii. the meter reading must be illuminated and must not be cancelled until the journey has been paid for, unless credit is to be given. The driver will not demand a fare greater than that displayed on the meter.

b) If the vehicle is not fitted with a meter the driver will check the fare agreed between the hirer and the operator before the journey begins and will not demand a greater fare.

c) A receipt will be provided on request.

6. ON COMPLETION OF THE JOURNEY.

After every hiring the driver should search the vehicle for any property which may have been accidentally left therein. Any items of value, such as laptops, mobile phones, cameras and high value items, should be reported to the police. Suffolk Constabulary have an online reporting system for lost and found property. The items should then be taken to a police station.

Items of low value, such as clothing, books and umbrellas should be retained by the driver, if a hackney carriage driver, for a period of 28 days. If a private hire driver, the driver should give the item to their

private hire operator to retain for a period of 28 days.

Every effort should be made to contact the passenger/hirer to arrange collection/return of the item. If the item is not collected/returned after 28 days it can be disposed of by the hackney carriage driver or private hire operator.

7. MEDICAL STANDARDS

Licensees shall renew medical certificates as laid down in the Council's Statement of Medical Standards. In addition, licensees shall notify the Council within seven days of any change in their medical circumstances as described in the Councils Statement of Medical Standards.

8. ACCIDENTS

In the event of an accident occurring, licensees shall comply with the requirements laid down in the Council's accident reporting procedure.

9. GENERAL CONDITION

- a) A licence obtained by any form of payment that is subsequently dishonoured will render the licence invalid. The licence document and driver's badge must be returned to the Council until an alternative form of acceptable payment is made.
- b) The licence document and driver's badge remain the property of the Council and it must be informed forthwith if lost or stolen.

10. AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions. Amendments to the conditions will come into effect as soon as notification has been received by the licensed driver.

CONDITIONS ATTACHED TO HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENCES

1. The vehicle shall comply at all times with the law and the licensee shall produce such evidence of insurance, MOT, registration and excise licence as the Council may require.

2. The vehicle must pass the Council's annual and 'mid-term' mechanical inspections.

3. The vehicle must comply with:

- a) The Council's vehicle specification;
- b) The Council's manual of inspection standards.

Whilst the vehicle licence is in force:-

4. The vehicle must be maintained so that:-

- a) It is free of unpleasant odours;
- b) It has a clean interior which includes:
 - seats which are not stained, clear of food debris and animal hairs;
 - carpets which are not stained, clear of food, debris, mud and dirt.
- c) It has a clean exterior, which includes door arches and sills which are clear of dirt, oil and grease;
- d) A clean and tidy boot so that luggage is not soiled.

5. Identification plates will be issued to proprietors of licensed private hire and hackney carriage vehicles but will remain the Council's property. The plates **must** be fixed to licensed vehicles as follows:-

Large External Plate

Must be fixed to the vehicle adjacent, above or below the registration plate, so that it is clearly visible. It must **not** be placed in the rear window or in such a way that it is obscured by the registration plate or rear bumper.

Small Internal Plate

Must be fixed inside the vehicle in the front windscreen with the luminous side visible from the outside.

6. Additional Signage

a) All Licensed Vehicles
"No Smoking" signs **must** be displayed in accordance with the Smoke-free (Signs) Regulations 2012

b) Hackney Carriage Only:

- i) **must** have an illuminated sign fixed to the roof bearing the word "taxi" and no other word.
- ii) **must** display and maintain the scale of fares fixed by the Council so as to be clearly visible to passengers.
- iii) **must** be fitted with a meter which is clearly visible to all passengers.

(In the event that a proprietor chooses to use the taxi meter to discount the approved fare a notice **must** be displayed to inform passengers.)

iv) **may** display:-

- an illuminated "for hire" sign;
- windscreen sticker with the name and number of the taxi firm fitted in a manner that does not obscure the driver's view and swept area;
- any other non-luminous sign or advertisement which must comply with the **British Code of Advertising, Sales Promotion and Direct Marketing**.

c) Private Hire Only

- i) **must not** have a sign or advertisement which includes the word "taxi" or "cab" in any form.
- ii) **must not** have an illuminated sign of any description
- iii) **may** be fitted with a meter which **must** be clearly visible to all passengers.
- iv) **may** display any non-luminous sign or advertisement which must comply with the British Code of Advertising, Sales Promotion and Direct Marketing

7. The proprietor of a licensed vehicle shall:

- a) Comply with the Council's accident reporting procedure;
- b) Notify the Council within 14-days of any transfer of interest in whole or in part in the vehicle to any other person not specified in the vehicle licence;
- c) Seek approval of the Council prior to making any alterations that will change the specification, design, condition or appearance of a licensed vehicle.
- d) Notify the Council of change of address within 7 days.

8. E-CIGARETTES

The use of e-cigarettes to 'vape' is prohibited in any vehicle licensed by East Suffolk Council – this condition relates to both drivers and passengers.

AMENDMENT TO CONDITIONS

The Council may in its discretion and, at any time add to, delete or alter any of these conditions. Any amendments so made will come into effect as soon as the holder of the hackney carriage vehicle licence has been notified. For the avoidance of any doubt this means that immediately upon such notification the licence will be subject to such amended conditions with immediate effect.

HACKNEY CARRIAGE BYELAWS

Made under section 68 of the Town Police Clauses Act 1847, and section 171 of the Public Health Act 1875, as amended by the Local Government Act 1972 by the Waveney District Council with respect of hackney carriages in Waveney.

Interpretation

1. Throughout these byelaws "the Council" the District Council of Waveney and "the district" means Waveney.

Provisions regulating the manner in which the number of each hackney carriage corresponding with the number of its licence, shall be displayed.

- 2 a) The proprietor of a hackney carriage shall cause the number of the licence granted to him in respect of the carriage to be legibly painted or marked on the outside and inside of the carriage, or on plates affixed thereto.
- b) A proprietor or driver of a hackney carriage shall:-
 - I. not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;
 - II. not cause or permit the carriage to stand or ply for hire with any such painting, marking or plate so defaced that any figure or material particular is illegible.

Provisions regulating how hackney carriages are to be furnished or provided.

3. The proprietor of a hackney carriage shall:-
 - a) provide sufficient means by which any person in the carriage may communicate with the driver;
 - b) cause the roof or covering to be kept water-tight;
 - c) provide any necessary windows and a means of opening and closing not less than one window on each side;
 - d) cause the seats to be properly cushioned or covered;
 - e) cause the floor to be provided with a proper carpet, mat, or other suitable covering;
 - f) cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;

- g) provide means for securing luggage if the carriage is so constructed as to carry luggage;
 - h) provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use; and
 - i) provide at least two doors for the use of persons conveyed in such carriage and a separate means of ingress and egress for the driver.
4. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the following requirements, that is to say:-
- a) the taximeter shall be fitted with a key, flag, or other device, the turning of which will bring the machinery of the taximeter into action and cause the word "HIRED" to appear on the face of the taximeter;
 - b) such key, flag, or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
 - c) when the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in clearly visible figures a fare equal to the rate or fare which the proprietor or driver is entitled to demand and take for the hire of the carriage by time as well as for distance in pursuance of the tariff fixed by the Council in that behalf;
 - d) the word "FARE" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
 - e) the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring; and
 - f) the taximeter and all the fittings thereof shall be so affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

Provisions regulating the conduct of the proprietors and drivers of hackney carriages plying within the district in their several employments, and determining whether such drivers shall wear any and what badges.

- 5. The driver of a hackney carriage provided with a taximeter shall:
 - a) when standing or plying for hire, keep the key, flag or other device fitted in pursuance of the byelaw in that behalf locked in the position in which no fare is recorded on the face of the taximeter;
 - b) before beginning a journey for which a fare is charged for distance and time, bring the machinery of the taximeter into action by moving the said key, flag or other device, so that the word "HIRED" is legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring; and
 - c) cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is during the hours of darkness as defined for the purpose of the Road Traffic Act 1974 and also at any other time at the request of the hirer.
- 6. A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.
- 7. A proprietor or driver of a Hackney Carriage shall not stand or ply for hire or cause or permit any Hackney Carriage to stand or ply for hire if the taxi meter with which the carriage is provided or the fittings thereof or the seals affixed thereto (all in accordance with the requirements of these byelaws) have been broken, damaged or otherwise tampered with.
- 8. The driver of a hackney carriage shall, when plying for hire in any street:-
 - a) proceed with reasonable speed to one of the stands fixed by the byelaw in that behalf;
 - b) if a stand, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;

- c) on arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face in the same direction; and
 - d) from time to time when any other carriage immediately in front is driven off or moved forward cause his carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.
9. A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for the purpose.
 10. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.
 11. The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.
 12. A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.
 13. If a badge has been provided by the Council and delivered to the driver of a hackney carriage he shall, when standing or plying for hire, and, when hired, wear that badge in such position and manner as to be plainly visible.
 14. The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:-

- a) convey a reasonable quantity of luggage;
- b) afford reasonable assistance in loading and unloading;
- c) afford reasonable assistance in removing it to or from the entrance of any building, station, or place at which he may take up or set down such person.

Provisions fixing the Stands of hackney carriages

15. Each of the several places specified in a Regulation made in pursuance of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976, shall be a stand for such number of hackney carriages as is specified in the said Regulations.

Provisions fixing the rates or fares to be paid for hackney carriages within the district, and securing the due publication of such fares.

16. The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of the carriage the rate or fare prescribed by the Council the rate or fare being calculated by time and distance unless the hirer expresses at the commencement of the hiring his desire to engage by time for a journey terminating outside the licensing area. Provided always that where a hackney carriage furnished with a taximeter shall be hired by time and distance the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter, together with any extra charges prescribed by the Council so recorded.

17. a) The proprietor of a hackney carriage shall cause a statement of the fares fixed by Council resolution to be exhibited inside the carriage, in clearly distinguishable letters and figures.
 - b) The proprietor or driver of a hackney carriage bearing a statement of fares in accordance with this byelaw shall not wilfully or negligently cause or suffer the letters or figures in the statement to be concealed or rendered illegible at any time while the carriage is plying or being used for hire.

Provisions securing the safe custody and re-delivery of any property accidentally left in hackney carriages, and fixing the charges to be made in respect thereof.

18. The proprietor or driver of a hackney carriage shall immediately after the termination of any hiring or as soon as practicable thereafter carefully search the carriage for any property which may have been accidentally left therein.

19. The proprietor or driver of a hackney carriage shall, if any property accidentally left therein by any person who may have been conveyed in the carriage be found by or handed to him:-

a) carry it as soon as possible and in any event within 48 hours, if not sooner claimed by or on behalf of its owner, to the office of the Council, and leave it in the custody of the officer in charge of the office on his giving a receipt for it; and

b) be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value (or the fare for the distance from the place of finding to the office of the Council, whichever be the greater) but not more than five pounds.

Penalties

20. Every person who shall offend against any of these byelaws shall be liable on

summary conviction to a penalty not exceeding Level 2 and in the case of a continuing offence to a further fine not exceeding two pounds for each day during which the offence continues after conviction therefore.

PENALTY POINTS SCHEME

1. General Purpose

The purpose of this licensing scheme is to give licensees clear guidance about the consequence of non-compliance with the Council's licensing requirements. Where appropriate, the Council's Licensing staff have discretion to give a verbal warning for a first offence in any category, but subsequent offences will be subject to penalty points in accordance with this scheme. In circumstances where the imposition of penalty points may not be appropriate, a licensee may be required to appear at a Licensing Hearing.

2. Procedure for Imposing Penalty Points

Prior to the imposition of penalty points, a licensee will be notified of the breach of condition(s), and be advised that penalty points will be imposed. Licensees will be given 14 days in which to appeal. If no appeal is lodged within that period, penalty points in accordance with the notice will be recorded against the licensee and endorsed in his/her licence book.

3. Appeals

Where an appeal is lodged within the 14 day period, penalty points will not be recorded until such time as the appeal has been heard.

Appeals against the addition of points to a licence will be heard by the Licensing Sub-Committee.

4. Rehabilitation from Penalty Points

Penalty points will be removed from a licence 3 years after the date on which they were recorded.

5. Appearance before the Licensing Committee.

Where a licensee incurs 12 or more penalty points in any three year period, the licensee will appear before a Licensing Sub-Committee for members to determine the appropriate action to be taken as a consequence of the incidents non-compliance.

A licensee may appeal to the Magistrates' Court against the decision of the Licensing Sub-Committee.

GROUP 1: 5 PENALTY POINTS

- 1.1 Failure to maintain vehicle in accordance with the requirements of the law. (V)
- 1.2 Any action which invalidates the insurance cover for the vehicle. (V&D)
- 1.3 Carrying more passengers than the vehicle is licensed for. (D)
- 1.4 Failure to report an accident/damage to the vehicle. (V)
- 1.5 Failure to report a change in medical circumstances as described in the Council's 'Statement of Medical Standards'. (D)
- 1.6 Failure to report any charge, conviction, caution or arrest during the period of the licence. (D)
(This includes any driving licence endorsements).

GROUP 2 : 4 PENALTY POINTS

- 2.1 Failure to notify of change of address (V&D)
- 2.2 Failure to produce documents to the Council as required. (V&D)
- 2.3 Failure to return identification plates and licences on renewal. (V)
- 2.4 Failure to produce mid-term mechanical inspection. (V)
- 2.5 Failure to inform the Council of transfer of interest in whole or in part in the vehicle. (V)
- 2.6 Failure to seek approval of the Council prior to making any alterations to the vehicle. (V)
- 2.7 Failure to comply with the Council's CCTV Policy. (V)

GROUP 3 : 3 PENALTY POINTS

- 3.1 Failure to maintain a clean and tidy vehicle. (V&D)
- 3.2 Failure to maintain presentable, clean and tidy appearance and wear appropriate clothing and footwear. (D)
- 3.3 Failure to carry out daily vehicle check. (D)
- 3.4 Failure to wear driver's badge. (D)
- 3.5 Refusal to carry guide dog when requested to do so. (D)
- 3.6 Failure to provide receipt when requested. (D)
- 3.7 Failure to display identification plates correctly. (V)
- 3.8 Vaping inside vehicle (D)
- 3.9 Failure to prohibit vaping inside vehicle (V)
- 3.10 Failure to display fare tariff correctly (Hackney Carriage Proprietors Only.) (V&D)

Key:- (V) = Points will be endorsed on Vehicle Licence (i.e. vehicle proprietor's responsibility)
(D) = Points will be endorsed on the Driver's Licence

GROUP 4 :

4.1 Complaints found to be justified relating to:

- a) Uncivil and disorderly behaviour.
- b) Promptness of arrival (failure to comply with drivers' licence condition 2(a)
- c) Announcement of arrival (failure to comply with drivers' licence condition 2(b).
- d) Failure to assist passenger.
- e) Incorrect charging procedures.
- f) Compromising safety of passenger.
- g) Complaint found justified relating to failure to complete journey in accordance with the contract made by the passenger with the private hire operator.

will be reported straight to a sub-committee for determination.

ACCIDENT REPORTING PROCEDURE

Vehicle proprietors **MUST** report any accident damage that affects the safety, performance, appearance or passenger comfort/convenience within 72 hours by contacting one of the Council's vehicle inspectors at either of the Norse depots or one of the agency garages who will decide whether the accident damage is either **major** or **minor**. The Vehicle Inspector will complete an accident report form which will be emailed over to the Licensing Team to inform them about the accident.

Major damage is damage that impairs:

- a) Chassis and under parts of the vehicle
- b) Correct operation of doors, boot and bonnet of the vehicle
- c) Correct operation of lights, indicators etc.
- d) Structural integrity of pillars A, B or C (refer to Manual of Inspection Standards)

Minor damage is damage that is not major.

If the Vehicle Inspector considers the damage to be major, he will issue an unfit vehicle notice and you will be required to surrender your plates. Repairs to the vehicle must be completed within 2 months from the date of the unfit vehicle notice otherwise the vehicle licence will be revoked. Once the vehicle has been repaired, you should contact the Vehicle Inspector to make an appointment for the vehicle to be re-inspected. Providing the Vehicle Inspector is satisfied that the repairs have been carried out satisfactorily, the unfit vehicle notice will be lifted and the plates re-issued. The Licensing Team will receive confirmation from the Vehicle Inspector that the vehicle plates have been reinstated. If the Vehicle Inspector considers the damage to be minor, you will be allowed to continue using the vehicle pending repair. You will be given a notice advising you of the time-scale in which the vehicle must be presented for re-inspection after repair. In the event that you fail to get the repair carried out within the time-scale or to a satisfactory standard, the vehicle will be suspended and you will be required to return the plates to the Vehicle Inspector within 7 days from the date that the vehicle repair should have been undertaken. The Licensing Team will receive confirmation from the Vehicle Inspector as to whether the vehicle has been satisfactorily repaired or whether the vehicle licence has been suspended.

This book remains the property

EAST SUFFOLK COUNCIL

East Suffolk House, Riduna Park,
Station Road, Melton, Woodbridge,
Suffolk IP12 1RT

Appendix D How East Suffolk Council compares with other Local Authorities in terms of the processes for issuing and reviewing Licences, the number of licences issued, and engagement

Local Authority	Number of licences (new & renewal) issued 1.8.22-31.7.23			Process for issuing licence	Process for reviewing licences	Engagement
	Number of driver licences issued	Number of vehicle licences issued	Number of operator licences issued			
East Suffolk	267	443	27	As per procedure in report	Enforcement Officer. Licensing Sub-committees	Write/email with any updates, consultations. Website
West Suffolk	185	529	18	Same as ESC	No dedicated Enforcement Officer. Licensing Sub-committees	Quarterly newsletter.
Babergh/Mid Suffolk	241	153	18	Same as ESC	No dedicated Enforcement Officer. Licensing Sub-committees	Email with any updates, consultations. Website
Ipswich	526	662	30	Same as ESC but must have held DVLA licence for 4 years	Enforcement Officer. Licensing Sub-committees	Quarterly newsletter. Email updates

Appendix E. Number of licensing sub-committee hearings in East Suffolk for the period 01.08.2022 to 31.07.2023 compared to other Suffolk licensing authorities

Local Authority	Number of Licensing hearings 1.8.22 to 31.7.23
East Suffolk	13
West Suffolk	3
Babergh/Mid Suffolk	5
Ipswich	19

PRIVATE HIRE & HACKNEY CARRIAGE FEES – APRIL 2023

DRIVER			
Pre-application test		£50.00	
Initial application		£173.00	
<u>Knowledge/Driving assessment:</u>	<u>Geographical</u>	<u>Theory</u>	<u>Practical</u>
Private Hire Applicants	N/A	£20.00	£40.00
Hackney Carriage Applicants	£22.00	£20.00	£40.00
<u>Assessment re-test:</u>	<u>Geographical</u>	<u>Theory</u>	<u>Practical</u>
Private Hire Applicants	N/A	£12.00	£23.00
Hackney Carriage Applicants	£12.50	£12.00	£23.00
Medical		Determined by GP	
Three year licence/badge		£226.00	
Replacement badge		£6.00	
D&BS Check		£38.00	
Two day college course (new app.)		Determined by college	
Half day college course (renewal app.)		Determined by college	

VEHICLE	
Annual Private Hire licence	£296.00
Annual Private Hire licence if electric or hybrid	£222.00
Annual Private Hire licence if disability vehicle	£148.00
Annual Hackney Carriage licence	£340.00
Annual Hackney Carriage licence if electric or hybrid	£255.00
Annual Hackney Carriage licence if disability vehicle	£170.00
Mechanical test – fee set by authorised garages or depot	£70.00
Mechanical re-test:	
1 - 5 items	£17.00
5 - 10 items	£26.00
11 - 20 items	£32.00
over 20 items	£70.00
Vehicle I-D plates	£16.00
I-D plate bracket	£12.00
Rear plate replacement	£7.00
Transfer of plate to another owner	£50.00
Temporary plate (valid up to 1 month / inc. I-D plates)	£66.00
Horse drawn vehicle	£50.00
Rickshaw	£50.00

OPERATORS		
Initial knowledge test	£58.00	
Re-test	£20.00	
Owner/Driver	5 year licence	£267.00
2 – 5 cars	5 year licence	£450.00
More than 5 cars	5 year licence	£888.00

FARE TABLE NORTH ZONE		 EASTSUFFOLK COUNCIL
400p	TARIFF 1 (7am – 11pm) For the first 880 yards (804.67m) or 5 minutes 16.8 seconds or part thereof or a combination of parts of such distance and time.	
20p	For each subsequent 125 yards (114.3m) or 45 seconds or part thereof or a combination of parts of such distance and time.	
440p	TARIFF 2 (11pm – 7am) For the first 700 yards (640m) or 3 minutes 18 seconds or part thereof or a combination of parts of such distance and time.	
20p	For each subsequent 106 yards (96.93m) or 30 seconds or part thereof or a combination of parts of such distance and time.	
700p	TARIFF 3 (CHRISTMAS AND NEW YEAR) For the first 1,260 yards (1152.15m) or 4 minutes 12 seconds or part thereof or a combination of parts of such distance and time.	
20p	For each subsequent 100 yards (91.44m) or 20 seconds or part thereof or a or a combination of parts of such distance and time	
80p	Additional passengers – each additional passenger in excess of 4 and up to 8 (i.e. passengers 5,6,7 and 8)	
Tariff 2	<u>NIGHTS, SUNDAYS & PUBLIC HOLIDAYS</u> * For any hiring commenced between the following periods: Monday to Friday 11pm to 7am and between 11pm Saturday to 7am Monday, Good Friday, Easter Monday, Early May Bank Holiday, Spring Bank Holiday, August Bank Holiday, and after 6am New Years Day.	
Tariff 3	<u>CHRISTMAS EVE, CHRISTMAS DAY, BOXING DAY AND NEW YEAR'S EVE</u> For hiring's between 6pm 24 th December and 6am 27 th December. For hiring's between 6pm 31 st December and 6am 1 st January.	

*NOTE: ONLY ONE OF THESE CHARGES IS PAYABLE IN RESPECT OF ONE HIRING VEHICLE SOILING: A CHARGE OF £60 MAY BE MADE FOR SOILING THE VEHICLE.

When Boxing Day falls on a day other than 26 December, Tariff 3 will apply on that day from 6pm to 6am the following day. The interval between 6am on the day following Christmas day and 6pm on the evening preceding the day designated as Boxing Day bank holiday will revert to Tariff 2.

Feedback on the driver, the vehicle or the journey should be addressed to Licensing Team, Riverside, 4 Canning Road, Lowestoft NR33 0EQ together with the driver's badge number, the vehicle licence plate number or the registration number of the vehicle.

October 2022

FARE TABLE

SOUTH ZONE



3.60p	TARIFF 1 (05:30 – 22:30)
	For the first 800 yards (731.5m) or 4 minutes or part thereof or a combination of parts of such distance and time
20p	For each subsequent 220 yards (201.1m) or 32 seconds or a combination of parts of such distance and time
4.20p	TARIFF 2 (22:30 – 05:30)
	For the first 800 yards (731.5m) or 4 minutes or part thereof or a combination of parts of such distance and time
20p	For each subsequent 196 yards (179.2m) or 30 seconds or a combination of parts of such distance and time
20p	EXTRA CHARGES
	Additional Passengers - each additional passenger in excess of three (excluding infants in arms)
20p	Luggage - for use of the luggage compartment (no restriction on number of items)
	VEHICLE SOILING: a charge up to a maximum of £75.00 may be made for the soiling of a vehicle.
+50%	BANK HOLIDAYS
	For any hiring commenced between: <ul style="list-style-type: none"> • 04:00hrs on a Bank Holiday and 04:00hrs the next day • 14:00hrs and 24:00hrs on Christmas Eve and New Year's Eve • 00:01hrs and 24:00hrs on Bank Holidays in lieu of 25thDecember, 26th December and 1st January
+100%	CHRISTMAS DAY, BOXING DAY & NEW YEARS DAY
	For any hiring commenced between: <ul style="list-style-type: none"> 00:01hrs Christmas Day and 04:00hrs on the 27th December and 00:01 New Years Day and 04:00 on the 2nd January.

November 2020

Appendix H. The table below shows the impact that lockdown had on the number of licensed vehicles/individuals

Taxi and Private Hire Licence Comparisons

Date	HC/PH Drivers	HC Vehicles	PH Drivers	PH Vehicles	PH Operators
1 January 2020 (before lockdown)	237	136	352	349	72
1 July 2020	223	108	341	301	75
1 January 2021	203	95	315	289	75
1 July 2021	197	101	301	295	79
1 January 2022	194	73	321	350	81
1 July 2022	178	70	325	367	80
23 December 2022	171	65	339	391	76
26 June 2023	164	62	381	432	77

Appendix I. Information relation the location of Private Hire Operators, Hackney Carriages and location of Taxi Ranks.

Private Hire Services available in East Suffolk:

Operators Locations	
	Total
Lowestoft	15
Halesworth	6
Beccles	7
Bungay	1
Southwold	2
Woodbridge	18
Leiston	7
Saxmundham	7
Ipswich	7
Felixstowe	5
Total	75

Taxi Ranks in East Suffolk (where hackney carriages maybe available):

Location	Number of spaces
Lowestoft	
Regent Road	18
Boulevard	2
Westwood Avenue	2
Triangle	7
Old Market Plain	6
Surrey Street	4
Railway Station	10
High Street	8
Marine Parade	11
Bridge Road (Oulton Broad)	5
Beccles	
Blyburgate	2
Felixstowe	
Hamilton Road	8
Felixstowe Leisure Centre	2
Platters Road	4
Undercliff Road West	6
Railway Station	6

Not controlled by Council:

Felixstowe Dock Ferry Centre 6

Orwell Road 4



HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

MARCH 2022

CONTENTS

Section number	Title	Page number
1	HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING	5
1.1	Introduction	5
1.2	Aims and objectives of the policy	5
1.3	Consideration of applicants	6
1.4	Delegation	6
1.5	Fees	6
1.6	Information and data sharing	7
1.7	National register of revocations and refusals	7
1.8	Tax conditionality	8
2	DRIVERS	9
2.1	Licences	9
2.2	Fit and proper person	10
2.3	Certificate of good conduct	11
2.4	Age and experience	11
2.5	Disclosure and Barring Service	11
2.6	Right to work in the UK	12
2.7	Medical assessment	13
2.8	Assistance dogs	14
2.9	Access to private hire and hackney carriage vehicles by disabled persons	14
2.10	Convictions, cautions and driving offences	15
2.11	Tests and assessments	15
2.12	Conditions of licence	17
2.13	Hours of driving	17
2.14	Detecting the use of illegal drugs	18
2.15	Application procedure	18
3	PRIVATE HIRE AND HACKNEY CARRIAGE VEHICLES	18
3.1	Differences between hackney carriage and private hire vehicles	18
3.2	Dual plating	19
3.3	Vehicle specification	19
3.4	Vehicle testing	19
3.5	Vehicle proprietors	21
3.6	DBS checks for vehicle proprietors	21
3.7	Conditions of licence	21
3.8	Hackney carriage tariffs	21
3.9	Meters	22
3.10	Altering the vehicle	22
3.11	Selling the vehicle	22
3.12	Smoking in vehicles	22
3.13	Accident reporting procedure	23
3.14	Temporary vehicle licences	23
3.15	Suspension or revocation of a vehicle licence	23
3.16	Trailers	23
3.17	Tinted windows	23
3.18	CCTV	23

3.19	Maximum number of passengers	24
3.20	Seat belts	24
3.21	Identification of licensed vehicles	25
3.22	Advertising on vehicles	25
3.23	Wheelchair accessibility	25
3.24	Byelaws for hackney carriages	26
3.25	Stretched limousines and modified vehicles	26
3.26	Funeral vehicles	26
3.27	Wedding vehicles	26
3.28	Executive hire	27
3.29	Complaints	27
3.30	Application procedure	27
	Rickshaws	28
3.31	Introduction	28
3.32	Predetermined routes	28
3.33	General	28
3.34	Application criteria	29
3.35	Rickshaw vehicle conditions	29
	Horse Drawn vehicles	29
3.36	Horse drawn vehicle (carriage) conditions	29
4	OPERATORS	30
4.1	Licences	30
4.2	Safeguarding	30
4.3	Fit and proper person	31
4.4	Certificate of good conduct	31
4.5	Convictions, cautions and driving offences	32
4.6	Right to work in the UK	32
4.7	Booking and dispatch staff	33
4.8	Hackney carriage, private hire vehicle and driver licences	33
4.9	Bookings	34
4.10	Record keeping	35
4.11	Complaints	35
4.12	Data protection	36
4.13	Insurance	36
4.14	Planning permission	36
4.15	Use of passenger Carrying Vehicle (PCV) by PCV drivers	36
4.16	Access to private hire and hackney carriage vehicles by disabled persons	
4.17	Application procedure	37
5	ENFORCEMENT, CRIMINAL RECORDS POLICY AND PENALTY POINTS SCHEME	37
5.1	Introduction	37
5.2	Information sharing	38
5.3	Criminal records	38
5.4	Criminality checks for vehicle proprietors and private hire operators	39
5.5	Penalty points scheme	39
5.6	Offences	39
5.7	Rights of appeal	40

5.8	Complaints	40
Appendix A	The difference between hackney carriages, private hire vehicles and special event private hire vehicles	41
Appendix B	Statement of medical standards for hackney carriage and private hire drivers	44
Appendix C	Criminal records policy	45
Appendix D	Conditions to be attached to hackney carriage and private hire vehicle drivers' licences	57
Appendix E	Hackney carriage byelaws (SCDC)	60
Appendix F	Hackney carriage byelaws (WDC)	64
Appendix G	Penalty points scheme	68
Appendix H	Policy for detecting use of illegal drugs	70
Appendix I	Accident reporting	74
Appendix J	CCTV	75
Appendix K	Conditions to be attached to hackney carriage and private hire vehicle licences	77
Appendix L	Conditions to be attached to rickshaw hackney carriage vehicle licences	79
Appendix M	Conditions to be attached to horse drawn hackney carriage vehicle licences	81
Appendix N	Conditions attached to private hire operator's licence	83

1.HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING

1.1 Introduction

East Suffolk Council (hereinafter called “the Council”) recognises the important role that private hire and hackney carriage vehicles play in enabling people to travel around the district. They are a highly flexible form of public transport that can play an increasingly important role in improving accessibility for the residents of the district. Whilst carrying out its licensing functions, the Council will have regard to the safety and comfort of members of the public and will expect licence holders to continuously adhere to the high standards outlined within this policy.

Within the East Suffolk district, the Council is responsible for the licensing of of:

Hackney carriage and private hire vehicle drivers

Hackney carriage vehicles (including horse drawn carriages and rickshaws)

Private hire vehicles

Private hire operators

This policy and the appendices detail how the Council will undertake the licensing and regulation of such licences. The Council will have regard to this policy document; however, each application or enforcement action will be considered on its own merits. The policy will be reviewed every 5 years, or sooner if there are significant changes to local circumstances or legislation.

In developing this policy the Council has had regard to relevant legislation and guidance, mainly, but not limited to, the Local Government (Miscellaneous Provisions) Act 1976, the Town Police Clauses Act 1847, the Public Health Act 1875, Immigration Act 2016, Human Rights Act 2016, Road Traffic Acts, Guidance on the Rehabilitation of Offenders Act 1974 – March 2014, The Department for Transport “Taxi and Private Hire Vehicle Licensing Best Practice” and “Statutory Taxi and Private Hire Vehicle Standards” (published July 2020).

1.2 Aims and Objectives of the Policy

The principal purpose of hackney carriage and private hire licensing is to protect the public and promote public safety. In setting out its policy, the Council seeks to promote the following:

- Protection and safety of the public, safeguarding children and the vulnerable
- The health and safety of the drivers
- Access to an efficient and effective transport service
- Provide and maintain a professional and respected hackney carriage and private hire trade, by continued monitoring of the required standards of service

This policy sets out the process for applying for a private hire or hackney carriage driver, operator and vehicle licence; the requirements to hold and maintain a licence; the conditions to be adhered to, and the grounds for and process by which the Council may take action against a licence.

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.

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.

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.

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. Any changes in licensing requirements will be followed by a review of the licences already issued.

This policy is published following a review of the Council's previous policies, guidance and conditions. There is now one policy document. Where there are any changes to the previous policies, guidance and conditions, a review of all existing licences will be carried out. If a driver or Private Hire Operator is found not to meet the new licensing standard, the future of the licence will usually be determined by the Licensing sub-committee. This also applies to any future changes to this policy and licensing requirements.

1.3 Consideration of Applicants

The Council will consider all applications on their own merits once it is satisfied that the appropriate criteria have been met and the application form and supporting documents are completed and submitted.

All applicants are expected to act with honesty and integrity throughout the application process and must therefore fully and accurately disclose any information that is requested or relevant. This includes information regarding previous convictions, warnings and reprimands, current investigations and pending criminal proceedings.

Please note that at least 24 hours notice is required for appointments and collection of new licence plates, badges and documents.

1.4 Delegation

The Council has delegated its licensing function to the Council's Licensing Committee and further delegated authority to the Licensing Sub-Committee and to authorised officers of the Council who will determine applications and licensing decisions, including enforcement, in accordance with this policy.

1.5 Fees

There is a statutory power for the licensing authority to charge fees associated with the hackney carriage and private hire licensing regime. The appropriate fee should accompany any application or renewal made.

Fees are reviewed annually and if necessary, the Council will follow the appropriate procedures detailed in the Local Government (Miscellaneous Provisions) Act 1976 in respect of advertisement of any variation in fees.

A licence obtained by any form of payment that is subsequently dishonoured will render the licence invalid. The licence document, vehicle identification plate and driver's badge must be returned to the

Council immediately until an alternative form of acceptable payment is made. The Council no longer handles cash transactions.

All licence documents, vehicle identification plates and driver's badges remain the property of the Council.

1.6 Information and Data Sharing

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.

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, DEFRA (air quality data), HM Revenues and Customs, Disclosure and Barring Service, NAFN (see NR3S below) and other local authorities. More information is available in our Privacy Notice - [Licensing-Privacy-Notice.pdf \(eastsuffolk.gov.uk\)](https://www.eastsuffolk.gov.uk/~/media/2022/07/Licensing-Privacy-Notice.pdf)

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. Information is passed on at charge, or arrest, rather than on conviction, which may be some time after, allowing appropriate measures to be put in place in a timely manner.

A decision to refuse or revoke a licence, if the individual is thought to present a risk of harm to a child or vulnerable adult, will be referred to the Disclosure and Barring Service.

The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 determines that if any licensing authority in England has information about a taxi or private hire vehicle driver licensed by another authority this is relevant to safeguarding or road safety in its area, it must share that information with the authority that issued that driver's licence. Any licensing authority provided with such information by another authority must consider whether to suspend or revoke the driver's licence and inform the authority that shared the information of its decision and the reasons for that decision. Licensing authorities in England must input, into a central database, instances where the authority has refused, suspended, chosen not to renew or revoked a taxi or PHV driver's licence based wholly or in part on information relating to the driver concerning safeguarding or road safety.

1.7 The National Register of Revocations, Refusals and Suspensions (NR3S)

The licensing authority provides information to the National Register of Taxi Licence Refusals, Revocations and Suspensions (NR3S), a mechanism for licensing authorities to share details of individuals who have had a hackney carriage or private hire vehicle (PHV) driver licence revoked or suspended, or an application for one refused. This is necessary for the performance of a task carried out in the public interest or in the exercise of official authority vested in the licensing authority – that is, assessing whether an individual is a fit and proper person to hold a hackney carriage or PHV licence. Therefore:

- Where a hackney carriage/ PHV licence is revoked or suspended, or an application for one refused, the Council will automatically record this decision on NR3S.
- All applications for a new licence or licence renewal will automatically be checked on NR3S. If a search of NR3S indicates a match with an applicant, the authority will seek further information about the entry on

the register from the authority which recorded it. Any information received as a result of an NR3S search will only be used in respect of the specific licence application and will not be retained beyond the determination of that application. The information recorded on NR3S itself will be limited to:

- name
- date of birth
- address and contact details
- national insurance number
- driving licence number
- decision taken
- date of decision
- date decision effective

Information will be retained on NR3S for a period of 11 years.

Data held by the Council will be held securely in accordance with this authority's general policy on the secure retention of personal data which is available at:

<https://www.eastsuffolk.gov.uk/yourcouncil/access-to-information/uk-general-data-protection-regulation-and-data-protection-act/>

At the end of the retention period, the data will be erased and/or destroyed in accordance with this authority's licensing teams policy on the erasure and destruction of personal data which is available at [Licensing-Privacy-Notice.pdf \(eastsuffolk.gov.uk\)](#) (as mentioned above data will be stored on NR3S for 11 years regardless of the Council's own retention policy).

This is a mandatory part of applying for a hackney carriage / private hire vehicle driver licence. Information will be processed in accordance with the Data Protection Act (DPA) and UK General Data Protection Regulation (UK GDPR). Any searches, provision or receipt of information of or under NR3S are necessary to the authority's statutory licensing functions of ensuring that all drivers are fit and proper to hold the applicable licence. It is not intended that any NR3S data will be transferred out of the United Kingdom. If you wish to raise any issue related to the data protection legislation, including by relying on any of the rights afforded to data subjects under the UK GDPR, you can do so to the authority's Data Protection Officer via email DataProtection@eastsuffolk.gov.uk or in writing to Data Protection Team, Riverside, 4 Canning Road, Lowestoft NR33 0EQ. This includes submitting a subject access request.

1.8 Tax Conditionality

The government is putting in place new tax requirements for applications to certain licences to begin on 4 April 2022. Most people are registered to pay tax and this is about ensuring everyone pays the tax they should, creating a level playing field for the compliant majority. HMRC are working with industry bodies to make this as straightforward as possible. The check should take a few minutes every few years and is simply to confirm that someone is appropriately registered for tax.

Existing drivers will be required to complete a tax check on renewal of:

- hackney carriage drivers licence
- private hire vehicle (and dual licences) drivers licence
- private hire vehicle operator licence

If you are an individual, company or any type of partnership you must complete a tax check if you are renewing a licence, applying for the same type of licence you previously held that ceased to be valid less than a year ago, or applying for the same type of licence you already hold with another licensing authority.

The tax check can be completed on GOV.UK, through a Government Gateway account. A few questions will be asked by HMRC about any tax that may be due on income you earn from your licensed trade. If the applicant/driver does not already have Government Gateway account, sign up details are on GOV.UK.

The tax check should only take a few minutes. There will be guidance on GOV.UK and anyone who needs extra support will be able to complete the tax check by phone through HMRC's customer helpline. When the tax check is complete, a code will be issued. This code must be given to the Council. The licence application or renewal will not be processed until the tax check is completed and the code provided. The Council will only receive confirmation from HMRC that the tax check is completed, it will not have access to information about any tax affairs.

New applicants and those that have previously held such a licence but it has not been valid for over a year, must confirm that they are aware of their tax obligations. Further information is available at

- PAYE information: www.gov.uk/income-tax/how-you-pay-income-tax
- Registering for Self Assessment: www.gov.uk/register-for-self-assessment
- Corporation Tax information: www.gov.uk/corporation-tax

Schedule 23 to Finance Act 2011 (Data Gathering Powers) and Schedule 36 to Finance Act 2008 (Information and Inspection Powers), grant HMRC powers to obtain relevant information from third parties. This includes licensing bodies being required to provide information about licence applicants.

2. DRIVERS

2.1 Licences

This licence allows a person to drive a licensed vehicle, whether it is a hackney carriage or a private hire vehicle. The Council issues:

- Private hire driver licence, and
- Dual private hire & hackney carriage driver licence.

Licences shall be issued for a maximum period of three years. An exception to this is those applicants who's right to remain or work in the UK is less than the three-year period. In such cases the licence shall only be issued for the same period as the leave to remain or right to work allows.

Drivers of hackney carriages should have a copy of the relevant Byelaws and also be aware of the provisions of the Town Police Clauses Act 1847 (as amended) and the Local Government (Miscellaneous Provisions) Act 1976, all of which contain provisions which, if breached, can result in prosecution, suspension or revocation of the licence.

Drivers of Private Hire Vehicle must be aware of the Local Government (Miscellaneous Provisions) Act 1976 which contains provisions which, if breached, can result in prosecution or the suspension or revocation of the licence.

Where licence holders have broken any licence condition, or any complaints and/or criminal behaviour are brought to the attention of the Council the licence holder may be subject to enforcement action. This may result in the revocation of a licence.

A refusal to licence an individual as a driver, or to suspend or revoke a driver licence, does not automatically mean that the individual cannot be issued with or continue to hold a vehicle or private hire vehicle operator licence. Any decision will be independent of a driver licence refusal and will be based on the appropriate information.

Towards the end of the life of the licence, the Council will send a reminder, which is by way of courtesy only, to licensed drivers before their licence is due to expire. It is the driver's responsibility to ensure their licences are kept up to date and **not having received a reminder will not be accepted as a reason for non-renewal of licences.**

This policy is published following a review of the Council's previous policies, guidance and conditions. There is now one policy document. Where there are any changes to the previous policies, guidance and conditions, a review of all existing licences will be carried out. If a licence holder is found not to meet the new licensing standard, the future of the licence will usually be determined by the Licensing sub-committee. This also applies to any future changes to this policy and licensing requirements.

2.2 Fit and Proper Person

The Council shall not grant a licence unless they are satisfied that the applicant is a fit and proper person to drive a hackney carriage or private hire vehicle, and that person must then remain fit and proper for the duration of that licence.

An individual will not be considered fit and proper to hold a licence if there is any evidence of dishonesty, and/or it can be shown that an applicant or existing licence holder has misled, or attempted to mislead, the Council (either Officers or Members of the Licensing Committee) as part of any process associated with the administration or determination of a licence.

Licensed drivers are in a position of trust, and therefore the Council must ensure that drivers are, and remain, fit and proper to hold a licence. This requirement is contained within Sections 51 and 59 of The Local Government (Miscellaneous Provisions) Act 1976 (Part II).

Licensing authorities have a duty to ensure that any person to whom they grant a hackney carriage or private hire vehicle driver's licence is a 'fit and proper' person to be a licensee. It may be helpful when considering whether an applicant or licensee is fit and proper to consider the following question:

'Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night? If on the balance of probabilities, the answer is no, the individual should not hold a licence.'

In order to assess the suitability of an applicant (and to inform decision makers when answering the question above), the Licensing Authority will undertake whatever checks and apply whatever processes it considers necessary to ensure that licences are not issued to, or used by, unsuitable people. In assessing the suitability of an applicant or licence holder, the Council will take into consideration (but not limited to) the following factors:

- criminality
- driving history
- driving ability
- right to work
- medical history
- standard of verbal and written English
- any previous licensing history
- anything else that may bring into question the applicants' suitability to hold a licence

In addition, the Council will consider any further information sources including the Police, neighbouring authorities, child and adult safeguarding boards, county councils and the National Register of Taxi Licence Refusals, Revocations and Suspensions (NR3S).

The Council may at any time throughout the duration of the licence access the DVLA records of the applicants to ensure their driving meets the requirements of this policy. Declarations must be signed that allow for the applicant's Driver and Vehicle Licensing Agency (DVLA) record to be reviewed throughout the duration of the licence, alongside their Disclosure and Barring Service (DBS) record through the online update service. Any refusal to grant authorisation for such checks/reports will lead to refusal to grant/renew, or suspension/revocation of a hackney carriage or private hire driver's licence.

2.3 Certificate of Good Conduct

Applicants who have lived outside of the UK for any period of time must obtain a certificate of good conduct from the relevant embassy or consulate covering that period.

The certificate of good conduct must be authenticated, translated and sealed by the relevant embassy or consulate. Any costs associated with obtaining a certificate of good conduct are the responsibility of the applicant.

2.4 Age and Experience

A full DVLA driving licence must have been held for at least 12 months. An applicant will be required to provide a share code in order that the Council can make checks with DVLA regarding the validity of the licence. An applicant can obtain this by going onto the DVLA website. By entering their driver number (on DVLA driving licence), their postcode and their National Insurance number an applicant can obtain a 'share information code' which must be given to the Council.

If there are endorsements on the DVLA driving licence, the application may have to be determined by a Licensing sub-committee hearing. Current endorsements will be considered and in cases of major traffic offences an application will usually be refused. Where there are a number of minor offences this will also require serious consideration.

For the purposes of obtaining a Private Hire or Hackney Carriage Drivers licence within the East Suffolk district the applicant must hold a UK DVLA licence.

Applicants from countries outside of the UK must have held a full UK DVLA driving licence for at least 12 months before the Council will accept an application.

2.5 Disclosure and Barring Service

An enhanced Disclosure and Barring check must be carried out. All new applicants will be required to sign up to the Disclosure and Baring Update Service. If an applicant is not already signed up to this service (through other employment of a similar nature within the same workforce – see Disclosure and Baring Service website for guidance) they will be required to do so once they have received their initial DBS certificate. The cost for this must be paid by the applicant.

All existing licensed drivers, who are not yet signed up to the Update Service, will be required to subscribe upon renewal of their driver's licence. They will be required to renew their subscription to the DBS Update Service on an annual basis, before their current subscription ends, should they wish to

continue to hold a driver's licence with East Suffolk Council. Where an individual fails to maintain and/or renew their subscription before it ends; they will be required to apply for a new DBS Check and register for the Update Service again at their own cost.

All licensed drivers will be required to evidence continuous registration with the DBS Update Service to enable the Licensing Authority to routinely check for new information every 6 months.

The licence may be suspended or not renewed unless the licensing team has the means of checking for criminal activity – convicted or otherwise.

In order to sign up to the online service the applicant, on receipt of their completed Enhanced DBS Certificate, must register for the service within 30 days of the DBS certificate issue date. Upon licence renewal the applicant will need to provide the Council with their original certificate in order for the update service to be checked.

All applicants (both new and renewals) must declare on the application form all convictions, cautions, informal warnings, fixed penalty notices, driving offences, civil actions, county court judgements, arrests and any on-going criminal, civil or traffic related investigation. It is essential that **all** information is declared. Failure to inform the Council of any information may result in the application being refused or a licence being suspended or revoked.

The Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975 (the "Exceptions Order") does not apply to applicants for hackney carriage and private hire driver licences. All drivers **MUST** disclose on their application form all convictions, including those that would normally be regarded as spent.

A licence will not be issued to any individual who appears on either the children or adult Barred Lists from the DBS, unless there are exceptional circumstances.

Applications by foreign nationals:

If the applicant is an overseas applicant, the following documentation will be required (the cost for which must be paid by the applicant):

- I. A certificate of good conduct/character/citizenship from the embassy, consulate or High Commission of the country where they resided. This must be obtained at the applicant's expense
- II. If necessary, a written English translation of the above certificate (together with documentary proof that the translation is correct)

2.6 Right to Work in the UK

All applicants must provide evidence of their right to work in the UK. This is required for the first application and all renewals. No licence will be granted or accepted, until the applicant is able to prove they have a 'right to a licence' in the UK.

Right to work in the UK will be checked as part of the licence application, this could include the Licensing Authority checking the applicant's immigration status with the Home Office. The Licensing Authority may also share information with the Home Office. Applicants must either share their immigration status using the Home Office online checking service 'prove your right to work to an employer' if their status is compatible with the service or provide a document or document combination that is stipulated as being suitable for this check.

Where an online check has been carried out, the 'profile' page confirming your right to work will be copied and retained by the licensing authority. Where a manual check is carried out, and you have provided a document(s) set out at [Employers' right to work checklist \(accessible version\) - GOV.UK \(www.gov.uk\)](#) you must provide the original document(s). The document(s) will be copied, and the copy retained by the Licensing Authority. The original document will be returned to you.

An application will not be considered valid until all the necessary information and any original document(s) have been produced and the relevant fee has been paid. If there are restrictions on the length of time an individual may work in the UK, a licence will not be issued for any longer than this period. In such circumstances the check will be repeated each time the individual applies to renew or extend their licence. If, during this period, the individual is disqualified from holding a licence because they have not complied with the UK's immigration laws, their licence will lapse and they must return it to the licensing authority.

If there is any doubt about an individual's right to work in the UK, the Council's licensing staff may carry out checks with the Home Office.

If the Council has any concerns that an applicant has been working in the UK illegally then this information will be reported to the Home Office and relevant Border authorities. Where an existing licence holder is served an immigration penalty or convicted of an immigration offence, the licence will be revoked.

2.7 Medical Assessment

The medical fitness standard adopted by the Council for licence holders reflects the fitness standard for the Group 2 DVLA drivers (Group 2 licence holders are permitted to drive large goods vehicles, buses and coaches). Professional drivers spend substantially longer at the wheel than private motorists and are expected to carry passenger's luggage and shopping and may be required to assist disabled passengers.

A medical remains valid until the age of 45. At 45 years of age a new medical certificate will be required, regardless of how long it has been since the individual's original application. A new certificate will then be required at the age of 50 years, 55 years, 60 years and 65 years. After 65 years of age, an annual medical certificate will be required.

Applicants who hold a valid DVLA Group 2 licence do not have to provide any other medical information.

The Council's medical examination form must be used and it must be completed by the applicant's own GP or a registered GP who has access to the applicant's medical records at the time of their assessment. Where medical conditions are noted by the GP, additional medicals or an alternative frequency of assessment may be required. All costs shall be paid for by the applicant.

Where the licensing authority is in any doubt as to the medical fitness of the applicant, including existing drivers, further medical examinations may be required to be undertaken. Any costs relating to these additional assessments shall be paid for by the applicant.

Licence holders must provide written notice to the Licensing Authority of any deterioration or other change in their health that may affect their driving capabilities within seven days. Such notice MUST be given in writing (can be via email) from the moment that the person becomes aware of the deterioration. The Statement of Medical Standards can be found at **Appendix B**.

2.8 Assistance Dogs

Under the Equality Act 2010, licensed drivers are under a legal duty to carry guide, hearing and other prescribed assistance dogs in their vehicles, and allow it to remain under the physical control of the owner without additional charge. It is best practice to ask the passenger where they want themselves and their dog to sit in the vehicle.

A licensed driver may only refuse to carry an assistance dog where he or she has a medical exemption. A medical exemption may be granted by the licensing authority where the licensed driver has provided detailed medical evidence that shows a medical condition will be aggravated by exposure to dogs. If the medical exemption is granted, then the licensed driver will be issued with an exemption certificate.

Under the Equality Act 2010, it is an offence for any operator or driver to refuse to carry assistance dogs or charge more for the fare or booking.

2.9 Access to Private Hire and Hackney Carriage Vehicles by Disabled Persons

Amendments have been made to the Equality Act 2010 by way of the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022. This new Act introduces new duties for private hire and hackney carriage vehicle drivers and private hire operators. It also amends existing duties.

All private hire and hackney carriage vehicle drivers, and private hire operators, will be subject to these duties, regardless of whether the licensed vehicle is wheelchair accessible.

All hackney carriage and private hire vehicle drivers are required to:

- Accept the carriage of any disabled person, provide them with reasonable mobility assistance, and carry their mobility aids, wheelchair, and luggage, all without charging any more than they would for a non-disabled passenger.
- Where a private hire vehicle or pre-booked hackney carriage has been hired by a disabled person or by another person who wishes to be accompanied by a disabled person, and where such person has made the driver aware that they need assistance to identify or find the vehicle, provide assistance to identify or find the vehicle, at no extra charge.

Reasonable assistance with mobility aids, if requested, could include, but may not be limited to, opening the passenger door, folding manual wheelchairs and placing them in the luggage compartment, securing a mobility aid within the passenger compartment.

Assistance with identifying or finding the vehicle may include calling the passenger at the pick-up point to give audio directions (for visually impaired), giving visual directions such as colour and registration of the vehicle, or repeating key information.

For hackney carriage's, the meter should not be activated before, or left running, whilst the driver performs duties required by the Equality Act 2010.

All private hire vehicle operators are required to:

Accept bookings for or on behalf of any disabled person, if they have a suitable vehicle available.

It is an offence to refuse or fail to provide a booking for a disabled person either because the person is disabled, or to prevent a driver from being made subject to a duty as mentioned above. The operator must not make any additional charge for carrying out any duty the driver must undertake as mentioned above.

Exemptions

Some drivers may have a physical condition or medical grounds which make it impossible or unreasonably difficult for them to provide the sort of physical assistance which the mobility assistance duties in the Equality Act 2010 require.

Exemptions may be granted to private hire vehicle and hackney carriage drivers, but this would be for the 'mobility assistance' duties only. This means that drivers with such exemption certificates are not exempt from any of the other duties now placed upon them. Exemption notices must be displayed correctly in the vehicle.

All licensed hackney carriage and private hire drivers will be subject to the new and existing duties. Anyone who considers themselves medically or physically unfit to perform the mobility assistance duties would have to inform the Licensing Team and make an application for an exemption. The Council will only consider exemption applications which are accompanied with a medical report provided and signed by a registered medical practitioner or independent Occupational Health practitioner.

Enforcement

Licensed drivers and operators who discriminate against disabled passengers will be held accountable and any convicted of breaching duties under the Equality Act 2010 or Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 are likely to be considered no longer fit and proper to remain licensed.

2.10 Convictions, Cautions and Driving Offences

Where convictions and cautions have been declared by the applicant or disclosed on the DBS Certificate the Council must ensure that it is satisfied that the applicant is a fit and proper person to hold a licence. The Council will refer to the Criminal Records Policy for guidance which can be found in **Appendix C**.

Where convictions, cautions and driving offences have been imposed on an existing licence holder the same Criminal Records Policy will be referred to in order to determine that the licensed driver remains a fit and proper person to hold the licence.

2.11 Tests and Assessments

Pre-application Test

All new applicants will be required to undertake and pass the Council's initial application test in language proficiency. This will cover both oral and written English language skills to ensure the applicant has the ability to understand written documents, such as policies, guidance and conditions; in particular relating to the protection of children and vulnerable adults and applying this to identify any concerns regarding safeguarding or exploitation. **This test should be completed at the very start of the application process**, before submitting the full application, or undertaking any of the other requirements such as driving assessment, college course, or medical examination. If the applicant does not pass this first test, the application will not progress.

College Course

All new applicants are required to attend and successfully complete, at their own cost, a course in the Introduction to the Role of Professional Taxi and Private Hire Driver. The course is provided by West Suffolk College at their various sites, one of which is in Ipswich. They will also be providing the course at the Council Offices, Riverside, 4 Canning Road, Lowestoft. Suffolk New College in Ipswich also provides the course for new applicants.

The course content includes the following:

- Health and safety in the taxi and private hire work environment
- Road safety when driving passengers in a taxi or private hire vehicle
- Professional customer service in the taxi and private hire industry
- Taxi and private hire vehicle maintenance and safety inspections
- The regulatory framework of the taxi and private hire industry
- Taxi and private hire services for passengers who require assistance
- Routes and fares in the taxi and private hire vehicle industries
- Transporting of parcels, luggage and other items in the taxi and private hire industries
- Transporting of children and young persons by taxi or private hire vehicles (safeguarding, county lines and exploitation)
- Disability awareness

The course should be booked directly with the colleges via their websites. Payment should be made directly to the college. A certificate of achievement must be obtained and provided to the Council.

www.wsc.ac.uk (West Suffolk College) www.suffolk.ac.uk (Suffolk New College)

Existing licensed drivers will be required to undertake, at their own cost, a half day course which will be based upon safeguarding, disability awareness and exploitation. The half day course is available via West Suffolk College, one of their sites is at the Education Centre, 11 Fore Street, Ipswich IP4 1JW. They also provide the course at the Council Offices, Riverside, 4 Canning Road, Lowestoft. Existing drivers will be required to complete the half day course during the 3 months before the renewal of their licence. The licence will not be renewed if this training is not completed. Please book and pay for the course directly via the West Suffolk College website www.wsc.ac.uk

Practical Driving Assessment

A driving assessment must be completed to ensure the applicant is competent in vehicular control and is able to carry out manoeuvres smoothly and safely. Part of the assessment includes a knowledge test to demonstrate the applicant has adequate knowledge of the legislation and the Council's licensing requirements.

A hackney carriage applicant will also be required to undertake a test which will involve having geographical knowledge and being able to state the shortest route between two points given by the examiner.

Applicants will be permitted to take the knowledge test a maximum of three times and if it is not passed at the third attempt, they will be required to wait for a period of 6 months before re-taking the assessment. Additional study of the legislation and licensing requirements will be encouraged.

Driving assessments should be booked directly with Mr Bob Gosden, the Council's approved driving examiner, by telephoning 01473 716873. The test will be carried out in the applicant's own vehicle, which must be correctly insured, and the applicant must pay the cost of the test directly to Mr Gosden.

2.12 Conditions of Licence

The Council attaches conditions to the private hire and hackney carriage driver's licence. These conditions can be found attached at **Appendix D**.

Hackney carriage drivers must adhere to a set of Byelaws made under section 68 of the Town Police Clauses Act 1847, and Section 171 of the Public Health Act 1875, by the Council with respect to hackney carriages within the East Suffolk district. These Byelaws can be found attached at **Appendices E & F**.

Driver conditions relate to matters such as driver conduct, dress code, carrying passengers and animals, charging, change of driver details, lost property and medical standards.

Drivers will be required to notify the Council **within 48 hours** of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence. An arrest for any of the offences within this scope will result in a review of the licence by the Licensing Authority as to whether the licence holder remains a fit and proper person to hold a licence.

Any breach of the driver conditions, or failure to comply with the licensing requirements, will be subject to the Council's Penalty Points Scheme and any appropriate regulatory and enforcement action. This may take the form of:

- A verbal, informal warning or a formal written warning
- Appearance before a Licensing Hearing. This could result in suspension, revocation or refusal to renew the licence
- Formal Caution - this means that the driver has admitted the offence. It will remain on the driver's record and may be taken into account in any future prosecution
- Prosecution - most offences, but not all, are liable on summary conviction, to a fine not exceeding level 3 on the standard scale, currently £1000
- Penalty Points - details of the Council's scheme is set out in **Appendix G**

If a driver is required to appear before a Licensing sub-committee, information about the procedure will be provided.

Generally, a driver will have a right of appeal to the Magistrate's Court if his/her application is refused, if he/she thinks any condition attached to a licence is unreasonable, or if his/her licence(s) are suspended, revoked or not renewed.

Licensees should be aware that disciplinary action will be taken in respect of any use of threatening or abusive behaviour by licensees towards a Council employee, or an agency garage employee/ vehicle inspector.

2.13 Hours of Driving

Whilst there is no law governing the hours that licensed drivers can work, the Council takes a serious view of any action that may result in the safety of the passenger being compromised. When drivers have worked extremely long hours, perhaps a double shift, or have undertaken a long haul journey shortly before the end of a normal shift, there is a real danger that their ability and alertness is affected.

Drivers must advise their operators if they are suffering from fatigue that may endanger passenger safety and cease working at the earliest opportunity.

2.14 Detecting the Use of Illegal Drugs

The Council views drug use as completely incompatible with being a fit and proper person to be entrusted with the safe carriage of the general public as well as the dangers presented to other road users by a licensed driver.

The Policy for Detecting use of Illegal Drugs therefore aims to establish procedures to allow for intelligence-led drugs testing of licensed drivers, and the testing of licensed drivers where a licence has been granted subject to random drug testing, with the intention of both detecting drivers who use illegal drugs and also deterring such persons from continuing to use drugs.

The Policy also provides a discretionary power for certain applicants for the grant of licences to drive hackney carriages or private hire vehicles, and who have a criminal record involving drug-related offences, to be required to pass a drugs test at their own expense as one part of the application process.

Finally, the Policy also provides a discretionary power for applicants seeking to renew their licences to drive hackney carriages or private hire vehicles, and who have been convicted during the currency of their licence of drug-related offences, to be required to pass a drugs test at their own expense as one part of the renewal application process. The Policy is at **Appendix H**.

2.15 Application Procedure

The procedure for a new driver application is as follows:

- Complete and pass the pre-application test at the Council Offices. The applicant must pass this test before continuing with their application, the cost of the test will be paid for by the applicant
- Complete the application form, provide the necessary documentation and pay the application fee during an appointment with the Licensing Team. The DBS application form can also be completed during the appointment, or the DBS Update Service check code can be provided
- Undergo a Group 2 medical assessment with GP
- Provide a Certificate of Good Conduct (where appropriate)
- Provide evidence of Right to Work in the UK (in line with Home Office requirements)
- Undertake driver college course 'Certificate in the Introduction to the Role of Professional Taxi and Private Hire Driver'
- Undertake the practical driving assessment with the Council's approved examiner
- Complete the declaration and pay the licence fee at the point of issue of the licence

The procedure for a renewal application is as follows:

- Undertake the half day training course at one of the named venues providing the course in the 3 months prior to the licence expiry date. Each venue will provide confirmation of attendance
- Complete the application form, provide the necessary documentation and pay the application fee

3. PRIVATE HIRE AND HACKNEY CARRIAGE VEHICLES

3.1 Differences between Hackney Carriage and Private Hire Vehicles

The main difference between a hackney carriage vehicle and a private hire vehicle is that hackney carriages are permitted to use designated ranks and can also be hailed down in the street. They are usually identified with a TAXI sign on the roof. Private hire vehicles cannot be hailed down in the street but must be pre-booked via the office or base of a licensed private hire operator. Private hire vehicles must not have roof signs but are permitted to have non-luminous signs or advertisements on the vehicle. There is no set fare for a private hire vehicle journey, so the fare price should be confirmed at the time of booking. A tariff of fares sets out the maximum fares for a hackney carriage vehicle and this should be displayed in the vehicle.

Providing a vehicle meets the required standard, the Council will also licence private hire vehicles that have been modified or converted after manufacture, such as stretched limousines. Not all drivers are qualified to drive these vehicles and private hire vehicle operators must comply with additional conditions when hiring them out.

Private hire vehicles are licensed permanently for the duration of the licence meaning only drivers licensed by East Suffolk Council are allowed to drive vehicles licensed by the Council, even though the vehicle may be insured for social, domestic and pleasure use as well as hire and reward.

A further description of private hire vehicles, hackney carriages and special event private hire vehicles can be found as **Appendix A**.

3.2 Dual Plating

No vehicle will be granted a licence if it is licensed in another district due to the problems of meeting the variance in conditions applied in different districts and the enforcement of those conditions in cases of non-compliance (i.e. signs, meters, suspensions or revocation).

3.3 Vehicle Specification

Any vehicle which is to be licensed must comply with the Council's Manual of Inspections Standards. This is available on the Council's website – [Microsoft Word - Vehicle spec Jan 20 \(eastsoffolk.gov.uk\)](http://eastsoffolk.gov.uk) . The Council has appointed agency garages to carry out vehicle checks and ensure that the standards set out in the manual are complied with.

There are two aspects to be considered:

- a) The size of the vehicle. The Council has adopted minimum specifications for vehicles carrying 4 passengers and larger vehicles (the maximum number of passengers is 8). The Council will not licence vehicles to carry less than 4 passengers. It is an offence to carry more than the permitted number of passengers and this may also invalidate the vehicle insurance.
- b) The vehicle will have to comply with the Council's Manual of Inspection Standards in terms of its general condition and the equipment it is carrying.

3.4 Vehicle Testing

A fee will be payable by the licensee directly to the agency garage for each test or re-test. Tests are carried out annually on the initial application and then on each renewal. 'Mid-term' tests are also required thus meaning that a vehicle is tested every six months.

The test should not be carried out more than 6 weeks before the date of application, or the date of expiry of the vehicle licence. This also applies to mid-term tests and the test should be carried out no more than 6

weeks before the mid-term test is due. Any mechanical inspection certificate found to be issued 6 weeks before the relevant dates will not be accepted.

A current insurance certificate must be produced to the agency garage during the six monthly 'Mid-term' test.

Proprietors can arrange for any of the following garages to carry out the test on hackney carriage or private hire vehicles:

Crisps of Knodishall	Telephone (01728) 830509
FS Tyres at Woodbridge	Telephone (01394) 383456
Langer Park Services at Felixstowe	Telephone (01394) 284156
Tollgate Services at Felixstowe	Telephone (01394) 283925
East Suffolk Services Depot, Ufford	Telephone 03300 166111
East Suffolk Services Depot, Lowestoft	Telephone (01502) 565626

Vehicles offering wheelchair accessibility can only be tested at the East Suffolk Services depots and Tollgate Services in Felixstowe.

Modified vehicles such as stretched limousines can only be tested at approved testing stations authorised to deal with this type of vehicle.

A vehicle licence will be suspended if a valid mechanical certificate is not provided by the required date. In addition to the mechanical inspection certificate, licensing staff will require the following documents before a vehicle can be licensed:

- a) The Vehicle Registration Document.
- b) An MOT - this is required when hackney carriages are one year old and over, and when private hire vehicles are three years old and over. An MOT certificate relating to a modified vehicle must be issued by a testing station authorised to inspect this category of vehicle.
- c) Evidence of valid insurance cover.
- d) If the vehicle is modified, additional documentation relating to the conversion and importation of the vehicle will be required.

As well as the annual and 'mid term' test, a vehicle may be called in for inspection at one of the agency garages or one of the depots on one other occasion during the year. This action will be taken if the Council has reasonable cause to be concerned about the condition of the vehicle. A notice will be served setting out the date, time and place of the inspection. If work to the vehicle is required in these circumstances the cost will be paid for by the driver, or vehicle proprietor.

There may be other occasions, over and above the 3 inspections mentioned above, when it is appropriate for an 'immediate' inspection to take place at one of the depots; for instance, if the Council receives a complaint and has reasonable cause to be concerned about the condition of the vehicle. If this is necessary, the reason for the inspection will be explained to the licensee at the time the vehicle is called in. Work to the vehicle may be required in these circumstances which will be paid for by the driver, or vehicle proprietor.

Spot Checks

The Council's licensing staff may carry out a spot check on a licensed vehicle, including testing of the meter if appropriate, at any time. A suspension notice may be issued if a vehicle is found to be in an unsatisfactory condition.

3.5 Vehicle Proprietors

Hackney Carriage Proprietors

Under section 48 of the Town Police Clauses Act 1847, the proprietor of a hackney carriage shall obtain and retain the licence of any driver who he employs or permits to drive that hackney carriage. This means that the proprietor of a hackney carriage must request and keep the hackney carriage driver's licence whilst that driver is working for him (a copy is acceptable).

3.6 DBS Checks for Vehicle Proprietors

Where a vehicle proprietor is not a licensed driver, or a Private Hire Operator, they will be required to obtain a 'basic' DBS check from the Disclosure and Barring Service.

All new applicants will be required to sign up to the Disclosure and Baring Update Service. If an applicant is not already signed up to this service (through other employment of a similar nature within the same workforce – see Disclosure and Baring Service website for guidance) they will be required to do so once they have received their initial DBS certificate. The cost for this must be paid by the applicant.

All existing proprietors of a licensed vehicle, who are not yet signed up to the Update Service, will be required to subscribe upon renewal of the vehicle(s) licence. They will then be required to renew their subscription to the DBS Update Service on an annual basis, before their current subscription ends, should they wish to continue to hold a vehicle licence with East Suffolk Council. Where an individual fails to maintain and/ or renew their subscription before it ends; they will be required to apply for a new DBS Check and register for the Update Service again at their own cost.

The Licensing Authority will carry out annual checks on vehicle proprietors (where they have no driver or PH Operator licence) through the Update Service.

3.7 Conditions of Licence

Conditions are imposed on all operator, driver and vehicle licences and the Council is empowered to impose any conditions that are considered reasonably necessary in the granting of a licence. The conditions will be attached to the licence upon issue and are detailed, for vehicles, in **Appendix K**. All applicants will be expected to have read and understood these conditions, any breach of the conditions will result in penalty points being issued or the licence being considered for review.

Generally, there is a right of appeal to the Magistrate's Court for a licence holder if they think any condition attached to a licence is unreasonable, or if their licence(s) is suspended, revoked or not renewed.

3.8 Hackney Carriage Tariffs

There are two different tariffs for hackney carriages within East Suffolk; one in the north of the district and one in the south (the former Waveney and Suffolk Coastal geographical areas). Applicants for a hackney carriage vehicle licence must decide whether they wish to work in the north or the south of the district. The vehicle plate will identify the chosen area.

The Council sets the maximum fares hackney carriage drivers can charge, sometimes as a result of a request for a review of charges from the trade, and this is broken down into separate charges, in a

'tariff'. A driver cannot charge more than the Council tariff but can charge less if they wish.

The fees stated on the Council's approved tariff must not be exceeded.

3.9 Meters

All hackney carriages are required to be fitted with a taximeter which must be calibrated to the current Council tariff and sealed by Council staff. Private hire vehicles, that have a meter fitted, must be calibrated to the current tariff set by the vehicle's private hire operator. Council staff must be made aware of any changes to the fare table and will check private hire vehicle meters for accuracy. A copy of the private hire operators current fare chart must be clearly displayed in the vehicle.

For private hire vehicles without meters, the passenger cannot be charged more than the charge agreed between the passenger and operator before the vehicle was hired. If the charge is calculated from a fare/tariff, a current fare table must be displayed where it can easily be seen by passengers and the hirer/passenger must be informed at the time of booking that a fare table will be used.

Seals must be intact at any time that the vehicle carries a licence plate, except when at an approved installers premises.

Licensed drivers must not, if driving a licensed vehicle fitted with a taximeter, cause the fare to be cancelled or concealed until the hirer has had the opportunity of examining it and has paid the fare.

Licensed drivers must not demand from any hirer of a licensed vehicle a fare in excess of any previously agreed for that hiring between the hirer and the operator or if the vehicle is fitted with a taximeter, and there has been no previous agreement as to the fare, the fare shown on the face of the taximeter.

It is an offence for any person to tamper with any seal on any taximeter without lawful excuse; or to alter any taximeter with intent to mislead.

There is no legal requirement for a hackney carriage to have the meter switched on if the journey is pre-booked through a private hire operator. However, the Council would encourage this as best practice to ensure the passenger is not charged more than what would have been on the meter had the journey not been pre-booked.

3.10 Altering the Vehicle

Approval of the Council must be obtained before any alterations are made to the car that will change the specification, design, condition or appearance of a licensed vehicle. The request must be made in writing and a written response will be provided.

3.11 Selling the Vehicle

If the vehicle is sold to someone else who is going to use it for taxi work the Council must be informed, in writing and within 14 days of the name and address of the new owner. If this is not done the existing owner will remain responsible for the hackney carriage or private hire vehicle licence. A fee will be charged to transfer the licence to the new owner.

If the vehicle is sold as a private car the vehicle identification plates must be removed and returned to the Council. If another car is going to be used for taxi work it must be licensed and plated **before** it is used for taxi work.

3.12 Smoking in vehicles

Smoking is prohibited in licensed vehicles by law, and the use of e-cigarettes to ‘vape’ is prohibited by East Suffolk Council; this includes both drivers and passengers.

3.13 Accident reporting procedure

Vehicle proprietors **must** report **any** accident damage to the vehicle that affects the safety, performance, appearance or passenger comfort/convenience **within 72 hours**.

The relevant report procedure for the Council is attached as **Appendix I**.

3.14 Temporary Vehicle Licences

The Council operates a facility whereby a replacement vehicle can be licensed, on production of limited documentation, for a temporary period of **up to one month in total**. This is **only available** when a vehicle is being repaired because of accident damage or breakdown and the period allowed will depend on the time agreed for the repairs to be completed. In order to take advantage of this facility the driver must contact the Council **before** using the replacement car for hackney carriage/private hire work. A temporary plate will be for one month only and will not be extended.

3.15 Suspension or Revocation of a Vehicle Licence

A suspension or revocation notice takes effect **immediately it is served** and the vehicle cannot be used for hackney carriage/private hire work until the notice is lifted. Licensing staff or the Police may remove vehicle plates at the time the notice is served. Alternatively, 7 days will be given in which to return them. If the vehicle remains in an unsatisfactory condition and the suspension notice is not lifted within 2 months the licence will be deemed to be revoked.

3.16 Trailers

If a licence holder is considering using a trailer, it must be approved by the Council before it is fitted.

3.17 Tinted Windows

Road Vehicles (Construction & Use) Regulations 1986 specify the minimum levels of light that must pass through the windscreen and front side windows.

Motor vehicles first used on or before 1st April 1985:

The windscreen and front side windows must allow at least 70% of light to be transmitted through them.

Motor vehicles first used on or after 1st April 1985:

The light transmitted through the windscreen must be at least 75%.

The front windows must allow at least 70% of light to be transmitted through them.

3.18 CCTV

The hackney carriage and private hire trade provide a valuable public service, especially at night when other forms of public transport are no longer available. Security for drivers and passengers is of paramount importance. CCTV cameras can be a valuable deterrent as well as protecting the driver from unjustified complaints.

It is not proposed that measures such as CCTV cameras should be required as part of the licensing regime, as it is considered that they are best left to the judgement of the owners and drivers themselves. However, installation of CCTV cameras in vehicles on a voluntary basis will require the operator to handle relevant data gathered in an appropriate and secure manner and in accordance with data protection law.

The Council’s policy on the use of CCTV can be found at **Appendix J**. The conditions contained in the policy must be adhered to at all times.

3.19 Maximum number of Passengers

It must be remembered that a licence is issued for a maximum number of passengers, (**regardless of age or size**), and it is an offence to carry more than the number licensed for and is likely to also invalidate the vehicle insurance. However, with regard to the Council’s fare tariff infants in arms are excluded from any charge.

3.20 Seat Belts

The law requires all children travelling in the front or rear seat of any car, van or goods vehicle must use the [correct child car seat](#) until they are either 135 cm in height or 12 years old (which ever they reach first). After this they must use an adult seat belt. There are very few exceptions.

It is the driver's responsibility to ensure that children under the age of 14 years are restrained correctly in accordance with the law.

	Front Seat	Rear Seat	Who is responsible?
Driver	<p>The driver of a hackney carriage vehicle need not wear a seatbelt whilst seeking hire, answering a call for hire, or carrying a passenger for hire.</p> <p>The driver of a private hire vehicle need not wear a seat belt whilst carrying a passenger for hire.</p>	N/A	Driver
Child under 3 years of age	<p>Correct child car seat must be used.</p> <p>It is illegal to carry a child in a rearward-facing child seat in the front if there is an active front passenger airbag. The airbag must be deactivated, or the rearward-facing child seat must be placed in the rear.</p> <p>If the correct restraint is not available the child MUST travel in the rear of the vehicle.</p>	<p>The correct child restraint must be used. If one is not available in a licensed taxi or private hire vehicle, the child may travel unrestrained in adult arms. This is not endorsed by the Council and the driver should ensure that appropriate restraints are used.</p>	Driver
Child aged 3 to 11 or under 1.35 metres tall	<p>The correct car seat for their weight, or correct child restraint. If the correct restraint is not available the child MUST travel in the rear of the vehicle.</p>	<p>Where seat belts are fitted, the correct child restraint must be used.</p> <p>The child must use an adult belt in the back seat if the correct child restraint is not available.</p>	Driver
Child aged 12 or 13	Seat belt must be worn if fitted.	Seat belt must be worn if fitted.	Driver

and over 1.35 metres tall			
Passengers aged 14 years and over	Seat belt must be worn if fitted.	Seat belt must be worn if fitted.	Passenger

3.21 Identification of Licensed Vehicles

All vehicles must clearly indicate to the public that the vehicle is licensed by way of identifiable licence plates. The public must be able to clearly distinguish the difference between a private hire and hackney carriage vehicle. The Council’s private hire and hackney carriage vehicle licence conditions state how these should be displayed. These conditions can be found attached at **Appendix K**.

Exemptions

There are limited occasions/circumstances when identification plates may be removed from a licensed vehicle with the prior consent of the Council. If such consent is given, it will be subject to other conditions that enable enforcement officers to identify the vehicle and enable the driver of the vehicle to prove that the vehicle is licensed.

3.22 Advertising on Vehicles

Hackney Carriage Only:

- must have an illuminated sign fixed to the roof bearing the word “taxi” and no other word.
- must display and maintain the scale of fares fixed by the Council so as to be clearly visible to passengers.
- may display:
 - a) an illuminated “for hire” sign
 - b) windscreen sticker with name and number of taxi firm
 - c) any other non-luminous sign or advertisement
- must be fitted with a meter which is clearly visible to all passengers

Private Hire Vehicles Only:

- must not have a sign or advertisement which includes the word “taxi” or “cab” in any form
- must not have an illuminated sign of any description
- may be fitted with a meter which must be clearly visible to all passengers

3.23 Wheelchair Accessibility

Sections 167 of the Equality Act 2010 allows Licensing Authorities to publish a list ‘designated vehicles’ which is a list of the wheelchair accessible vehicles licensed in their area. This list is available on the East Suffolk Council website.

Section 165 requires the drivers of those vehicles to carry passengers in wheelchairs, provide assistance to those passengers, and prohibits them from charging extra.

Section 166 of the 2010 Act allows an exemption certificate to be issued by the authority if there are grounds making it impossible or unreasonably difficult for them to comply with those duties, but there can be no exemption from the prohibition on charging extra for wheelchair passengers.

The specific duties placed on the drivers of designated wheelchair accessible hackney carriage and private hire vehicles are:

- to carry the passenger while in the wheelchair;
- not to make any additional charge for doing so;
- if the passenger chooses to sit in a passenger seat to carry the wheelchair;
- to take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort; and
- to give the passenger such mobility assistance as is reasonably required.

Driver Training

All drivers of wheelchair accessible vehicles will be required to undertake an approved DVSA wheelchair accessible training course with regard to disability awareness and how to safely load, secure and unload a wheelchair. This training must be carried out at the driver's expense and an attendance certificate must be presented to the Council upon the new vehicle application, or within 3 months of a driver acquiring a wheelchair accessible vehicle. The Council can provide details of training providers.

3.24 Byelaws for Hackney Carriages

Hackney Carriages are subject to Byelaws made under section 68 of the Town Police Clauses Act 1847, and section 171 of the Public Health Act 1875. These Byelaws are attached at **Appendices E and F**.

3.25 Stretched Limousines and Modified Vehicles

The Council will consider applications to licence a small (less than 9 passenger seats) limousine.

Stretched large limousines which clearly seat more than eight passengers should not be licensed as private hire vehicles because they are outside the licensing regime for private hire vehicles. However, in some circumstances a vehicle with space for more than eight passengers can be licensed as a private hire vehicle where the precise number of passenger seats is hard to determine. In these circumstances, the Council will consider the case on its merits in deciding whether to license the vehicle under the strict condition that the vehicle will not be used to carry more than eight passengers.

If the vehicle has been imported, certification under the Single Vehicle Approval (SVA) scheme must be produced together with the declaration made at the time. Documentation relating to the vehicle provenance and conversion must also be produced to the satisfaction of the Council.

Modified private hire vehicles, such as stretched limousines must be presented and tested by an approved specialist every six months. Such vehicles must be presented to the Council's Senior Vehicle Examiner.

3.26 Funeral Vehicles

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

3.27 Wedding Vehicles

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

3.28 Executive Hire

The Local Government (Miscellaneous Provisions) Act 1976 requires that a Council must issue a private hire vehicle plate with an identity plate or disc and that proprietor should not use, or permit the use of, that vehicle without displaying the plate as directed by the Council.

The act also gives the Council the discretion to grant a proprietor a dispensation from displaying the licence plate on their licensed private hire vehicle. Each application for a dispensation will be considered on its own merits. The overriding consideration will be public safety.

Dispensation will not be granted as a matter of course. A clear case for the dispensation will have to be made by the proprietor in writing. In determining an application, it will normally be the status of the passenger and the executive of the work that will indicate whether or not the dispensation should be granted. The vehicle must be of a high standard.

Any vehicle proposed to be used for executive hire must be licensed as a private hire vehicle. Vehicles used for this purpose must meet all the requirements for private hire vehicles.

A discreet plate means that the vehicle does not need to display the same number of signs that a standard vehicle is required to do. However, these vehicles must carry the plate issued by the Council in the boot of the vehicle. The driver must also have in the vehicle a copy of a notice from the Council confirming that the vehicle does not have to display a standard plate.

3.29 Complaints

Any member of the public or passenger is able to make a complaint about the driver, the vehicle or the journey directly to the Licensing Team via the Council's website under the taxi and private hire licensing pages. Stickers stating how to make a complaint to the Council will be provided by the Council which must be displayed in all licensed hackney carriage and private hire vehicles.

3.30 Application Procedure

The Council will consider all applications for vehicle licences on their own merits once the application is complete. The vehicle must meet the requirements of this policy and the Manual of Inspections Standards.

The applicant must provide:

- The completed application form and appropriate fee
- The Vehicle Registration Document
- An MOT - this is required when hackney carriages are one year old and over, and when private hire vehicles are three years old and over. An MOT certificate relating to a modified vehicle must be issued by a testing station authorised to inspect this category of vehicle
- Evidence of valid insurance cover
- Mechanical inspection certificate
- If the vehicle is modified, additional documentation relating to the conversion and importation of the vehicle will be required

Renewals

The Council issues hackney carriage and private hire vehicle licences for a period of one year.

The Council will send a reminder, which is by way of courtesy only, to licensed vehicle driver's/owner's approximately six weeks before their licence is due to expire. It is the drivers/owners responsibility to ensure their licences are kept up to date and **not having received a reminder will not be accepted as a reason for non-renewal of licences.**

RICKSHAWS

3.31 Introduction

Auto-rickshaws or tuk-tuks are motorised, (electric motor or traditional internal combustion) typically with three wheels, designed for various uses one of which being for the purpose of carrying fare paying passengers – normally two or three although larger vehicles can carry up to six passengers.

Cycle-rickshaws or pedicabs, are pedal powered cycles (sometimes electrically assisted) with typically three or four wheels, used for the purpose of carrying fare paying passengers – normally two.

For either category of vehicle, motorised or un-motorised, utilising one to transport passengers on a 'hire and reward' basis requires regulation.

For the purpose of this guidance and policy we will refer to motorised vehicles as auto-rickshaws and the pedalled vehicles as cycle-rickshaws and where the policy relates to both, simply 'rickshaws'.

3.32 Predetermined Routes

Licensed rickshaws within the East Suffolk District must be restricted to predetermined routes, notified to the Licensing Team, having been pre-agreed with the relevant **Town Council**. No meter will be required but fares must be clearly displayed.

For Guidance:

Aldeburgh	Email: info@aldeburghtowncouncil.co.uk
Beccles	Email: townclerk@beccles.info
Bungay	Email: admin@bungaytowncouncil.gov.uk
Felixstowe	Email: townclerk@felixstowe.gov.uk
Framlingham	Email: townclerk@framlingham.com
Halesworth	Email: clerk@halesworthtowncouncil.org.uk
Kesgrave	Email: enquiry@kesgravetowncouncil.org.uk
Lowestoft	Email: admin@lowestofttowncouncil.gov.uk
Saxmundham	Email: townclerk@saxmundham-tc.gov.uk
Southwold	No applications for the use of Rickshaws will be considered within Southwold.
Woodbridge	Email: townclerk@woodbridge-suffolk.gov.uk –applications will be considered for the use of pedal powered rickshaws only. Tuk-tuks will not be permitted.

3.33 General

Licensed rickshaws may not ply for hire on the ranks used by hackney carriage vehicles and licensed rickshaws must park on private land when not in use.

The safe number of passengers that can be carried in each vehicle must be assessed and determined by the Senior Vehicle Examiner and this number would be displayed on the licence plate issued by the Council.

The vehicle licence plate, issued by the Council, must be affixed to the outside of the rear of the vehicle; this plate will also display the expiry date of the licence.

Any licence/s will be revoked in the event of the Council being reasonably satisfied that a breach of any conditions applying to the Council's licence or any act or byelaw relating to rickshaws has occurred.

3.34 Application Criteria

Any person applying to drive or ride a rickshaw for hire and reward within the East Suffolk District will be required to firstly obtain a Hackney Carriage Driving Licence in accordance with the application procedure outlined in 2.14 of this policy.

This application procedure entails fitness and suitability checks to include criminal record checks, the requirement to hold a DVLA driving licence, a medical certificate to the DVLA Group 2 standard and a right to work in the UK check.

An applicant who would like to restrict their application to cover operating a rickshaw only can obtain a Rickshaw Hackney Carriage Drivers Licence and would not be required to undertake the driving standards and geographical tests compulsory for Hackney Carriage applicants; but could 'upgrade' to a full Hackney Carriage Drivers Licence by undertaking these tests (and any other tests/requirements that might be introduced as part of the Hackney Carriage / Private Hire application criteria in the future) at a later stage.

3.35 Rickshaw Vehicle Conditions

The rickshaw to be used for hire and reward also requires a licence issued by the same Local Authority – Rickshaw Hackney Carriage Vehicle Licence. Any auto-rickshaw or tuk-tuk will require an MOT once it becomes 3 years old and thereafter.

The vehicle conditions for a rickshaw are attached as **Appendix L**.

HORSE DRAWN VEHICLES

Any person applying to drive or ride a horse drawn carriage for hire and reward within the East Suffolk District will be required to firstly obtain a Hackney Carriage Driver Licence in accordance with the application procedure outlined in 2.14 of this policy.

This application procedure entails fitness and suitability checks to include criminal record checks, the requirement to hold a DVLA driving licence, a medical certificate to the DVLA Group 2 standard, and a right to work in the UK check.

An applicant who would like to restrict their application to cover operating a horse drawn carriage only can obtain a Horse Drawn Hackney Carriage Drivers Licence and would not be required to undertake the driving standards and geographical tests compulsory for Hackney Carriage applicants; but could 'upgrade' to a full Hackney Carriage Drivers Licence by undertaking these tests (and any other tests/requirements that might be introduced as part of the Hackney Carriage / Private Hire application criteria in the future) at a later stage.

3.36 Horse Drawn Vehicle (Carriage) Conditions

The horse drawn carriage to be used for hire and reward also requires a licence issued by the same Local Authority – Horse Drawn Hackney Carriage Vehicle Licence.

The vehicle conditions for a horse drawn carriage are attached as **Appendix M**.

4. OPERATORS

Although private hire vehicle operators may not have direct contact with passengers, they are still entrusted to ensure that the vehicles and drivers used to carry passengers are appropriately licensed and so maintain the safety benefits of the driver licensing regime.

4.1 Licences

Under the provisions of the Local Government (Miscellaneous Provisions) Act 1976 no person shall, in a controlled district, operate any vehicle as a private hire vehicle without having a current Private Hire Operator's licence. The operator, driver and vehicle licences must all be issued by the same Local Authority.

Private Hire Operator licences will be issued for 5 years.

This policy is published following a review of the Council's previous policies, guidance and conditions. There is now one policy document. Where there are any changes to the previous policies, guidance and conditions, a review of all existing licences will be carried. If a licensed Private Hire Operator is found not to meet the new licensing standard, the future of the licence will be determined by the Licensing sub-committee. This also applies to any future changes to this policy and licensing requirements.

Renewals

Approximately 6 weeks prior to the expiry of the licence the operator will receive a reminder to renew it. It is the operator's responsibility to ensure his/her licences are kept up to date and **not having received a reminder will not be accepted as a reason for non-renewal of licences**. Renewal will involve completion of an application form, payment of the correct fee, and completion, at the applicants own cost, a half day course which will be based upon safeguarding, disability awareness and exploitation. The half day course is available at Council Offices, Riverside, Lowestoft, West Suffolk College, Bury St Edmunds and the Education Centre (West Suffolk College) at 11 Fore Street, Ipswich IP4 1JW. www.wsc.ac.uk

Fees

The fees which are payable to the Council for licences are reviewed annually and any increases normally take effect from 1st April each year. The application form and correspondence you receive will set out the current fee payable.

Change of Address

An operator is required to inform the Council, in writing and within 7 days of any change of home (for all partners and directors) or business address.

4.2 Safeguarding

Safeguarding training is required for a private hire operator who has not already undertaken the training as a licensed driver.

A new private hire operator (all persons named on the private hire operator licence) is required to undertake, at their own cost, the half day college-based course which will be based upon safeguarding, disability awareness and exploitation. Private hire operators should be just as much aware of these issues as a licensed driver.

Existing private hire operators (who are not licensed drivers) will be required to complete the half day course during the 3 months before the renewal of their licence. The licence will not be renewed if this training is not completed. www.wsc.ac.uk

Existing licensed private hire operators, who are not licensed drivers, who have had their licence issued or renewed during the 2 years prior to publication of this policy will be required to undertake this course within 6 months of the publication of this policy.

4.3 Fit and Proper Person

A Local Authority shall not grant a licence unless they are satisfied that the applicant(s) is a 'fit and proper person' to hold an operator's licence. A private hire operator's licence will be valid for five years.

In determining whether an applicant is 'fit and proper' to operate private hire vehicles and drivers, the Council shall have regard to (but not limited to) the following factors:

- Any previous convictions of relevance
- The applicant understanding of their responsibility as a private hire operator and their commitment to abide by the terms and conditions of the private hire operator's licence (by way of a knowledge test)
- Immigration status in order to determine the 'right to work in the UK'

If the applicant is a company or joint venture, a Basic DBS certificate will be required for each partner and/or director and the fit and proper person test will be applied to all partners. The DBS check for each person will be required annually and the operator licence will be suspended if this is not done.

If the operator is a driver, they will be checked every 6 months as part of their driver licence and annually thereafter for the duration of the operator's licence should they cease to be a driver.

In determining whether a person is fit and proper to hold a licence, the Council is effectively asking the following question:

"Would I be comfortable providing sensitive information such as holiday plans, movements of my family or other information to this person, and feel safe in the knowledge that such information will not be used or passed on for criminal or unacceptable purposes?"

The private hire vehicle operator must inform the Licensing Authority each time there are any changes to partners or directors.

Only when the Council is satisfied on all these points will it consider granting/renewing a private hire operator's licence. However, before granting the licence the Council will have to be satisfied that the premises from which the applicant intends to operate is suitable. When the Council is satisfied with the fitness of the applicant and the suitability of the applicant's premises then a private hire operator licence can be granted/renewed subject to standard terms and conditions plus any other special conditions which the Council deems necessary. These conditions can be found in **Appendix N**.

4.4 Certificates of Good Conduct

Applicants, including all directors and partners, who have lived out of the UK for any period of time prior to their application or renewal must obtain a certificate of good conduct from the relevant embassy or consulate covering that period.

The certificate of good conduct must be authenticated, translated and sealed by the relevant embassy or consulate.

Any costs associated with obtaining a certificate of good conduct are the responsibility of the applicant.

4.5 Convictions, Cautions and Driving Offences

Where convictions and cautions have been declared by the applicant or disclosed on the DBS Certificate the Council must ensure that it is satisfied that the applicant is a fit and proper person to hold a licence. The Council will refer to the Criminal Records Policy for guidance which can be found in **Appendix C**.

4.6 Right to Work in the UK

All applicants must provide evidence of their right to work in the UK. This is required for the first application and all renewals. No licence will be granted or accepted, until the applicant is able to prove they have a 'right to a licence' in the UK.

Right to work in the UK will be checked as part of the licence application, this could include the Licensing Authority checking the applicant's immigration status with the Home Office. The Licensing Authority may also share information with the Home Office. Applicants must either share their immigration status using the Home Office online checking service 'prove your right to work to an employer' if their status is compatible with the service, or provide a document or document combination that is stipulated as being suitable for this check.

Where an online check has been carried out, the 'profile' page confirming your right to work will be copied and retained by the licensing authority. Where a manual check is carried out, and you have provided a document(s) set out at [Employers' right to work checklist \(accessible version\) - GOV.UK \(www.gov.uk\)](#) you must provide the original document(s). The document(s) will be copied, and the copy retained by the Licensing Authority. The original document will be returned to you.

An application will not be considered valid until all the necessary information and any original document(s) have been produced and the relevant fee has been paid. If there are restrictions on the length of time an individual may work in the UK, a licence will not be issued for any longer than this period. In such circumstances the check will be repeated each time the individual applies to renew or extend their licence. If, during this period, the individual is disqualified from holding a licence because they have not complied with the UK's immigration laws, their licence will lapse and they must return it to the licensing authority.

If there is any doubt about an individual's right to work in the UK, the Council's licensing staff may carry out checks with the Home Office.

If the Council has any concerns that an applicant has been working in the UK illegally then this information will be reported to the Home Office and relevant Border authorities.

Where an existing licence holder is served an immigration penalty or convicted of an immigration offence, the licence will be revoked.

4.7 Booking and Dispatch Staff

Private hire operators are required to keep a register of all staff that will take bookings or dispatch vehicles.

In doing so operators must evidence to the authority that they have had sight of a basic DBS check on all individuals added to the staff register. They should be required, as part of their employment contract, to advise the operator of any convictions while they are employed in this role.

The register should be a 'living document' that maintains records of all those in these roles for the same duration as booking records are required to be kept, this will enable cross-referencing between the two records.

A record that the operator has had sight of a basic DBS check certificate (although the certificate itself should not be retained) must be retained for the duration that the individual remains on the register.

Should an employee cease to be on the register and later re-entered, a new basic DBS certificate should be requested and sight of this recorded.

An operator cannot pass on the obligation placed on them to protect children and vulnerable adults.

Operators or applicants for a licence must also provide their policy on employing ex-offenders in roles that would be on the staff register as above. As with the threshold to obtaining a private hire vehicle operators licence, those with a conviction for offences, other than those relating to driving, may not be suitable to decide who is sent to carry a child or vulnerable adult unaccompanied in a car.

4.8 Hackney Carriage, Private Hire Vehicle and Drivers' Licences

It is vital that private hire operators should have a thorough understanding of the requirements which apply to vehicle proprietors and drivers.

A private hire operator may employ licensed hackney carriages, private hire vehicles or special event private hire vehicles (such as stretched limousines) to carry out journeys and must ensure that the driver of the vehicle is licensed to drive the type of vehicle used.

The difference between each class of vehicle is set out in **Appendix A**. Operators wishing to use special event private hire vehicles must ensure that:

- a) Only licensed hackney carriage and private hire vehicles drivers authorised by their DVLA licence to drive class 'C1' vehicles (vehicles between 3500kg and 7500kg) are employed to drive the vehicle.
- b) Bookings are made at least 24 hours in advance of the commencement of the journey.
- c) Written confirmation is given to the hirer stating the name and address of the hirer, details of the journey, date of booking, charge and a statement as to the maximum number of passengers that may be carried in the vehicle.
- d) A copy of the written confirmation must also be provided to the driver and be carried in the vehicle throughout the hire period.

All three licences:
Private hire operator's licence
Private hire driver's licence
Private hire vehicle licence

must be issued by the same Council.

4.9 Bookings

Under the legislation, every contract for the hire of a licensed vehicle is deemed to be made with the operator who accepted the booking for that vehicle, irrespective of whether or not the vehicle was provided by that person.

A private hire operator may sub-contract work to other operators, including those in other districts, if it is unable to fulfil a booking with its own licensed drivers. However, that booking is deemed to be made with the first operator and accurate records of the booking must be kept by them.

In addition, it is possible for a licensee to be convicted of an offence, even when it was due to the act or default of another. This places an onerous responsibility on private hire vehicle operators who may have to trust others to carry out bookings on their behalf.

Operators must have arrangements in place to satisfy themselves that:

- a) Only licensed vehicles which are properly insured, taxed and tested are employed to carry out bookings on their behalf.
- b) Only licensed drivers with the appropriate DVLA Licence are employed to drive those vehicles and they, together with radio operators, have a thorough understanding as to what is expected of them in all situations.

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.

Lateness is sometimes unavoidable, when traffic is heavy, when road conditions are poor because of inclement weather or because of vehicle breakdown (although vehicles should be maintained to a high standard to ensure that this rarely happens).

Lateness can also be caused because earlier passengers keep drivers waiting, causing knock-on delays for subsequent passengers. Operators should consider what action they are going to take to minimise this problem.

Drivers can only arrive promptly if sufficient travelling time is allowed between one journey and the next – operators must ensure that they can cope with the number of bookings they accept.

If a booking is accepted in the vehicle, by the operator, it should be capable of automatically being entered onto a digital booking system or must be entered into such a record immediately upon return to the office. This only applies if the driver is also the operator.

The conditions attached to private hire operator licences require records to be kept in respect of the vehicles and drivers. Operator conditions are at **Appendix N**.

4.10 Record Keeping

A private hire vehicle operator is responsible for ensuring that the vehicle and driver, unless delayed or prevented by sufficient cause, punctually attend at the appointed time and place and for ensuring that the driver completes the journey agreed by the operator with the hirer. Often, the accuracy of the booking records which must be kept by a private hire operator is vital in determining whether or not the operator was at fault and liable to be prosecuted for an offence. It is therefore essential that a high standard of record keeping is maintained.

The Council must be satisfied that the form in which records are to be kept, whether written or computerised, provides adequate safeguards that prevent entries being erased or inserted at a later date than the actual date and time that which the booking was made.

The Operator shall permit an Authorised Officer of the Council access to records required by their licence, at all reasonable times. Spot checks will be carried out to ensure that documentation and records relating to journeys, the vehicles and drivers being employed to carry them out are being properly kept.

Records of journeys must be retained by the operator for not less than six months from the last date of entry and may be removed by licensing staff at any reasonable time.

Where special event private hire vehicles are operated, a hire agreement must be made not less than 24 hours prior to the commencement of the journey. Copies of the agreement must be provided to the passenger and the driver, and a further copy kept on record.

The Operator must advise the Council within seven days of any other change in the business arrangements. This includes communication equipment, record formats and the vehicles and drivers used to carry out booked journeys.

4.11 Complaints

A Private Hire Operator must tell the Council, within 7 days of any complaint made about a booking (whether made orally or in writing) which they responsible for. The Operator must also tell the Council what action will be taken to deal with the complaint.

It follows that the operator will have to investigate the complaint in order to decide whether or not it is justified. It is advisable for the operator to obtain the full facts from the customer and to interview the driver and, if appropriate, the booking/dispatch staff. A complainant may be entitled to compensation. If this is not offered, the customer could decide to sue the operator for failure to execute the contract. Alternatively, they may contact the Council asking for appropriate action to be taken.

An operator may decide to discipline the driver and/or booking/dispatch staff, but the Council will consider what action to take in respect of any licensees when it has reviewed the facts of the case.

Occasionally, complaints may be made of which the Police should be made aware. Operators should be able to advise the complainant accordingly and should consider whether or not to report the matter to the Police direct.

Bearing the above in mind, operators should ensure that they have a procedure for dealing with complaints.

4.12 Data Protection

Private Hire Operators have a duty under data protection legislation to protect the information they record. The Information Commissioner's Office provides comprehensive guidance on registering as a data controller and how to meet legal obligations.

4.13 Insurance

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.

4.14 Planning Permission

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.

4.15 Use of Passenger Carrying Vehicle (PCV) by PCV Drivers

Where a private hire vehicle is unsuitable, for example where a larger vehicle is needed because more than eight passenger seats required or to accommodate luggage, the booker should be informed that a PSV (Public Service Vehicle) is necessary, and that a PCV licenced driver will be used who is subject to different checks and not required to have an enhanced DBS check.

PCV licensed drivers are subject to different checks from hackney carriage and private hire vehicle licensed drivers as the work normally undertaken, i.e. driving a bus, does not present the same risk to passengers. Members of the public are entitled to expect, when making a booking with a private hire vehicle operator, that they will receive a private hire vehicle licensed vehicle and driver.

The hirer **must** be informed if a PCV licensed driver is going to be used and the hirer's consent must be received and recorded. This will form part of the Private Hire Operator conditions found at **Appendix N**.

4.16 Access to Private Hire and Hackney Carriage Vehicles by Disabled Persons

Amendments have been made to the Equality Act 2010 by way of the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022. This new Act introduces new duties for private hire and hackney carriage vehicle drivers and private hire operators. It also amends existing duties.

All private hire and hackney carriage vehicle drivers, and private hire operators, will be subject to these duties, regardless of whether the licensed vehicle is wheelchair accessible.

All private hire vehicle operators are required to accept bookings for or on behalf of any disabled person, if they have a suitable vehicle available.

It is an offence to refuse or fail to provide a booking for a disabled person either because the person is disabled, or to prevent a driver from being made subject to a duty as mentioned above. The operator must not make any additional charge for carrying out any duty the driver must undertake as mentioned above.

Enforcement

Licensed drivers and operators who discriminate against disabled passengers will be held accountable and any convicted of breaching duties under the Equality Act 2010 or Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 is likely to be considered no longer fit and proper to remain licensed.

4.17 Application Procedure

The application procedure is intended to determine whether an applicant for a private hire operator's licence is a fit and proper person to hold the licence. Applicants will be required to undergo a basic disclosure and barring service check with the Disclosure & Barring Service (unless they have had an enhanced check as a licensed driver).

A new private hire operator (all persons named on the private hire operator licence) is required to undertake, at their own cost, the half day college-based course which will be based upon safeguarding, disability awareness and exploitation. Private hire operators should be just as much aware of these issues as a licensed driver.

Existing private hire operators (who are not licensed drivers) will be required to complete the half day course during the 3 months before the renewal of their licence. The licence will not be renewed if this training is not completed. www.wsc.ac.uk

Existing licensed private hire operators, who are not licensed drivers, who have had their licence issued or renewed during the 2 years prior to publication of this policy will be required to undertake this course within 6 months of the publication of this policy.

A new applicant will be asked to make an appointment to sit a knowledge test at the Council Offices. This will demonstrate whether the applicant has adequate knowledge of the legislation and licensing requirements.

Applicants must complete an application form stating essential information about the business and the people who will be running it. In addition to the payment of the appropriate fee, they will be required to produce a customer care statement providing details of what customers can expect.

5.ENFORCEMENT, CRIMINAL RECORDS POLICY AND PENALTY POINTS SCHEME

5.1 Introduction

The purpose of this section of the Policy is to provide guidance on the criteria taken into account by the Council when determining whether or not an applicant or an existing licence holder is a fit and proper person to be granted, have renewed or continue to hold a hackney carriage /private hire driver or private hire operator's licence.

Whilst criminal convictions play a significant part in the Council's determination as to whether an individual is 'fit and proper', the Council will also take into account other factors such as demeanour, general character, non-criminal behaviour, driving abilities and other information from other bodies such as the Police. This Policy will be immediately applied to all current licences, in addition to being considered at the time of renewal and grant of licence.

The overriding aim of the Council in carrying out its licensing function is to protect the safety of the public. The Council is concerned to ensure:

- That an applicant is a fit and proper person, which would include the following;
- That the person does not pose a threat to the public
- That the public are safeguarded from a dishonest person
- The safeguarding of children and young persons and the vulnerable

Each case will be considered on its individual merits and, in exceptional circumstances the Council may depart from the guidelines.

The sanctions that are available to be applied are to suspend, revoke, and in the case of a grant or a renewal application, refuse to renew the licence. In addition, where a licensed drivers accumulates 9 or more points on their DVLA driving licence, or where complaints about the standard of driving are received the Council may require the driver to undertake a practical driving test as an alternative to attending a Licensing- Sub- Committee hearing at which their fitness to continue to hold a licence would be considered.

The Council has adopted an overarching enforcement policy to ensure that enforcement is efficient, targeted, proportionate and transparent. The enforcement policy is available on the Council's website. Any enforcement action taken will be in accordance with the Council's enforcement policy.

Sections 60 - 62 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Licensing Authority to suspend, revoke or refuse to renew a licence.

Complaints from the public and/or any routine enforcement that identify significant breaches of conduct will be subject to investigation by officers.

5.2 Information Sharing

The Council will share information with other agencies in respect of potential illegal activities and other agencies and authorities may perform checks or take enforcement action within the East Suffolk area.

5.3 Criminal Records

Under the provisions of Sections 51, 55, and 59, Local Government (Miscellaneous Provisions) Act 1976, the Council is required to be satisfied that an applicant for the grant or renewal of a hackney carriage, hackney carriage proprietor, private hire vehicle drivers' licence and/or private hire vehicle operator's licence is a 'fit and proper' person to hold such a licence. However, if an applicant has any convictions, warnings, cautions or charges awaiting trial, the Council will consider these very carefully.

Driver licence holders must declare any convictions, (including spent convictions, and motoring convictions).

All licence holders are required to notify the issuing authority within 48 hours of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence.

Where any applicant or licence holder who has been arrested or charged, but not convicted for an offence that suggests they could be a danger to the public, the Council will still consider that as part of the

applicants / licence holders history. In assessing the action to take, the safety of the public must be the paramount concern.

Any person driving the public will be expected to have the highest standard of driving skills. The Council will take into account all convictions for driving offences and any information or evidence that driving skills fall below these high standards.

A driver has direct responsibility for the safety of their passengers, direct responsibility for the safety of other road users and significant control over passengers who are in the vehicle. As those passengers may be alone, and may also be vulnerable, any previous convictions or unacceptable behaviour will weigh heavily against a licence being granted or retained.

Where an applicant has more than one conviction showing a pattern or tendency irrespective of time since the convictions, serious consideration will need to be given as to whether they are a fit and proper person.

The Council's Criminal Records Policy can be found at **Appendix C**.

5.4 Criminality Checks for Vehicle Proprietors and Private Hire Operators

A basic disclosure from the DBS for vehicle proprietors who are not licensed drivers, and Private hire operators who are not licensed drivers will be required annually.

5.5 Penalty Points Scheme

The purpose of the penalty points scheme is to give licensees clear guidance about the consequence of non-compliance with the Council's licensing requirements.

Where appropriate, the Council's Licensing staff have discretion to give a verbal warning for a first offence in any category, but subsequent offences will be subject to penalty points in accordance with this scheme. In circumstances where the imposition of penalty points may not be appropriate, a licensee may be required to appear at a Licensing sub-committee hearing.

Where a licensee incurs 12 or more penalty points in any three year period, the licensee will appear before a Licensing Sub-Committee for members to determine the appropriate action to be taken as a consequence of the incidents of non-compliance.

All authorised licensing officers are authorised to operate the scheme and issue points accordingly.

The penalty points scheme can be found at **Appendix G**.

5.6 Offences

Failure to comply with the licensing requirements will result in appropriate enforcement action being taken. This will depend on the nature of the offence and may take the form of:

- i) A verbal, informal or formal warning
- ii) Appearance before the Licensing Sub-Committee. This could result in suspension, revocation or refusal to renew the licence

- iii) Formal Caution - this means that you have admitted the offence. It will remain on your record and may be taken into account if you are prosecuted in future
- iv) Prosecution

5.7 Rights of Appeal

Information on any right of appeal will be issued when a decision is made on any enforcement action, where that right of appeal exists.

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. 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.

5.8 Complaints

Any member of the public or passenger is able to make a complaint directly to the Council's Licensing Team via the Council's website under the taxi and private hire licensing pages. Stickers stating how to make a complaint to the Council will be provided by the Council which must be displayed in all licensed hackney carriage and private hire vehicles.

**THE DIFFERENCE BETWEEN HACKNEY CARRIAGES, PRIVATE HIRE VEHICLES
AND SPECIAL EVENT PRIVATE HIRE VEHICLES**

1 Hackney Carriages:

- 1.1 In order to protect a passenger hailing a hackney carriage in the street from overcharging, the Council sets a maximum scale of fares which may be charged and this, together with the meter, must be clearly visible to the passenger. (In the event that a proprietor chooses to use the taxi meter to discount the approved fare a notice **must** be displayed to inform passengers).
- 1.2 A hackney carriage must be equipped with a meter calibrated in accordance with the maximum scale of fares. The meter must be tested and sealed by the Council.
- 1.3 The scale of fares set by the Council may be discounted but must not be exceeded, even if a journey ends outside the district (unless a charge was agreed before the journey commenced). If a hackney carriage carries out a private hire or pre-booked journey the fare must be calculated from the point where the passenger commences the journey.
- 1.4 Once a vehicle has been licensed as a hackney carriage, it is always available for hire, unless it is already carrying a fare paying passenger. This means that a licensed hackney carriage can only be driven by a licensed hackney carriage driver. Hackney carriage proprietors and drivers must comply with Byelaws in addition to the other rules laid down by the Council. Hackney carriage licensees should read them carefully.

They cover the following matters:

- a) The display of identification plates on the inside and outside of the vehicle.
- b) Various requirements relating to the vehicle.
- c) The operation of the taxi meter - the meter may only be switched on immediately before the journey commences.
- d) The procedure when plying for hire - once a journey has been completed drivers are required to proceed immediately to the next available taxi rank - drivers cannot 'cruise round the block' or wait nearby until a space on the best rank becomes free - they must go to another rank and park there instead. A hackney carriage can also park on the Council's car parks (providing the pay and display fee is paid) but cannot stand or ply for hire in a car park. A hackney carriage should be parked off the highway when not in use. All these parking and use requirements cannot be overcome by removing or covering the identification plates and 'TAXI' sign.
- e) The behaviour of the driver - matters which are also covered in the conditions attached to hackney carriage and private hire vehicle driver's licences.
- f) The procedure to be followed if a passenger leaves property in the vehicle.

There are special procedures which the Council must follow when reviewing the scale of fares and the designation of ranks. The latter takes many months to complete.

- 1.5 A driver licensed by East Suffolk Council to drive a hackney carriage, does not need a private hire driver's licence in order to work a private hire vehicle that is also licensed by the Council. However, a licensed driver who wishes to drive a special event private hire vehicle, must have a DVLA licence which permits the driving of class 'C1'.

2. Private Hire Vehicles

- 2.1 A private hire vehicle can only be used to carry fare paying passengers if the **passenger** has booked the journey in advance **directly** with a licensed private hire vehicle operator. The operator is then responsible for ensuring that the passenger is carried by a licensed hackney carriage or private hire vehicle and driver in accordance with the agreement made with the passenger when the booking was made.
- 2.2 A private hire vehicle cannot legally radio a booking for a journey through to the operator. This applies whether the passenger approaches the driver before the journey commences or asks for a return trip, either whilst the outward journey is in progress or at the end of it. In order to avoid difficulties in this respect, private hire operators are advised to consider whether their radio controllers should routinely enquire whether or not a return journey is required at the time the outward trip is booked.
- 2.3 If a private hire vehicle driver does handle a booking from a passenger, one or more of the following offences may occur:
- a) Using a vehicle as a hackney carriage without a licence
 - b) Improperly plying for hire
 - c) Acting as an unlicensed private hire vehicle operator

Each of these offences is liable on summary conviction to a fine not exceeding level 3 on the standard scale, currently £1000.

- 2.4 In order to avoid allegations of plying for hire, private hire vehicle drivers should ensure that:
- a) they receive details of all the journeys which they carry out from their private hire operator, either directly or via the radio controller and **not** from the passenger.
 - b) they do not radio bookings through to their operator on behalf of passengers, either before the journey commences or for a return trip during the journey or at the end of it.
- 2.5 Private hire vehicle drivers should be aware that, in the event of an accident, problems could arise over insurance cover if a journey is not properly booked through a private hire operator. This is because a private hire vehicle is only insured for private hire work whereas a hackney carriage is insured for public hire.
- 2.6 It is an offence for a private hire vehicle to be driven by a person who is not licensed as a private hire vehicle driver, even when the vehicle is not being used for private hire.
- 2.7 A private hire vehicle operator is responsible for ensuring that the passenger is carried in accordance with the agreement made with the passenger at the time of the booking. It is important that the driver of the vehicle is fully aware of the details - time, place of pick-up, destination, charge etc.

3. Special Event Private Hire Vehicles

- 3.1 Special event private hire vehicles are vehicles that have been modified or converted after manufacture, the most common form of modified vehicle is a stretched limousine.
- 3.2 A modified vehicle may have seats for more than 8 passengers. If this is the case, the driver of the

vehicle will commit an offence if he/she permits more than 8 people to be carried in the vehicle.

3.3 The Council will not normally require the display of an external vehicle identification plate on a modified private hire vehicle. The internal vehicle identification plate must be displayed in a position where it is visible to passengers (not necessarily on the dashboard of the vehicle).

3.4 Only licensed private hire vehicle drivers that hold a DVLA licence permitting them to drive class 'C1' vehicles (vehicles between 3500kg and 7500kg) may drive modified private hire vehicles.

All drivers passing their driving test prior to 1997 received 'grandfather rights' to drive this class of vehicle, but those licensed subsequently will have to pass a test in a vehicle typical of the class, such as a minibus.

3.5 A private hire operator may only accept a booking for the hire of modified vehicle if it is made at least 24 hours in advance of the commencement of the journey. The operator must provide the hirer with written confirmation of the booking. This must state the name and address of the hirer, details of the journey, the hire charge and a statement as to the maximum number of passengers that may be carried in vehicle.

3.6 A copy of the written confirmation must be provided to the driver of the vehicle and be carried in the vehicle throughout the hire period.

**STATEMENT OF MEDICAL STANDARDS
FOR HACKNEY CARRIAGE & PRIVATE HIRE DRIVERS.**

Licensees must be medically examined by a qualified UK registered Medical Practitioner who has access to the applicant's full medical records. The cost of the medical examination must be paid for by the applicant, or licensed driver.

The medical fitness standard adopted by the Council for licence holders reflects the fitness standard for the Group 2 DVLA drivers (Group 2 licence holders are permitted to drive large goods vehicles, buses and coaches). The reason for this is that, because professional drivers spend substantially longer at the wheel than private motorists, the risk of sudden illness occurring whilst driving is greater. In particular, the requirements relating to epilepsy, eyesight and diabetes are more stringent.

A medical remains valid until the age of 45. On the 45th birthday of the driver a new medical certificate will be required, regardless of how long it has been since the original application. A new certificate will then be required at the age of 50 years, 55 years, 60 years and 65 years. After 65 years of age, annual medical certificates are required.

Licensed drivers must notify the Council **in writing within seven days** of any change in their medical circumstances including experiencing any of the following:

- Epilepsy, fits or blackouts
- Repeated attacks of sudden disabling giddiness. Fainting.
- Diabetes controlled by insulin. Diabetes controlled by tablets
- An implanted cardiac pacemaker
- An implanted cardiac defibrillator (ICD)
- Angina (heart pain) which is easily brought on by driving.
- Persistent alcohol misuse or dependency
- Persistent drug misuse or dependency
- Parkinson's disease
- Narcolepsy or sleep apnoea syndrome
- Stroke, with any symptoms lasting longer than one month, recurrent 'mini-strokes' or TIAs (Transient Ischemic Attacks).
- Any type of brain surgery, severe head injury involving inpatient treatment, or brain tumour.
- Any other chronic neurological condition
- A serious problem with memory or episodes of confusion
- Severe learning disability
- Serious psychiatric illness or mental ill-health
- Total loss of sight in one eye.
- Any condition affecting either one eye or both eyes (not including short or long sight or colour blindness).
- Any condition affecting your visual field (the surrounding area you can see when looking directly ahead).
- Any persistent limb problem for which driving has to be restricted to certain types of vehicle or those with adapted controls.

If you are not sure whether any of these apply to you speak with your GP.

Failure to notify the Council of any change in your medical health could attract penalty points and/or result in an appearance before the Licensing Sub- Committee.

CRIMINAL RECORDS POLICY

Introduction

The purpose of this policy is to set out the Council's approach to convictions and cautions when determining whether or not an applicant, or an existing licence holder, is a fit and proper person to hold a driver, vehicle or operator licence. The Council will consider each case on its merits and will take account of convictions, warnings, reprimands, ASBOs, cautions, community service orders, restraining orders, and fixed penalties (including traffic offences) whether spent or unspent.

For the avoidance of doubt, a caution issued by the police will be treated the same as a conviction for the purposes of this policy. A caution, if accepted by an individual, is an admission of guilt and will be recorded on their criminal record. The Council will take a caution into account, the same as a conviction, when determining a new applicant or renewal application, or during the life of an existing licence.

Where the licensing officer cannot be satisfied that either the applicant or an existing licence holder is a 'fit and proper person' the matter may be referred to a Licensing sub-committee.

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

- that a person is a fit and proper person
- that the person does not pose a threat to the public
- that the public are safeguarded from dishonest person
- the safeguarding of children and young persons and vulnerable adult

Section 61 and Section 62 of the Local Government Miscellaneous Provisions Act 1976 allow the licensing authority to suspend, revoke or refuse to renew a licence if the application or licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976; or any other reasonable cause.

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

When submitting an application for a licence to drive a hackney carriage or private hire vehicle, or to become a private hire operator; or throughout the duration of an existing licence, applicants/existing licensees are required to declare all previous convictions they may have, including spent convictions.

The information given will be treated in confidence and will only be taken into account in relation to the relevant application, or the status of an existing licence, to assist the Council in determining whether the applicant is a fit and proper person to hold/continue to hold a driver's licence for the purposes of sections 51 and 59 of the Local Government (Miscellaneous Provisions) Act 1976.

Applicants and existing licensees should be aware that the Council is empowered by law to check with the police for the existence and content of any criminal record held in their name. Information received

from the police will be kept in strict confidence while the licensing process takes its course and will be retained no longer than is necessary.

The disclosure of a criminal record or other information relating to criminal matters will not necessarily debar an individual from obtaining/retaining a driver's licence and each case will be determined on its own merits. Whether or not an applicant will be granted a licence, or the existing licensee retain a licence, will depend upon whether or not the Council can be satisfied that the individual is a fit and proper person to hold such a licence.

The Council may fail to be satisfied that an individual is a fit and proper person to hold a driver's licence for any good reason. If adequate evidence of good character and record is not adduced or if there is good reason to question or doubt the evidence provided then that could amount to good reason to refuse a licence.

The conviction of an existing licensee may lead to the revocation of their licence if they are no longer considered to be a fit and proper person to hold such a licence. Where this policy states that new applicants should be free of recent convictions of a certain kind, this indicates that the licence of an existing driver would generally be revoked if he were convicted of an offence of the same kind. However, in assessing the risk that an existing driver poses to the travelling public, the Council will consider all relevant factors, including the length of time that he has held his licence and his conduct as a licensed driver.

In considering evidence of an individual's good character and fitness to hold a licence, where previous convictions or other information relating to criminal matters is disclosed the Council will consider the nature of the offence, when it was committed, the date of conviction, the applicant's age when the offence was committed and any other factors which might be relevant. Where an individual has been convicted of a criminal offence the Council cannot review the merits of the conviction (*Nottingham City Council v. Mohammed Farooq (1998)*).

This policy has taken account of the Institute of Licensing's "Guidance on determining the suitability of applicants and licensees in the hackney and Private Hire trades" (2018) and DfT Statutory Standards and these will be taken into consideration when making decisions.

The guidelines do not deal with every type of offence. However, offences described in the guidelines and similar offences, though differently entitled in any statutory provision, modification or re-enactment, will be taken into account in accordance with the guidelines.

Applicants and licence holders should note that offences are not considered less serious just because they were committed when they were not driving a taxi or working in their capacity as a licensed driver or operator.

A serious view will be taken where applicants or licence holders are found to have intentionally misled the Council, lied, or withheld information during the application process, particularly in relation to convictions and similar matters. In these circumstances, they may be referred to the licensing sub-committee for consideration as to whether they are a fit and proper person to hold a licence. Applications will normally be refused where an applicant has sought to conceal information during the application process.

Existing licence holders should be aware that if the Council receives notification from the Police that they are being investigated for an offence that would preclude the grant of a licence, their licence will

be reviewed which may lead to revocation of the licence. If no charges are laid against the licence holder, the licence will ordinarily be reinstated for its original duration. In the event that the licence holder is found not guilty, the licence will ordinarily be reinstated for its original duration, save for any previous or ongoing concerns relating to the licence holder's ability to meet the 'fit and proper' test.

Court Decision

If a court has found an applicant guilty of an offence, that person cannot subsequently claim to the Council that they did not commit the offence. If they seek to do so, their representation will not be considered, as this is entirely a matter for the courts. The applicant can, however, offer any mitigating circumstances relating to the offence that they wish the Council to consider.

Multiple Licences

Some individuals may hold (or apply for) a combination of driver, vehicle and / or Private Hire operator licences. In these circumstances, their suitability to hold each type of licence should be considered separately. For example, the refusal to licence an individual as a driver or to suspend or revoke a drivers licence does not automatically mean that they cannot be granted or continue to hold a vehicle or Private Hire operator licence.

Vehicle Proprietors

Whilst vehicle proprietors may have no direct contact with passengers, they are entrusted with ensuring suitability of vehicles and that they are driven by licensed drivers. This policy is therefore still applicable.

Consideration of Convictions and Other Information

In all but the most serious cases, the disclosure of cautions, convictions or other information will not permanently debar individuals from gaining a licence. The Council will however require applicants with a criminal record to remain free of conviction for an appropriate period and show adequate evidence of good character from the time of the conviction. Simply remaining free of conviction will not generally be regarded as sufficient evidence of good character.

In the sections that follow, guidance is given following the disclosure of various convictions, in terms of if and when a person with such convictions may be eligible for a licence. Compliance with the guidelines does not guarantee that a licence will be granted, particularly when there are aggravating factors, such as multiple offences.

In making its decision the Council will consider, amongst other matters, the nature/class of any offence, how long ago it occurred and the applicants' age at that time, the apparent seriousness as gauged by the penalty imposed, and any other factors which the Council may consider to be relevant.

Some discretion may be appropriate if the offence is isolated and there are mitigating circumstances. Similarly, multiple offences or a series of offences over a period of time are likely to give greater cause for concern and may demonstrate a pattern of inappropriate behaviour, which will be taken into account.

As well as convictions, this policy will consider other issues or intelligence received from other agencies which may be relevant to the "fit and proper" person test.

When determining an application or reviewing an existing licence in relation to convictions or other relevant information the Council have the following options:

- grant the licence or take no further action

- grant the licence with additional conditions
- refuse, revoke, or suspend the licence
- issue a warning which may include the use of enforcement penalty points

If a licence holder's conduct is such that, were they to be applying for a new licence their application would normally be refused, they should expect consideration to be given as to the suspension or revocation of their licence.

Where an applicant/licensee is convicted of an offence which is not detailed in this guidance, the Council will take that conviction into account and use this policy as an indication of the approach that should be taken.

Appeals

Any individual refused a driver's licence on the grounds that the Council is not satisfied he is a fit and proper person to hold such a licence has a right of appeal to the magistrates' court within 21 days of the notice of refusal.

General

1. Each case will be decided on its own merits.
2. Applicants must have held a full UK driving licence for at least 12 months and this will be calculated from the date of issue of a full licence.
3. All new applicants will be required to sign up to the Disclosure and Baring Update Service to authorise the disclosure on any convictions. If an applicant is not already signed up to this service (through other employment of a similar nature within the same workforce – see Disclosure and Baring Service website for guidance) they will be required to do so once they have received their initial DBS certificate. The cost for this must be paid by the applicant.

All existing licensed drivers will be required to subscribe to the DBS Update Service upon renewal of their licence.

4. The overriding consideration is the safety of the public. The Council has a duty to ensure so far as possible that those licensed to drive hackney carriage and private hire vehicles are suitable persons to do so, that they are safe drivers with good driving records and adequate experience, sober, courteous, mentally and physically fit, honest and not persons who would take advantage of their employment to abuse or assault passengers.
5. A person with a current conviction for a serious crime need not be permanently barred from obtaining a licence but should be expected to remain free of conviction for a suitable period of time, according to the circumstances, before an application is entertained.

It is important to recognise that matters which have not resulted in a criminal conviction (whether that is the result of an acquittal, a conviction being quashed, decision not to prosecute or an investigation which is continuing where the individual has been bailed) can and will be taken into account by the licensing authority. In addition, complaints where there was no police involvement will also be considered. A caution, fixed penalty, and community resolution will also be considered.

6. Some discretion may be appropriate if the offence is isolated and there are mitigating circumstances. Similarly, multiple offences or a series of offences over a period of time are likely to give greater cause for concern and may demonstrate a pattern of inappropriate behaviour which will be taken into account. The overriding consideration should always be the protection of the public.

Summary

A criminal history in itself may not automatically result in refusal and a current conviction for a serious crime need not bar an applicant permanently from becoming licensed. In most cases, an applicant would be expected to have remained free from conviction for 3 to 10 years, according to circumstances, before an application can be considered.

If there is any doubt about the suitability of an individual to be licensed, the Council will be mindful of the need to protect the public and caution will be exercised.

While it is possible that an applicant may have a number of convictions that, individually, do not prevent a licence from being granted, the overall offence history will be considered when assessing an applicant's suitability to be licensed. A series of offences over a period of time is more likely to give cause for concern than an isolated minor conviction. Some discretion may be afforded if an offence disclosed is isolated and there are mitigating circumstances, but the overriding consideration is the protection of the public.

CONVICTIONS AND OFFENCES

Dishonesty

Where an applicant has a conviction for any offence of dishonesty, or any offence where dishonesty is an element of the offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Offences involving dishonesty include:

- Theft
- Burglary
- Fraud
- Benefit fraud
- Handing and receiving stolen goods
- Forgery
- Conspiracy to defraud
- Obtaining money or [property by deception
- Other deception
- Taking a vehicle without consent
- Any similar offences (including attempted or conspiracy to commit)

Or offences which replace the above

Drugs

Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.

Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least five years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant may also have to undergo drugs testing for a period at their own expense to demonstrate that they are not using controlled drugs.

Drink driving/driving under the influence of drugs

Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least seven years have elapsed since the completion of any sentence or driving ban imposed. In the case of driving under the influence of drugs, any applicant may also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

Sexual and indecency offences

Where an applicant has a conviction for any offence involving or connected with illegal sexual activity or any form of indecency, a licence will not be granted.

In addition to the above, the licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any barred list.

Offences involving violence against the person

Where an applicant has a conviction for an offence of violence against the person, or connected with any offence of violence, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.

An application will be refused if the applicant has a conviction for an offence that involved the loss of life. A licence will not be granted for an offence such as:

Murder

Manslaughter

Manslaughter or culpable homicide while driving

Terrorism offences

Or any similar offence (including attempted or conspiracy to commit)

Offences which replace the above.

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

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

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

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

A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the below offences and the conviction is less than 7 years prior to the date of application:

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

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

Crimes resulting in death

Where an applicant or licensee has been convicted of a crime which resulted in the death of another person or was intended to cause the death or serious injury of another person they will not be licensed.

Exploitation

Where an applicant or licensee has been convicted of a crime involving, related to, or has any connection with abuse, exploitation, use or treatment of another individual irrespective of whether the victim or victims were adults or children, they will not be licensed. This includes slavery, child sexual abuse, exploitation, grooming, psychological, emotional or financial abuse, but this is not an exhaustive list.

Possession of a weapon

Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

Discrimination

Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

Using a hand-held device whilst driving

Where an applicant has a conviction for using a held-hand mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least five years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.

Hackney Carriage and Private Hire licensing offences

Offences under hackney carriage and private hire and associated legislation such as plying for hire without a licence, overcharging and refusing to carry disabled persons would normally prevent a licence being granted or renewed until a period of 3 years has passed since conviction.

Where an applicant has a conviction for an offence concerned with or connected to hackney carriage or private hire activity (excluding vehicle use), a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Vehicle use offences

Where an applicant has a conviction for any offence which involved the use of a vehicle (including hackney carriages and private hire vehicles), a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Vehicle proprietors and Private Hire Operators

A private hire operator (“an operator”) does not have direct responsibility for the safety of passengers, other road users or direct contact with passengers who are in the private hire vehicle (except where they are also licensed as a private hire driver). However, in performing their duties they obtain and hold considerable amounts of personal and private information about their passengers which must be treated in confidence and not revealed to others or used by the operator or their staff for criminal or other unacceptable purposes.

Vehicle proprietors (both hackney carriage and private hire) have two principal responsibilities. Firstly, they must ensure that the vehicle is maintained to an acceptable standard at all times and secondly, they must ensure that the vehicle is not used for illegal or illicit purposes.

Where an applicant/licence holder for either a vehicle licence or private hire operator licence has more than one conviction, serious consideration will need to be given as to whether they are a fit and proper person to be granted or retain a licence.

Immigration

Licensing authorities have the option to suspend or revoke a licence should information be received that causes concern over whether a driver is a fit and proper person. Where the licence holder has been served an immigration penalty or convicted of an immigration offence the licence should be revoked immediately. Guidance for licensing authorities to prevent illegal working in the taxi and private hire vehicle sector has been issued by the Home Office. As with the initial decision to license a driver, this determination must be reached based on the balance of probabilities, not on the burden of beyond reasonable doubt.

Insurance offences

A serious view will be taken of convictions for driving, being in charge of a vehicle without insurance, or allowing person to drive whilst uninsured. A previous isolated incident will not necessarily stop a licence being granted provided an individual has been free of conviction for 3 years. However strict warning should be given as to future behaviour. More than one conviction for these offences will prevent a licence being granted or renewed.

An operator found guilty of aiding and abetting the driving of passengers for hire and reward without insurance will have his Operator’s Licence reviewed with a view to revocation and will not be permitted to hold a licence for a period of at least 3 years from the date of any revocation.

Where a specific offence is not mentioned, a suitable period of time will be determined by reference to offences described. The Council reserves the right to refuse a licence where there are aggravating circumstances, even where these guidelines would otherwise indicate that a licence might be granted.

Traffic offences

Driving offences involving the loss of life

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

A licence will not be granted if an applicant has a conviction for:

Causing death by dangerous driving

Causing death by careless driving whilst under the influence of drink or drugs

Causing death by careless driving

Causing death by driving: unlicensed, disqualified or uninsured.

Or any similar offences (including attempted or conspiracy to commit) or offences which replace the above.

Other traffic offences

Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public. Any motoring conviction demonstrates a lack of professionalism and will be considered seriously. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the granting of a licence or may not result in action against an existing licence. However, applicants with multiple motoring convictions may indicate that an applicant does not exhibit the behaviours of a safe road user and one that is suitable to drive professionally.

Major traffic offences

Where an applicant has isolated conviction, without disqualification, for an offence such as dangerous driving and driving without due care and attention a period of 3 years free from conviction will be required before an application will be considered. Applications where there is more than one conviction for this type of offence within the last 5 years will normally be refused

Minor traffic offences

More than one conviction/caution for a minor traffic offence, including a driver awareness course, within the last 2 years will normally merit refusal of a new application and a further application should not normally be considered until a period of at least 3 years, free from convictions/cautions/endorsements, has elapsed.

Where an existing licensed driver receives 9 points or above on their DVLA licence, they will be expected to undertake a driving standards assessment with the Council's approved assessor. The cost of the assessment must be borne by the licensed driver.

Any motoring conviction while a licensed driver demonstrates that the licensee may not take their professional responsibilities seriously. However, it is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence may not necessitate the revocation of a taxi or private hire vehicle driver licence providing the authority considers that the licensee remains a fit and proper person to retain a licence. Subsequent convictions reinforce the fact that the licensee does not take their professional responsibilities seriously and appropriate enforcement action will be taken.

Disqualification and Totting Up

TT99 Totting up – if the total of penalty points reaches 12 or more within 3 years the driver is liable to disqualification by the Court.

There may be occasions where an applicant has accrued sufficient points under totting up for the Court to consider disqualification, but successfully argues that exceptional hardship/circumstances should apply.

Where the court does not disqualify a driver (because of exceptional circumstances) an applicant will be expected to show a period of 2 years free from conviction from the date the court made its findings of exceptional circumstances justifying the non-disqualification.

Where disqualification does occur for ‘totting up’ the Council is likely to refuse a hackney carriage or private hire driver’s licence application and an application will not be considered until the DVLA driving licence has been restored for a period of 2 years and no further motoring conviction has been endorsed on it in that period.

Major traffic offences

AC10 Failing to stop after an accident

AC20 Failing to give particulars or to report an accident within 24 hours

AC30 Undefined accident offences

BA10 Driving while disqualified by order of court

BA30 Attempting to drive while disqualified by order of court

CD10 Driving without due care and attention

CD20 Driving without reasonable consideration for other road users

CD30 Driving without due care and attention or without reasonable consideration for other road users

CD40 Causing death through careless driving when unfit through drink

CD50 Causing death by careless driving when unfit through drugs

CD60 Causing death by careless driving with alcohol level above the limit

CD70 Causing death by careless driving then failing to supply a specimen for analysis

CD80 Causing death by careless or inconsiderate driving

CD90 Causing death by driving: unlicensed, disqualified or uninsured drivers

DD40 Dangerous driving

DD60 Manslaughter or culpable homicide while driving a vehicle

DD80 Causing death by dangerous driving

DD90 Furious driving

DR10 Driving or attempting to drive with alcohol level above limit

DR20 Driving or attempting to drive while unfit through drink

DR30 Driving or attempting to drive then failing to supply a specimen for analysis

DR40 In charge of a vehicle while alcohol level above limit

DR50 In charge of a vehicle while unfit through drink

DR60 Failure to provide a specimen for analysis in circumstances other than driving or attempting to drive

DR70 Failing to provide specimen for breath test

DR80 Driving or attempting to drive when unfit through drugs

DR90 In charge of a vehicle when unfit through drugs

IN 10 Using a vehicle uninsured against third party risks

LC20 Driving otherwise than in accordance with a licence

LC30 Driving after making a false declaration about fitness when applying for a licence

LC40 Driving a vehicle having failed to notify a disability

LC50 Driving after a licence has been revoked or refused on medical grounds

MS50 Motor racing on the highway

MS60 Offences not covered by other codes

UT50 Aggravated taking of a vehicle

Aiding, abetting, counselling or procuring

Offences as coded above, but with 0 changed to 2 (e.g. LC20 becomes LC22)

Causing or permitting

Offences as coded above, but with 0 changed to 4 (e.g. LC20 becomes LC24)

Inciting

Offences as coded above, but with 0 changed to 6 (e.g. DD40 becomes DD46)

Minor traffic offences

MS10 Leaving a vehicle in a dangerous position

MS20 Unlawful pillion riding

MS30 Play street Offences

MS40 Driving with uncorrected defective eyesight or refusing to submit to a test

MS70 Driving with uncorrected defective eyesight

MS80 Refusing to submit to an eyesight test

MS90 Failure to give information as to identity of driver etc.

MW10 Contravention of Special Road Regulations (excluding speed limits)

PC10 Undefined contravention of Pedestrian Crossing Regulations

PC20 Contravention of Pedestrian Crossing Regulations with moving vehicle

PC30 Contravention of Pedestrian Crossing Regulations with stationary vehicle

TS10 Failing to comply with traffic light signals

TS20 Failing to comply with double white lines

TS30 Failing to comply with a 'Stop' sign

TS40 Failing to comply with direction of a constable or traffic warden

TS50 Failing to comply with traffic sign (excluding 'Stop' sign, traffic lights or double white lines)

TS60 Failing to comply with school crossing patrol sign

TS70 Undefined failure to comply with a traffic direction sign

Aiding, abetting, counselling or procuring

Offences as coded above, but with 0 changed to 2 (e.g. PC10 becomes PC12)

Causing or permitting

Offences as coded above, but with 0 changed to 4 (e.g. PC10 becomes PC14)

Inciting

Offences as coded above, but with 0 changed to 6 (e.g. PC16 becomes PC16)

Hybrid traffic offences

CU10 Using vehicle with defective brakes

CU20 Causing or likely to cause danger by reason of use of unsuitable vehicle or using a vehicle with parts or accessories (excluding brakes, steering or tyres) in a dangerous condition

CU30 Using a vehicle with defective tyre(s)

CU40 Using a vehicle with defective steering

CU50 Causing or likely to cause danger by reason of load or passengers

CU80 Breach of requirements as to control of the vehicle, mobile telephones etc.

SP10 Exceeding goods vehicle speed limit

SP20 Exceeding speed limit for type of vehicle (excluding goods or passenger vehicles)

SP30 Exceeding statutory speed limit on a public road

SP40 Exceeding passenger vehicle speed limit

SP50 Exceeding speed limit on a motorway

SP60 Undefined speed limit offence

Aiding, abetting, counselling or procuring

Offences as coded above, but with 0 changed to 2 (e.g. CU10 becomes CU12)

Causing or permitting

Offences as coded above, but with 0 changed to 4 (e.g. CU10 becomes CU14)

Inciting

Offences as coded above, but with 0 changed to 6 (e.g. CU10 becomes CU16)

These lists are not exhaustive and codes may be changed or added during the duration of this policy. If an applicant or current licence holder has been disqualified or given points that are not listed here, they will still be taken into account.

**CONDITIONS TO BE ATTACHED TO
HACKNEY CARRIAGE & PRIVATE HIRE VEHICLE DRIVERS' LICENCES**

1. CONDUCT OF DRIVERS.

- a) Drivers shall adopt a presentable, clean and tidy appearance at all times by wearing:
- i. a collared shirt. If a tie is not worn the top button of the garment may be unfastened. A polo shirt which is plain in colour and carries a small logo may be worn. T-shirts are not acceptable;
 - ii. tailored trousers (tailored shorts may be worn during the period May-September inclusive). Smart jeans may be worn;
 - iii. a jumper and/or jacket if appropriate;
 - iv. appropriate driving shoes (sandals with no heel strap, flip flops and carpet slippers are not acceptable)

Note: Drivers may wear an appropriate dress/skirt and top in lieu of items i) and ii). High heeled shoes (over 1½"/3.5 cm) are not acceptable.

- b) Drivers shall behave in a civil and orderly manner at all times, to passengers, to other road users and to members of the public. In particular, without the consent of the hirer, a driver will not:
- i. eat or drink in the vehicle;
 - ii. play any radio or other sound producing equipment, other than for the purpose of sending and receiving messages in connection with the operation of the vehicle. Any such equipment will be operated at a volume which does not cause nuisance or annoyance to any person, whether inside or outside the vehicle.

- c) Drivers shall carry out a daily inspection of the vehicle to check:-

- i. Seat belts
- ii. Fluid levels
- iii. Tyres
- iv. Windscreen washers and wipers
- v. Lights
- vi. Fire Extinguisher

reporting any defects to the vehicle proprietor and arranging for them to be rectified before commencing work.

- d) Drivers shall notify the Council in writing and **within seven days** of:

- i. any change of address
- ii. any conviction or caution imposed during the period of the licence (**see e) below for more specific offences**).
- iii. any endorsement/speeding offence on DVLA licence. This includes receiving a Fixed Penalty Summons in the post following being caught on a fixed camera or camera van and receiving a Fixed Penalty Summons on the spot after being caught by a police officer with a camera.

Note: *it is a requirement to report a speeding offence even if a driving awareness course is offered to prevent points being awarded on a DVLA licence. Notifying the Council for our records within the required time will not result in penalty points being accrued on your local authority drivers licence; not notifying the Council will attract 5 penalty points.*

- e) Drivers shall notify the Council **within 48 hours** of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonestly or violence and any motoring offence.
- f) Drivers shall wear the identification badge issued by the Council at all times and carry the licence document when operating a licensed vehicle. On expiry of the licence the badge will be returned immediately to the Council.

2. CARRYING PASSENGERS.

- a) The driver will arrive punctually at the appointed time and place to pick up a passenger, unless delayed or prevented by a sufficient cause;
- b) Except when picking up from commercial premises where such action is inappropriate, a driver will call personally at the appointed place to announce arrival. He/she will not sound the car horn for this purpose.
- c) A driver will provide reasonable assistance with loading and unloading of luggage and shopping and ensure that the passenger enters and leaves the vehicle safely.
- d) A driver will take all reasonable steps to ensure that passenger(s) are conveyed safely to their destination(s). Where a journey is being carried out by a private hire driver, the destination(s) shall be that/those agreed by the private hire operator when the journey was booked.
- e) A driver will only carry additional passengers with the consent of the hirer and the number of passengers must not exceed the number for which the vehicle is licensed.
- f) The driver will take the shortest route by distance unless the passenger specifically requests an alternative route.

3. E-CIGARETTES

Drivers shall not use e-cigarettes to 'vape' in a vehicle licensed by East Suffolk Council at any time.

4. CARRYING ANIMALS.

A driver must not refuse to carry a guide dog when requested to do so but has discretion to carry any other animal in the custody of or with the agreement of the hirer provided it is kept under control at all times. Animals must not be carried on the seats of the vehicle.

Note: The Equality Act 2010 requires drivers to carry guide, hearing and other assistance dogs accompanying disabled people unless the driver has obtained exemption on medical grounds.

5. CHARGING.

- a) If the vehicle is fitted with a meter it must be used as follows, unless a mutually agreed price has been pre-arranged:
 - i. the meter must be switched on immediately prior to the commencement of the journey;
 - ii. the meter reading must be illuminated and must not be cancelled until the journey has been paid for, unless credit is to be given. The driver will not demand a fare greater than that displayed on the meter.
- b) If the vehicle is not fitted with a meter the driver will check the fare agreed between the hirer and the operator before the journey begins and will not demand a greater fare.
- c) A receipt will be provided on request.

There is no legal requirement for a hackney carriage to have the meter switched on if the journey is pre-booked through a private hire operator. However, the Council would encourage this as best practice to ensure the passenger is not charged more than what would have been on the meter had it not been a pre-booked journey.

6. ON COMPLETION OF THE JOURNEY.

After every hiring the driver should search the vehicle for any property which may have been accidentally left therein. Any items of value, such as laptops, mobile phones, cameras and high value items, should be reported to the police. Suffolk Constabulary have an online reporting system for lost and found property. The items should then be taken to a police station.

Items of low value, such as clothing, books and umbrellas should be retained by the driver, if a hackney carriage driver, for a period of 28 days. If a private hire driver, the driver should give the item to their private hire operator to retain for a period of 28 days.

Every effort should be made to contact the passenger/hirer to arrange collection/return of the item. If the item is not collected/returned after 28 days it can be disposed of by the hackney carriage driver or private hire operator.

7. MEDICAL STANDARDS

Licensees shall renew medical certificates as laid down in the Council's Statement of Medical Standards. In addition, licensees shall notify the Council within seven days of any change in their medical circumstances as described in the Council's Statement of Medical Standards.

8. ACCIDENTS

In the event of an accident occurring, licensees shall comply with the requirements laid down in the Council's accident reporting procedure.

9. GENERAL CONDITION

- a) A licence obtained by any form of payment that is subsequently dishonoured will render the licence invalid. The licence document and driver's badge must be returned to the Council until an alternative form of acceptable payment is made.
- b) The licence document and driver's badge remain the property of the Council and it must be informed forthwith if lost or stolen.

10. AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions. Amendments to the conditions will come into effect on the issue of a new licence, or the renewal of an existing licence.

On 1st April 2019 the Suffolk Coastal and Waveney districts are abolished as local government areas and the District Councils are wound up and dissolved. Byelaws in the name of Suffolk Coastal District Council or Waveney District Council are enforceable by East Suffolk Council.

HACKNEY CARRIAGE BYELAWS – SUFFOLK COASTAL DISTRICT COUNCIL

Made under section 68 of the Town Police Clauses Act 1847, and section 171 of the Public Health Act 1875, by the Suffolk Coastal District Council with respect to hackney carriages in the Suffolk Coastal District.

Interpretation

1. Throughout these byelaws "the Council" means the Suffolk Coastal District Council and "the district" means the Suffolk Coastal District.

Provisions regulating the manner in which the number of each hackney carriage corresponding with the number of its licence, shall be displayed.

- 2 a) The proprietor of a hackney carriage shall cause the number of the licence granted to him in respect of the carriage to be legibly painted or marked on the outside and inside of the carriage, or on plates affixed thereto.
- b) A proprietor or driver of a hackney carriage shall:-
 - I. not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;
 - II. not cause or permit the carriage to stand or ply for hire with any such painting, marking or plate so defaced that any figure or material particular is illegible.

Provisions regulating how hackney carriages are to be furnished or provided.

3. The proprietor of a hackney carriage shall:-
 - a) provide sufficient means by which any person in the carriage may communicate with the driver;
 - b) cause the roof or covering to be kept water-tight;
 - c) provide any necessary windows and a means of opening and closing not less than one window on each side;
 - d) cause the seats to be properly cushioned or covered;
 - e) cause the floor to be provided with a proper carpet, mat, or other suitable covering;
 - f) cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;
 - g) provide means for securing luggage if the carriage is so constructed as to carry luggage;
 - h) provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use; and
 - i) provide at least two doors for the use of persons conveyed in such carriage and a separate means of ingress and egress for the driver.
4. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the following requirements, that is to say:-
 - a) the taximeter shall be fitted with a key, flag or other device, the operation of which will bring the machinery of the taximeter into action and cause the word "**HIRED**" to appear on the face of the taximeter;

- b) such key, flag, or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
- c) when the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in clearly legible figures a fare [not exceeding]* the rate or fare which the proprietor or driver is entitled to demand and take for the hire of the carriage by distance and time in pursuance of the tariff fixed by the Council;
- d) the word "**FARE**" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
- e) the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring; and
- f) the taximeter and all the fittings thereof shall be so affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

Provisions regulating the conduct of the proprietors and drivers of hackney carriages plying within the district in their several employments, and determining whether such drivers shall wear any and what badges.

5. The driver of a hackney carriage provided with a taximeter shall:

- a) when standing or plying for hire, keep the key, flag or other device fitted in pursuance of the byelaw in that behalf locked in the position in which no fare is recorded on the face of the taximeter;
- b) before beginning a journey for which a fare is charged for distance and time, bring the machinery of the taximeter into action by moving the said key, flag or other device, so that the word "**HIRED**" is legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring; and
- c) cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is between half an hour after sunset and half an hour before sunrise and also at any other time at the request of the hirer.

6. A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.

7. The driver of a hackney carriage shall, when plying for hire in any street and not actually hired:-

- a) proceed with reasonable speed to one of the stands appointed by the Council;
- b) if a stand, at the time of his arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;
- c) on arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face in the same direction; and
- d) from time to time when any other carriage immediately in front is driven off or moved forward cause his carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.

8. A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not make use of the services of any other person for the purpose of importuning any person to hire such carriage.
9. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.
10. The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.
11. A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.
12. If a badge has been provided by the Council and delivered to the driver of a hackney carriage he shall, when standing or plying for hire, and, when hired, wear that badge in such position and manner as to be plainly visible.
13. The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:-
 - a) convey a reasonable quantity of luggage;
 - b) afford reasonable assistance in loading and unloading; and
 - c) afford reasonable assistance in removing it to or from the entrance of any building, station, or place at which he may take up or set down such person.

Provisions fixing the rates or fares to be paid for hackney carriages within the district, and securing the due publication of such fares.

14. The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of the carriage the rate or fare prescribed by the Council the rate or fare being calculated by distance and time unless the hirer expresses at the commencement of the hiring his desire to engage by time.

Provided always that where a hackney carriage furnished with a taximeter shall be hired by distance and time the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter, save for any extra charges authorised by the Council which it may not be possible to record on the face of the taximeter.

15.
 - a) The proprietor of a hackney carriage shall cause a statement of the fares fixed by the Council to be exhibited inside the carriage, in clearly distinguishable letters and figures.
 - b) The proprietor or driver of a hackney carriage bearing a statement of fares in accordance with this byelaw shall not wilfully or negligently cause or suffer the letters or figures in the statement to be concealed or rendered illegible at any time while the carriage is plying or being used for hire.

Provisions securing the safe custody and re-delivery of any property accidentally left in hackney carriages, and fixing the charges to be made in respect thereof.

16. The proprietor or driver of a hackney carriage shall immediately after the termination of any hiring or as soon as practicable thereafter carefully search the carriage for any property which may have been accidentally left therein.

17. The proprietor or driver of a hackney carriage shall, if any property accidentally left therein by any person who may have been conveyed in the carriage be found by or handed to him:-

- a) carry it as soon as possible and in any event within 48 hours, if not sooner claimed by or on behalf of its owner, to the office of the Council, and leave it in the custody of the officer in charge of the office on his giving a receipt for it; and
- b) be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value (or the fare for the distance from the place of finding to the office of the Council, whichever be the greater) but not more than five pounds.

Penalties

18. Every person who shall offend against any of these byelaws shall be liable on summary conviction to a fine not exceeding Level 2 on the standard scale and in the case of a continuing offence to a further fine not exceeding two pounds for each day during which the offence continues after conviction therefore.

*The words in brackets may be substituted with "equal to" subject to amendment of the byelaws

On 1st April 2019 the Suffolk Coastal and Waveney districts are abolished as local government areas and the District Councils are wound up and dissolved. Byelaws in the name of Suffolk Coastal District Council or Waveney District Council are enforceable by East Suffolk Council.

HACKNEY CARRIAGE BYELAWS – WAVENEY DISTRICT COUNCIL

Made under section 68 of the Town Police Clauses Act 1847, and section 171 of the Public Health Act 1875, as amended by the Local Government Act 1972 by the Waveney District Council with respect of hackney carriages in Waveney.

Interpretation

1. Throughout these byelaws "the Council" the District Council of Waveney and "the district" means Waveney.

Provisions regulating the manner in which the number of each hackney carriage corresponding with the number of its licence, shall be displayed.

2. a) The proprietor of a hackney carriage shall cause the number of the licence granted to him in respect of the carriage to be legibly painted or marked on the outside and inside of the carriage, or on plates affixed thereto.
 - b) A proprietor or driver of a hackney carriage shall:-
 - III. not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;
 - IV. not cause or permit the carriage to stand or ply for hire with any such painting, marking or plate so defaced that any figure or material particular is illegible.

Provisions regulating how hackney carriages are to be furnished or provided.

3. The proprietor of a hackney carriage shall:-
 - a) provide sufficient means by which any person in the carriage may communicate with the driver;
 - b) cause the roof or covering to be kept water-tight;
 - c) provide any necessary windows and a means of opening and closing not less than one window on each side;
 - d) cause the seats to be properly cushioned or covered;
 - e) cause the floor to be provided with a proper carpet, mat, or other suitable covering;
 - f) cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;
 - g) provide means for securing luggage if the carriage is so constructed as to carry luggage;
 - h) provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use; and
 - i) provide at least two doors for the use of persons conveyed in such carriage and a separate means of ingress and egress for the driver.
4. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the

following requirements, that is to say:-

- a) the taximeter shall be fitted with a key, flag, or other device, the turning of which will bring the machinery of the taximeter into action and cause the word "**HIRED**" to appear on the face of the taximeter;
- b) such key, flag, or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
- c) when the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in clearly visible figures a fare equal to the rate or fare which the proprietor or driver is entitled to demand and take for the hire of the carriage by time as well as for distance in pursuance of the tariff fixed by the Council in that behalf;
- d) the word "**FARE**" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
- e) the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring; and
- f) the taximeter and all the fittings thereof shall be so affixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances.

Provisions regulating the conduct of the proprietors and drivers of hackney carriages plying within the district in their several employments, and determining whether such drivers shall wear any and what badges.

5. The driver of a hackney carriage provided with a taximeter shall:

- a) when standing or plying for hire, keep the key, flag or other device fitted in pursuance of the byelaw in that behalf locked in the position in which no fare is recorded on the face of the taximeter;
- b) before beginning a journey for which a fare is charged for distance and time, bring the machinery of the taximeter into action by moving the said key, flag or other device, so that the word "**HIRED**" is legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring; and
- c) cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is during the hours of darkness as defined for the purpose of the Road Traffic Act 1974 and also at any other time at the request of the hirer.

6. A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.

7. A proprietor or driver of a Hackney Carriage shall not stand or ply for hire or cause or permit any Hackney Carriage to stand or ply for hire if the taxi meter with which the carriage is provided or the fittings thereof or the seals affixed thereto (all in accordance with the requirements of these byelaws) have been broken, damaged or otherwise tampered with.

8. The driver of a hackney carriage shall, when plying for hire in any street:-

- a) proceed with reasonable speed to one of the stands fixed by the byelaw in that behalf;

- b) if a stand, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;
 - c) on arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face in the same direction; and
 - d) from time to time when any other carriage immediately in front is driven off or moved forward cause his carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.
9. A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for the purpose.
10. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.
11. The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.
12. A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.
13. If a badge has been provided by the Council and delivered to the driver of a hackney carriage he shall, when standing or plying for hire, and, when hired, wear that badge in such position and manner as to be plainly visible.
14. The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:-
- a) convey a reasonable quantity of luggage;
 - b) afford reasonable assistance in loading and unloading; and
 - c) afford reasonable assistance in removing it to or from the entrance of any building, station, or place at which he may take up or set down such person.

Provisions fixing the Stands of hackney carriages

15. Each of the several places specified in a Regulation made in pursuance of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976, shall be a stand for such number of hackney carriages as is specified in the said Regulations.

Provisions fixing the rates or fares to be paid for hackney carriages within the district, and securing the due publication of such fares.

16. The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of the carriage the rate or fare prescribed by the Council the rate or fare being calculated by time and distance unless the hirer expresses at the commencement of the hiring his desire to engage by time for a journey terminating outside the licensing area.

Provided always that where a hackney carriage furnished with a taximeter shall be hired by time and distance the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter, together with any extra charges prescribed by the Council so recorded.

17. a) The proprietor of a hackney carriage shall cause a statement of the fares fixed by Council resolution to be exhibited inside the carriage, in clearly distinguishable letters and figures.

b) The proprietor or driver of a hackney carriage bearing a statement of fares in accordance with this byelaw shall not wilfully or negligently cause or suffer the letters or figures in the statement to be concealed or rendered illegible at any time while the carriage is plying or being used for hire.

Provisions securing the safe custody and re-delivery of any property accidentally left in hackney carriages, and fixing the charges to be made in respect thereof.

18. The proprietor or driver of a hackney carriage shall immediately after the termination of any hiring or as soon as practicable thereafter carefully search the carriage for any property which may have been accidentally left therein.

19. The proprietor or driver of a hackney carriage shall, if any property accidentally left therein by any person who may have been conveyed in the carriage be found by or handed to him:-

a) carry it as soon as possible and in any event within 48 hours, if not sooner claimed by or on behalf of its owner, to the office of the Council, and leave it in the custody of the officer in charge of the office on his giving a receipt for it; and

b) be entitled to receive from any person to whom the property shall be re-delivered an amount equal to five pence in the pound of its estimated value (or the fare for the distance from the place of finding to the office of the Council, whichever be the greater) but not more than five pounds.

Penalties

20. Every person who shall offend against any of these byelaws shall be liable on summary conviction to a penalty not exceeding Level 2 and in the case of a continuing offence to a further fine not exceeding two pounds for each day during which the offence continues after conviction therefore.

PENALTY POINT SCHEME

1. **General Purpose**

The purpose of this licensing scheme is to give licensees clear guidance about the consequence of non-compliance with the Council's licensing requirements.

Where appropriate, the Council's Licensing staff have discretion to give a verbal warning for a first offence in any category, but subsequent offences will be subject to penalty points in accordance with this scheme. In circumstances where the imposition of penalty points may not be appropriate, a licensee may be required to appear at a Licensing Hearing.

2. **Procedure for Imposing Penalty Points**

Prior to the imposition of penalty points, a licensee will be notified of the breach of condition(s), and be advised that penalty points will be imposed.

Licensees will be given 14 days in which to appeal. If no appeal is lodged within that period, penalty points in accordance with the notice will be recorded against the licensee and endorsed in his/her licence book.

3. **Appeals**

Where an appeal is lodged within the 14 day period, penalty points will not be recorded until such time as the appeal has been heard. Appeals against the addition of points to a licence will be heard by the Licensing Sub-Committee.

4. **Rehabilitation from Penalty Points**

Penalty points will be removed from a licence 3 years after the date on which they were recorded.

5. **Appearance before the Licensing Committee.**

Where a licensee incurs 12 or more penalty points in any three year period, the licensee will appear before a Licensing Sub-Committee for members to determine the appropriate action to be taken as a consequence of the incidents of non-compliance.

A licensee may appeal to the Magistrates' Court against the decision of the Licensing Sub-Committee.

GROUP 1: 5 PENALTY POINTS

- 1.1 Failure to maintain vehicle in accordance with the requirements of the law. (V)
- 1.2 Any action which invalidates the insurance cover for the vehicle. (V&D)
- 1.3 Carrying more passengers than the vehicle is licensed for. (D)
- 1.4 Failure to report an accident/damage to the vehicle. (V)
- 1.5 Failure to report a change in medical circumstances as described in the Council's 'Statement of Medical Standards'. (D)
- 1.6 Failure to report charge, conviction, caution or arrest during the period of the licence. (D)
(This includes any driving licence endorsements).

GROUP 2 : 4 PENALTY POINTS

- 2.1 Failure to notify of change of address (V&D)
- 2.2 Failure to produce documents to the Council as required. (V&D)
- 2.3 Failure to return identification plates and licences on renewal. (V)
- 2.4 Failure to produce mid-term mechanical inspection. (V)
- 2.5 Failure to inform the Council of transfer of interest in whole or in part in the vehicle. (V)
- 2.6 Failure to seek approval of the Council prior to making any alterations to the vehicle. (V)
- 2.7 Failure to comply with the Council's CCTV Policy. (V)

GROUP 3 : 3 PENALTY POINTS

- 3.1 Failure to maintain a clean and tidy vehicle. (V&D)
- 3.2 Failure to maintain presentable, clean and tidy appearance and wear appropriate clothing and footwear. (D)
- 3.3 Failure to carry out daily vehicle check. (D)
- 3.4 Failure to wear driver's badge. (D)
- 3.5 Refusal to carry guide dog when requested to do so. (D)
- 3.6 Failure to provide receipt when requested. (D)
- 3.7 Failure to display identification plates correctly. (V)
- 3.8 Vaping inside vehicle. (D)
- 3.9 Failure to prohibit vaping inside vehicle. (V)
- 3.10 Failure to display fare tariff correctly (Hackney Carriage Proprietors Only.) (V&D)

Key:- (V) = Points will be endorsed on Vehicle Licence (i.e. vehicle proprietor's responsibility)
(D) = Points will be endorsed on the Driver's Licence

GROUP 4 :

- 4.1 **Complaints found to be justified relating to:**
 - a) Uncivil and disorderly behaviour.
 - b) Promptness of arrival (failure to comply with drivers' licence condition 2(a)
 - c) Announcement of arrival (failure to comply with drivers' licence condition 2(b).
 - d) Failure to assist passenger.
 - e) Incorrect charging procedures.
 - f) Compromising safety of passenger.
 - g) Complaint found justified relating to failure to complete journey in accordance with the contract made by the passenger with the private hire operator.**will be reported straight to a Licensing sub-committee for determination.**

POLICY FOR DETECTING USE OF ILLEGAL DRUGS

Aim of the Policy

The Council views drug use, whether on a recreational basis or habitually, as completely incompatible with being a fit and proper person to be entrusted with the safe carriage of the general public as well as the dangers presented to other road users by licensed drivers.

This Policy therefore aims to establish procedures to allow for intelligence-led drugs testing of licensed drivers, and the testing of licensed drivers where a licence has been granted subject to random drug testing, with the intention of both detecting drivers who use illegal drugs and also deterring such persons from continuing to use drugs.

The Policy also provides a discretionary power for certain applicants for the grant of licences to drive taxis or private hire vehicles, and who have a criminal record involving drug-related offences, to be required to pass a drugs test at their own expense as one part of the application process.

Finally, the Policy also provides a discretionary power for applicants seeking to renew their licences to drive taxis or private hire vehicles, and who have been convicted during the currency of their licence of drug-related offences, to be required to pass a drugs test at their own expense as one part of the renewal application process.

The Council strongly encourages any person who uses illegal drugs to seek assistance from their GP or Drug Counselling agencies such as FRANK (<https://www.talktofrank.com/>) before reaching a point where their livelihood, their safety and the safety of others is put at risk from their drug use.

Applicability of Policy

1. New Applicants with Drug-related conviction(s)

In the case of any applicant for a new taxi/private hire driver's licence who has any drug-related conviction or caution (whether for drug-driving, supply/intent/conspiracy to supply/production of drugs possession of drugs or related to the procession of drugs) the Council's Criminal Records Policy will be considered and the Licensing Manager be given discretion to require them as part of the application process to undergo at their own expense a drug test by the Council's appointed toxicology company. This urine analysis test must produce a negative (pass) result. If a positive (fail) result is given, then further testing of the urine must be carried out at the company laboratories. For the avoidance of doubt, the provision of such a negative test result will be merely one aspect of the consideration process as to whether the applicant satisfies the "fit and proper person" test and shall not of itself prove determinative. The applicant will be required to pay the cost of the test.

This discretionary procedure is intended to be used in a very limited number of cases as ordinarily the mere fact of drug convictions will be sufficient to justify refusing the application. It may still be necessary for the applicant to go before the Licensing Sub-committee before a final decision is made, even where a test is negative, where officers have concerns as to an applicant's specific circumstances, such as a repeat pattern of offending in relation to the misuse of drugs.

2. Applicant for Renewal with recent Drug-related conviction(s)

In the case of any licensed driver seeking to renew their taxi/private hire driver's licence who has any drug-related conviction or caution (whether for drug-driving, supply/intent/conspiracy to supply/production of drugs possession of drugs or related to the possession of drugs) the Council's Criminal Records Policy will be considered and the Licensing Manager be given discretion to require them as part of the application process to undergo at their own expense a drug test by the Council's appointed toxicology company. This urine analysis test must produce a negative (pass) result. If a positive (fail) result is given then further testing of the urine must be carried out at the company laboratories. For the avoidance of doubt, the provision of such a negative test result will be merely one aspect of the consideration process as to whether the licence should be renewed and shall not of itself prove determinative. The applicant will be required to pay the cost of the test.

Again, this discretionary procedure is intended to be used in a very limited number of cases as ordinarily the mere fact of drug convictions will be sufficient to justify refusing the application. It may still be necessary for the applicant to go before the Licensing Sub-committee before a final decision is made, even where a test is negative, where officers have concerns as to an applicant's specific circumstances, such as a repeat pattern of offending in relation to the misuse of drugs.

If the initial screening test is positive (fail), then that sample will be required to be sent to the Council's appointed company's testing laboratory for a confirmatory test which will determine exactly what substance was taken and in what quantities. During this time the person who was tested may have any licence to drive taxi and private hire vehicles revoked with immediate effect by the Head of Legal and Democratic Services acting under delegated powers on the grounds of public safety. In the event that the confirmatory analytical laboratory result is below the level of quantification or consistent with declared medication then the person who has had their licence revoked may have their revocation rescinded by the Head of Legal and Democratic Service if he / she is satisfied that it is appropriate to do so.

3. Intelligence led Drug Testing

This would be based upon the Licensing Manager being satisfied that credible reasons exist to suspect that a licensed private hire / taxi driver may be using illegal drugs. Where he/she is so satisfied the driver will be required in writing to undergo, at the Council's expense, a urine analysis carried out by the Council's appointed toxicology company as specified by the Council on a certain date. Failure to comply with such a requirement may result in the driver committing an offence of obstruction pursuant to Section 73(1) of the Local Government (Miscellaneous Provisions) Act 1976 and / or may result in the driver's licence being reviewed to ascertain whether the non-compliance gives rise to "reasonable cause" for the driver's licence to be revoked or suspended. The Licensing Manager will have a discretion at all times to consider whether the driver had a reasonable excuse for not complying with the requirement and may, as he sees fit, require the driver to attend for testing on an alternative date. The licensing authority will cover the cost of the drug testing where the drug testing is intelligence led.

4. Licence granted subject to a condition requiring random drug testing

There may be occasions where a licence is granted to a driver subject to a condition that a driver is subject to random drug testing for the duration of their licence or for a specified period of time less than the duration of their licence. For example, where the Sub-Committee is satisfied that despite a misuse of drugs incident in the past, an applicant/driver is sufficiently reformed so as to be fit and proper but the Sub-Committee wish the driver to be subject to random drug tests to ensure the driver's suitability to be licensed does not change over time, through a return to misusing drugs, to protect the travelling

public. The licensing authority will cover the cost of the drug testing where a licence is granted subject to a condition requiring random drug testing.

Drug Testing Procedure

Introduction

There are different methods of testing for drugs in the body. Testing for drug misuse depends on the collection of samples for analysis, which can be achieved by the use of a portable testing kit for preliminary screening or the sample can be sent to a toxicology laboratory for analysis.

The Council's nominated UKAS accredited toxicology company will be used for the initial test, any detailed analysis and confirmation of samples.

Drug testing procedures involve up to five stages depending on whether a positive result is obtained; all are strictly controlled by a process referred to as "Chain of Custody". The stages involved are summarised here:

1. Sample Collection 2. Preliminary Screening 3. Confirmatory Analysis 4. Medical Review (MRO) 5.

Reporting of Results

Sample Collection

Chain of Custody is the name given to the procedures that are employed to ensure that the integrity of a sample is maintained from the sample first being provided up to and including the reporting of the laboratory results and possible medical review.

The person being tested will be asked to donate a sample for screening using the procedures for sample collection provided by the nominated company.

The person being tested will witness the sample collection and also the record keeping and identification procedure for the sample.

Adulteration Testing for Urinalysis Only

The whole procedure will be carefully witnessed to prevent adulteration or substitution of other substances by the person being tested. The sample is taken and inspection of colour and temperature conducted. The sample will be tested using an on-site device.

Note: If a urine sample cannot be provided by the person being tested within three hours then this will be treated as a failure to provide a valid sample.

Confirmatory Analysis

If the sample proves to be positive, then the two samples (in the sealed containers) obtained at collection will be sent to the analytical laboratory for confirmatory analysis.

Toxicology and Reporting of Results

All stages of the analysis are carefully monitored by the analytical laboratory toxicologists and/or the Medical Review Officer. Once the results are known then they may be reported to a laboratory toxicologist who will interpret the results of the analysis which will be subsequently confidentially reported to the Council.

Drug Testing Collection Procedure

The person being tested will be informed of the requirement to be tested for drugs and the testing procedure will be explained to them.

The person being tested attends the Council offices where the samples are to be collected.

The person being tested is then required to sign a consent form regarding this impending test.

The sample is taken by the 'collector' from the nominated company.

If it is ascertained that adulteration has occurred, then this will constitute an invalid sample which shall be reported to the Council.

If any person being tested refuses to provide a urine sample, they will be informed that such a refusal is a failure to comply with this Policy and, as such, will be reported to the Council which may result in their licence being suspended or revoked.

For point of care testing devices which provide an instant result, the person being tested may be required to provide information of any drug(s) and prescription or non-prescription medication taken (including dosage and frequency) if the sample is positive.

If the screening test is positive, then that sample will be required to be sent to the analytical laboratory for a confirmatory test which will determine exactly what substance was taken and in what quantities. During this time the person who was tested may have their licence to drive taxi and private hire vehicles revoked with immediate effect by the Council's Head of Legal and Democratic Services acting under delegated powers on the grounds of public safety. In the case of a new applicant, no licence will be issued. Once further test results are known a decision will be made as to whether to issue a licence. In the event that the analytical laboratory result is below the level of quantification or consistent with declared medication then the person who has had their licence revoked may have their revocation rescinded by the Licensing Manager if he / she is satisfied that it is appropriate to do so.

If the analytical laboratory result is positive, the revocation of licence will not be rescinded. A licence will not be issued to a new applicant.

ACCIDENT REPORTING

Vehicle proprietors **must** report **any** accident damage that affects the safety, performance, appearance or passenger comfort/convenience **within 72 hours** by contacting one of the Council's vehicle inspectors at either of the East Suffolk Services depots or one of the agency garages, who will decide whether the accident damage is either **major or minor**. The vehicle inspector will complete an accident report form which will be sent to the Licensing Team to inform them about the accident.

Major damage is damage that impairs:

- a) Chassis and under parts of the vehicle
- b) Correct operation of doors, boot and bonnet of the vehicle
- c) Correct operation of lights, indicators etc.
- d) Structural integrity of pillars A, B or C (refer to Manual of Inspection Standards)

Minor damage is damage that is not major.

If the vehicle inspector considers the damage to be **major**, he will issue an unfit vehicle notice and the vehicle licence plates must be surrendered to the vehicle inspector. Repairs to the vehicle must be completed within 2 months from the date of the unfit vehicle notice otherwise the vehicle licence will be revoked.

Once the vehicle has been repaired, the driver/proprietor must contact the vehicle inspector to make an appointment for the vehicle to be re-inspected. Providing the vehicle inspector is satisfied that the repairs have been carried out satisfactorily, the unfit vehicle notice will be lifted and the plates re-issued. The Licensing Team will receive confirmation from the vehicle inspector that the vehicle plates have been reinstated.

If the vehicle inspector considers the damage to be **minor**, the vehicle can continue to be used pending repair. A notice will be issued advising of the time-scale in which the vehicle must be presented for re-inspection after repair. In the event of failure to get the repair carried out within the time-scale or to a satisfactory standard, the vehicle will be suspended and the vehicle licence plates must be returned to the vehicle inspector within 7 days from the date that the vehicle repair should have been undertaken. The Licensing Team will receive confirmation from the vehicle inspector as to whether the vehicle has been satisfactorily repaired or whether the vehicle licence has been suspended.

CCTV

Minimum System Specification

Any system, installed in vehicles licensed by East Suffolk Council, shall, as a minimum:

1. Meet the current Information Commissioner data protection requirements.
2. Be capable of date & time system identification stamping.
3. Be capable of recording and storing images for a minimum period of seven days.
4. Be capable of capturing images that, in low light conditions, must be of sufficient quality to enable identification of any person travelling in the vehicle and be of such quality that they can be used for prosecution purposes.
5. Be capable of storing images in a manner, which prevents them being removed, downloaded or viewed by the driver or any other person travelling in the vehicle.
6. Provide that images are only capable of being downloaded by a system administrator.
7. Provide that images are digitally encrypted. De-encryption software required to view the recorded images must be supplied to the Council free of charge before the system is installed in the vehicle.
8. Provide that the hard disk or any other secure digital device (for example SD card), is not able to be accessed by the driver or any other person travelling in the vehicle.
9. Provide that the data unit is stored separately from the camera(s) and out of view of person travelling in the vehicle.
10. Provide that cameras are capable of being fitted in locations that do not affect the safety of any person travelling in the vehicle, and located as securely and discreetly as possible to avoid passengers travelling in the vehicle from tampering with them.
11. Any system must be marked with the EMC [Electro Magnetic Compatibly] Certification which signifies that it meets the European Industry Standard.

Application process for a CCTV system to be installed in licensed vehicles:

1. Any individual who wishes to apply to the Council for the approval of a CCTV system must apply in writing to the Council giving details of the system they propose to use specifying the number and location of cameras.
2. The applicant must provide evidence that the product complies with the Council's minimum recommended specification.
3. The applicant must provide the name and contact details for the system administrator for their proposed equipment.

4. The Council will issue the applicant with written confirmation that their system is either approved or not approved for use in vehicles licensed by East Suffolk Council.
5. The same approval will be required for each new product, or any modification to an existing approved product.

Conditions:

1. No CCTV system shall be installed in a vehicle unless it has previously been approved.
2. No CCTV system shall be installed in a vehicle without the prior written consent of the Council.
3. The number and location of cameras shall not be varied without the prior written consent of the Council.
4. An advisory notice shall be displayed inside the vehicle on each of the rear side passenger windows. The notices shall be positioned in a prominent position where they can be easily read by persons both inside and outside of the vehicle. The proprietor shall ensure that the notices are maintained in a clean and legible condition.
5. The proprietor shall ensure that the system is properly and regularly maintained and serviced in accordance with the manufacturer's instructions by a suitably qualified person.
6. Written records of all maintenance and servicing shall be made and retained by the proprietor for a minimum of 12 months. Such written records shall be made available on demand by an authorised officer of the Council or a Police officer.
7. Upon request for image retrieval by an officer of the Council or a police officer the proprietor shall ensure that the CCTV system is made available to the system administrator, as soon as reasonably practicable, and in any event within 7 days of the request.
8. Should the retrieval of images be required for insurance claim purposes the Council should be informed that a request is being made to the administrator and the details of the application
9. The proprietor of the vehicle shall take all reasonable steps to ensure that any driver of the vehicle is made aware of every condition in relation to any installed CCTV system and has been given adequate instruction regarding the need for the system to be made available as soon as reasonably practicable, and in any event within 7 days of any authorised request for any image retrieval.
10. The proprietor shall ensure that notification is lodged with the Information Commissioner to cover the purposes for which the CCTV system is used.

**CONDITIONS TO BE ATTACHED TO
HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENCES**

1. The vehicle shall comply at all times with the law and the licensee shall produce such evidence of insurance, MOT, registration and excise licence as the Council may require.
2. The vehicle must pass the Council's annual and 'mid-term' mechanical inspections.
3. The vehicle must comply with:
 - a) The Council's vehicle specification;
 - b) The Council's manual of inspection standards.

Whilst the vehicle licence is in force:-

4. The vehicle must be maintained so that:-
 - a) It is free of unpleasant odours;
 - b) It has a clean interior which includes:
 - seats which are not stained, clear of food debris and animal hairs;
 - carpets which are not stained, clear of food, debris, mud and dirt.
 - c) It has a clean exterior, which includes door arches and sills which are clear of dirt, oil and grease;
 - d) A clean and tidy boot so that luggage is not soiled.
5. Identification plates will be issued to proprietors of licensed private hire and hackney carriage vehicles but will remain the Council's property. If the plates or brackets are lost or damaged, a charge will be made for a replacement.

The plates **must** be fixed to licensed vehicles as follows:-

Large External Plate

Must be fixed to the vehicle adjacent, above or below the registration plate, so that it is clearly visible. It must **not** be placed in the rear window or in such a way that it is obscured by the registration plate or rear bumper.

Small Internal Plate

Must be fixed inside the vehicle in the front windscreen with the luminous side visible from the outside.

6. **Additional Signage**
 - a) All Licensed Vehicles
 - "No Smoking" signs **must** be displayed in accordance with the Smoke-free (Signs) Regulations 2012
 - b) Hackney Carriage Only
 - i) **must** have an illuminated sign fixed to the roof bearing the word "taxi" and no other word.
 - ii) **must** display and maintain the scale of fares fixed by the Council so as to be clearly visible to passengers.
 - iii) **must** be fitted with a meter which is clearly visible to all passengers.

(In the event that a proprietor chooses to use the taxi meter to discount the approved fare a notice **must** be displayed to inform passengers.)

- iv) **may** display:-
 - an illuminated “for hire” sign;
 - windscreen sticker with the name and number of the taxi firm fitted in a manner that does not obscure the driver’s view and swept area;
 - any other non-luminous sign or advertisement which must comply with the **British Code of Advertising, Sales Promotion and Direct Marketing**.

c) Private Hire Only

- i) must **not** have a sign or advertisement which includes the word “taxi” or “cab” in any form.
- ii) must **not** have an illuminated sign of any description
- iii) **may** be fitted with a meter which **must** be clearly visible to all passengers.
- iv) **may** display any non-luminous sign or advertisement which must comply with the British Code of Advertising, Sales Promotion and Direct Marketing

7. The proprietor of a licensed vehicle shall:

- a) Comply with the Council’s accident reporting procedure;
- b) Notify the Council within 14-days of any transfer of interest in whole or in part in the vehicle to any other person not specified in the vehicle licence;
- c) Seek approval of the Council prior to making any alterations that will change the specification, design, condition or appearance of a licensed vehicle.
- d) Notify the Council of change of address within 7 days

8. **E-CIGARETTES**

The use of e-cigarettes to ‘vape’ is prohibited in any vehicle licensed by East Suffolk Council – this condition relates to both drivers and passengers.

AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions. Amendments to the conditions will come into effect on the issue of a new licence, or on the renewal of an existing licence.

**CONDITIONS TO BE ATTACHED TO
RICKSHAW HACKNEY CARRIAGE VEHICLE LICENCES**

1. A licensed Auto-Rickshaw must be of a design which has the driver/rider to the front and the passengers seated to the rear. Cycle-Rickshaws may be of a design where the passengers are forward facing.
2. The rickshaw whether pedalled, electrically motorised or powered by the traditional two-stroke engine, must be limited to three wheels.
3. The safe number of passengers that can be carried in each rickshaw must be assessed and determined by the Senior Vehicle Examiner and this number would be displayed on the licence plate issued by the Council.
4. The vehicle licence plate, issued by the Council, must be affixed to the outside of the rear of the vehicle; this plate would also display the expiry date of the licence.
5. A fully paid up insurance policy in respect of the vehicle, covering public liability insurance in the sum of £5 million must be in place during the term of the licence and this policy must be produced to an authorised officer of the Council at such times and at such places as may be reasonably required.
6. Auto-rickshaws and tuk-tuks must comply at all times with the law and the licensee shall produce such evidence of insurance, MOT, registration and excise licence as the Council may require.
7. Cycle-rickshaws must comply, where applicable, with:
 - a. The Pedal Cycle (Construction and Use) Regulations 1983 and The Pedal Cycle (Construction and Use) (Amendment) Regulations 2015.
 - b. The Pedal Bicycle (Safety) Regulations 2010.
 - c. The Electrically Assisted Pedal Cycle Regulation 1983 and The Electrically Assisted Pedal Cycle (Amendment) Regulations 2015.

and in addition, have two rear position lamps and two rear reflectors; where appropriate.

8. The rickshaw must be produced for examination and inspection at an approved garage prior to being licensed and then annually prior to each renewal and at such times and at such places as may reasonably be required.

Note: arrangements can be made for the rickshaw inspection by telephoning the Council's Senior Vehicle Inspector on (01502) 565626. .

9. The Council must be notified if any alteration is proposed to be made to any part of the vehicle before such alteration is carried out.
10. Licensed rickshaws must be fitted with seatbelts or lap belts which will be adequate to retain the passenger in the vehicle and must bear an EC or BSI mark.

11. Licensed rickshaws must be kept in good order, the inside and outside clean and braking machinery efficient and all fixtures and fittings on the rickshaw are to be well maintained at all times.
12. Licensed rickshaws must comply with the Road Vehicle Lighting Regulations 1989 and in addition, any other electrical equipment fitted must be maintained in good condition and be fully functional.
13. Tyres must have a clearly visible tread pattern over the entire circumference and over the full breadth of the tyre with no exposed cord. Tyres must also be suitable for the proposed load being carried.
14. The floor of the rickshaw must be covered with mats of a suitable material.
15. Licensed rickshaws must either have a watertight roof and a means of opening and closing windows or, in the case of an open carriage, be used in fair weather conditions only.
16. The seats of a licensed rickshaw must be properly cushioned or covered; fittings and furniture must be kept clean and adequate for the convenience of persons conveyed therein.
17. Wheels in the vicinity of the passenger compartment must be covered for the protection of the passengers and their clothing.
18. A basic first aid kit must be carried on all licensed rickshaws.
19. All accidents involving the rickshaw must be notified to the Council, by the proprietor, within 72 hours.
20. An unfit vehicle notice could be issued by an authorised officer of the Council, to any operator or driver whose vehicle is deemed unfit to use or whose vehicle is in breach of any of the above conditions. The unfit vehicle notice would prohibit the rickshaw from being used until the defect has been rectified to the satisfaction of the authorised officer.
21. A rickshaw vehicle licence would be revoked in the event of the Council being reasonably satisfied that a breach of the foregoing conditions or any act or byelaw relating to hackney carriages has occurred.

AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions.

Amendments to the conditions will come into effect on the issue of a new licence, or on the renewal of an existing licence.

**CONDITIONS TO BE ATTACHED TO
HORSE DRAWN HACKNEY CARRIAGE VEHICLE LICENCES**

1. The carriage and harness shall be produced for examination and inspection by an assessor from the British Driving Society; annually and at such times and at such places as may reasonably be required.
 2. The Council shall be notified if any alteration is proposed to be made to any part of the carriage, before such alteration is carried out and may consult with a BDS assessor.
 3. The operator shall carry out a daily inspection to ensure that the horse is in good health and the carriage is kept in good working order and that the inside and outside is clean.
 4. The floor of the carriage shall be covered with mats of a suitable material.
 5. The carriage shall either have a watertight roof and a means of opening and closing windows or, in the case of an open carriage, be used in fair weather conditions only.
 6. The seats of the carriage shall be properly cushioned or covered; fittings and furniture shall be kept clean and adequate for the convenience of persons conveyed therein.
 7. The carriage shall at all times display the plate showing the hackney carriage licence number.
1. An unfit vehicle notice shall be issued by an authorised officer of the Council, to any operator or driver whose vehicle is deemed unfit to use or whose vehicle is in breach of any of the above conditions. The unfit vehicle notice would prohibit the vehicle being used until the defect had been rectified to the satisfaction of the authorised officer.
 2. The number of passengers carried in the carriage shall not exceed such number as may be authorised by the Council, no child under the age of 14 should be permitted to ride without at least one adult, and no passenger under ten years of age shall be allowed to travel at the front beside the driver.
 3. A fully paid up insurance policy in respect of the vehicle, covering public liability insurance in the sum of £5 million shall be in force during the currency of the licence and this policy shall be produced to an authorised officer of the Council at such times and at such places as may be reasonably required.
 4. A valid horse passport, specifying the current owner of the horse, must be produced on application/renewal for each animal used; and be available for inspection by an authorised officer on request.
 5. All horses engaged in pulling a carriage must be certified by a veterinary surgeon with equine experience as capable so to do.
 6. During their work breaks horses should be removed from the vehicle and taken to a place where they can be fed and watered (the harness may remain in place).

7. Every part of the harness of animals drawing a carriage shall be kept in order so that the animal is properly and securely attached to the carriage and under due control.
8. In the event of an authorised officer of the Council having reason to suspect that an animal being used in the operation of a horse-drawn carriage is unfit to fulfil its functions, that animal shall be subjected to immediate inspection by a qualified veterinary surgeon and the licensee shall meet the costs involved. Where an animal is so found to be unfit its use in the operation of a carriage shall be discontinued until such time as a certificate of fitness signed by a qualified veterinary surgeon is produced to the Council's officer.
9. All horses engaged in pulling carriages should be a minimum of 6 years old, adequately trained in harness, with 12 months regular experience of being driven in harness. Physically fit, temperamentally and behaviourally suitable, of a suitable height and correctly harnessed.
10. All horses engaged in pulling carriages must be adequately shod by a farrier who is registered with the Farrier's Registration Council for the purposes of providing commercial horse drawn services on the public highway.
11. A horse-drawn carriage shall not be used unless a dung catcher is fitted to the vehicle, which has the effect of preventing at least 90% of the horse dung from being deposited on the highway.
12. It shall be the operator's responsibility to ensure that no horse is allowed to work more than 6 hours a day, with a one hour break in the middle, over a 5 day working week. Each operator shall maintain and keep a log, in their carriage, of the hours of operation for each horse used.
13. When standing and plying for hire the licensee shall exhibit a table of fares and no person shall be charged in excess of the table of fares. The choice of single or return journeys being at the discretion of the hirer.
14. The licence shall be revoked in the event of the Council being reasonably satisfied that a breach of the foregoing conditions or any act or byelaw relating to carriages has occurred.
15. A driving whip should be, carried in hand and used as an aid to communication, but not as an instrument of punishment.
16. No horse under 6 years of age, mare in foal or within 6 months of foaling shall be used to draw a carriage.
17. The licensee shall provide such evidence as the Council may reasonably require relating to the suitability of any horse to be used to pull a carriage.

AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions.

Amendments to the conditions will come into effect on the issue of a new licence, or on the renewal of an existing licence.

CONDITIONS ATTACHED TO PRIVATE HIRE OPERATORS LICENCE

1. The Licensee shall keep records (in written or computer format) of all journeys undertaken by vehicles operated by them in a manner approved by the Council. Records shall include:-
 - (1) Records of all journeys booked with a private hire operator shall be kept.
 - (2) Each booking shall be entered into the register at the time it is made.
 - (3) The date of the journey shall be clear, either against each entry or at the beginning of each day. The register will be kept in date order.
 - (4) Each entry shall contain the following information:-
 - (a) the name of the hirer
 - (b) the time the vehicle is required
 - (c) the pick-up point
 - (d) the destination specified by the hirer when the booking is made
 - (e) the name of the driver employed to carry out the booking, or, if the booking was transferred to another private hire vehicle operator, the name of that operator. If the call sign is used to identify the driver each call sign will be unique to a driver.
 - (f) the driver's licence number
 - (g) the vehicle registration number of the vehicle
 - (h) the name of any individual that responded to the booking request
 - (i) the name of any individual that dispatched the vehicle.
 - (j) the agreed fee for the journey
 - (5) In addition to the above, where a modified private hire vehicle is employed, a copy of the written confirmation provided to the hirer and driver of the vehicle shall be kept available for inspection.
 - (6) The records of all vehicles employed by a private hire vehicle operator shall include the:-
 - (a) vehicle owner
 - (b) registration number
 - (c) details of vehicle insurance and its expiry date
 - (d) details of Certificate of Compliance / MOT and its expiry date
 - (e) details of hackney carriage, private hire vehicle or modified private hire vehicle licence and its expiry date.
 - (f) the name of the driver of such vehicles and the unique call sign allocated to such drivers.
 - (g) if modified private hire vehicles are employed, details of DVLA driving licence including Class of vehicle driver is entitled to drive.
 - (h) details of hackney carriage or private hire vehicle driver's licence and expiry date
 - (i) the dates and times during which each vehicle is employed.

All the above records (or the relevant pages if the records are kept in loose-leaf form, or print-out if computerised) shall be retained for a minimum of 6 months and be available for inspection at any reasonable time without notice by an authorised officer of the Council. Such officer shall be empowered to take the books from the premises if necessary.

2. The operator shall provide a prompt, efficient and reliable service to members of the public at all reasonable times and for this purpose shall in particular:-
 - (a) Ensure, when a private hire vehicle has been hired, that:-
 - (i) the vehicle and driver, unless delayed or prevented by sufficient cause, punctually attend the appointed time and place;
 - (ii) the vehicle and driver complete the journey as agreed with the hirer;
 - (iii) a means by which the driver of the vehicle can report any delays or difficulties which may occur throughout the journey is provided;
 - (iv) appropriate assistance is provided in the event of difficulty;
 - (v) a means be provided by which the driver of a private hire vehicle can report any delays or difficulties which may occur throughout the journey.
 - (b) Keep clean, adequately heated, ventilated and lit any premises which the operator provides and to which the public have access, whether for the purpose of booking or waiting.
 - (c) Ensure that any waiting area provided by the operator has adequate seating facilities.
 - (d) Ensure that any telephone facilities and radio equipment provided are maintained in a sound condition and that any defects are repaired promptly.
3. The operator must inform any hirer when a PSV (Public Service Vehicle) may be necessary and that a PCV licenced driver will be used who is subject to different checks to a private hire driver and not required to have an enhanced DBS check. The hirer's written consent must be obtained and evidenced before the PSV and PCV driver is dispatched to the booking.
4. The operator shall provide and maintain a register of all staff who take bookings and dispatch vehicles. The operator must have had sight of a Basic DBS check on all such staff added to the register and this must be recorded in the register.
5. The operator shall provide and maintain a policy for employing ex-offenders in roles that would be included in the staff register.
6. The operator shall notify the Council in writing
 - (a) Immediately upon the receipt of any complaints concerning a contract for hire, or purported contract, relating to or arising from his business and of the action (if any) which they propose to take.
 - (b) Within seven days of any change of their address (including any address from which they operate or otherwise conducts their business as an operator) during the period of the licence.
 - (c) Within seven days of any other change in the business arrangements. This includes communication equipment, record formats and the vehicles and drivers used to carry out booked journeys.
 - (d) Within seven days of any conviction imposed on them (or if the business is a company or partnership, on any directors or partners) during the period of the licence.
 - (e) Any changes of partner or director, or any such person, if the Operator is a company or joint venture.

7. In addition to the above, if modified private hire vehicles are employed to carry out journeys the following conditions also apply:

(a) Only bookings made at least 24 hours in advance of the journey commencement time may be accepted.

(b) Written confirmation of the of the booking must be provided to the hirer and to the driver of the vehicle stating:

- i) the name and address of the hirer
- ii) details of the journey (time, pick-up point and destination and return, if any)and the date on which the booking is made
- iii) charge
- iv) a statement as to the maximum number of passengers that may be carried in the vehicle.

(c) Only licensed private hire vehicle drivers that hold a valid DVLA Group 2 licence permitting them to drive large goods vehicles, buses and coaches may carry passengers in such vehicles.

8. A licence obtained by any form of payment that is subsequently dishonoured will render the licence invalid. The licence document must be returned to the Council until an alternative form of acceptable payment is made.

The licence document remains the property of the Council and it must be informed forthwith if lost or stolen.

9. If a booking is accepted in the vehicle it shall be capable of automatically being entered onto a digital booking system or must be entered into such a record immediately upon return to the office.

AMENDMENT TO CONDITIONS

The Council may at its discretion, at any time add to, delete or amend any of these conditions.

Amendments to the conditions will come into effect on the issue of a new licence, or on the renewal of an existing licence.

ENQUIRIES

Any questions about of the information contained in this policy should be directed to the Licensing Team at:

East Suffolk Council
East Suffolk House, Riduna Park
Station Road, Melton
Woodbridge
IP12 1RT

or East Suffolk Council
Riverside
4 Canning Road
Lowestoft
NR35 0EQ

Email: licensing@eastsuffolk.gov.uk

Telephone: 01394 444802

APPENDIX L

SUMMARY OF TRADE CONSULTATION RESPONSES

Steve Wright MBE – Chair of the Licensed Private Hire Car Association

- Industry representative on Department for Transport (DfT) / Department for Environment, Food and Rural Affairs (DEFRA) Joint Air Quality Unit (JAQU) stakeholder group (2018 – to date)
- Advisor to HMRC and government on Taxi & Private Hire Vehicle (PHV) Tax checks (Conditionality) - ongoing
- Member, Task & Finish Group on Taxi & Private Hire Vehicle Licensing, Department for Transport (2018-19)
- Advisory Group Member, 'Taxi & Private Hire Services' Reform, Law Commission (2012-2014)
- Member Surface Transport & Rail and Underground Panels, Transport for London (2008-2016)
- London Mayor Boris Johnson appointed Board Member, Transport for London (2008-2016)
- Advisor to the Olympic Delivery Authority (2006 – 2012) on Taxi & PHV provision/management for the 2012 Olympics and Paralympic Games London
- Member & supportive stakeholder London Mayor Ken Livingstone's Safer Travel at Night (STAN) initiative (2000 – 2008)

Prior to 2000:

- Appointed and served as a board member/taxi & PHV representative of the government's Sector Skills Council - GoSkills, which developed NVQ's, BTECs and Industry Training Standards.
- As a former PHV operator my company was the first taxi-based entity to get both National Training awards and Investor in Training recognition in the UK.
- Awarded an MBE for services to Transport in London, campaigning for and successfully getting the London Private Hire Industry Licensed.

Mr Wright will be a guest speaker at the meeting to give further details on his comments below:

1. The national picture in relation to Private Hire Vehicles
 - a. Serious driver shortages.
 - b. Too many unnecessary regulatory requirements.
 - c. A lack of genuine enforcement (particularly at Street Level).
2. The impact of Covid/Uber
 - a. Uber has had a totally negative impact on the industry.
 - b. There are considerable Post-Covid Issues for the trade.
3. How we feel as a Trade Body as to how East Suffolk Council compares to other Local Authorities that you deal with in terms of its processes?

Some of the processes are appropriate, some are not necessary. For example:

 - a. there seems to be 'over the top' requirements for training and testing. Although in law (which we agree with) there are Two tiers in licensing Taxi (Hackney) and Private Hire (Minicab, chauffeur & executive and Special Educational Needs and Disability (SEND) transport, training requirements in private hire are not appropriate to all.
 - b. training for operator's directors, many of whom do not engage with the running of the business and do not need unnecessary training.
 - c. another area is driving tests/assessments.

Mike Stokell, Felixstowe Cab Co Ltd

There are two areas of Licensed vehicles for use as paid conveyances. Herein their definitions and their clear and divided laws of governance.

HACKNEY CARRIAGE VEHICLES (HCV's) - LICENSED BY LOCAL AUTHORITIES AND GOVERNED BY THE POLICE ACT of 1847. These Hackneys – legally referred to as TAXIS may ply for hire on designated TAXI RANKS which local authorities have a statutory duty to provide with sufficient spaces for the number of licensed taxis in a given town or village within their area. HCV's must be fitted with a roof light taxi sign so that they may be hailed on the street as if they were a London Black Cab. Therefore, they must also use an approved taxi meter which the local authority has the remit under legislation to set the fare tariff which must be adhered to. Hackney drivers may also use their private phones to receive bookings and may also be affiliated to Taxi companies within their authority's area, to further their business. Howsoever they receive their bookings, they are not Private Hire Bookings and they are solely governed by the Police Act.

PRIVATE HIRE VEHICLES (PHV's) - LICENSED BY LOCAL AUTHORITIES AND GOVERNED BY PART II of THE MISC. PROVISIONS OF THE LOCAL GOVERNMENT ACT 1976. A PHV, whilst carrying out the same work as an HGV, is governed in a completely different way. A PHV may only operate under the conditions set by the local authority. To operate PHV'S a company requires an OPERATORS LICENCE. All bookings must be received in advance of the journey commencing and cannot be instigated by the PHV driver, only the operating staff within the company. In this scenario, as all drivers are self-employed, HMRC regard staff as agents for the drivers and the contractual obligation is between the drivers and their customers. They are in fact the point of sale. At the time of booking the customer is advised of the cost of the journey and agreed upon using a fare structure previously agreed upon with their drivers. The LA have no legal remit to set this fare.

So far so good. Problems arise when a predominantly HCV based company also has one or two PHV drivers. These drivers are often new to the trade and require hands on experience whilst learning the knowledge to graduate to Hackney. In this case, whilst the company requires a PHOL it is outside the remit of the local authority to impose Private Hire regulations on Hackney movements. This has been accepted by Officers. Indeed, a company does NOT REQUIRE a PHOL if their fleet is 100% HCV.

Having established that Council cannot impose Private Hire conditions on Hackney Carriage operations, it must therefore be agreed that, when a booking is made for a journey, it is only A PRIVATE HIRE BOOKING if the journey is made by a PRIVATE HIRE CAR. Why does the licensing department continually attempt to impose these conditions on Hackney operations?

Whilst the oft repeated mantra from Council "We have a duty of care to protect the Travelling Public"; so particularly do we. So much so, that we insist that any PHV used within our operation is fitted with an approved and tested taxi-meter set to the current Hackney tariff set by the Licensing Authority. We do this to protect the public from being charged different amounts for the same journeys.

PRIVATE HIRE OPERATORS LICENCE (PHOL) - As has been established, a company or individual requires a PHOL to operate a PHV. This Licence, whilst open ended, has a start and finish date and must be renewed. By their own admission, Licensing may not unilaterally alter or amend with new conditions, a current Licence. This they have attempted to do on more than one occasion without legal provision to do so.

We have always complied with the conditions on our PHOL with one exception, and that is recording names. People seem to have an aversion to giving out too many details. Whilst they accept that this is necessary in Pubs, Clubs and Restaurants etc. They are often reluctant to give anything other than their address or pick up point in fact frequently responding with statements like "I'll be waiting outside" or "I will look out for you".

The latest condition to be added to a PHOL was the demand to record the fares charged for every journey whether it be by Hackney Carriage or Private Hire. This was later countermanded by Officers and restricted to just those journeys undertaken by PHV's. Coupled with information already recorded, this would enable Licensing to record the journey, the name of the passenger, the vehicle used, the driver's name, the date and time and a continuous record of his/her income. Again, by what remit do they demand all this personal information, especially the driver's income from private hire journeys, when they do not even have the legal remit to set private hire fares?

1. How and why do officers determine what should and shouldn't be added as a condition?
2. Are these decisions made with full committee or sub committee or are they officer decisions?
3. Are committee members fully aware or made aware of the legal differences between PHVs and HCVs?
4. Why does Licensing repeatedly attempt to mix the legal requirements of the two classes together despite legal judgements banning this practice? (The word Hackney Carriage appears in 1 (1); 6(e); and 6 (h) on the condition of a PRIVATE HIRE OPERATORS LICENCE. At 10 in the same conditions on a PHOL, the Council announce that any modification to a condition comes into force immediately, not on renewal as should legally be the case – why is that?)

Mark Bloom, Boomerang Travel

1 – Contact

- when picking up renewal vehicle plates, outside council offices for all of 30 seconds. Frustratingly we have to make an appointment to do this, as cannot collect from Council reception. This means we lose work, rather than being able to couple this with a job we are doing, as we are passing by, after customer has left vehicle.
- disciplinary or complaint action - considerably much better now we have an impartial enforcement officer.
- receiving postal courtesy letters to remind us when to renew our vehicle, driver and operator licences.
- part time attendance by staff in council offices as they work from home. Less staff available since amalgamating Suffolk Coastal District Council with Waveney District Council to form East Suffolk Council. Paying more for less of a service.
- No ability to contact Licensing outside weekly 9 am to 5 pm.

2 - New taxi law act

Need National legislation for taxi licensing rather than relying on the Local Government Miscellaneous Provisions Act which seems to allow local councils to have different policies (not legal policies) different from one council to another. Gives councils the ability to make up their own policies without engaging the taxi industry, only by tick box or lip service.

Should the council enforce hackney carriage vehicles to carry hay in their vehicle as it is a national bye law?

As Hackney carriage taxi would not earn a living in rural areas like ours it would be good that we could wait at the local train station to be booked. This not plying for hire.

Insurance company has all our taxi vehicles down as insured every minute of every day, without any concern expressed on how or where we transport customers. Not interested whether we have a booking for them before, during or after journeys completed. Council have the opposing view.

3 - Complaining about the Public

There is no framework for us to make a complaint about public abuse, aggression and threats. If there was, we could ban those people from using any taxi service.

Council policies are only in support of the public generally.

4 - Public feedback

Stickers we are expected to put in all our vehicles only expresses an interest in complaints and not positive feedback.

We send all reviews we have on Yell.com whether good or bad as this is the only measure on how the public think about taxi service.

Officers showed complete distain in this and even engaged council legal officer to say she was not interested in any public feedback we gave her via Yell.com.

5 - No waiting area for taxis at local train stations as we are ousted by train company car park and local council parish car park onto yellow lined roads to wait for customer greet at Saxmundham train station in particular.

Everything else seems to work well, as we are left alone to conduct our way of earning a living.



Town Police Clauses Act 1847

1847 CHAPTER 89 10 and 11 Vict

Hackney carriages

And with respect to hackney carriages, be it enacted as follows:

Modifications etc. (not altering text)

- C1** Functions of commissioners as to licensing of hackney carriages in City of London and Metropolitan Police District now exercisable by an Assistant Commissioner of Police of the Metropolis: [Metropolitan Public Carriage Act 1869](#) (c. 115, SIF 107:1), **ss. 6, 8, 11**, S.R. & O. 1934/1346 (Rev. XIV, p. 795: 1934 I, p. 1221) and [S.I. 1955/1853](#) (1955 I, p.1143)

37 Hackney carriages to be licensed.

The commissioners may from time to time licence to ply for hire within the prescribed distance, or if no distance is prescribed, within five miles from the General Post Office of the city, town, or place to which the special Act refers, (which in that case shall be deemed the prescribed distance,) [^{F1}such number of]hackney coaches or carriages of any kind or description adapted to the carriage of persons [^{F1}as they think fit].

Textual Amendments

- F1** Words repealed (E.W.) (*prosp.*) by [Transport Act 1985](#) (c. 67, SIF 126), s. 16, **Sch. 8**

Modifications etc. (not altering text)

- C2** S. 37 extended by [Town Police Clauses Act 1889](#) (c. 14, SIF 107:1), **s. 4(1)(2)** and modified (E.W.) by [Transport Act 1981](#) (c. 56, SIF 107:1), **s. 35(3)**
- C3** **Ss. 37–66, 68** repealed as to public service vehicles by [Road Traffic Act 1930](#) (c. 43, SIF 108), **Sch. 5**
- C4** **Ss. 37–65** applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

38 What to be hackney carriages. Proviso as to stage coaches.

Every wheeled carriage, whatever may be its form or construction, used in standing or plying for hire in any street within the prescribed distance, and every carriage standing upon any street within the prescribed distance, having thereon any numbered plate required by this or the special Act to be fixed upon a hackney carriage, or having thereon any plate resembling or intended to resemble any such plate as aforesaid, shall be deemed to be a hackney carriage within the meaning of this Act; and in all proceedings at law or otherwise the term “hackney carriage” shall be sufficient to describe any such carriage:

Provision always, that no stage coach used for the purpose of standing or plying for passengers to be carried for hire at separate fares, and duly licensed for that purpose, and having thereon the proper numbered plates required by law to be placed on such stage coaches, shall be deemed to be a hackney carriage within the meaning of this Act.

Modifications etc. (not altering text)

- C5** S. 38 excluded by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), **s. 4(1)**
- C6** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**
- C7** Ss. 37–65 applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

39 **F2**

Textual Amendments

- F2** S. 39 repealed (E.W.) by [Transport Act 1985 \(c. 67, SIF 126\)](#), **Sch. 12 Pt. III**

40 Persons applying for licence to sign a requisition for the same.

Before any such licence is granted a requisition for the same, in such form as the commissioners from time to time provide for that purpose, shall be made and signed by the proprietor or one of the proprietors of the hackney carriage in respect of which such licence is applied for; and in every such requisition shall be truly stated the name and surname and place of abode of the person applying for such licence, and of every proprietor or part proprietor of such carriage, or person concerned, either solely or in partnership with any other person, in the keeping, employing, or letting to hire of such carriage; and any person who, on applying for such licence, states in such requisition the name of any person who is not a proprietor or part proprietor of such carriage, or who is not concerned as aforesaid in the keeping, employing, or letting to hire of such carriage, and also any person who wilfully omits to specify truly in such requisition as aforesaid the name of the person who is a proprietor or part proprietor of such carriage, or who is concerned as aforesaid in the keeping, employing, or letting to hire of such carriage, shall be liable to a penalty not exceeding [^{F3}level 1 on the standard scale].

Textual Amendments

- F3** Words substituted (E.W.) by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), ss. 38, 46

Modifications etc. (not altering text)

- C8** S. 40 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), **s. 4(1)(2)**

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

- C9** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**
C10 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

41 What shall be specified in the licences.

In every such licence shall be specified the name and surname and place of abode of every person who is a proprietor or part proprietor of the hackney carriage in respect of which such licence is granted, or who is concerned, either solely or in partnership with any other person, in the keeping, employing, or letting to hire of any such carriage, and also the number of such licence which shall correspond with the number to be painted or marked on the plates to be fixed on such carriage, together with such other particulars as the commissioners think fit.

Modifications etc. (not altering text)

- C11** S. 41 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), **s. 4(1)(2)**
C12 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**
C13 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

42 Licences to be registered.

Every licence shall be made out by the clerk of the commissioners, and duly entered in a book to be provided by him for that purpose, and in such book shall be contained columns or places for entries to be made of every offence committed by any proprietor or driver or person attending such carriage; and any person may at any reasonable time inspect such book without fee or reward.

Modifications etc. (not altering text)

- C14** S. 42 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), **s. 4(1)(2)**
C15 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**
C16 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

43 Licence to be in force for one year only.

Every licence so to be granted shall be under the common seal of the commissioners, if incorporated, or, if not incorporated, shall be signed by two or more of the commissioners, and shall not include more than one carriage so licensed, and shall be in force for one year only from the day of the date of such licence, or until the next general licensing meeting, in case any general licensing day be appointed by the commissioners.

Modifications etc. (not altering text)

- C17** S. 43 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), **s. 4(1)(2)**
C18 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**
C19 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), **regs 3, 4**

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

44 Notice to be given by proprietors of hackney carriages of any change of abode.

So often as any person named in any such licence as the proprietor by or one of the proprietors, or as being concerned, either solely or in partnership with any person, in the keeping, employing, or letting to hire of any such carriage, changes his place of abode, he shall, within seven days next after such change, give notice thereof in writing, signed by him, to the commissioners, specifying in such notice his new place of abode; and he shall at the same time produce such licence at the office of the commissioners, who shall by their clerk, or some other officer, endorse thereon and sign a memorandum specifying the particulars of such change; and any person named in any such licence as aforesaid as the proprietor, or one of the proprietors, of any hackney carriage, or as being concerned as aforesaid, who changes his place of abode, and neglects or wilfully omits to give notice of such change, or to produce such licence in order that such memorandum as aforesaid may be endorsed thereon, within the time and in the manner limited and directed by this or the special Act, shall be liable to a penalty not exceeding [^{F4}level 1 on the standard scale].

Textual Amendments

- F4** Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [s. 46](#)

Modifications etc. (not altering text)

- C20** S. 44 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:\)\]](#), [s. 4\(1\)\(2\)](#)
C21 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
C22 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

45 Penalty for plying for hire without a licence.

If the proprietor or part proprietor of any carriage, or any person so concerned as aforesaid, permits the same to be used as a hackney carriage plying for hire within the prescribed distance without having obtained a licence as aforesaid for such carriage, or during the time that such licence is suspended as hereinafter provided, or if any person be found driving, standing, or plying for hire with any carriage within the prescribed distance for which such licence as aforesaid has not been previously obtained, or without having the number of such carriage corresponding with the number of the licence openly displayed on such carriage, every such person so offending shall for every such offence be liable to a penalty not exceeding forty shillings.

Modifications etc. (not altering text)

- C23** S. 45 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:\)\]](#), [s. 4\(1\)\(2\)](#)
C24 S. 45: by [Criminal Justice Act 1967 \(c. 80, SIF 39:\)\]](#), [s. 92\(1\)](#), [Sch. 3 Pt. I](#) it was provided that the maximum amount of fine imposable on summary conviction in respect of s. 45 instead of the maximum fine of £2 was £20 for a first offence and £50 for a second or subsequent offence and as to the amounts of fine on summary conviction, [Criminal Justice Act 1982 \(c. 48, SIF 39: 1\)](#), [ss. 35](#) (in relation to liability on first and subsequent convictions) [39\(2\)](#), [46](#), [Sch. 3](#) (substitution of new maximum fine of £500 instead of the old maximum fine of £20 and of references to levels on the standard scale) apply
C25 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
C26 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

46 Drivers not to act without first obtaining a licence.

No person shall act as driver of any hackney carriage licensed in pursuance of this or the special Act to ply for hire within the prescribed distance without first obtaining a licence from the commissioners, which licence shall be registered by the clerk to the commissioners, [^{F5}and such fee as the commissioners may determine shall be paid,]for the same; and every such licence shall be in force until the same is revoked, except during the time that the same may be suspended as after mentioned.

Textual Amendments

F5 Words from “and a fee” to “paid” substituted (E.W.) by [Local Government Planning and Land Act 1980 \(c. 65, SIF 81:1, 2\)](#), s. 1(6), [Sch. 6 para. 1](#)

Modifications etc. (not altering text)

C27 S. 46 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:\)\]](#), [s. 4\(1\)\(2\)](#); excluded (E. W.) by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 140(2), [Sch. 7 para. 3](#)

C28 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C29 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

47 Penalty on drivers acting without licence.

If any person acts as such driver as aforesaid without having obtained such licence, or during the time that his licence is suspended, or if he lend or part with his licence, except to the proprietor of the hackney carriage, or if the proprietor of any such hackney carriage employ any person as the driver thereof who has not obtained such licence, or during the time that his licence is suspended, as herein-after provided, every such driver and every such proprietor shall for every such offence respectively be liable to a penalty not exceeding twenty shillings.

Modifications etc. (not altering text)

C30 S. 47 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:\)\]](#), [s. 4\(1\)\(2\)](#)

C31 S. 47: by [Criminal Justice Act 1967 \(c. 80, SIF 39:1\)](#), s. 92(1), [Sch. 3 Pt I](#) it was provided that the maximum amount of fine imposable on summary conviction in respect of s. 47 instead of the maximum of £1 was £20 for a first offence and £50 for a second and subsequent offence and, as to the amounts of fine on summary conviction, [Criminal Justice Act 1982 \(c. 48, SIF39:\)\]](#), ss. 35 (in relation to liability on first and subsequent convictions), 38 (increase of fine) and 46 (substitution of references to levels on the standard scale) apply

C32 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C33 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

48 Proprietor to retain licences of drivers when in his employ, and to produce the same when summoned.

In every case in which the proprietor of any such hackney carriage permits or employs any licensed person to act as the driver thereof, such proprietor shall cause to be delivered to him, and shall retain in possession, the licence of such driver, while such driver remains in his employ; and in all cases of complaint, where the proprietor of a hackney carriage is summoned to attend before a justice, or to produce the driver, the proprietor so summoned shall also produce the licence of such driver, if he be then in

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

his employ; and if any driver complained of be adjudged guilty of the offence alleged against him, such justice shall make an endorsement upon the licence of such driver, stating the nature of the offence and the amount of the penalty inflicted; and if any such proprietor neglect to have delivered to him and to retain in his possession the licence of any driver while such driver remains in his employ, or if he refuse or neglect to produce such licence as aforesaid, such proprietor shall for every such offence be liable to a penalty not exceeding [F⁶level 1 on the standard scale].

Textual Amendments

F6 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [s. 46](#)

Modifications etc. (not altering text)

C34 S. 48 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)

C35 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C36 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

49 Proprietor to return licence to drivers when quitting his behave well; if otherwise, proprietors to summon them. Compensation in case of licence being improperly withheld.

When any driver leaves the service of the proprietor by whom he is employed without having been guilty of any misconduct, such proprietor shall forthwith return to such driver the licence belonging to service if they him; but if such driver have been guilty of any misconduct, the proprietor shall not return his licence, but shall give him notice of the complaint which he intends to prefer against him, and shall forthwith summon such driver to appear before any justice to answer the said complaint; and such justice, having the necessary parties before him, shall inquire into and determine the matter of complaint, and if upon inquiry it appear that the licence of such driver has been improperly withheld, such justice shall direct the immediate re-delivery of such licence, and award such sum of money as he thinks proper to be paid by such proprietor to such driver by way of compensation.

Modifications etc. (not altering text)

C37 S. 49 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)

C38 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C39 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

50 Licences to be suspended or revoked for misconduct.

The commissioners may, upon the conviction for the second time of the proprietor or driver of any such hackney carriage for any offence under the provisions of this or the special Act with respect to hackney carriages, or any byelaw made in pursuance thereof, suspend or revoke, as they deem right, the licence of any such proprietor or driver.

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

Modifications etc. (not altering text)

- C40 S. 50 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)
- C41 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
- C42 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

51 Number of persons to be carried in a hackney carriage to be painted thereon.

No hackney carriage shall be used or employed or let to hire, or shall stand or ply for hire, within the prescribed distance, unless the number of persons to be carried by such hackney carriage, in words at length, and in form following, (that is to say,) “To carry persons,” be painted on a plate placed on some conspicuous place on the outside of such carriage, and in legible letters, so as to be clearly distinguishable from the colour of the ground whereon the same are painted, one inch in length, and of a proportionate breadth; and the driver of any such hackney carriage shall not be required to carry in or by such hackney carriage a greater number of persons than the number painted thereon.

Modifications etc. (not altering text)

- C43 S. 51 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\) \(2\)](#)
- C44 S. 51 repealed so far as it relates to tramcars or trolley vehicles by Transport Charges &c. (Miscellaneous Provisions) Act 1954 (c. 64, SIF 126), s. 14(1), Sch. 2 Pt. IV
- C45 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
- C46 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

52 Penalty for neglect to exhibit the number, or for refusal to carry the prescribed number.

If the proprietor of any hackney carriage permit the same to be used, employed, or let to hire, or if any person stand or ply for hire with such carriage, without having the number of persons to be carriage thereby painted and exhibited in manner aforesaid, or if the driver of any such hackney carriage refuse, when required by the hirer thereof, to carry in or by such hackney carriage the number of persons painted thereon, or any less number, every proprietor or driver so offending shall be liable to a penalty not exceeding [^{F7}level 1 on the standard scale].

Textual Amendments

- F7 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39: 1\)](#), [s. 46](#)

Modifications etc. (not altering text)

- C47 S. 52 modified (E.W.) by [S.I. 1986/1386](#), [art. 4\(1\)](#)
- C48 S. 52 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\) \(2\)](#)
- C49 S. 52 repealed so far as it relates to tramcars or trolley vehicles by Transport Charges &c. (Miscellaneous Provisions) Act 1954 (c. 64, SIF 126), Sch. 2 Pt. IV
- C50 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
- C51 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

53 Penalty on driver for refusing to drive.

A driver of a hackney carriage standing at any of the stands for hackney carriages appointed by the commissioners, or in any street, who refuses or neglects, without reasonable excuse, to drive such carriage to any place within the prescribed distance, or the distance to be appointed by any byelaw of the commissioners, not exceeding the prescribed distance to which he is directed to drive by the person hiring or wishing to hire such carriage, shall for every such offence be liable to a penalty not exceeding [^{F8}level 2 on the standard scale].

Textual Amendments

F8 Words substituted (E.W.) by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), ss. 39, 46, [Sch. 3](#)

Modifications etc. (not altering text)

C52 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386, art. 4\(3\)\(d\)](#)

C53 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C54 Ss. 37–65 applied with modifications by [S.I. 1986/567, regs 3, 4](#)

54 Penalty for demanding more than the sum agreed for though less than the legal fare.

If the proprietor or driver of any such hackney carriage, or if any other person on his behalf, agree beforehand with any person hiring such hackney carriage to take for any job a sum less than the fare allowed by this or the special Act, or any bye-law made thereunder, such proprietor or driver shall be liable to a penalty not exceeding [^{F9}level 1 on the standard scale]if he exact or demand for such job more than the fare so agreed upon.

Textual Amendments

F9 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39: 1\)](#), [s. 46](#)

Modifications etc. (not altering text)

C55 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386, art. 4\(3\)\(d\)](#)

C56 S. 54 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107: 1\)](#), [s. 4 \(1\)\(2\)](#)

C57 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C58 Ss. 37–65 applied with modifications by [S.I. 1986/567, regs 3, 4](#)

55 Agreement to pay more than the legal fare not to be binding, and sum paid beyond the proper fare may be recovered back.

No agreement whatever made with the driver, or with any person having or pretending to have the care of any such hackney carriage, for the payment of more than the fare allowed by any byelaw made under this or the special Act, shall be binding on the person making the same, and any such person may, notwithstanding such agreement, refuse, on discharging such hackney carriage, to pay any sum beyond the fare allowed as aforesaid, and if any person actually pay to the driver of any such hackney carriage, whether in pursuance of any such agreement or otherwise, any sum exceeding the fare to which such driver was entitled, the person paying the same shall be entitled, on

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

complaint made against such driver before any justice of the peace, to recover back the sum paid beyond the proper fare, and moreover such driver shall be liable to a penalty for such exaction not exceeding the sum of [^{F10}level 3 on the standard scale]; and in default of the repayment by such driver of such excess of fare, or of payment of the said penalty, such justice shall forthwith commit such driver to prison, there to remain for any time not exceeding one month, unless the said excess fare and the said penalty be sooner paid.

Textual Amendments

F10 Words substituted (E.W.) by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), ss. 39, 46, [Sch. 3](#)

Modifications etc. (not altering text)

C59 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386, art. 4\(3\)\(d\)](#)

C60 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C61 Ss. 37–65 applied with modifications by [S.I. 1986/567, regs 3, 4](#)

56 Driver to carry, under an agreement for a discretionary distance, the distance to which hirer is entitled for the fare.

If the proprietor or driver of any such hackney carriage, or if any other person on his behalf, agree with any person to carry in or by such hackney carriage persons not exceeding in number the number so painted on such carriage as aforesaid, for a distance to be in the discretion of such proprietor or driver, and for a sum agreed upon, such proprietor or driver shall be liable to a penalty not exceeding [^{F11}level 1 on the standard scale] if the distance which he carries such persons be under that to which they were entitled to be carried for the sum so agreed upon, according to the fare allowed by this or the special Act, or any byelaw made in pursuance thereof.

Textual Amendments

F11 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [s. 46](#)

Modifications etc. (not altering text)

C62 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386, art. 4\(3\)\(d\)](#)

C63 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C64 Ss. 37–65 applied with modifications by [S.I. 1986/567, regs 3, 4](#)

57 Deposit to be made for carriages required to wait. Penalty on the driver refusing to wait, or to account for the deposit.

When any hackney carriage is hired and taken to any place, and the driver thereof is required by the hirer there to wait with such hackney carriage, such driver may demand and receive from such hirer his fare for driving to such place, and also a sum equal to the fare of such carriage for the period, as a deposit over and above such fare, during which he is required to wait as aforesaid, or if no fare for time be fixed by the byelaws, then the sum of one shilling and sixpence for every half hour during which he is so required to wait, which deposit shall be accounted for by such driver when such hackney carriage is finally discharged by such hirer; and if any such driver who has received any such deposit as aforesaid refuses to wait as aforesaid, or goes away

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

or permits such hackney carriage to be driven or taken away without the consent of such hirer, before the expiration of the time for which such deposit was made; or if such driver on the final discharge of such hackney carriage refuse duly to account for such deposit, every such driver so offending shall be liable to a penalty not exceeding [^{F12}level 1 on the standard scale]

Textual Amendments

F12 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [s. 46](#)

Modifications etc. (not altering text)

C65 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386](#), [art. 4\(3\)\(d\)](#)

C66 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C67 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

58 Overcharge by hackney coachmen, &c., to be included in conviction, and returned to aggrieved party.

Every proprietor or driver of any such hackney carriage who is convicted of taking as a fare a greater sum than is authorized by any byelaw made under this or the special Act shall be liable to a penalty not exceeding [^{F13}level 3 on the standard scale], and such penalty may be recovered before one justice; and in the conviction of such proprietor or driver an order may be included for payment of the sum so overcharged, over and above the penalty and costs; and such overcharge shall be returned to the party aggrieved, . . . ^{F14}

Textual Amendments

F13 Words substituted (E.W.) by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [ss. 39, 46](#), [Sch. 3](#)

F14 Words repealed by [Statute Law Revision Act 1894 \(c. 56\)](#)

Modifications etc. (not altering text)

C68 Ss. 53–59 modified (E.W.) by [S.I. 1986/1386](#), [art. 4\(3\)\(d\)](#)

C69 S. 58 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)

C70 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C71 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

59 Penalty for permitting persons to ride without consent of hirer.

Any proprietor or driver of any such hackney carriage which is hired who permits or suffers any person to be carried in or upon or about such hackney carriage during such hire, without the express consent of the person hiring the same, shall be liable to a penalty not exceeding [^{F15}level 1 on the standard scale].

Textual Amendments

F15 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#) s. 46

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

Modifications etc. (not altering text)

- C72** Ss. 53–59 modified (E.W.) by [S.I. 1986/1386](#), [art. 4\(3\)\(d\)](#)
C73 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
C74 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

60 No person to act as driver of any carriages without the consent of the proprietor.

No person authorized by the proprietor of any hackney carriage to act as driver of such carriage shall suffer any other person to act as driver of such carriage without the consent of the proprietor thereof; and no person, whether licensed or not, shall act as driver of any such carriage without the consent of the proprietor; and any person so suffering another person to act as driver, and any person so acting as driver without such consent as aforesaid, shall be liable to a penalty not exceeding [^{F16}level 1 on the standard scale]for every such offence.

Textual Amendments

- F16** Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39: 1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#) s. 46

Modifications etc. (not altering text)

- C75** S. 60 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\) \(2\)](#)
C76 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
C77 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

61 Penalty on drivers misbehaving.

If the driver or any other person having or pretending to have the care of any such hackney carriage be intoxicated while driving, or if any such driver or other person by wanton and furious driving, or by any other wilful misconduct, injure or endanger any person in his life, limbs, or property, he shall be liable to a penalty not exceeding [^{F17}level 1 on the standard scale]; [^{F18}and in default of payment thereof the justice before whom he is convicted of such offence may commit him to prison, there to remain for any time not exceeding two months.]

Textual Amendments

- F17** Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39: 1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#) s. 46
F18 Words repealed (E.W.) by [Statute Law \(Repeals\) Act 1989 \(c. 43\)](#), [s. 1\(1\)](#), [Sch. 1 Pt. I](#) Group 2

Modifications etc. (not altering text)

- C78** S. 61 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:\)\]](#), [s. 4\(1\) \(2\)](#)
C79 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
C80 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

62 Penalties in case of carriages being unattended at places of public resort.

If the driver of any hackney carriage leave it in any street or at any place of public resort or entertainment, whether it be hired or not, without some one proper to take care of it, any constable may drive away such hackney carriage and deposit it, and the horse or horses harnessed thereto, at some neighbouring livery stable or other place of safe custody; and such driver shall be liable to a penalty not exceeding [^{F19}level 1 on the standard scale]for such offence; and in default of payment of the said penalty upon conviction, and of the expenses of taking and keeping the said hackney carriage and horse or horses, the same, together with the harness belonging thereto, or any of them, shall be sold by order of the justice before whom such conviction is made, and after deducting from the produce of such sale the amount of the said penalty, and of all costs and expenses, as well of the proceedings before such justice as of the taking, keeping, and sale of the said hackney carriage, and of the said horse or horses and harness, the surplus (if any) of the g.,aid produce shall be paid to the proprietor of such hackney carriage.

Textual Amendments

F19 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39: 1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#) s. 46

Modifications etc. (not altering text)

C81 S. 62 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107: 1\)](#), [s. 4\(1\) \(2\)](#)

C82 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C83 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

63 Damage done by driver may be recovered from the proprietor.

In every case in which any hurt or damage has been caused to any person or property as aforesaid by the driver of any carriage let to hire, the justice before whom such driver has been convicted may direct that the proprietor of such carriage shall pay such a sum, not exceeding five pounds, as appears to the justice a reasonable compensation for such hurt or damage; and every proprietor who pays any such compensation as aforesaid may recover the same from the driver, and such compensation shall be recoverable from such proprietor, and by him from such driver, as damages.

Modifications etc. (not altering text)

C84 S. 63 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)

C85 Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

C86 Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

64 Improperly standing with carriage; refusing to give way to, or obstructing, any other driver or depriving him of his fare.

Any driver of any hackney carriage who suffers the same to stand for hire across any street or alongside of any other hackney carriage, or who refuses to give way, if he conveniently can, to any other carriage, or who obstructs or hinders the driver of any other carriage in taking up or setting down any person into or from such other carriage, or who wrongfully in a forcible manner prevents or endeavours to prevent the driver of

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

any other hackney carriage from being hired, shall be liable to a penalty not exceeding [^{F20}level 1 on the standard scale].

Textual Amendments

F20 Words substituted (E.W.) by virtue of [Criminal Law Act 1977 \(c. 45, SIF 39:1\)](#), [s. 31](#) and [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), [s. 46](#)

Modifications etc. (not altering text)

- C87** S. 64 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)
- C88** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
- C89** Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

65 Justices empowered to award compensation to drivers for loss of time in attending to answer complaints not substantiated.

If the driver of any such hackney carriage be summoned or brought before any justice to answer any complaint or information touching or concerning any offence alleged to have been committed by such driver against the provisions of this or the special Act, or any byelaw made thereunder, and such complaint or information be afterwards withdrawn or quashed or dismissed, or if such driver be acquitted of the offence charged against him, the said justice, if he think fit, may order the complainant or informant to pay to the said driver such compensation for his loss of time in attending the said justice touching or concerning such complaint or information as to the said justice seems reasonable; [^{F21}and in default of payment of such compensation the said justice may commit such complainant or informant to prison for any time not exceeding one month, unless the same shall be sooner paid.]

Textual Amendments

F21 Words repealed (E.W.) by [Statute Law \(Repeals\) Act 1989 \(c. 43\)](#), [s. 1\(1\)](#), [Sch. 1 Pt. I](#) Group 2

Modifications etc. (not altering text)

- C90** S. 65 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\)\(2\)](#)
- C91** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)
- C92** Ss. 37–65 applied with modifications by [S.I. 1986/567](#), [regs 3, 4](#)

66 Penalty for refusing to pay the fare.

If any person refuse to pay on demand to any proprietor or driver of any hackney carriage the fare allowed by this or the special Act, or any byelaw made thereunder, such fare may, together with costs, be recovered before one justice as a penalty.

Modifications etc. (not altering text)

- C93** S. 66 extended by [Town Police Clauses Act 1889 \(c. 14, SIF 107:1\)](#), [s. 4\(1\) \(2\)](#)
- C94** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), [Sch. 5](#)

67 ^{F22}

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

Textual Amendments

- F22** S. 67 (including that section as applied or incorporated in any other Act) repealed by [Criminal Damage Act 1971 \(c. 48, SIF 39:6\)](#), s. 11(8), Sch. Pt. I and [S.I. 1977/426 \(N.I. 4\)](#), s. 13(6), **Sch. 2**

68 Commissioners may make Bye Laws for regulating hackney carriages.

The commissioners may from time to time (subject to the restrictions of this and the special Act) make byelaws for all or any of the purposes following; (that is to say,)

For regulating the conduct of the proprietors and drivers of hackney carriages plying within the prescribed distance in their several employments, and determining whether such drivers shall wear any and what badges, and for regulating the hours within which they may exercise their calling:

For regulating the manner in which the number of each carriage, corresponding with the number of its licence, shall be displayed:

For regulating [^{F23}the number of persons to be carried by such hackney carriages, and in what manner such number is to be shown on such carriage, and] what number of horses or other animals is to draw the same, and the placing of cheek strings to the carriages, and the holding of the same by the driver, and how such hackney carriages are to be furnished or provided:

For fixing the stands of such hackney carriages, and the distance to which they may be compelled to take passengers, not exceeding the prescribed distance:

For fixing the rates or fares, as well for time as distance, to be paid for such hackney carriages within the prescribed distance, and for securing the due publication of such fares:

For securing the safe custody and re-delivery of any property accidentally left in hackney carriages, and fixing the charges to be made in respect thereof.

Textual Amendments

- F23** Words repealed so far as they relate to tramcars or trolley vehicles by [Transport Charges &c. \(Miscellaneous Provisions\) Act 1954 \(c. 64, SIF 126\)](#), Sch. 2 Pt. IV

Modifications etc. (not altering text)

- C95** Function of confirming byelaws made under s. 68 by reason of its incorporation with [Public Health Act 1875](#) now exercisable by Secretary of State: [Public Health Act 1875 \(c. 55, SIF 100:1\)](#), **s. 171**, [Public Health \(Confirmation of Byelaws\) Act 1884 \(c. 12\)](#), [Ministry of Health Act 1919 \(c. 21, SIF 57\)](#), **s. 3(1)** (a) and [S.R. & O. 1946/1757 \(Rev. XV, p. 112: 1946 I, p. 1012\)](#)
- C96** S. 68 extended (E. W.) by [Local Government \(Miscellaneous Provisions\) Act 1976 \(c. 57, SIF 81:1\)](#), **s. 65(5)**
- C97** Ss. 37–66, 68 repealed as to public service vehicles by [Road Traffic Act 1930 \(c. 43, SIF 108\)](#), **Sch. 5**

69— ^{F24}
71.

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

Textual Amendments

F24 Ss. 69–71 (including those sections as incorporated in any other Act) repealed by [Statute Law \(Repeals\) Act 1975 \(c. 10\)](#), **Sch. Pt. VIII**

72 **F25**

Textual Amendments

F25 S. 72 repealed by [Statute Law Revision Act 1894 \(c. 56\)](#)

73 **F26**

Textual Amendments

F26 S. 73 (including that section as incorporated in any other Act) repealed by [Statute Law \(Repeals\) Act 1975 \(c. 10\)](#), **Sch. Pt. VIII**

74 **F27**

Textual Amendments

F27 S. 74 repealed by [Statute Law Revision Act 1875 \(c. 66\)](#)

75 **F28**

Textual Amendments

F28 S. 75 repealed (E.W.) by [Statute Law \(Repeals\) Act 1989 \(c. 43\)](#), s. 1(1), **Sch. 1 Pt. I Gp. 2**

76 **F29**

Textual Amendments

F29 S. 76 repealed (E.W.) by [Perjury Act 1911 \(c. 6, SIF 39:3\)](#), **Sch.** and (N.I.) by [Perjury \(Northern Ireland\) Act 1946 \(c. 13\)](#), s. 16(3), **Sch.**

^{F31}77, **F30**
78.

Changes to legislation: There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross Heading: Hackney carriages. (See end of Document for details)

Textual Amendments

F30 Ss. 77, 78 repealed (E.W.) by Statute Law (Repeals) Act 1989 (c. 43), s. 1(1), **Sch. 1 Pt. IV**

F31 S. 77 amended (N.I.) (31.10.2016) by Justice Act (N.I.) 2015 (c. 9), **Sch. 1 para. 18**; S.R. 2016/387, **art. 2(k), 3**

79 **F32**

Textual Amendments

F32 S. 79 repealed by Statute Law Revision Act 1875 (c. 66)

Changes to legislation:

There are currently no known outstanding effects for the Town Police Clauses Act 1847, Cross
Heading: Hackney carriages.



Local Government (Miscellaneous Provisions) Act 1976

1976 CHAPTER 57

PART II

HACKNEY CARRIAGES AND PRIVATE HIRE VEHICLES

Modifications etc. (not altering text)

- C1** Pt. II(ss. 45–80) modified by [Transport Act 1978 \(c. 55, SIF 126\), s. 7\(3\)](#)
- C2** Pt. II(ss. 45–80) amended by [Public Passenger Vehicles Act 1981 \(c. 14, SIF 107:1\), s. 79](#)
- C3** Pt. II(ss. 45–80) applied with modifications by [S.I. 1986/567, regs. 3, 4](#)
- C4** Pt. II (ss. 45-80) extended (1.4.2000) by [1999 c. 29, s. 255\(1\)\(4\)](#); [S.I. 2000/801, art. 2\(2\)\(a\), Sch. Pt. 1](#)
Pt. II (ss. 45-80) excluded (1.7.2001) by [1981 c. 14, s. 79A\(1\)\(a\)](#) (as inserted (1.7.2001) by [2000 c. 38, s. 265\(2\)](#); [S.I. 2001/1498, art. 3](#))

45 Application of Part II.

- (1) The provisions of this Part of this Act, except this section, shall come into force in accordance with the following provisions of this section.
- (2) If the Act of 1847 is in force in the area of a district council, the council may resolve that the provisions of this Part of this Act, other than this section, are to apply to the relevant area; and if the council do so resolve those provisions shall come into force in the relevant area on the day specified in that behalf in the resolution (which must not be before the expiration of the period of one month beginning with the day on which the resolution is passed).

In this subsection “the relevant area”, in relation to a council, means—

- (a) if the Act of 1847 is in force throughout the area of the council, that area; and
- (b) if the Act of 1847 is in force for part only of the area of the council, that part of that area.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (3) A council shall not pass a resolution in pursuance of the foregoing subsection unless they have—
- (a) published in two consecutive weeks, in a local newspaper circulating in their area, notice of their intention to pass the resolution; and
 - (b) served a copy of the notice, not later than the date on which it is first published in pursuance of the foregoing paragraph, on the council of each parish or community which would be affected by the resolution or, in the case of such a parish which has no parish council, on the chairman of the parish meeting.
- (4) If after a council has passed a resolution in pursuance of subsection (2) of this section the Act of 1847 comes into force for any part of the area of the council for which it was not in force when the council passed the resolution, the council may pass a resolution in accordance with the foregoing provisions of this section in respect of that part as if that part were included in the relevant area for the purposes of subsection (2) of this section.

Modifications etc. (not altering text)

C5 S. 45 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

46 Vehicle, drivers' and operators' licences.

- (1) Except as authorised by this Part of this Act—
- (a) no person being the proprietor of any vehicle, not being a hackney carriage [^{F1}or London cab] in respect of which a vehicle licence is in force, shall use or permit the same to be used in a controlled district as a private hire vehicle without having for such a vehicle a current licence under section 48 of this Act;
 - (b) no person shall in a controlled district act as driver of any private hire vehicle without having a current licence under section 51 of this Act;
 - (c) no person being the proprietor of a private hire vehicle licensed under this Part of this Act shall employ as the driver thereof for the purpose of any hiring any person who does not have a current licence under the said section 51;
 - (d) no person shall in a controlled district operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act;
 - (e) no person licensed under the said section 55 shall in a controlled district operate any vehicle as a private hire vehicle—
 - (i) if for the vehicle a current licence under the said section 48 is not in force; or
 - (ii) if the driver does not have a current licence under the said section 51.
- (2) If any person knowingly contravenes the provisions of this section, he shall be guilty of an offence.

Textual Amendments

F1 Words inserted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 17\(1\)](#)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

Modifications etc. (not altering text)

- C6 S. 46 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

47 Licensing of hackney carriages.

- (1) A district council may attach to the grant of a licence of a hackney carriage under the Act of 1847 such conditions as the district council may consider reasonably necessary.
- (2) Without prejudice to the generality of the foregoing subsection, a district council may require any hackney carriage licensed by them under the Act of 1847 to be of such design or appearance or bear such distinguishing marks as shall clearly identify it as a hackney carriage.
- (3) Any person aggrieved by any conditions attached to such a licence may appeal to a magistrates' court.

Modifications etc. (not altering text)

- C7 S. 47: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B3

48 Licensing of private hire vehicles.

- (1) Subject to the provisions of this Part of this Act, a district council may on the receipt of an application from the proprietor of any vehicle for the grant in respect of such vehicle of a licence to use the vehicle as a private hire vehicle, grant in respect thereof a vehicle licence:

Provided that a district council shall not grant such a licence unless they are satisfied—

- (a) that the vehicle is—
 - (i) suitable in type, size and design for use as a private hire vehicle;
 - (ii) not of such design and appearance as to lead any person to believe that the vehicle is a hackney carriage;
 - (iii) in a suitable mechanical condition;
 - (iv) safe; and
 - (v) comfortable;
- (b) that there is in force in relation to the use of the vehicle a policy of insurance or such security as complies with the requirements of [^{F2}Part VI of the Road Traffic Act 1988],

and shall not refuse such a licence for the purpose of limiting the number of vehicles in respect of which such licences are granted by the council.

- (2) A district council may attach to the grant of a licence under this section such conditions as they may consider reasonably necessary including, without prejudice to the generality of the foregoing provisions of this subsection, conditions requiring or prohibiting the display of signs on or from the vehicle to which the licence relates.
- (3) In every vehicle licence granted under this section there shall be specified—
 - (a) the name and address of—

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (i) the applicant; and
 - (ii) every other person who is a proprietor of the private hire vehicle in respect of which the licence is granted, or who is concerned, either solely or in partnership with any other person, in the keeping, employing or letting on hire of the private hire vehicle;
 - (b) the number of the licence which shall correspond with the number to be painted or marked on the plate or disc to be exhibited on the private hire vehicle in accordance with subsection (6) of this section;
 - (c) the conditions attached to the grant of the licence; and
 - (d) such other particulars as the district council consider reasonably necessary.
- (4) Every licence granted under this section shall—
- (a) be signed by an authorised officer of the council which granted it;
 - (b) relate to not more than one private hire vehicle; and
 - (c) remain in force for such period not being longer than one year as the district council may specify in the licence.
- (5) Where a district council grant under this section a vehicle licence in respect of a private hire vehicle they shall issue a plate or disc identifying that vehicle as a private hire vehicle in respect of which a vehicle licence has been granted.
- (6) (a) Subject to the provisions of this Part of this Act, no person shall use or permit to be used in a controlled district as a private hire vehicle in respect of which a licence has been granted under this section unless the plate or disc issued in accordance with subsection (5) of this section is exhibited on the vehicle in such manner as the district council shall prescribe by condition attached to the grant of the licence.
- (b) If any person without reasonable excuse contravenes the provisions of this subsection he shall be guilty of an offence.
- (7) Any person aggrieved by the refusal of a district council to grant a vehicle licence under this section, or by any conditions specified in such a licence, may appeal to a magistrates' court.

Textual Amendments

F2 Words substituted by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\)](#), s. 4, [Sch. 3 para. 16\(1\)](#)

Modifications etc. (not altering text)

C8 S. 48: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B3

S. 48 extended (13.3.2000) by [S.I. 2000/412](#), [art. 4\(3\)](#)

C9 Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

49 Transfer of hackney carriages and private hire vehicles.

- (1) If the proprietor of a hackney carriage or of a private hire vehicle in respect of which a vehicle licence has been granted by a district council transfers his interest in the hackney carriage or private hire vehicle to a person other than the proprietor whose name is specified in the licence, he shall within fourteen days after such transfer give

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

notice in writing thereof to the district council specifying the name and address of the person to whom the hackney carriage or private hire vehicle has been transferred.

- (2) If a proprietor without reasonable excuse fails to give notice to a district council as provided by subsection (1) of this section he shall be guilty of an offence.

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

50 Provisions as to proprietors.

- (1) Without prejudice to the provisions of section 68 of this Act, the proprietor of any hackney carriage or of any private hire vehicle licensed by a district council shall present such hackney carriage or private hire vehicle for inspection and testing by or on behalf of the council within such period and at such place within the area of the council as they may by notice reasonably require:

Provided that a district council shall not under the provisions of this subsection require a proprietor to present the same hackney carriage or private hire vehicle for inspection and testing on more than three separate occasions during any one period of twelve months.

- (2) The proprietor of any hackney carriage or private hire vehicle—
- (a) licensed by a district council under the Act of 1847 or under this Part of this Act; or
 - (b) in respect of which an application for a licence has been made to a district council under the Act of 1847 or under this Part of this Act;

shall, within such period as the district council may by notice reasonably require, state in writing the address of every place where such hackney carriage or private hire vehicle is kept when not in use, and shall if the district council so require afford to them such facilities as may be reasonably necessary to enable them to cause such hackney carriage or private hire vehicle to be inspected and tested there.

- (3) Without prejudice to the provisions of [^{F3}section 170 of the Road Traffic Act 1988], the proprietor of a hackney carriage or of a private hire vehicle licensed by a district council shall report to them as soon as reasonably practicable, and in any case within seventy-two hours of the occurrence thereof, any accident to such hackney carriage or private hire vehicle causing damage materially affecting the safety, performance or appearance of the hackney carriage or private hire vehicle or the comfort or convenience of persons carried therein.
- (4) The proprietor of any hackney carriage or of any private hire vehicle licensed by a district council shall at the request of any authorised officer of the council produce for inspection the vehicle licence for such hackney carriage or private hire vehicle and the certificate of the policy of insurance or security required by [^{F4}Part VI of the Road Traffic Act 1988] in respect of such hackney carriage or private hire vehicle.
- (5) If any person without reasonable excuse contravenes the provisions of this section, he shall be guilty of an offence.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

Textual Amendments

- F3** Words substituted by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\)](#), s. 4, [Sch. 3 para. 16\(2\)\(a\)](#)
- F4** Words substituted by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\)](#), s. 4, [Sch. 3 para. 16\(2\)\(b\)](#)

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

51 Licensing of drivers of private hire vehicles.

- (1) Subject to the provisions of this Part of this Act, a district council shall, on the receipt of an application from any person for the grant to that person of a licence to drive private hire vehicles, grant to that person a driver's licence:

Provided that a district council shall not grant a licence—

- (a) unless they are satisfied [^{F5}—
- (i) that the applicant is a fit and proper person to hold a driver's licence; [^{F6}and
- (ii) that the applicant is not disqualified by reason of the applicant's immigration status from driving a private hire vehicle; or]
- (b) [^{F7}to any person who has not for at least twelve months been authorised to drive a motor car, or is not at the date of the application for a driver's licence so authorised.]

[^{F8}(1ZA) In determining for the purposes of subsection (1) whether an applicant is disqualified by reason of the applicant's immigration status from driving a private hire vehicle, a district council must have regard to any guidance issued by the Secretary of State.]

[^{F9}(1A)]

[^{F10}(1) For the purposes of subsection (1) of this section a person is authorised to drive a motor car if—

- (a) he holds a licence granted under Part III of the Road Traffic Act 1988 (not being a provisional licence) authorising him to drive a motor car, or
- (b) he is authorised by virtue of section 99A(1) [^{F11}or section 109(1)] of that Act to drive in Great Britain a motor car.]

- (2) A district council may attach to the grant of a licence under this section such conditions as they may consider reasonably necessary.

- (3) It shall be the duty of a council by which licences are granted in pursuance of this section to enter, in a register maintained by the council for the purpose, the following particulars of each such licence, namely—

- (a) the name of the person to whom it is granted;
- (b) the date on which and the period for which it is granted; and
- (c) if the licence has a serial number, that number,

and to keep the register available at its principal offices for inspection by members of the public during office hours free of charge.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

Textual Amendments

- F5** Words in s. 51(1)(a) renumbered as s. 51(1)(a)(i) (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 18\(2\)\(a\)](#) (with [Sch. 5 para. 54](#)); S.I. 2016/1037, [reg. 5\(i\)](#) (with [reg. 6](#))
- F6** S. 51(1)(a)(ii) substituted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 18\(2\)\(b\)](#) (with [Sch. 5 para. 54](#)); S.I. 2016/1037, [reg. 5\(i\)](#) (with [reg. 6](#))
- F7** S. 51(1)(b) substituted (1.1.1997) by S.I. 1996/1974, [reg. 5](#), [Sch. 4 para. 2\(2\)](#)
- F8** S. 51(1ZA) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 18\(3\)](#) (with [Sch. 5 para. 54](#)); S.I. 2016/1037, [reg. 5\(i\)](#) (with [reg. 6](#))
- F9** S. 51(1A) repealed (1.4.1998) by 1997 c. 50, s. 134(1)(2), [Sch. 9 para. 34](#), [Sch. 10](#); S.I. 1998/354, [art. 2\(2\)\(ay\)](#)
- F10** By S.I. 1996/1974, [reg. 5](#), [Sch. 4 para. 3](#), it is provided that in s. 51 after subsection (1A) there shall be inserted (1.1.1997) subsection (1)
- F11** Words in s. 51(1)(b) inserted (5.9.1998) by S.I. 1998/1946, [art. 2](#)

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), [regs. 1, 4 Table](#) (with [reg. 3](#))
- C10** S. 51: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of S.I. 2000/2853, [reg. 2\(1\)](#), [Sch. 1 Table B3](#)
S. 51 extended (13.3.2000) by S.I. 2000/412, [art. 4\(5\)](#)

52 Appeals in respect of drivers' licences.

Any person aggrieved by—

- (1) the refusal of the district council to grant a driver's licence under section 51 of this Act; or
- (2) any conditions attached to the grant of a driver's licence; may appeal to a magistrates' court.

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), [regs. 1, 4 Table](#) (with [reg. 3](#))

53 Drivers' licences for hackney carriages and private hire vehicles.

- (1) (a) [^{F12}Subject to section 53A, every] licence granted by a district council under the provisions of this Part of this Act to any person to drive a private hire vehicle shall remain in force for three years from the date of such licence or [^{F13}for such lesser period, specified in the licence, as the district council think appropriate in the circumstances of the case] .
- (b) Notwithstanding the provisions of the ^{M1}Public Health Act 1875 and the ^{M2}Town Police Clauses Act 1889, [^{F14}but subject to section 53A,] every licence granted by a district council under the provisions of the Act of 1847 to any person to drive a hackney carriage shall remain in force for three years from the date of such licence or [^{F15}for such lesser period, specified in the licence, as the district council think appropriate in the circumstances of the case] .

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (2) Notwithstanding the provisions of the Act of 1847, a district council may demand and recover for the grant to any person of a licence to drive a hackney carriage, or a private hire vehicle, as the case may be, such a fee as they consider reasonable with a view to recovering the costs of issue and administration and may remit the whole or part of the fee in respect of a private hire vehicle in any case in which they think it appropriate to do so.
- (3) The driver of any hackney carriage or of any private hire vehicle licensed by a district council shall at the request of any authorised officer of the council or of any constable produce for inspection his driver’s licence either forthwith or—
- (a) in the case of a request by an authorised officer, at the principal offices of the council before the expiration of the period of five days beginning with the day following that on which the request is made;
 - (b) in the case of a request by a constable, before the expiration of the period aforesaid at any police station which is within the area of the council and is nominated by the driver when the request is made.
- (4) If any person without reasonable excuse contravenes the provisions of this section, he shall be guilty of an offence.

Textual Amendments

- F12** Words in s. 53(1)(a) substituted (1.12.2016) by [Immigration Act 2016 \(c. 19\), s. 94\(1\), Sch. 5 para. 19\(a\)](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))
- F13** Words in s. 53(1)(a) substituted (1.10.2015) by [Deregulation Act 2015 \(c. 20\), ss. 10\(2\)\(a\), 115\(7\)](#); [S.I. 2015/994, art. 11\(d\)](#)
- F14** Words in s. 53(1)(b) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\), s. 94\(1\), Sch. 5 para. 19\(b\)](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))
- F15** Words in s. 53(1)(b) substituted (1.10.2015) by [Deregulation Act 2015 \(c. 20\), ss. 10\(2\)\(b\), 115\(7\)](#); [S.I. 2015/994, art. 11\(d\)](#)

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\), regs. 1, 4 Table](#) (with [reg. 3](#))
- C11** S. 53: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853, reg. 2\(1\), Sch. 1 Table B4](#)

Marginal Citations

- M1** 1875 c. 55.
M2 1889 c. 14.

[^{F16}53A Drivers' licences for persons subject to immigration control

- (1) Subsection (2) applies if—
- (a) a licence within section 53(1)(a) or (b) is to be granted to a person who has been granted leave to enter or remain in the United Kingdom for a limited period (“the leave period”);
 - (b) the person's leave has not been extended by virtue of section 3C of the Immigration Act 1971 (continuation of leave pending variation decision); and
 - (c) apart from subsection (2), the period for which the licence would have been in force would have ended after the end of the leave period.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (2) The district council which grants the licence must specify a period in the licence as the period for which it remains in force; and that period must end at or before the end of the leave period.
- (3) Subsection (4) applies if—
 - (a) a licence within section 53(1)(a) or (b) is to be granted to a person who has been granted leave to enter or remain in the United Kingdom for a limited period; and
 - (b) the person's leave has been extended by virtue of section 3C of the Immigration Act 1971 (continuation of leave pending variation decision).
- (4) The district council which grants the licence must specify a period in the licence as the period for which it remains in force; and that period must not exceed six months.
- (5) A licence within section 53(1)(a) ceases to be in force if the person to whom it was granted becomes disqualified by reason of the person's immigration status from driving a private hire vehicle.
- (6) A licence within section 53(1)(b) ceases to be in force if the person to whom it was granted becomes disqualified by reason of the person's immigration status from driving a hackney carriage.
- (7) If a licence granted in accordance with subsection (2) or (4) expires, the person to whom it was granted must, within the period of 7 days beginning with the day after that on which it expired, return the licence and the person's driver's badge to the district council which granted the licence.
- (8) If subsection (5) or (6) applies to a licence, the person to whom it was granted must, within the period of 7 days beginning with the day after the day on which the person first became disqualified, return the licence and the person's driver's badge to the district council which granted the licence.
- (9) A person who, without reasonable excuse, contravenes subsection (7) or (8) is guilty of an offence and liable on summary conviction—
 - (a) to a fine not exceeding level 3 on the standard scale; and
 - (b) in the case of a continuing offence, to a fine not exceeding ten pounds for each day during which an offence continues after conviction.
- (10) The Secretary of State may by regulations made by statutory instrument amend the amount for the time being specified in subsection (9)(b).
- (11) Regulations under subsection (10) may make transitional, transitory or saving provision.
- (12) A statutory instrument containing regulations under subsection (10) may not be made unless a draft of the instrument has been laid before, and approved by a resolution of, each House of Parliament.]

Textual Amendments

F16 S. 53A inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\), s. 94\(1\), Sch. 5 para. 20](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

54 Issue of drivers' badges.

- (1) When granting a driver's licence under section 51 of this Act a district council shall issue a driver's badge in such a form as may from time to time be prescribed by them.
- (2) (a) A driver shall at all times when acting in accordance with the driver's licence granted to him wear such badge in such position and manner as to be plainly and distinctly visible.
- (b) If any person without reasonable excuse contravenes the provisions of this subsection, he shall be guilty of an offence.

Modifications etc. (not altering text)

- C9** Ss. 48-54 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)
- C12** S. 54: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B4

55 Licensing of operators of private hire vehicles.

- (1) Subject to the provisions of this Part of this Act, a district council shall, on receipt of an application from any person for the grant to that person of a licence to operate private hire vehicles grant to that person an operator's licence:

Provided that a district council shall not grant a licence unless they are satisfied [^{F17} —

- (a) that the applicant is a fit and proper person to hold an operator's licence [^{F18};
- and
- (b) if the applicant is an individual, that the applicant is not disqualified by reason of the applicant's immigration status from operating a private hire vehicle.]

[^{F19}(1A) In determining for the purposes of subsection (1) whether an applicant is disqualified by reason of the applicant's immigration status from operating a private hire vehicle, a district council must have regard to any guidance issued by the Secretary of State.]

[^{F20}(2) [^{F21}Subject to section 55ZA, every] licence granted under this section shall remain in force for five years or for such lesser period, specified in the licence, as the district council think appropriate in the circumstances of the case.]

- (3) A district council may attach to the grant of a licence under this section such conditions as they may consider reasonably necessary.
- (4) Any applicant aggrieved by the refusal of a district council to grant an operator's licence under this section, or by any conditions attached to the grant of such a licence, may appeal to a magistrates' court.

Textual Amendments

- F17** Words in s. 55(1) renumbered as s. 55(1)(a) (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 21\(2\)\(a\)](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)
- F18** S. 55(1)(b) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 21\(2\)\(b\)](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)
- F19** S. 55(1A) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 21\(3\)](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

F20 S. 55(2) substituted (1.10.2015) by [Deregulation Act 2015 \(c. 20\), ss. 10\(3\)](#), 115(7); S.I. 2015/994, art. 11(d)

F21 Words in s. 55(2) substituted (1.12.2016) by [Immigration Act 2016 \(c. 19\), s. 94\(1\), Sch. 5 para. 21\(4\)](#) (with [Sch. 5 para. 54](#)); S.I. 2016/1037, reg. 5(i) (with reg. 6)

Modifications etc. (not altering text)

C13 S. 55: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853, reg. 2\(1\)](#), [Sch. 1 Table B5](#)
S. 55 extended (13.3.2000) by [S.I. 2000/412, art. 4\(4\)](#)

[^{F22}**55ZA**Operators' licences for persons subject to immigration control

- (1) Subsection (2) applies if—
 - (a) a licence under section 55 is to be granted to a person who has been granted leave to enter or remain in the United Kingdom for a limited period (“the leave period”);
 - (b) the person's leave has not been extended by virtue of section 3C of the Immigration Act 1971 (continuation of leave pending variation decision); and
 - (c) apart from subsection (2), the period for which the licence would have been in force would have ended after the end of the leave period.
- (2) The district council which grants the licence must specify a period in the licence as the period for which it remains in force; and that period must end at or before the end of the leave period.
- (3) Subsection (4) applies if—
 - (a) a licence under section 55 is to be granted to a person who has been granted leave to enter or remain in the United Kingdom for a limited period; and
 - (b) the person's leave has been extended by virtue of section 3C of the Immigration Act 1971 (continuation of leave pending variation decision).
- (4) The district council which grants the licence must specify a period in the licence as the period for which it remains in force; and that period must not exceed six months.
- (5) A licence under section 55 ceases to be in force if the person to whom it was granted becomes disqualified by reason of the person's immigration status from operating a private hire vehicle.
- (6) If a licence granted in accordance with subsection (2) or (4) expires, the person to whom it was granted must, within the period of 7 days beginning with the day after that on which it expired, return the licence to the district council which granted the licence.
- (7) If subsection (5) applies to a licence, the person to whom it was granted must, within the period of 7 days beginning with the day after the day on which the person first became disqualified, return it to the district council which granted the licence.
- (8) A person who, without reasonable excuse, contravenes subsection (6) or (7) is guilty of an offence and liable on summary conviction—
 - (a) to a fine not exceeding level 3 on the standard scale; and
 - (b) in the case of a continuing offence, to a fine not exceeding ten pounds for each day during which an offence continues after conviction.
- (9) The Secretary of State may by regulations made by statutory instrument amend the amount for the time being specified in subsection (8)(b).

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (10) Regulations under subsection (9) may make transitional, transitory or saving provision.
- (11) A statutory instrument containing regulations under subsection (9) may not be made unless a draft of the instrument has been laid before, and approved by a resolution of, each House of Parliament.]

Textual Amendments

F22 S. 55ZA inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 22](#) (with [Sch. 5 para. 54](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)

[^{F23}55A Sub-contracting by operators

- (1) A person licensed under section 55 who has in a controlled district accepted a booking for a private hire vehicle may arrange for another person to provide a vehicle to carry out the booking if—
- the other person is licensed under section 55 in respect of the same controlled district and the sub-contracted booking is accepted in that district;
 - the other person is licensed under section 55 in respect of another controlled district and the sub-contracted booking is accepted in that district;
 - the other person is a London PHV operator and the sub-contracted booking is accepted at an operating centre in London; or
 - the other person accepts the sub-contracted booking in Scotland.
- (2) It is immaterial for the purposes of subsection (1) whether or not sub-contracting is permitted by the contract between the person licensed under section 55 who accepted the booking and the person who made the booking.
- (3) Where a person licensed under section 55 in respect of a controlled district is also licensed under that section in respect of another controlled district, subsection (1) (so far as relating to paragraph (b) of that subsection) and section 55B(1) and (2) apply as if each licence were held by a separate person.
- (4) Where a person licensed under section 55 in respect of a controlled district is also a London PHV operator, subsection (1) (so far as relating to paragraph (c) of that subsection) and section 55B(1) and (2) apply as if the person holding the licence under section 55 and the London PHV operator were separate persons.
- (5) Where a person licensed under section 55 in respect of a controlled district also makes provision in the course of a business for the invitation or acceptance of bookings for a private hire car or taxi in Scotland, subsection (1) (so far as relating to paragraph (d) of that subsection) and section 55B(1) and (2) apply as if the person holding the licence under section 55 and the person making the provision in Scotland were separate persons.

In this subsection, “private hire car” and “taxi” have the same meaning as in sections 10 to 22 of the Civic Government (Scotland) Act 1982.

- (6) In this section, “London PHV operator” and “operating centre” have the same meaning as in the Private Hire Vehicles (London) Act 1998.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

Textual Amendments

F23 S. 55A - S. 55B inserted (1.10.2015) by [Deregulation Act 2015 \(c. 20\)](#), **ss. 11**, 115(7); [S.I. 2015/994](#), [art. 11\(e\)](#)

55B Sub-contracting by operators: criminal liability

(1) In this section—

“the first operator” means a person licensed under section 55 who has in a controlled district accepted a booking for a private hire vehicle and then made arrangements for another person to provide a vehicle to carry out the booking in accordance with section 55A(1);

“the second operator” means the person with whom the first operator made the arrangements (and, accordingly, the person who accepted the sub-contracted booking).

(2) The first operator is not to be treated for the purposes of section 46(1)(e) as operating a private hire vehicle by virtue of having invited or accepted the booking.

(3) The first operator is guilty of an offence if—

- (a) the second operator is a person mentioned in section 55A(1)(a) or (b),
- (b) the second operator contravenes section 46(1)(e) in respect of the sub-contracted booking, and
- (c) the first operator knew that the second operator would contravene section 46(1)(e) in respect of the booking.]

Textual Amendments

F23 S. 55A - S. 55B inserted (1.10.2015) by [Deregulation Act 2015 \(c. 20\)](#), **ss. 11**, 115(7); [S.I. 2015/994](#), [art. 11\(e\)](#)

56 Operators of private hire vehicles.

(1) For the purposes of this Part of this Act every contract for the hire of a private hire vehicle licensed under this Part of this Act shall be deemed to be made with the operator who accepted the booking for that vehicle whether or not he himself provided the vehicle.

(2) Every person to whom a licence in force under section 55 of this Act has been granted by a district council shall keep a record in such form as the council may, by condition attached to the grant of the licence, prescribe and shall enter therein, before the commencement of each journey, such particulars of every booking of a private hire vehicle invited or accepted by him, whether by accepting the same from the hirer or by undertaking it at the request of another operator, as the district council may by condition prescribe and shall produce such record on request to any authorised officer of the council or to any constable for inspection.

(3) Every person to whom a licence in force under section 55 of this Act has been granted by a district council shall keep such records as the council may, by conditions attached to the grant of the licence, prescribe of the particulars of any private hire vehicle

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

operated by him and shall produce the same on request to any authorised officer of the council or to any constable for inspection.

- (4) A person to whom a licence in force under section 55 of this Act has been granted by a district council shall produce the licence on request to any authorised officer of the council or any constable for inspection.
- (5) If any person without reasonable excuse contravenes the provisions of this section, he shall be guilty of an offence.

Modifications etc. (not altering text)

C14 S. 56: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), [reg. 2\(1\)](#), [Sch. 1](#) Table B5

57 Power to require applicants to submit information.

- (1) A district council may require any applicant for a licence under the Act of 1847 or under this Part of this Act to submit to them such information as 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.
- (2) Without prejudice to the generality of the foregoing subsection—
- (a) a district council may require an applicant for a driver’s licence in respect of a hackney carriage or a private hire vehicle—
- (i) to produce a certificate signed by a registered medical practitioner to the effect that he is physically fit to be the driver of a hackney carriage or a private hire vehicle; and
 - (ii) whether or not such a certificate has been produced, to submit to examination by a registered medical practitioner selected by the district council as to his physical fitness to be the driver of a hackney carriage or a private hire vehicle;
- (b) a district council may require an applicant for an operator’s licence to submit to them such information as to—
- (i) the name and address of the applicant;
 - (ii) the address or addresses whether within the area of the council or not from which he intends to carry on business in connection with private hire vehicles licensed under this Part of this Act;
 - (iii) any trade or business activities he has carried on before making the application;
 - (iv) any previous application he has made for an operator’s licence;
 - (v) the revocation or suspension of any operator’s licence previously held by him;
 - (vi) any convictions recorded against the applicant;
- as they may reasonably consider necessary to enable them to determine whether to grant such licence;
- (c) in addition to the information specified in paragraph (b) of this subsection, a district council may require an applicant for an operator’s licence to submit to them—
- (i) if the applicant is or has been a director or secretary of a company, information as to any convictions recorded against that company at

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- any relevant time; any trade or business activities carried on by that company; any previous application made by that company for an operator's licence; and any revocation or suspension of an operator's licence previously held by that company;
- (ii) if the applicant is a company, information as to any convictions recorded against a director or secretary of that company; any trade or business activities carried on by any such director or secretary; any previous application made by any such director or secretary for an operator's licence; and any revocation or suspension of an operator's licence previously held by such director or secretary;
- (iii) if the applicant proposes to operate the vehicle in partnership with any other person, information as to any convictions recorded against that person; any trade or business activities carried on by that person; any previous application made by that person for an operator's licence; and any revocation or suspension of an operator's licence previously held by him.
- (3) If any person knowingly or recklessly makes a false statement or omits any material particular in giving information under this section, he shall be guilty of an offence.

Modifications etc. (not altering text)

- C15** S. 57: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B3,5
- C16** S. 57 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, [4](#) Table (with reg. 3)

58 Return of identification plate or disc on revocation or expiry of licence etc.

- (1) On—
- (a) the revocation or expiry of a vehicle licence in relation to a hackney carriage or private hire vehicle; or
- (b) the suspension of a licence under section 68 of this Act;
- a district council may by notice require the proprietor of that hackney carriage or private hire vehicle licensed by them to return to them within seven days after the service on him of that notice the plate or disc which—
- (a) in the case of a hackney carriage, is required to be affixed to the carriage as mentioned in section 38 of the Act of 1847; and
- (b) in the case of a private hire vehicle, was issued for the vehicle under section 48(5) of this Act.
- (2) If any proprietor fails without reasonable excuse to comply with the terms of a notice under subsection (1) of this section—
- (a) he shall be guilty of an offence and liable on summary conviction to a fine not exceeding [^{F24}level 3 on the standard scale] and to a daily fine not exceeding ten pounds; and
- (b) any authorised officer of the council or constable shall be entitled to remove and retain the said plate or disc from the said hackney carriage or private hire vehicle.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

Textual Amendments

F24 Words substituted by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), **ss. 38, 46**

Modifications etc. (not altering text)

- C17** S. 58: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853, reg. 2\(1\)](#), **Sch. 1** Table B3,5
- C18** S. 58 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), **regs. 1, 4** Table (with [reg. 3](#))

59 Qualifications for drivers of hackney carriages.

(1) Notwithstanding anything in the Act of 1847, a district council shall not grant a licence to drive a hackney carriage—

- (a) unless they are satisfied [^{F25}—
- (i) that the applicant is a fit and proper person to hold a driver’s licence; [^{F26}and
- (ii) that the applicant is not disqualified by reason of the applicant's immigration status from driving a hackney carriage; or]

[^{F27}(b) to any person who has not for at least twelve months been authorised to drive a motor car, or is not at the date of the application for a driver’s licence so authorised.]

[^{F28}(1ZA) In determining for the purposes of subsection (1) whether an applicant is disqualified by reason of the applicant's immigration status from driving a hackney carriage, a district council must have regard to any guidance issued by the Secretary of State.]

[^{F29}(1A) For the purposes of subsection (1) of this section a person is authorised to drive a motor car if—

- (a) he holds a licence granted under Part III of the Road Traffic Act 1988 (not being a provisional licence) authorising him to drive a motor car, or
- (b) he is authorised by virtue of section 99A(1) [^{F30}or section 109(1)] of that Act to drive in Great Britain a motor car.]

[^{F31}(1A)]

(2) Any applicant aggrieved by the refusal of a district council to grant a driver’s licence on the ground that he is not a fit and proper person to hold such licence may appeal to a magistrate’s court.

Textual Amendments

- F25** Words in s. 59(1)(a) renumbered as s. 59(1)(a)(i) (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 23(2)(a)** (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))
- F26** S. 59(1)(a)(ii) substituted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 23(2)(b)** (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))
- F27** S. 59(1)(b) substituted (1.1.1997) by [S.I. 1996/1974, reg. 5, Sch. 4 para. 2\(4\)](#)
- F28** S. 59(1ZA) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 23(3)** (with [Sch. 5 para. 54](#)); [S.I. 2016/1037, reg. 5\(i\)](#) (with [reg. 6](#))
- F29** By [S.I. 1996/1974, reg. 5 Sch. 4 para. 2\(5\)](#) it is provided that in s. 59 subsection (1A) shall be inserted after subsection (1)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- F30** Words in s. 59(1A)(b) inserted (5.9.1988) by S.I. 1998/1946, **art. 3**
F31 S. 59(1A) repealed (1.4.1998) by 1997 c. 50, s. 134(1)(2), Sch. 9 para. 34, **Sch. 10**

Modifications etc. (not altering text)

- C19** S. 59: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of S.I. 2000/2853, **reg. 2(1)**, **Sch. 1** Table B4

60 Suspension and revocation of vehicle licences.

- (1) Notwithstanding anything in the Act of 1847 or in this Part of this Act, a district council may suspend or revoke, or (on application therefor under section 40 of the Act of 1847 or section 48 of this Act, as the case may be) refuse to renew a vehicle licence on any of the following grounds:—
- (a) that the hackney carriage or private hire vehicle is unfit for use as a hackney carriage or private hire vehicle;
 - (b) any offence under, or non-compliance with, the provisions of the Act of 1847 or of this Part of this Act by the operator or driver; or
 - (c) any other reasonable cause.
- (2) Where a district council suspend, revoke or refuse to renew any licence under this section they shall give to the proprietor of the vehicle notice of the grounds on which the licence has been suspended or revoked or on which they have refused to renew the licence within fourteen days of such suspension, revocation or refusal.
- (3) Any proprietor aggrieved by a decision of a district council under this section may appeal to a magistrates' court.

Modifications etc. (not altering text)

- C20** S. 60: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of S.I. 2000/2853, **reg. 2(1)**, **Sch. 1** Table B3
C21 S. 60 modified (27.11.2009) by **The Local Services (Operation by Licensed Hire Cars) Regulations 2009 (S.I. 2009/2863)**, **regs. 1, 4** Table (with **reg. 3**)

61 Suspension and revocation of drivers' licences.

- (1) Notwithstanding anything in the Act of 1847 or in this Part of this Act, a district council may suspend or revoke or (on application therefor under section 46 of the Act of 1847 or section 51 of this Act, as the case may be) refuse to renew the licence of a driver of a hackney carriage or a private hire vehicle on any of the following grounds:—
- (a) that he has since the grant of the licence—
 - (i) been convicted of an offence involving dishonesty, indecency or violence; or
 - (ii) been convicted of an offence under or has failed to comply with the provisions of the Act of 1847 or of this Part of this Act;
 - ^{F32}(aa) that he has since the grant of the licence been convicted of an immigration offence or required to pay an immigration penalty;]or
 - (b) any other reasonable cause.

^{F33}(1A) Subsection (1)(aa) does not apply if—

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (a) in a case where the driver has been convicted of an immigration offence, the conviction is a spent conviction within the meaning of the Rehabilitation of Offenders Act 1974, or
 - (b) in a case where the driver has been required to pay an immigration penalty—
 - (i) more than three years have elapsed since the date on which the penalty was imposed, and
 - (ii) the amount of the penalty has been paid in full.]
- (2) (a) Where a district council suspend, revoke or refuse to renew any licence under this section they shall give to the driver notice of the grounds on which the licence has been suspended or revoked or on which they have refused to renew such licence within fourteen days of such suspension, revocation or refusal and the driver shall on demand return to the district council the driver's badge issued to him in accordance with section 54 of this Act.
- (b) If any person without reasonable excuse contravenes the provisions of this section he shall be guilty of an offence and liable on summary conviction to a fine not exceeding [^{F34}level 1 on the standard scale].
- [^{F35}(2ZA) The requirement in subsection (2)(a) to return a driver's badge does not apply in a case where section 62A applies (but see subsection (2) of that section).]
- [^{F36}(2A) Subject to subsection (2B) of this section, a suspension or revocation of the licence of a driver under this section takes effect at the end of the period of 21 days beginning with the day on which notice is given to the driver under subsection (2)(a) of this section.
- (2B) If it appears that the interests of public safety require the suspension or revocation of the licence to have immediate effect, and the notice given to the driver under subsection (2)(a) of this section includes a statement that that is so and an explanation why, the suspension or revocation takes effect when the notice is given to the driver.]
- (3) Any driver aggrieved by a decision of a district council under [^{F37}subsection (1) of] this section may appeal to a magistrates' court.

Textual Amendments

- F32** S. 61(1)(aa) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 24(2)** (with [Sch. 5 para. 55](#)); [S.I. 2016/1037](#), [reg. 5\(i\)](#) (with [reg. 6](#))
- F33** S. 61(1A) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 24(3)** (with [Sch. 5 para. 55](#)); [S.I. 2016/1037](#), [reg. 5\(i\)](#) (with [reg. 6](#))
- F34** Words substituted by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), **ss. 38, 46**
- F35** S. 61(2ZA) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 24(4)** (with [Sch. 5 para. 55](#)); [S.I. 2016/1037](#), [reg. 5\(i\)](#) (with [reg. 6](#))
- F36** S. 61(2A)(2B) inserted (16.3.2007) by [Road Safety Act 2006 \(c. 49\)](#), **ss. 52(2)**, 61; [S.I. 2007/466](#), **art. 2**
- F37** Words in s. 61(3) inserted (16.3.2007) by [Road Safety Act 2006 \(c. 49\)](#), **ss. 52(3)**, 61; [S.I. 2007/466](#), **art. 2**

Modifications etc. (not altering text)

- C22** S. 61: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), [reg. 2\(1\)](#), **Sch. 1 Table B4**
- C23** S. 61 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), [regs. 1, 4 Table](#) (with [reg. 3](#))

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

C24 S. 61(1) modified (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 56\(5\)](#); [S.I. 2016/1037](#), reg. 5(i)

62 Suspension and revocation of operators' licences.

(1) Notwithstanding anything in this Part of this Act a district council may suspend or revoke, or (on application therefor under section 55 of this Act) refuse to renew an operator's licence on any of the following grounds:—

- (a) any offence under, or non-compliance with, the provisions of this Part of this Act;
- (b) any conduct on the part of the operator which appears to the district council to render him unfit to hold an operator's licence;
- (c) any material change since the licence was granted in any of the circumstances of the operator on the basis of which the licence was granted;
- ^{F38}(ca) that the operator has since the grant of the licence been convicted of an immigration offence or required to pay an immigration penalty;]or
- (d) any other reasonable cause.

^{F39}(1A) Subsection (1)(ca) does not apply if—

- (a) in a case where the operator has been convicted of an immigration offence, the conviction is a spent conviction within the meaning of the Rehabilitation of Offenders Act 1974, or
 - (b) in a case where the operator has been required to pay an immigration penalty—
 - (i) more than three years have elapsed since the date on which the penalty was imposed, and
 - (ii) the amount of the penalty has been paid in full.]
- (2) Where a district council suspend, revoke or refuse to renew any licence under this section they shall give to the operator notice of the grounds on which the licence has been suspended or revoked or on which they have refused to renew such licence within fourteen days of such suspension, revocation or refusal.
- (3) Any operator aggrieved by a decision of a district council under this section may appeal to a magistrates' court.

Textual Amendments

- F38** S. 62(1)(ca) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 25\(2\)](#) (with [Sch. 5 para. 55](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)
- F39** S. 62(1A) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 25\(3\)](#) (with [Sch. 5 para. 55](#)); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)

Modifications etc. (not altering text)

- C25** S. 62: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B5
- C26** S. 62(1) modified (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 56\(7\)](#); [S.I. 2016/1037](#), reg. 5(i)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

[^{F40}62A Return of licences suspended or revoked on immigration grounds

- (1) Subsection (2) applies if—
 - (a) under section 61 a district council suspend, revoke or refuse to renew the licence of a driver of a hackney carriage or a private hire vehicle on the ground mentioned in subsection (1)(aa) of that section, or
 - (b) under section 62 a district council suspend, revoke or refuse to renew an operator's licence on the ground mentioned in subsection (1)(ca) of that section.
- (2) The person to whom the licence was granted must, within the period of 7 days beginning with the relevant day, return to the district council—
 - (a) the licence, and
 - (b) in the case of a licence of a driver of a hackney carriage or a private hire vehicle, the person's driver's badge.
- (3) In subsection (2) “the relevant day” means—
 - (a) where the licence is suspended or revoked, the day on which the suspension or revocation takes effect;
 - (b) where the district council refuse to renew the licence, the day on which the licence expires as a result of the failure to renew it.
- (4) A person who, without reasonable excuse, contravenes subsection (2) is guilty of an offence and liable on summary conviction—
 - (a) to a fine not exceeding level 3 on the standard scale, and
 - (b) in the case of a continuing offence, to a fine not exceeding ten pounds for each day during which an offence continues after conviction.
- (5) The Secretary of State may by regulations made by statutory instrument amend the amount for the time being specified in subsection (4)(b).
- (6) Regulations under subsection (5) may make transitional, transitory or saving provision.
- (7) A statutory instrument containing regulations under subsection (5) may not be made unless a draft of the instrument has been laid before, and approved by a resolution of, each House of Parliament.]

Textual Amendments

F40 S. 62A inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 26](#); S.I. 2016/1037, [reg. 5\(i\)](#) (with [reg. 6](#))

Modifications etc. (not altering text)

C27 S. 62A(1)(a) modified (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 56\(6\)](#); S.I. 2016/1037, [reg. 5\(i\)](#)

C28 S. 62A(1)(b) modified (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 56\(8\)](#); S.I. 2016/1037, [reg. 5\(i\)](#)

63 Stands for hackney carriages.

- (1) For the purposes of their functions under the Act of 1847, a district council may from time to time appoint stands for hackney carriages for the whole or any part of a day in

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

any highway in the district which is maintainable at the public expense and, with the consent of the owner, on any land in the district which does not form part of a highway so maintainable and may from time to time vary the number of hackney carriages permitted to be at each stand.

- (2) Before appointing any stand for hackney carriages or varying the number of hackney carriages to be at each stand in exercise of the powers of this section, a district council shall give notice to the chief officer of police for the police area in which the stand is situated and shall also give public notice of the proposal by advertisement in at least one local newspaper circulating in the district and shall take into consideration any objections or representations in respect of such proposal which may be made to them in writing within twenty-eight days of the first publication of such notice.
- (3) Nothing in this section shall empower a district council to appoint any such stand—
 - (a) so as unreasonably to prevent access to any premises;
 - (b) so as to impede the use of any points authorised to be used in connection with a [F41]local service within the meaning of the Transport Act 1985[[F42]or PSV operator’s licence granted under [F43]the Public Passenger Vehicles Act 1981]], as points for the taking up or setting down of passengers, or in such a position as to interfere unreasonably with access to any station or depot of any passenger road transport operators, except with the consent of those operators;
 - (c) on any highway except with the consent of the highway authority;and in deciding the position of stands a district council shall have regard to the position of any bus stops for the time being in use.
- (4) Any hackney carriage byelaws for fixing stands for hackney carriages which were made by a district council before the date when this section comes into force in the area of the council and are in force immediately before that date shall cease to have effect, but any stands fixed by such byelaws shall be deemed to have been appointed under this section.
- (5) The power to appoint stands for hackney carriages under subsection (1) of this section shall include power to revoke such appointment and to alter any stand so appointed and the expressions “appointing” and “appoint” in subsections (2) and (3) of this section shall be construed accordingly.

Textual Amendments

F41 Words substituted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 1, [Sch. 1](#)

F42 Words substituted by [Transport Act 1980 \(c. 34, SIF 107:1\)](#), s. 43(1), [Sch. 5](#)

F43 Words substituted by virtue of [Public Passenger Vehicles Act 1981 \(c. 14, SIF 107:1\)](#), s. 88(2), [Sch. 7 para. 19](#)

Modifications etc. (not altering text)

C29 S. 63 extended (13.3.2000) by [S.I. 2000/412](#), [art. 6\(1\)\(2\)](#)

64 Prohibition of other vehicles on hackney carriage stands.

- (1) No person shall cause or permit any vehicle other than a hackney carriage to wait on any stand for hackney carriages during any period for which that stand has been appointed, or is deemed to have been appointed, by a district council under the provisions of section 63 of this Act.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (2) Notice of the prohibition in this section shall be indicated by such traffic signs as may be prescribed or authorised for the purpose by the Secretary of State in pursuance of his powers under [^{F44}section 64 of the ^{M3}Road Traffic Regulation Act 1984].
- (3) If any person without reasonable excuse contravenes the provisions of this section, he shall be guilty of an offence.
- (4) In any proceedings under this section against the driver of a public service vehicle it shall be a defence to show that, by reason of obstruction to traffic or for other compelling reason, he caused his vehicle to wait on a stand or part thereof and that he caused or permitted his vehicle so to wait only for so long as was reasonably necessary for the taking up or setting down of passengers.

Textual Amendments

F44 Words substituted by [Road Traffic Regulation Act 1984 \(c. 27, SIF 107:1\)](#), s. 146, [Sch. 13 para. 36](#)

Marginal Citations

M3 [1984 c. 27](#).

65 Fixing of fares for hackney carriages.

- (1) A district 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 or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a “table of fares”) made or varied in accordance with the provisions of this section.
- (2)
 - (a) When a district council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.
 - (b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice, and shall at all reasonable hours be open to public inspection without payment.
- (3) If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in subsection (2) of this section, or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- (4) If objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.
- (5) A table of fares made or varied under this section shall have effect for the purposes of the Act of 1847 as if it were included in hackney carriage byelaws made thereunder.

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (6) On the coming into operation of a table of fares made by a council under this section for the district, any hackney carriage byelaws fixing the rates and fares or any table of fares previously made under this section for the district, as the case may be, shall cease to have effect.
- (7) Section 236(8) (except the words “when confirmed”) and section 238 of the ^{M4}Local Government Act 1972 (except paragraphs (c) and (d) of that section) shall extend and apply to a table of fares made or varied under this section [^{F45}by a district council in England] as they apply to byelaws made by a district council [^{F46}in England] .
- [^{F47}(7A) Section 8(5) and section 19 of the Local Government Byelaws (Wales) Act 2012 shall extend and apply to a table of fares made or varied under this section by a council for a county or county borough in Wales as they apply to byelaws made by a council for a county or county borough in Wales.]

Textual Amendments

- F45** Words in s. 65(7) inserted (31.3.2015) by [Local Government Byelaws \(Wales\) Act 2012 \(anaw 2\)](#), s. 22(2), [Sch. 2 para. 10\(2\)\(a\)](#); S.I. 2015/1025, art. 2(r) (with art. 3)
- F46** Words in s. 65(7) inserted (31.3.2015) by [Local Government Byelaws \(Wales\) Act 2012 \(anaw 2\)](#), s. 22(2), [Sch. 2 para. 10\(2\)\(b\)](#); S.I. 2015/1025, art. 2(r) (with art. 3)
- F47** S. 65(7A) inserted (31.3.2015) by [Local Government Byelaws \(Wales\) Act 2012 \(anaw 2\)](#), s. 22(2), [Sch. 2 para. 10\(3\)](#); S.I. 2015/1025, art. 2(r) (with art. 3)

Marginal Citations

- M4** 1972 c. 70.

66 Fares for long journeys.

- (1) No person, being the driver of a hackney carriage licensed by a district council, and undertaking for any hirer a journey ending outside the district and in respect of which no fare and no rate of fare was agreed before the hiring was effected, shall require for such journey a fare greater than that indicated on the taximeter with which the hackney carriage is equipped or, if it is not equipped with a taximeter, greater than that which, if the current byelaws fixing rates or fares and in force in the district in pursuance of section 68 of the Act of 1847 or, as the case may be, the current table of fares in force within the district in pursuance of section 65 of this Act had applied to the journey, would have been authorised for the journey by the byelaws or table.
- (2) If any person knowingly contravenes the provisions of this section, he shall be guilty of an offence.

67 Hackney carriages used for private hire.

- (1) No hackney carriage shall be used in the district under a contract or purported contract for private hire except at a rate of fares or charges not greater than that fixed by the byelaws or tables mentioned in section 66 of this Act, and, when any such hackney carriage is so used, the fare or charge shall be calculated from the point in the district at which the hirer commences his journey.
- (2) Any person who knowingly contravenes this section shall be guilty of an offence.
- (3) In subsection (1) of this section “contract” means—

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (a) a contract made otherwise than while the relevant hackney carriage is plying for hire in the district or waiting at a place in the district which, when the contract is made, is a stand for hackney carriages appointed by the district council under section 63 of this Act; and
- (b) a contract made, otherwise than with or through the driver of the relevant hackney carriage, while it is so plying or waiting.

68 Fitness of hackney carriages and private hire vehicles.

Any authorised officer of the council in question or any constable shall have power at all reasonable times to inspect and test, for the purpose of ascertaining its fitness, any hackney carriage or private hire vehicle licensed by a district council, or any taximeter affixed to such a vehicle, and if he is not satisfied as to the fitness of the hackney carriage or private hire vehicle or as to the accuracy of its taximeter he may by notice in writing require the proprietor of the hackney carriage or private hire vehicle to make it or its taximeter available for further inspection and testing at such reasonable time and place as may be specified in the notice and suspend the vehicle licence until such time as such authorised officer or constable is so satisfied:

Provided that, if the authorised officer or constable is not so satisfied before the expiration of a period of two months, the said licence shall, by virtue of this section, be deemed to have been revoked and subsections (2) and (3) of section 60 of this Act shall apply with any necessary modifications.

Modifications etc. (not altering text)

C30 S. 68 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

69 Prolongation of journeys.

- (1) No person being the driver of a hackney carriage or of a private hire vehicle licensed by a district council shall without reasonable cause unnecessarily prolong, in distance or in time, the journey for which the hackney carriage or private vehicle has been hired.
- (2) If any person contravenes the provisions of this section, he shall be guilty of an offence.

70 Fees for vehicle and operators' licences.

- (1) Subject to the provisions of subsection (2) of this section, a district council may charge such fees for the grant of vehicle and operators' licences as may be resolved by them from time to time and as may be sufficient in the aggregate to cover in whole or in part—
 - (a) the reasonable cost of the carrying out by or on behalf of the district council of inspections of hackney carriages and private hire vehicles for the purpose of determining whether any such licence should be granted or renewed;
 - (b) the reasonable cost of providing hackney carriage stands; and
 - (c) any reasonable administrative or other costs in connection with the foregoing and with the control and supervision of hackney carriages and private hire vehicles.
- (2) The fees chargeable under this section shall not exceed—

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (a) for the grant of a vehicle licence in respect of a hackney carriage, twenty-five pounds;
 - (b) for the grant of a vehicle licence in respect of a private hire vehicle, twenty-five pounds; and
 - (c) for the grant of an operator’s licence, twenty-five pounds per annum;
- or, in any such case, such other sums as a district council may, subject to the following provisions of this section, from time to time determine.
- (3) (a) If a district council determine that the maximum fees specified in subsection (2) of this section should be varied they shall publish in at least one local newspaper circulating in the district a notice setting out the variation proposed, drawing attention to the provisions of paragraph (b) of this subsection and specifying the period, which shall not be less than twenty-eight days from the date of the first publication of the notice, within which and the manner in which objections to the variation can be made.
 - (b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of twenty-eight days from the date of the first publication thereof be deposited at the offices of the council which published the notice and shall at all reasonable hours be open to public inspection without payment.
- (4) If no objection to a variation is duly made within the period specified in the notice referred to in subsection (3) of this section, or if all objections so made are withdrawn, the variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
 - (5) If objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the variation shall come into force with or without modification as decided by the district council after consideration of the objections.
 - (6) A district council may remit the whole or part of any fee chargeable in pursuance of this section for the grant of a licence under section 48 or 55 of this Act in any case in which they think it appropriate to do so.

Modifications etc. (not altering text)

C31 S. 70 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

71 Taximeters.

- (1) Nothing in this Act shall require any private hire vehicle to be equipped with any form of taximeter but no private hire vehicle so equipped shall be used for hire in a controlled district unless such taximeter has been tested and approved by or on behalf of the district council for the district or any other district council by which a vehicle licence in force for the vehicle was issued.
- (2) Any person who—
 - (a) tampers with any seal on any taximeter without lawful excuse; or
 - (b) alters any taximeter with intent to mislead; or

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

(c) knowingly causes or permits a vehicle of which he is the proprietor to be used in contravention of subsection (1) of this section, shall be guilty of an offence.

72 Offences due to fault of other person etc.

- (1) Where an offence by any person under this Part of this Act is due to the act or default of another person, then, whether proceedings are taken against the first-mentioned person or not, that other person may be charged with and convicted of that offence, and shall be liable on conviction to the same punishment as might have been imposed on the first-mentioned person if he had been convicted of the offence.
- (2) Section 44(3) of this Act shall apply to an offence under this Part of this Act as it applies to an offence under Part I of this Act.

Modifications etc. (not altering text)

C32 Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

73 Obstruction of authorised officers.

- (1) Any person who—
- wilfully obstructs an authorised officer or constable acting in pursuance of this Part of this Act or the Act of 1847; or
 - without reasonable excuse fails to comply with any requirement properly made to him by such officer or constable under this Part of this Act; or
 - without reasonable cause fails to give such an officer or constable so acting any other assistance or information which he may reasonably require of such person for the purpose of the performance of his functions under this Part of this Act or the Act of 1847;
- shall be guilty of an offence.
- (2) If any person, in giving any such information as is mentioned in the preceding subsection, makes any statement which he knows to be false, he shall be guilty of an offence.

Modifications etc. (not altering text)

C32 Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

74 Saving for certain businesses.

Where any provision of this Part of this Act coming into operation on [F48, the relevant day] requires the licensing of a person carrying on any business, or of any vehicle used by a person in connection with any business, it shall be lawful for any person who—

- immediately before that day was carrying on that business; and
- had before that day duly applied for the licence required by that provision;

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

to continue to carry on that business until he is informed of the decision with regard to his application and, if the decision is adverse, during such further time as is provided under section 77 of this Act.

[^{F49}In this section “the relevant day” means—

- (a) in relation to a district the whole or part of which ceased to be within the metropolitan police district by virtue of the coming into force of section 323 of the Greater London Authority Act 1999 (alteration of the metropolitan police district), 1st April 2000;
- (b) in any other case, a day fixed by resolution under section 45 of this Act.]

Textual Amendments

F48 Words in s. 74 substituted (13.3.2000) by [S.I. 2000/412](#), [art. 7\(2\)\(a\)](#)

F49 Words in s. 74 inserted (13.3.2000) by [S.I. 2000/412](#), [art. 7\(2\)\(b\)](#)

Modifications etc. (not altering text)

C32 Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), [regs. 1, 4](#) Table (with [reg. 3](#))

75 Saving for certain vehicles etc.

(1) Nothing in this Part of this Act shall—

- (a) apply to a vehicle used for bringing passengers or goods within a controlled district in pursuance of a contract for the hire of the vehicle made outside the district if the vehicle is not made available for hire within the district;
- (b) ^{F50}
- (c) apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly, by a person carrying on the business of a funeral director, for the purpose of funerals;
- [^{F51}(cc) apply to a vehicle while it is being used in connection with a wedding;]
- (d) require the display of any plate, disc or notice in or on any private hire vehicle licensed by a council under this Part of this Act during such period that such vehicle is used for carrying passengers for hire or reward—
 - ^{F52}(i)
 - (ii) under a contract for the hire of the vehicle for a period of not less than 24 hours.

(2) Paragraphs (a), (b) and (c) of section 46(1) of this Act shall not apply to the use or driving of a vehicle or to the employment of a driver of a vehicle while the vehicle is used as a private hire vehicle in a controlled district if a licence issued under section 48 of this Act by the council whose area consists of or includes another controlled district is then in force for the vehicle and a driver’s licence issued by such a council is then in force for the driver of the vehicle.

[^{F53}(2A) Where a vehicle is being used as a taxi or private hire car, paragraphs (a), (b) and (c) of section 46(1) of this Act shall not apply to the use or driving of the vehicle or the employment of a person to drive it if—

- (a) a licence issued under section 10 of the Civic Government (Scotland) Act 1982 for its use as a taxi or, as the case may be, private hire car is then in force, and

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

- (b) the driver holds a licence issued under section 13 of that Act for the driving of taxis or, as the case may be, private hire cars.

In this subsection, “private hire car” and “taxi” have the same meaning as in sections 10 to 22 of the Civic Government (Scotland) Act 1982.]

[^{F54}(2B) Paragraphs (a), (b) and (c) of section 46(1) of this Act shall not apply to the use or driving of a vehicle, or to the employment of a driver of a vehicle, if—

- (a) a London PHV licence issued under section 7 of the Private Hire Vehicles (London) Act 1998 is in force in relation to that vehicle; and
 (b) the driver of the vehicle holds a London PHV driver’s licence issued under section 13 of that Act.]

- (3) Where a licence under section 48 of this Act is in force for a vehicle, the council which issued the licence may, by a notice in writing given to the proprietor of the vehicle, provide that paragraph (a) of subsection (6) of that section shall not apply to the vehicle on any occasion specified in the notice or shall not so apply while the notice is carried in the vehicle; and on any occasion on which by virtue of this subsection that paragraph does not apply to a vehicle section 54(2)(a) of this Act shall not apply to the driver of the vehicle.

Textual Amendments

- F50** S. 75(1)(b) omitted (28.1.2008) by virtue of [Road Safety Act 2006 \(c. 49\)](#), **ss. 53**, 61; S.I. 2007/3492, **art. 2** and repealed (prosp.) by [Road Safety Act 2006 \(c. 49\)](#), s. 59, **Sch. 7(17)**
F51 S. 75(1)(cc) inserted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), **Sch. 7 para. 17(2)**
F52 S. 75(1)(d)(i) repealed by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), **Sch. 7 para. 17(2)**
F53 S. 75(2A) inserted after subsection (2) by [Civic Government \(Scotland\) Act 1982 \(c. 45, SIF 81:2\)](#), **ss. 16**, 22, 23
F54 S. 75(2B) inserted (8.6.2004) by 1998 c. 34, **ss. 39(1)**, 40(2), **Sch. 1 para. 1** (with s. 29); S.I. 2004/241, **art. 2(2)**

Modifications etc. (not altering text)

- C32** Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), **regs. 1**, 4 Table (with **reg. 3**)

76 Penalties.

Any person who commits an offence against any of the provisions of this Part of this Act in respect of which no penalty is expressly provided shall be liable on summary conviction to a fine not exceeding [^{F55}level 3 on the standard scale].

Textual Amendments

- F55** Words substituted by virtue of [Criminal Justice Act 1982 \(c. 48, SIF 39:1\)](#), **ss. 38**, 46

Modifications etc. (not altering text)

- C32** Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), **regs. 1**, 4 Table (with **reg. 3**)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

77 Appeals.

- (1) Sections 300 to 302 of the Act of 1936, which relate to appeals, shall have effect as if this Part of this Act were part of that Act.
- (2) If any requirement, refusal or other decision of a district council against which a right of appeal is conferred by this Act—
- (a) involves the execution of any work or the taking of any action; or
 - (b) makes it unlawful for any person to carry on a business which he was lawfully carrying on up to the time of the requirement, refusal or decision;
- then, until the time for appealing has expired, or, when an appeal is lodged, until the appeal is disposed of or withdrawn or fails for want of prosecution—
- (i) no proceedings shall be taken in respect of any failure to execute the work, or take the action; and
 - (ii) that person may carry on that business.
- [^{F56}(3) Subsection (2) of this section does not apply in relation to a decision under subsection (1) of section 61 of this Act which has immediate effect in accordance with subsection (2B) of that section.]
- [^{F57}(4) On an appeal under this Part of this Act or an appeal under section 302 of the Act of 1936 as applied by this section, the court is not entitled to entertain any question as to whether—
- (a) a person should be, or should have been, granted leave to enter or remain in the United Kingdom; or
 - (b) a person has, after the date of the decision being appealed against, been granted leave to enter or remain in the United Kingdom.]

Textual Amendments

F56 S. 77(3) inserted (16.3.2007) by [Road Safety Act 2006 \(c. 49\)](#), **ss. 52(4)**, 61; S.I. 2007/466, **art. 2**

F57 S. 77(4) inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), **Sch. 5 para. 27**; S.I. 2016/1037, **reg. 5(i)** (with **reg. 6**)

Modifications etc. (not altering text)

C32 Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), **regs. 1, 4 Table** (with **reg. 3**)

78 Application of provisions of Act of 1936.

Subsection (1) of section 283 and section 304 of the Act of 1936 shall have effect as if references therein to that Act included a reference to this Part of this Act.

Modifications etc. (not altering text)

C32 Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), **regs. 1, 4 Table** (with **reg. 3**)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

79 Authentication of licences.

Notwithstanding anything in section 43 of the Act of 1847, any vehicle licence or driver's licence granted by a district council under that Act, or any licence granted by a district council under this Part of this Act, shall not be required to be under the common seal of the district council, but if not so sealed shall be signed by an authorised officer of the council.

Modifications etc. (not altering text)

- C32** Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)
- C33** S. 79: functions of local authority not to be responsibility of an executive of the authority (E.) (16.11.2000) by virtue of [S.I. 2000/2853](#), reg. 2(1), [Sch. 1](#) Table B3-5

^{F58}79A Persons disqualified by reason of immigration status

- (1) For the purposes of this Part of this Act a person is disqualified by reason of the person's immigration status from carrying on a licensable activity if the person is subject to immigration control and—
 - (a) the person has not been granted leave to enter or remain in the United Kingdom; or
 - (b) the person's leave to enter or remain in the United Kingdom—
 - (i) is invalid;
 - (ii) has ceased to have effect (whether by reason of curtailment, revocation, cancellation, passage of time or otherwise); or
 - (iii) is subject to a condition preventing the person from carrying on the licensable activity.
- (2) Where a person is on immigration bail within the meaning of Part 1 of Schedule 10 to the Immigration Act 2016—
 - (a) the person is to be treated for the purposes of this Part of this Act as if the person had been granted leave to enter the United Kingdom; but
 - (b) any condition as to the person's work in the United Kingdom to which the person's immigration bail is subject is to be treated for those purposes as a condition of leave.
- (3) For the purposes of this section a person is subject to immigration control if under the Immigration Act 1971 the person requires leave to enter or remain in the United Kingdom.
- (4) For the purposes of this section a person carries on a licensable activity if the person—
 - (a) drives a private hire vehicle;
 - (b) operates a private hire vehicle; or
 - (c) drives a hackney carriage.

Textual Amendments

- F58** S. 79A - S. 79B inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 28](#); [S.I. 2016/1037](#), reg. 5(i) (with reg. 6)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

79B Immigration offences and immigration penalties

- (1) In this Part of this Act “immigration offence” means—
 - (a) an offence under any of the Immigration Acts;
 - (b) an offence under section 1 of the Criminal Attempts Act 1981 of attempting to commit an offence within paragraph (a); or
 - (c) an offence under section 1 of the Criminal Law Act 1977 of conspiracy to commit an offence within paragraph (a).
- (2) In this Part of this Act “immigration penalty” means a penalty under—
 - (a) section 15 of the Immigration, Asylum and Nationality Act 2006 (“the 2006 Act”); or
 - (b) section 23 of the Immigration Act 2014 (“the 2014 Act”).
- (3) For the purposes of this Part of this Act a person to whom a penalty notice under section 15 of the 2006 Act has been given is not to be treated as having been required to pay an immigration penalty if—
 - (a) the person is excused payment by virtue of section 15(3) of that Act; or
 - (b) the penalty is cancelled by virtue of section 16 or 17 of that Act.
- (4) For the purposes of this Part of this Act a person to whom a penalty notice under section 15 of the 2006 Act has been given is not to be treated as having been required to pay an immigration penalty until such time as—
 - (a) the period for giving a notice of objection under section 16 of that Act has expired and the Secretary of State has considered any notice given within that period; and
 - (b) if a notice of objection was given within that period, the period for appealing under section 17 of that Act has expired and any appeal brought within that period has been finally determined, abandoned or withdrawn.
- (5) For the purposes of this Part of this Act a person to whom a penalty notice under section 23 of the 2014 Act has been given is not to be treated as having been required to pay an immigration penalty if—
 - (a) the person is excused payment by virtue of section 24 of that Act; or
 - (b) the penalty is cancelled by virtue of section 29 or 30 of that Act.
- (6) For the purposes of this Part of this Act a person to whom a penalty notice under section 23 of the 2014 Act has been given is not to be treated as having been required to pay an immigration penalty until such time as—
 - (a) the period for giving a notice of objection under section 29 of that Act has expired and the Secretary of State has considered any notice given within that period; and
 - (b) if a notice of objection was given within that period, the period for appealing under section 30 of that Act has expired and any appeal brought within that period has been finally determined, abandoned or withdrawn.]

Textual Amendments

F58 S. 79A - S. 79B inserted (1.12.2016) by [Immigration Act 2016 \(c. 19\)](#), s. 94(1), [Sch. 5 para. 28](#); S.I. 2016/1037, reg. 5(i) (with reg. 6)

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

80 Interpretation of Part II.

(1) In this Part of this Act, unless the subject or context otherwise requires—

“the Act of 1847” means the provisions of the ^{M5}Town Police Clauses Act 1847 with respect to hackney carriages;

“the Act of 1936” means the ^{M6}Public Health Act 1936;

^{F59}
.....

“authorised officer” means any officer of a district council authorised in writing by the council for the purposes of this Part of this Act;

“contravene” includes fail to comply;

^{F60}“controlled district” means any area for which this Part of this Act is in force by virtue of—

(a) a resolution passed by a district council under section 45 of this Act; or

(b) section 255(4) of the Greater London Authority Act 1999;]

“daily fine” means a fine for each day during which an offence continues after conviction thereof;

“the district”, in relation to a district council in whose area the provisions of this Part of this Act are in force, means—

(a) if those provisions are in force throughout the area of the council, that area; and

(b) if those provisions are in force for part only of the area of the council, that part of that area;

“driver’s badge” means, in relation to the driver of a hackney carriage, any badge issued by a district council under byelaws made under section 68 of the Act of 1847 and, in relation to the driver of a private hire vehicle, any badge issued by a district council under section 54 of this Act;

“driver’s licence” means, in relation to the driver of a hackney carriage, a licence under section 46 of the Act of 1847 and, in relation to the driver of a private hire vehicle, a licence under section 51 of this Act;

“hackney carriage” has the same meaning as in the Act of 1847;

“hackney carriage byelaws” means the byelaws for the time being in force in the controlled district in question relating to hackney carriages;

^{F61}“London cab” means a vehicle which is a hackney carriage within the meaning of the Metropolitan Public Carriage Act ^{M7}1869;]

“operate” means in the course of business to make provision for the invitation or acceptance of bookings for a private hire vehicle;

“operator’s licence” means a licence under section 55 of this Act;

“private hire vehicle” means a motor vehicle constructed or adapted to seat ^{F62}fewer than nine passengers], other than a hackney carriage or public service vehicle ^{F63}or a London cab][^{F64}or tramcar], which is provided for hire with the services of a driver for the purpose of carrying passengers;

“proprietor” includes a part-proprietor and, in relation to a vehicle which is the subject of a hiring agreement or hire-purchase agreement, means the person in possession of the vehicle under that agreement;

“public service vehicle” has the same meaning as in [^{F65}the ^{M8} Public Passenger Vehicles Act 1981];

“taximeter” means any device for calculating the fare to be charged in respect of any journey in a hackney carriage or private hire vehicle by

Changes to legislation: There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II. (See end of Document for details)

reference to the distance travelled or time elapsed since the start of the journey, or a combination of both; and

“vehicle licence” means in relation to a hackney carriage a licence under sections 37 to 45 of the Act of 1847 [^{F66}in relation to a London cab a licence under section 6 of the Metropolitan Public Carriage Act 1869]and in relation to a private hire vehicle means a licence under section 48 of this Act.

- (2) In this Part of this Act references to a licence, in connection with a controlled district, are references to a licence issued by the council whose area consists of or includes that district, and “licensed” shall be construed accordingly.
- (3) Except where the context otherwise requires, any reference in this Part of this Act to any enactment shall be construed as a reference to that enactment as applied, extended, amended or varied by, or by virtue of, any subsequent enactment including this Act.
- [^{F67}(4) In this Part of this Act, except where the context otherwise requires, references to a district council shall, in relation to Wales, be construed as references to a county council or county borough council.]

Textual Amendments

- F59** Definition repealed by [Road Traffic \(Consequential Provisions\) Act 1988 \(c. 54, SIF 107:1\)](#), ss. 3(1) (2), 5, [Sch. 1 Pt. I, Sch. 4 paras. 1, 2](#)
- F60** S. 80(1): Definition of “controlled district” substituted (13.3.2000) by [S.I. 2000/412, art. 7\(3\)](#)
- F61** Definition inserted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 173\(a\)](#)
- F62** Words substituted by [Transport Act 1980 \(c. 34, SIF 107:1\)](#), s. 43(1), [Sch. 5](#)
- F63** Words inserted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 17\(3\)\(b\)](#)
- F64** Words in s. 80(1) inserted (8.7.1996) by [Transport and Works Act 1992 \(c. 42\)](#), s. 62(3); [S.I. 1996/1609, art. 2, Sch.](#)
- F65** Words substituted by virtue of [Transport Act 1980 \(c. 34, SIF 107:1\)](#), s. 43(1), [Sch. 5](#) and [Public Passenger Vehicles Act 1981 \(c.14, SIF 107:1\)](#), s. 88(2), [Sch. 7 para. 20](#)
- F66** Words inserted by [Transport Act 1985 \(c. 67, SIF 126\)](#), s. 139(2), [Sch. 7 para. 17\(3\)\(c\)](#)
- F67** S. 80(4) substituted (7.1.1997) by [S.I. 1996/3071, art. 2, Sch. 1\(8\)](#)

Modifications etc. (not altering text)

- C32** Ss. 72-80 modified (27.11.2009) by [The Local Services \(Operation by Licensed Hire Cars\) Regulations 2009 \(S.I. 2009/2863\)](#), regs. 1, 4 Table (with reg. 3)

Marginal Citations

- M5** 1847 c. 89.
- M6** 1936 c. 49.
- M7** 1869 c.115 (107:1)
- M8** 1981 c. 14

Changes to legislation:

There are currently no known outstanding effects for the Local Government (Miscellaneous Provisions) Act 1976, Part II.

STATUTORY INSTRUMENTS

2002 No. 441

**REHABILITATION OF OFFENDERS,
ENGLAND AND WALES**

**The Rehabilitation of Offenders Act 1974
(Exceptions) (Amendment) Order 2002**

Made - - - - 28th February 2002

Coming into force in accordance with article 1(2)

The Secretary of State, in exercise of the powers conferred on him by sections 4(4), 7(4) and 10(1) of the Rehabilitation of Offenders Act 1974⁽¹⁾, hereby makes the following Order, a draft of which has been laid before and approved by resolution of each House of Parliament:

Citation, commencement and extent

1.—(1) This Order may be cited as the Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002.

(2) This Order shall come into force on the day after the day on which it is made, with the exception of articles 3(3) and 6(2) which shall come into force on the day that section 133(d) of the Police Act 1997⁽²⁾ comes into force for England and Wales.

(3) This Order extends to England and Wales only.

Amendment of the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975

2. The Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975⁽³⁾ is hereby amended in accordance with the following provisions of this Order.

Amendment of article 3

3.—(1) In article 3(a)(ii) after the word “paragraph” there shall be inserted the words “12 or”.

(2) In article 3(b) the words “the Civil Aviation Authority,” shall be deleted.

(3) After article 3(b) there shall be inserted:

(1) 1974 c. 53.

(2) 1997 c. 50.

(3) S.I. 1975/1023, amended by S.I. 1986/1249 and 2768; S.I. 1988/872; S.I. 2001/1192 and 3861; and modified by S.I. 1994/1696. It is also amended by section 39 of the Osteopaths Act 1993 (c. 21) and section 40 of the Chiropractors Act 1994 (c. 17), both of which are prospectively repealed by section 133 of the Police Act 1997 (c. 50).

- “(bb) any question asked by or on behalf of
- (i) the Civil Aviation Authority,
 - (ii) any other person authorised to provide air traffic services under section 4 or section 5 of the Transport Act 2000⁽⁴⁾ (in any case where such person is a company, an “authorised company”),
 - (iii) any company which is a subsidiary (within the meaning given by section 736(1) of the Companies Act 1985⁽⁵⁾) of an authorised company, or
 - (iv) any company of which an authorised company is a subsidiary,
- where, in the case of sub-paragraphs (iii) and (iv) of this paragraph the question is put in relation to the provision of air traffic services, and in all cases, where the question is put in order to assess, for the purpose of safeguarding national security, the suitability of the person to whom the question relates or of any other person for any office or employment where the person questioned is informed at the time the question is asked that, by virtue of this Order, spent convictions are to be disclosed for the purpose of safeguarding national security;”.

(4) After article 3(g) there shall be inserted:

- “(h) any question asked by or on behalf of the National Lottery Commission for the purpose of determining whether to grant or revoke a licence under Part I of the National Lottery etc. Act 1993⁽⁶⁾ where the question relates to an individual—
- (i) who manages the business or any part of the business carried on under the licence (or who is likely to do so if the licence is granted), or
 - (ii) for whose benefit that business is carried on (or is likely to be carried on if the licence is granted),
- and where the person to whom the question relates is informed at the time that the question is asked that, by virtue of this Order, spent convictions are to be disclosed.”.

Amendment of article 4

4. In article 4(b) after the word “paragraph” there shall be inserted the words “12 or”.

Amendment of Schedule 1

5.—(1) In Part I of Schedule 1 after paragraph 12 there shall be inserted:

- “13. Chartered psychologist.
- 14. Actuary.
- 15. Registered foreign lawyer.
- 16. Legal executive.
- 17. Receiver appointed by the Court of Protection.”.

(2) In Part II of Schedule 1—

- (a) for paragraph 2 there shall be substituted:
 - “2. The Director of Public Prosecutions and any office or employment in the Crown Prosecution Service.”;

(4) 2000 c. 38.
 (5) 1985 c. 6.
 (6) 1993 c. 39.

(b) for paragraph 12 there shall be substituted:

“**12.** Any employment or other work which is concerned with the provision of care services to vulnerable adults and which is of such a kind as to enable the holder of that employment or the person engaged in that work to have access to vulnerable adults in receipt of such services in the course of his normal duties.”;

(c) after paragraph 14 there shall be inserted:

“**15.** Any employment in the Royal Society for the Prevention of Cruelty to Animals where the person employed or working, as part of his duties, may carry out the killing of animals.

16. Any office or employment in the Serious Fraud Office.

17. Any office or employment in the National Crime Squad or the National Criminal Intelligence Service.

18. Any office or employment in Her Majesty’s Customs and Excise.

19. Any employment which is concerned with the monitoring, for the purposes of child protection, of communications by means of the internet.”.

(3) In Part III of Schedule 1—

(a) after paragraph 8 there shall be inserted:

“**9.** Taxi driver.”.

(4) In Part IV of Schedule 1—

(a) before the definition of “certified accountant” there shall be inserted:

““actuary” means a member of the Institute of Actuaries or a member or student of the Faculty of Actuaries;

“care services” means

- (i) accommodation and nursing or personal care in a care home (where “care home” has the same meaning as in the Care Standards Act 2000(7));
- (ii) personal care or nursing or support for a person to live independently in his own home;
- (iii) social care services; or
- (iv) any services provided in an establishment catering for a person with learning difficulties;”;

(b) after the definition of “chartered accountant” there shall be inserted:

““chartered psychologist” means a psychologist included in the British Psychological Society’s Register of Chartered Psychologists;”;

(c) after the definition of “judicial appointment” there shall be inserted:

““legal executive” means a fellow of the Institute of Legal Executives;”;

(d) after the definition of “registered chiropractor” there shall be inserted:

““registered foreign lawyer” has the meaning given by section 89 of the Courts and Legal Services Act 1990(8);”;

(e) the definition of “social services” shall be deleted and in its place there shall be inserted:

(7) 2000 c. 14.
(8) 1990 c. 41.

““taxi driver” means a driver of a hackney carriage vehicle who is required to be licensed by a person pursuant to section 46 of the Town Police Clauses Act 1847⁽⁹⁾ and section 59 of the Local Government (Miscellaneous Provisions) Act 1976⁽¹⁰⁾ or pursuant to section 8 of the Metropolitan Public Carriage Act 1869⁽¹¹⁾, or a driver of a private hire vehicle who is required to be licensed by a person under section 51 of the Local Government (Miscellaneous Provisions) Act 1976 or the Plymouth City Council Act 1975⁽¹²⁾”;

(f) after the definition of “teacher” there shall be inserted:

““vulnerable adult” means a person aged 18 or over who has a condition of the following type:

- (i) a substantial learning or physical disability;
- (ii) a physical or mental illness or mental disorder, chronic or otherwise, including an addiction to alcohol or drugs; or
- (iii) a significant reduction in physical or mental capacity.”

Amendment of Schedule 3

6.—(1) After paragraph 15 of Schedule 3 there shall be inserted:

“**16.** Proceedings held in respect of an application for the grant, renewal or cancellation of a licence to be a taxi driver.”

(2) At the end of Schedule 3 there shall be inserted:

“**17.** Proceedings—

- (a) before the National Lottery Commission in respect of the grant or revocation of a licence under Part I of the National Lottery etc. Act 1993; or
- (b) by way of appeal to the Secretary of State against the revocation of any such licence by the National Lottery Commission.”

Home Office
28th February 2002

Keith Bradley
Minister of State

(9) 10 & 11 Vict c.89.
(10) 1976 c. 57.
(11) 32 & 33 Vict c.115.
(12) 1975 c.xx.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975 (“the 1975 Order”).

Article 3 amends article 3 of the 1975 Order, which provides exceptions to section 4(2) of the Rehabilitation of Offenders Act 1974 (“the Act”) (questions that relate to spent convictions). It adds certain classes of air traffic workers and National Lottery Commission personnel to that exception.

Article 5 amends Schedule 1 of the 1975 Order by adding to the list of professions, offices, employments, work and occupations in relation to which exceptions from the rehabilitative provisions of the Act apply.

Added to the list in Part I of Schedule 1 are the professions of chartered psychologist, actuary, registered foreign lawyer, legal executive, and receiver appointed by the Court of Protection.

Added to the list of excepted offices, employments and work in Part II of Schedule 1 are the Crown Prosecution Service, work for the Royal Society for the Prevention of Cruelty to Animals that involves the killing of animals, the Serious Fraud Office, the National Crime Squad, the National Criminal Intelligence Service and Her Majesty’s Customs and Excise. In addition, article 5 excepts work that is concerned with the provision of care services to vulnerable adults and that is of such a kind as to enable the holder to have access to vulnerable adults in the course of his normal duties. It also excepts work that is concerned with the monitoring of internet communications for the purposes of child protection.

Taxi drivers are added to the excepted occupations contained in Part III of Schedule 1.

Article 6 amends Schedule 3 of the Order (excepted proceedings) by adding certain proceedings concerning the licencing of taxi drivers and certain proceedings relating to National Lottery licences.

This Order extends to England and Wales only.



Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022

2022 CHAPTER 14

An Act to make provision about licensing in relation to taxis and private hire vehicles for purposes relating to the safeguarding of passengers and road safety; and for connected purposes. [31st March 2022]

BE IT ENACTED by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Relevant information

1 Relevant information

- (1) In this Act “relevant information”, in relation to a person, means information indicating that the person—
- (a) has committed a sexual offence (whether or not the person was charged with, prosecuted for or convicted of the offence);
 - (b) has harassed another person;
 - (c) has caused physical or psychological harm to another person;
 - (d) has committed an offence that involves a risk of causing physical or psychological harm to another person (whether or not the person was charged with, prosecuted for or convicted of the offence);
 - (e) has committed an offence under section 165, 168 or 170 of the Equality Act 2010 (whether or not the person was charged with, prosecuted for or convicted of the offence);
 - (f) has done anything that, for the purposes of the Equality Act 2010, constitutes unlawful discrimination or victimisation against another person;
 - (g) has threatened, abused or insulted another person;
 - (h) poses a risk to road safety when driving;

- (i) may be unsuitable to hold a driver’s licence for other reasons relating to—
 - (i) the safeguarding of passengers, or
 - (ii) road safety.
- (2) A reference in [subsection \(1\)](#) to an offence includes a reference to the following offences—
 - (a) attempt to commit the offence;
 - (b) conspiracy to commit the offence;
 - (c) aiding, abetting, counselling or procuring the commission of the offence;
 - (d) incitement to commit the offence;
 - (e) an offence under Part 2 of the Serious Crimes Act 2007 in relation to the offence.
- (3) A reference in [subsection \(1\)](#) to an offence (including a reference having effect by virtue of [subsection \(2\)](#)) includes a reference to conduct that would have constituted the offence if it had been done in England and Wales.
- (4) In this section, “sexual offence” means—
 - (a) an offence under any of sections 1 to 12 and 14 to 17 of the Sexual Offences Act 1956 (rape, unlawful intercourse, indecent assault, forcible abduction etc);
 - (b) an offence under section 128 of the Mental Health Act 1959 (unlawful intercourse with person receiving treatment for mental disorder by member of hospital staff etc);
 - (c) an offence under section 1 of the Indecency with Children Act 1960 (indecent conduct towards child under 14);
 - (d) an offence under section 9 of the Theft Act 1968 of burglary with intent to rape;
 - (e) an offence under section 54 of the Criminal Law Act 1977 (incitement of child under 16 to commit incest);
 - (f) an offence under Part 1 of the Sexual Offences Act 2003;
 - (g) an offence under section 2 of the Modern Slavery Act 2015 (human trafficking) committed with a view to exploitation that consists of or includes behaviour within section 3(3) of that Act (sexual exploitation).

Licensing information database

2 Duty to record information about licensing decisions in database

- (1) This section applies where, relying wholly or in part on relevant information relating to a person, a licensing authority decides—
 - (a) to refuse the person’s application for a driver’s licence,
 - (b) to refuse the person’s application for the renewal of a driver’s licence,
 - (c) to suspend the person’s driver’s licence, or
 - (d) to revoke the person’s driver’s licence.
- (2) The licensing authority must—
 - (a) make an entry recording the decision, and the information listed in [subsection \(4\)](#), in the licensing information database,
 - (b) ensure (whether by amending, removing or reinstating it) that the entry is kept up-to-date so as to reflect any subsequent change made to the decision—

- (i) by the authority,
 - (ii) on appeal against the authority's decision, or
 - (iii) on any subsequent appeal,during the period of 11 years beginning with the day on which the entry is first made, and
 - (c) keep a record of the relevant information and the decision until the end of the period referred to in [paragraph \(b\)](#).
- (3) The reference in [subsection \(2\)\(b\)](#) to a subsequent change made to the decision includes a reference to a subsequent decision by the authority to grant a driver's licence to the person.
- (4) The information is—
- (a) the person's full name, date of birth, home address and national insurance number;
 - (b) if the person holds a licence to drive a motor vehicle granted under Part 3 of the Road Traffic Act 1988, the driver number shown on the licence;
 - (c) if the person holds a Northern Ireland driving licence, the driver number shown on the licence;
 - (d) if the person holds a Community licence, the number of the licence;
 - (e) the name of the licensing authority and details of how further information about the decision can be obtained from the authority;
 - (f) the date on which the decision was made and (if different) the date on which it takes effect;
 - (g) the date on which any subsequent change to the decision was made and (if different) the date on which it takes effect;
 - (h) if the decision is to suspend the person's driver's licence for a period, the date on which the suspension is to end;
 - (i) such other information as the Secretary of State may by regulations made by statutory instrument prescribe.
- (5) The licensing authority must—
- (a) comply with [subsection \(2\)\(a\)](#) within the period of 5 working days beginning with the day on which the licensing authority notifies the person of its decision, and
 - (b) comply with [subsection \(2\)\(b\)](#) as soon as practicable after becoming aware of the change in question.
- (6) Regulations under this section may make different provision for different purposes.
- (7) A statutory instrument containing regulations under this section is subject to annulment in pursuance of a resolution of either House of Parliament.
- (8) In this section "Community licence" and "Northern Ireland driving licence" have the meaning given by section 108(1) of the Road Traffic Act 1988.

3 Duty to search database and have regard to relevant information

- (1) Before making a decision on a person's application for, or for the renewal of, a driver's licence, a licensing authority ("the decision-making authority") must search the licensing information database for entries relating to the person.

- (2) Where any such entry was made by another licensing authority (“the recording authority”)—
 - (a) the decision-making authority must make a request in writing to the recording authority for the relevant information on which the recording authority relied when making the decision recorded in the entry, and
 - (b) the recording authority must provide the information within the period of 20 working days beginning with the day on which it receives the request.
- (3) The decision-making authority must have regard to the information when making the decision referred to in [subsection \(1\)](#).
- (4) Where, after complying with [subsection \(2\)\(b\)](#), the recording authority makes a change to the entry in order to comply with [section 2\(2\)\(b\)](#) (duty to keep entry up-to-date)—
 - (a) the recording authority must inform the decision-making authority of—
 - (i) the change, and
 - (ii) the reason for the change, and
 - (b) the decision-making authority must have regard to the information received under [paragraph \(a\)](#) when making the decision referred to in [subsection \(1\)](#) (if the decision still falls to be made).

4 The database

- (1) In this Act “licensing information database” means the database operated for the purposes of this Act—
 - (a) by a person designated by the Secretary of State, or
 - (b) where no such person is designated, by, or on behalf of, the Secretary of State.
- (2) A designation under [subsection \(1\)\(a\)](#)—
 - (a) may contain conditions to which it is subject, and
 - (b) may be varied or withdrawn by the Secretary of State.
- (3) The person operating the database must ensure that—
 - (a) every licensing authority, relevant authority and the Department for Infrastructure in Northern Ireland are, subject to [subsection \(4\)](#), able to search the database, make entries in it and amend, remove and reinstate entries that it has made,
 - (b) every entry made in the database in accordance with [section 2](#) is removed from the database at the end of the period of 11 years beginning with the day on which it is first made, and
 - (c) the information contained in the database is disclosed only for the purposes of ensuring—
 - (i) the safeguarding of passengers, and
 - (ii) road safety.
- (4) The person operating the database may charge a fee to a person specified in [subsection \(3\)\(a\)](#) in respect of the costs of the database.
- (5) A fee under [subsection \(4\)](#) may in particular be a periodic fee calculated in such manner as the person operating the database considers appropriate.

- (6) But a person designated under [subsection \(1\)\(a\)](#) may only charge fees under [subsection \(4\)](#) if the Secretary of State has agreed the level of the fees to be charged.

Concerns about drivers licensed in other areas

5 Duty to report concerns about drivers licensed in other areas

- (1) This section applies where—
- (a) an English licensing authority (“the first authority”) becomes aware of relevant information relating to a person who has driven in the first authority’s area in reliance on a driver’s licence or a relevant licence granted by another licensing authority or a relevant authority (“the second authority”),
 - (b) the information relates to the person’s conduct in the first authority’s area, and
 - (c) the first authority is satisfied that, had it granted the licence, it would have considered suspending or revoking it in reliance on the information.
- (2) The first authority must provide to the second authority—
- (a) the relevant information, and
 - (b) any other information of which it is aware which is relevant to identifying the person,
- before the end of the period of 10 working days beginning with the day on which the first authority became aware of the relevant information relating to the person’s conduct in its area.
- (3) In this section “relevant licence” means—
- (a) a licence granted by a district council in Wales under section 51 of the Local Government (Miscellaneous Provisions) Act 1976;
 - (b) a taxi driver’s licence or private hire car driver’s licence under section 13 of the Civic Government (Scotland) Act 1982.

6 Duty as regards reported concerns about drivers licensed in other areas

- (1) This section applies where an English licensing authority (“authority A”)—
- (a) receives information from another licensing authority (“authority B”) under [section 5](#) relating to a person who has driven in authority B’s area in reliance on a driver’s licence granted by authority A, or
 - (b) receives information of a similar nature from a relevant authority (“authority C”) relating to a person who has driven in authority C’s area in reliance on a driver’s licence granted by authority A.
- (2) Before the end of the period of 20 working days beginning with the date on which authority A becomes aware of the information, authority A must—
- (a) consider whether to suspend or revoke the person’s driver’s licence in reliance on—
 - (i) the information, and
 - (ii) any other information available to authority A, and
 - (b) inform authority B or authority C (as the case may be) in writing—
 - (i) whether or not it has suspended or revoked, or intends to suspend or revoke, the person’s driver’s licence, and

- (ii) the reasons for that action or intended action.

Guidance

7 **Guidance**

- (1) The Secretary of State may issue guidance to licensing authorities in connection with their functions under this Act.
- (2) The Secretary of State may revise guidance issued under [this section](#).
- (3) The Secretary of State must arrange for guidance under [this section](#), and any revision of it, to be published.
- (4) A licensing authority must have regard to guidance issued under [this section](#).

Final provisions

8 **Interpretation**

- (1) In this Act—

“driver’s licence” means a licence granted by a licensing authority under—

- (a) section 46 of the Town Police Clauses Act 1847;
- (b) section 8 of the Metropolitan Public Carriage Act 1869;
- (c) section 9 of the Plymouth City Council Act 1975 (c. xx);
- (d) section 51 of the Local Government (Miscellaneous Provisions) Act 1976;
- (e) section 13 of the Private Hire Vehicles (London) Act 1998;

“licensing authority”, except in the definition of “relevant authority”, means a public authority in England which has licensing functions under—

- (a) sections 37 to 68 of the Town Police Clauses Act 1847;
- (b) the Metropolitan Public Carriage Act 1869;
- (c) the Plymouth City Council Act 1975;
- (d) Part 2 of the Local Government (Miscellaneous Provisions) Act 1976;
- (e) section 13 of the Private Hire Vehicles (London) Act 1998;

“licensing information database” has the meaning given by [section 4](#);

“relevant authority” means—

- (a) a district council in Wales;
- (b) a licensing authority within the meaning of section 2 of the Civic Government (Scotland) Act 1982;

“relevant information” in relation to a person, has the meaning given by [section 1](#);

“working day” means any day other than—

- (a) Saturday or Sunday;
- (b) Christmas Day or Good Friday;
- (c) a day which is a bank holiday in England under the Banking and Financial Dealings Act 1971.

- (2) References in this Act to the area of a licensing authority are—

- (a) in the case of Transport for London, to Greater London;
 - (b) in any other case, to the area for which the authority acts.
- (3) References in this Act to the area of a relevant authority are to the area for which the authority acts.

9 Extent, commencement and short title

- (1) This Act extends to England and Wales only.
- (2) The following come into force on the day on which this Act is passed—
- (a) [section 1](#),
 - (b) the power of the Secretary of State to make regulations under [section 2](#),
 - (c) the powers of the Secretary of State to issue, revise and arrange for the publication of guidance under [section 7\(1\) to \(3\)](#),
 - (d) [section 8](#), and
 - (e) [this section](#).
- (3) The following come into force at the end of the period of 2 months beginning with the day on which this Act is passed—
- (a) the powers of the Secretary of State to make, vary and withdraw a designation under [section 4](#),
 - (b) [sections 5 and 6](#), and
 - (c) [section 7](#) (so far as not already in force under [subsection \(2\)](#)).
- (4) The remaining provisions of this Act come into force on such day or days as the Secretary of State may by regulations made by statutory instrument appoint.
- (5) The regulations—
- (a) may appoint different days for different purposes, and
 - (b) may make transitional, transitory or saving provision.
- (6) This Act may be cited as the Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022.



Equality Act 2010

2010 CHAPTER 15

PART 12

DISABLED PERSONS: TRANSPORT

CHAPTER 1

TAXIS, ETC.

PROSPECTIVE

160 Taxi accessibility regulations

- (1) The Secretary of State may make regulations (in this Chapter referred to as “taxi accessibility regulations”) for securing that it is possible for disabled persons—
 - (a) to get into and out of taxis in safety;
 - (b) to do so while in wheelchairs;
 - (c) to travel in taxis in safety and reasonable comfort;
 - (d) to do so while in wheelchairs.
- (2) The regulations may, in particular, require a regulated taxi to conform with provision as to—
 - (a) the size of a door opening for the use of passengers;
 - (b) the floor area of the passenger compartment;
 - (c) the amount of headroom in the passenger compartment;
 - (d) the fitting of restraining devices designed to ensure the stability of a wheelchair while the taxi is moving.
- (3) The regulations may also—

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (a) require the driver of a regulated taxi which is plying for hire, or which has been hired, to comply with provisions as to the carrying of ramps or other devices designed to facilitate the loading and unloading of wheelchairs;
 - (b) require the driver of a regulated taxi in which a disabled person is being carried while in a wheelchair to comply with provisions as to the position in which the wheelchair is to be secured.
- (4) The driver of a regulated taxi which is plying for hire or has been hired commits an offence—
- (a) by failing to comply with a requirement of the regulations, or
 - (b) if the taxi fails to conform with any provision of the regulations with which it is required to conform.
- (5) A person guilty of an offence under subsection (4) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (6) In this section—
- “passenger compartment” has such meaning as is specified in taxi accessibility regulations;
 - “regulated taxi” means a taxi to which taxi accessibility regulations are expressed to apply.

161 Control of numbers of licensed taxis: exception

- (1) This section applies if—
- (a) an application for a licence in respect of a vehicle is made under section 37 of the Town Police Clauses Act 1847,
 - (b) it is possible for a disabled person—
 - (i) to get into and out of the vehicle in safety,
 - (ii) to travel in the vehicle in safety and reasonable comfort, and
 - (iii) to do the things mentioned in sub-paragraphs (i) and (ii) while in a wheelchair of a size prescribed by the Secretary of State, and
 - (c) the proportion of taxis licensed in respect of the area to which the licence would (if granted) apply that conform to the requirement in paragraph (b) is less than the proportion that is prescribed by the Secretary of State.
- (2) Section 16 of the Transport Act 1985 (which modifies the provisions of the Town Police Clauses Act 1847 about hackney carriages to allow a licence to ply for hire to be refused in order to limit the number of licensed carriages) does not apply in relation to the vehicle; and those provisions of the Town Police Clauses Act 1847 are to have effect subject to this section.
- (3) In section 16 of the Transport Act 1985, after “shall” insert “ (subject to section 161 of the Equality Act 2010) ”.

Commencement Information

- II** S. 161 partly in force; s. 161 not in force at Royal Assent see s. 216; s. 161 in force for certain purposes at 1.10.2010 by [S.I. 2010/2317](#), [art. 2\(1\)\(12\)\(a\)](#) (with [art. 15](#))

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects for the Equality Act 2010, Chapter 1. (See end of Document for details)

PROSPECTIVE

162 Designated transport facilities

- (1) The appropriate authority may by regulations provide for the application of any taxi provision (with or without modification) to—
 - (a) vehicles used for the provision of services under a franchise agreement, or
 - (b) drivers of such vehicles.
- (2) A franchise agreement is a contract entered into by the operator of a designated transport facility for the provision, by the other party to the contract, of hire car services—
 - (a) for members of the public using any part of the facility, and
 - (b) which involve vehicles entering any part of the facility.
- (3) In this section—

“appropriate authority” means—

 - (a) in relation to transport facilities in England and Wales, the Secretary of State;
 - (b) in relation to transport facilities in Scotland, the Scottish Ministers;

“designated” means designated by order made by the appropriate authority;

“hire car” has such meaning as is prescribed by the appropriate authority;

“operator”, in relation to a transport facility, means a person who is concerned with the management or operation of the facility;

“taxi provision” means a provision of—

 - (a) this Chapter, or
 - (b) regulations made in pursuance of section 20(2A) of the Civic Government (Scotland) Act 1982,

which applies in relation to taxis or drivers of taxis;

“transport facility” means premises which form part of a port, airport, railway station or bus station.

^{F1}(4)

Textual Amendments

- F1** S. 162(4) omitted (31.12.2020) by virtue of [The Equality \(Amendment and Revocation\) \(EU Exit\) Regulations 2019 \(S.I. 2019/305\)](#), regs. 1, **5(3)**; 2020 c. 1, Sch. 5 para. 1(1)

PROSPECTIVE

163 Taxi licence conditional on compliance with taxi accessibility regulations

- (1) A licence for a taxi to ply for hire must not be granted unless the vehicle conforms with the provisions of taxi accessibility regulations with which a vehicle is required to conform if it is licensed.

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (2) Subsection (1) does not apply if a licence is in force in relation to the vehicle at any time during the period of 28 days immediately before the day on which the licence is granted.
- (3) The Secretary of State may by order provide for subsection (2) to cease to have effect on a specified date.
- (4) The power under subsection (3) may be exercised differently for different areas or localities.

PROSPECTIVE

164 Exemption from taxi accessibility regulations

- (1) The Secretary of State may by regulations provide for a relevant licensing authority to apply for an order (an “exemption order”) exempting the authority from the requirements of section 163.
- (2) Regulations under subsection (1) may, in particular, make provision requiring an authority proposing to apply for an exemption order—
 - (a) to carry out such consultation as is specified;
 - (b) to publish its proposals in the specified manner;
 - (c) before applying for the order, to consider representations made about the proposal;
 - (d) to make the application in the specified form.

In this subsection “specified” means specified in the regulations.
- (3) An authority may apply for an exemption order only if it is satisfied—
 - (a) that, having regard to the circumstances in its area, it is inappropriate for section 163 to apply, and
 - (b) that the application of that section would result in an unacceptable reduction in the number of taxis in its area.
- (4) After consulting the Disabled Persons Transport Advisory Committee and such other persons as the Secretary of State thinks appropriate, the Secretary of State may—
 - (a) make an exemption order in the terms of the application for the order;
 - (b) make an exemption order in such other terms as the Secretary of State thinks appropriate;
 - (c) refuse to make an exemption order.
- (5) The Secretary of State may by regulations make provision requiring a taxi plying for hire in an area in respect of which an exemption order is in force to conform with provisions of the regulations as to the fitting and use of swivel seats.
- (6) Regulations under subsection (5) may make provision corresponding to section 163.
- (7) In this section—

“relevant licensing authority” means an authority responsible for licensing taxis in any area of England and Wales other than the area to which the Metropolitan Public Carriage Act 1869 applies;

*Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)*

“swivel seats” has such meaning as is specified in regulations under subsection (5).

[^{F2}164A Disabled passengers: duties of drivers

- (1) This section imposes duties on the driver of a taxi or private hire vehicle which has been hired—
 - (a) by or for a disabled person, or
 - (b) by another person who wishes to be accompanied by a disabled person.
- (2) This section also imposes duties on the driver of a taxi or private hire vehicle if—
 - (a) the vehicle is being used to provide a local service (within the meaning of section 2 of the Transport Act 1985), and
 - (b) a person within subsection (1)(a) or (b) has indicated to the driver that the person wishes to travel on the service.
- (3) But this section does not impose duties on a driver in a case in which—
 - (a) the taxi or private hire vehicle is designated, and
 - (b) the disabled person is in a wheelchair.

For provision that applies in such a case, see section 165.
- (4) For the purposes of this section—
 - (a) a taxi or private hire vehicle is “designated” if it appears on a list maintained under section 167;
 - (b) “the passenger” means the disabled person concerned.
- (5) The duties are—
 - (a) to carry the passenger;
 - (b) if the passenger is in or has with them a wheelchair, to carry the wheelchair;
 - (c) if the passenger has with them any mobility aids, to carry the mobility aids;
 - (d) to take such steps as are reasonable to ensure that the passenger is carried in safety and reasonable comfort;
 - (e) to give the passenger such mobility assistance as is reasonably required;
 - (f) not to make, or propose to make, any additional charge for complying with a duty mentioned in paragraphs (a) to (e).
- (6) For the purposes of this section “mobility aids” means any item the passenger uses to assist with their mobility but does not include—
 - (a) a wheelchair, or
 - (b) an assistance dog (sections 168 and 170 make provision about the carrying of assistance dogs).
- (7) For the purposes of this section “mobility assistance” means assistance—
 - (a) to enable the passenger to get into or out of the vehicle;
 - (b) to load the passenger’s luggage, wheelchair or mobility aids into or out of the vehicle.
- (8) This section does not require the driver—
 - (a) unless the vehicle is of a description prescribed by the Secretary of State, to carry more than one wheelchair on any one journey;

*Status: This version of this chapter contains provisions that are prospective.
 Changes to legislation: There are currently no known outstanding effects
 for the Equality Act 2010, Chapter 1. (See end of Document for details)*

- (b) to carry a person in circumstances in which it would otherwise be lawful for the driver to refuse to carry the person.
- (9) The driver of a taxi or private hire vehicle commits an offence by failing to comply with a duty imposed on the driver by this section.
- (10) A person guilty of an offence under subsection (9) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (11) It is a defence for a person charged with an offence under subsection (9) in relation to the duty mentioned in subsection (5)(a) or (d) to show that at the time of the alleged offence the person could not reasonably have known that the passenger was disabled.
- (12) It is a defence for a person charged with an offence under subsection (9) in relation to the duty mentioned in subsection (5)(b) or (c) to show that at the time of the alleged offence—
 - (a) it would not have been possible for the wheelchair or mobility aids to be carried safely in the vehicle, or
 - (b) it would not otherwise have been reasonable in all the circumstances for the wheelchair or mobility aids to be carried in the vehicle.
- (13) It is a defence for a person charged with an offence under subsection (9) in relation to the duty mentioned in subsection (5)(e) to show that at the time of the alleged offence the person could not reasonably have known that the passenger required mobility assistance of the type required by the passenger.]

Textual Amendments

F2 S. 164A inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\)](#), ss. 1(2), 6(2)

165 [F3]Disabled passengers in wheelchairs: duties of drivers of designated vehicles]

- (1) This section imposes duties on the driver of a designated taxi [F4]or designated private hire vehicle] which has been hired—
 - (a) by or for a disabled person who is in a wheelchair, or
 - (b) by another person who wishes to be accompanied by a disabled person who is in a wheelchair.
- [F5(2)
- [F6(2A) This section also imposes duties on the driver of a designated taxi or designated private hire vehicle if—
 - (a) the vehicle is being used to provide a local service (within the meaning of section 2 of the Transport Act 1985), and
 - (b) a person within subsection (1)(a) or (b) has indicated to the driver that the person wishes to travel on the service.]
- (3) For the purposes of this section—
 - (a) a taxi or private hire vehicle is “designated” if it appears on a list maintained under section 167;
 - (b) “the passenger” means the disabled person concerned.

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (4) The duties are—
- (a) to carry the passenger while in the wheelchair;
 - ^{F7}(b)
 - (c) if the passenger chooses to sit in a passenger seat, to carry the wheelchair;
 - ^{F8}(ca) if the passenger has with them any mobility aids, to carry the mobility aids;]
 - (d) to take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort;
 - (e) to give the passenger such mobility assistance as is reasonably required.
 - ^{F9}(f) not to make, or propose to make, any additional charge for complying with a duty mentioned in paragraphs (a) to (e).]
- ^{F10}(4A) For the purposes of this section “mobility aids” means any item the passenger uses to assist with their mobility but does not include—
- (a) a wheelchair, or
 - (b) an assistance dog (sections 168 and 170 make provision about the carrying of assistance dogs).]
- (5) ^{F11}[For the purposes of this section “mobility assistance” means] assistance—
- (a) to enable the passenger to get into or out of the vehicle;
 - (b) if the passenger wishes to remain in the wheelchair, to enable the passenger to get into and out of the vehicle while in the wheelchair;
 - (c) to load the passenger's luggage ^{F12}[or mobility aids] into or out of the vehicle;
 - (d) if the passenger does not wish to remain in the wheelchair, to load the wheelchair into or out of the vehicle.
- (6) This section does not require the driver—
- (a) unless the vehicle is of a description prescribed by the Secretary of State, to carry more than one person in a wheelchair, or more than one wheelchair, on any one journey;
 - (b) to carry a person in circumstances in which it would otherwise be lawful for the driver to refuse to carry the person.
- (7) A driver of a designated taxi or designated private hire vehicle commits an offence by failing to comply with a duty imposed on the driver by this section.
- (8) A person guilty of an offence under subsection (7) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (9) It is a defence for a person charged with ^{F13}[an offence under subsection (7) in relation to the duty mentioned in subsection (4)(a) or (c)] to show that at the time of the alleged offence—
- (a) the vehicle conformed to the accessibility requirements which applied to it, but
 - (b) it would not have been possible for the wheelchair to be carried safely in the vehicle.
- ^{F14}(9A) It is a defence for a person charged with an offence under subsection (7) in relation to the duty mentioned in subsection (4)(ca) to show that at the time of the alleged offence—
- (a) it would not have been possible for the mobility aids to be carried safely in the vehicle, or

*Status: This version of this chapter contains provisions that are prospective.
 Changes to legislation: There are currently no known outstanding effects
 for the Equality Act 2010, Chapter 1. (See end of Document for details)*

- (b) it would not otherwise have been reasonable in all the circumstances for the mobility aids to be carried in the vehicle.]

^{F15}(10)

Textual Amendments

- F3** S. 165 heading substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(a\), 6\(2\)](#)
- F4** Words in s. 165(1) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(b\), 6\(2\)](#)
- F5** S. 165(2) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(c\), 6\(2\)](#)
- F6** S. 165(2A) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(d\), 6\(2\)](#)
- F7** S. 165(4)(b) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(e\)\(i\), 6\(2\)](#)
- F8** S. 165(4)(ca) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(e\)\(ii\), 6\(2\)](#)
- F9** S. 165(4)(f) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(e\)\(iii\), 6\(2\)](#)
- F10** S. 165(4A) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(f\), 6\(2\)](#)
- F11** Words in s. 165(5) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(g\)\(i\), 6\(2\)](#)
- F12** Words in s. 165(5)(c) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(g\)\(ii\), 6\(2\)](#)
- F13** Words in s. 165(9) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(h\), 6\(2\)](#)
- F14** S. 165(9A) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(i\), 6\(2\)](#)
- F15** S. 165(10) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 1\(3\)\(j\), 6\(2\)](#)

Commencement Information

- I2** S. 165 partly in force; s. 165 not in force at Royal Assent see s. 216; s. 165 in force for certain purposes at 1.10.2010 by [S.I. 2010/2317, art. 2\(1\)\(12\)\(b\)](#) (with art. 15)
- I3** S. 165 in force at 6.4.2017 in so far as not already in force by [S.I. 2017/107, art. 2\(a\)](#)

[^{F16}165A] **Disabled passengers: assistance to identify and find vehicle**

- (1) This section imposes duties on the driver of a private hire vehicle or pre-booked taxi where the following two conditions are met.
- (2) The first condition is that the private hire vehicle or pre-booked taxi has been hired—
 - (a) by or for a disabled person, or
 - (b) by another person who wishes to be accompanied by a disabled person.
- (3) The second condition is that the driver of the private hire vehicle or pre-booked taxi has been made aware before the start of the passenger’s journey in the vehicle that the passenger requires assistance to identify or find that vehicle.
- (4) For the purposes of this section—

*Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)*

- (a) a taxi is “pre-booked” if it has been hired otherwise than as a result of plying or standing for hire;
 - (b) “the passenger” means the disabled person concerned.
- (5) The duties are—
- (a) to take such steps as are reasonable to assist the passenger to identify and find the vehicle which has been hired;
 - (b) not to make, or propose to make, any additional charge for complying with the duty mentioned in paragraph (a).
- (6) The driver of a private hire vehicle or pre-booked taxi commits an offence by failing to comply with a duty imposed on the driver by this section.
- (7) A person guilty of an offence under subsection (6) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.]

Textual Amendments

F16 S. 165A inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\)](#), ss. 1(4), 6(2)

166 [F17Disabled passengers]: exemption certificates

- (1) A licensing authority must issue a person with a certificate exempting the person from the [F18mobility assistance duties] (an “exemption certificate”) if satisfied that it is appropriate to do so—
- (a) on medical grounds, or
 - (b) on the ground that the person's physical condition makes it impossible or unreasonably difficult for the person to comply with those duties.
- (2) An exemption certificate is valid for such period as is specified in the certificate.
- [F19(2A) For the purposes of this section “the mobility assistance duties” means—
- (a) the duty mentioned in section 164A(5)(e), and
 - (b) the duty mentioned in section 165(4)(e).]

(3) The driver of a F20... taxi is exempt from the [F21mobility assistance duties] if—

 - (a) an exemption certificate issued to the driver is in force, and
 - (b) the prescribed notice of the exemption is exhibited on the taxi in the prescribed manner.

(4) The driver of a F22... private hire vehicle is exempt from the [F23mobility assistance duties] if—

 - (a) an exemption certificate issued to the driver is in force, and
 - (b) the prescribed notice of the exemption is exhibited on the vehicle in the prescribed manner.

F24(5)

- (6) In this section and section 167 “licensing authority”, in relation to any area, means the authority responsible for licensing taxis or, as the case may be, private hire vehicles in that area.

*Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)*

Textual Amendments

- F17** Words in s. 166 heading substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(2\), 6\(2\)](#)
- F18** Words in s. 166(1) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(3\), 6\(2\)](#)
- F19** S. 166(2A) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(4\), 6\(2\)](#)
- F20** Word in s. 166(3) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(5\)\(a\), 6\(2\)](#)
- F21** Words in s. 166(3) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(5\)\(b\), 6\(2\)](#)
- F22** Word in s. 166(4) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(6\)\(a\), 6\(2\)](#)
- F23** Words in s. 166(4) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(6\)\(b\), 6\(2\)](#)
- F24** S. 166(5) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 2\(7\), 6\(2\)](#)

167 Lists of wheelchair-accessible vehicles

- (1) For the purposes of section 165, a licensing authority [^{F25}must] maintain [^{F26}and publish] a list of vehicles falling within subsection (2).
- (2) A vehicle falls within this subsection if—
 - (a) it is either a taxi or a private hire vehicle, and
 - (b) it conforms to such accessibility requirements as the licensing authority thinks fit.
- ^{F27}(3)
- ^{F28}(4)
- (5) “Accessibility requirements” are requirements for securing that it is possible for disabled persons in wheelchairs—
 - (a) to get into and out of vehicles in safety, and
 - (b) to travel in vehicles in safety and reasonable comfort,
 either staying in their wheelchairs or not (depending on which they prefer).
- (6) The Secretary of State may issue guidance to licensing authorities as to—
 - (a) the accessibility requirements which they should apply for the purposes of this section;
 - [^{F29}(aa) how a list under subsection (1) is to be maintained and published;]
 - (b) any other aspect of their functions under or by virtue of this section.
- (7) A licensing authority ^{F30}... must have regard to any guidance issued under subsection (6).

Textual Amendments

- F25** Word in s. 167(1) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(2\)\(a\), 6\(2\)](#)

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects for the Equality Act 2010, Chapter 1. (See end of Document for details)

- F26** Words in s. 167(1) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(2\)\(b\), 6\(2\)](#)
- F27** S. 167(3) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(3\), 6\(2\)](#)
- F28** S. 167(4) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(3\), 6\(2\)](#)
- F29** S. 167(6)(aa) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(4\), 6\(2\)](#)
- F30** Words in s. 167(7) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 3\(5\), 6\(2\)](#)

Commencement Information

- I4** S. 167 partly in force; s. 167 not in force at Royal Assent see s. 216; s. 167(6) wholly in force and s. 167(1)-(5)(7) in force for certain purposes at 1.10.2010 by [S.I. 2010/2317, art. 2\(1\)\(12\)\(d\)\(e\)](#) (with [art. 15](#))
- I5** S. 167(1)-(5) (7) in force at 6.4.2017 in so far as not already in force by [S.I. 2017/107, art. 2\(b\)](#)

[^{F31}167A Disabled passengers: duties of operators of private hire vehicles

- (1) The operator of a private hire vehicle commits an offence by failing or refusing to accept a booking for the vehicle if—
- (a) the booking is requested by or on behalf of a disabled person or a person who wishes to be accompanied by a disabled person, and
- (b) the reason for the failure or refusal is—
- (i) that the passenger has a disability, or
- (ii) to prevent the driver of the private hire vehicle being made subject to a duty which would otherwise be imposed on the driver by section 164A, 165 or 165A.
- (2) The operator of a private hire vehicle commits an offence by making, or proposing to make, an additional charge for the carrying out of any duty imposed on the driver of the private hire vehicle under section 164A, 165 or 165A.
- (3) A person guilty of an offence under subsection (1) or (2) is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (4) It is a defence for a person charged with an offence under subsection (1) to show that it was reasonable not to have accepted the booking due to a lack of suitable vehicles.
- (5) In this section “the passenger” means the disabled person concerned.]

Textual Amendments

- F31** [S. 167A](#) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 4, 6\(2\)](#)

168 Assistance dogs in taxis

- (1) This section imposes duties on the driver of a taxi which has been hired—
- (a) by or for a disabled person who is accompanied by an assistance dog, or

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (b) by another person who wishes to be accompanied by a disabled person with an assistance dog.
- (2) The driver must—
- (a) carry the disabled person's dog and allow it to remain with that person;
 - (b) not make [^{F32}, or propose to make,] any additional charge for doing so.
- (3) The driver of a taxi commits an offence by failing to comply with a duty imposed by this section.
- (4) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

Textual Amendments

F32 Words in s. 168(2)(b) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\)](#), ss. 5(2), 6(2)

169 Assistance dogs in taxis: exemption certificates

- (1) A licensing authority must issue a person with a certificate exempting the person from the duties imposed by section 168 (an “exemption certificate”) if satisfied that it is appropriate to do so on medical grounds.
- (2) In deciding whether to issue an exemption certificate the authority must have regard, in particular, to the physical characteristics of the taxi which the person drives or those of any kind of taxi in relation to which the person requires the certificate.
- (3) An exemption certificate is valid—
 - (a) in respect of a specified taxi or a specified kind of taxi;
 - (b) for such period as is specified in the certificate.
- (4) The driver of a taxi is exempt from the duties imposed by section 168 if—
 - (a) an exemption certificate issued to the driver is in force with respect to the taxi, and
 - (b) the prescribed notice of the exemption is exhibited on the taxi in the prescribed manner.

The power to make regulations under paragraph (b) is exercisable by the Secretary of State.
- (5) In this section “licensing authority” means—
 - (a) in relation to the area to which the Metropolitan Public Carriage Act 1869 applies, Transport for London;
 - (b) in relation to any other area in England and Wales, the authority responsible for licensing taxis in that area.

170 Assistance dogs in private hire vehicles

- (1) The operator of a private hire vehicle commits an offence by failing or refusing to accept a booking for the vehicle—
 - (a) if the booking is requested by or on behalf of a disabled person or a person who wishes to be accompanied by a disabled person, and

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects for the Equality Act 2010, Chapter 1. (See end of Document for details)

- [^{F33}(b) the reason for the failure or refusal is—
- (i) that the disabled person will be accompanied by an assistance dog, or
 - (ii) to prevent the driver of the private hire vehicle being made subject to a duty which would otherwise be imposed on the driver by this section.]
- (2) The operator [^{F34}or driver of a private hire vehicle] commits an offence by making [^{F35}, or proposing to make,] an additional charge for carrying an assistance dog which is accompanying a disabled person.
- (3) The driver of a private hire vehicle commits an offence by failing or refusing to carry out a booking accepted by the operator—
- (a) if the booking is made by or on behalf of a disabled person or a person who wishes to be accompanied by a disabled person, and
 - (b) the reason for the failure or refusal is that the disabled person is accompanied by an assistance dog.
- (4) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- (5) In this section—
- “driver” means a person who holds a licence under—
 - (a) section 13 of the Private Hire Vehicles (London) Act 1998 ^{F36} ...,
 - (b) section 51 of the Local Government (Miscellaneous Provisions) Act 1976 ^{F37} ..., or
 - (c) an equivalent provision of a local enactment;
- “licensing authority”, in relation to any area in England and Wales, means the authority responsible for licensing private hire vehicles in that area;
- ^{F38} ...
^{F38} ...

Textual Amendments

- F33** S. 170(1)(b) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(a\)](#), 6(2)
- F34** Words in s. 170(2) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(b\)\(i\)](#), 6(2)
- F35** Words in s. 170(2) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(b\)\(ii\)](#), 6(2)
- F36** Words in s. 170(5) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(c\)\(i\)](#), 6(2)
- F37** Words in s. 170(5) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(c\)\(ii\)](#), 6(2)
- F38** Words in s. 170(5) omitted (28.6.2022) by virtue of [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#) (c. 29), [ss. 5\(3\)\(c\)\(iii\)](#), 6(2)

171 Assistance dogs in private hire vehicles: exemption certificates

- (1) A licensing authority must issue a driver with a certificate exempting the driver from the offence under section 170(3) (an “exemption certificate”) if satisfied that it is appropriate to do so on medical grounds.

Status: This version of this chapter contains provisions that are prospective.
Changes to legislation: There are currently no known outstanding effects
for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (2) In deciding whether to issue an exemption certificate the authority must have regard, in particular, to the physical characteristics of the private hire vehicle which the person drives or those of any kind of private hire vehicle in relation to which the person requires the certificate.
- (3) An exemption certificate is valid—
- (a) in respect of a specified private hire vehicle or a specified kind of private hire vehicle;
 - (b) for such period as is specified in the certificate.
- (4) A driver does not commit an offence under section 170(3) if—
- (a) an exemption certificate issued to the driver is in force with respect to the private hire vehicle, and
 - (b) the prescribed notice of the exemption is exhibited on the vehicle in the prescribed manner.
- The power to make regulations under paragraph (b) is exercisable by the Secretary of State.
- (5) In this section “driver” ^[F39] and “licensing authority” have the same meaning as in section 170.

Textual Amendments

F39 Words in s. 171(5) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\), ss. 5\(4\), 6\(2\)](#)

172 Appeals

- (1) A person who is aggrieved by the refusal of a licensing authority in England and Wales to issue an exemption certificate under section 166, 169 or 171 may appeal to a magistrates' court before the end of the period of 28 days beginning with the date of the refusal.
- (2) A person who is aggrieved by the refusal of a licensing authority in Scotland to issue an exemption certificate under section 166 may appeal to the sheriff before the end of the period of 28 days beginning with the date of the refusal.
- (3) On an appeal under subsection (1) or (2), the magistrates' court or sheriff may direct the licensing authority to issue the exemption certificate to have effect for such period as is specified in the direction.
- (4) A person who is aggrieved by the decision of a licensing authority to include a vehicle on a list maintained under section 167 may appeal to a magistrates' court or, in Scotland, the sheriff before the end of the period of 28 days beginning with the date of the inclusion.

173 Interpretation

- (1) In this Chapter—
 - “accessibility requirements” has the meaning given in section 167(5);
 - “assistance dog” means—
 - (a) a dog which has been trained to guide a blind person;

Status: This version of this chapter contains provisions that are prospective.

Changes to legislation: There are currently no known outstanding effects for the Equality Act 2010, Chapter 1. (See end of Document for details)

- (b) a dog which has been trained to assist a deaf person;
- (c) a dog which has been trained by a prescribed charity to assist a disabled person who has a disability that consists of epilepsy or otherwise affects the person's mobility, manual dexterity, physical co-ordination or ability to lift, carry or otherwise move everyday objects;
- (d) a dog of a prescribed category which has been trained to assist a disabled person who has a disability (other than one falling within paragraph (c)) of a prescribed kind;
[^{F40}“operator”, in relation to a private hire vehicle—
 - (a) means a person who holds a licence under—
 - (i) section 55 of the Local Government (Miscellaneous Provisions) Act 1976,
 - (ii) section 3 of the Private Hire Vehicles (London) Act 1998, or
 - (iii) a provision of a local enactment equivalent to the provision mentioned in sub-paragraph (i) or (ii); and
 - (b) in section 167A, also includes a person who holds a licence under Part I of the Civic Government (Scotland) Act 1982 in relation to the use of premises for the carrying on of a business which consists to any extent of the taking of bookings, by any means of communication, from members of the public for the hire of a private hire car licenced under section 10 of that Act;
“private hire vehicle”—
 - (a) means a vehicle licensed under—
 - (i) section 48 of the Local Government (Miscellaneous Provisions) Act 1976,
 - (ii) section 7 of the Private Hire Vehicles (London) Act 1998, or
 - (iii) a provision of a local enactment equivalent to the provision mentioned in sub-paragraph (i) or (ii); and
 - (b) in sections 164A to 167A, also includes a private hire car licensed under section 10 of the Civic Government (Scotland) Act 1982;]
“taxi”—
 - (a) means a vehicle which is licensed under section 37 of the Town Police Clauses Act 1847 or section 6 of the Metropolitan Public Carriage Act 1869, and
 - (b) in sections 162 and [^{F41}164A] to 167, also includes a taxi licensed under section 10 of the Civic Government (Scotland) Act 1982,
but does not include a vehicle drawn by a horse or other animal;
“taxi accessibility regulations” has the meaning given by section 160(1).

- (2) A power to make regulations under paragraph (c) or (d) of the definition of “assistance dog” in subsection (1) is exercisable by the Secretary of State.

Textual Amendments

F40 Words in s. 173(1) inserted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\)](#), **ss. 5(5)(a)**, 6(2)

F41 Word in s. 173(1) substituted (28.6.2022) by [Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(c. 29\)](#), **ss. 5(5)(b)**, 6(2)

Status:

This version of this chapter contains provisions that are prospective.

Changes to legislation:

There are currently no known outstanding effects for the Equality Act 2010, Chapter 1.

APPENDIX L

SUMMARY OF TRADE CONSULTATION RESPONSES

Steve Wright MBE – Chair of the Licensed Private Hire Car Association

- Industry representative on Department for Transport (DfT) / Department for Environment, Food and Rural Affairs (DEFRA) Joint Air Quality Unit (JAQU) stakeholder group (2018 – to date)
- Advisor to HMRC and government on Taxi & Private Hire Vehicle (PHV) Tax checks (Conditionality) - ongoing
- Member, Task & Finish Group on Taxi & Private Hire Vehicle Licensing, Department for Transport (2018-19)
- Advisory Group Member, 'Taxi & Private Hire Services' Reform, Law Commission (2012-2014)
- Member Surface Transport & Rail and Underground Panels, Transport for London (2008-2016)
- London Mayor Boris Johnson appointed Board Member, Transport for London (2008-2016)
- Advisor to the Olympic Delivery Authority (2006 – 2012) on Taxi & PHV provision/management for the 2012 Olympics and Paralympic Games London
- Member & supportive stakeholder London Mayor Ken Livingstone's Safer Travel at Night (STAN) initiative (2000 – 2008)

Prior to 2000:

- Appointed and served as a board member/taxi & PHV representative of the government's Sector Skills Council - GoSkills, which developed NVQ's, BTECs and Industry Training Standards.
- As a former PHV operator my company was the first taxi-based entity to get both National Training awards and Investor in Training recognition in the UK.
- Awarded an MBE for services to Transport in London, campaigning for and successfully getting the London Private Hire Industry Licensed.

Mr Wright will be a guest speaker at the meeting to give further details on his comments below:

1. The national picture in relation to Private Hire Vehicles
 - a. Serious driver shortages.
 - b. Too many unnecessary regulatory requirements.
 - c. A lack of genuine enforcement (particularly at Street Level).
2. The impact of Covid/Uber
 - a. Uber has had a totally negative impact on the industry.
 - b. There are considerable Post-Covid Issues for the trade.
3. How we feel as a Trade Body as to how East Suffolk Council compares to other Local Authorities that you deal with in terms of its processes?

Some of the processes are appropriate, some are not necessary. For example:

 - a. there seems to be 'over the top' requirements for training and testing. Although in law (which we agree with) there are Two tiers in licensing Taxi (Hackney) and Private Hire (Minicab, chauffeur & executive and Special Educational Needs and Disability (SEND) transport, training requirements in private hire are not appropriate to all.
 - b. training for operator's directors, many of whom do not engage with the running of the business and do not need unnecessary training.
 - c. another area is driving tests/assessments.

Mike Stokell, Felixstowe Cab Co Ltd

There are two areas of Licensed vehicles for use as paid conveyances. Herein their definitions and their clear and divided laws of governance.

HACKNEY CARRIAGE VEHICLES (HCV's) - LICENSED BY LOCAL AUTHORITIES AND GOVERNED BY THE POLICE ACT of 1847. These Hackneys – legally referred to as TAXIS may ply for hire on designated TAXI RANKS which local authorities have a statutory duty to provide with sufficient spaces for the number of licensed taxis in a given town or village within their area. HCV's must be fitted with a roof light taxi sign so that they may be hailed on the street as if they were a London Black Cab. Therefore, they must also use an approved taxi meter which the local authority has the remit under legislation to set the fare tariff which must be adhered to. Hackney drivers may also use their private phones to receive bookings and may also be affiliated to Taxi companies within their authority's area, to further their business. Howsoever they receive their bookings, they are not Private Hire Bookings and they are solely governed by the Police Act.

PRIVATE HIRE VEHICLES (PHV's) - LICENSED BY LOCAL AUTHORITIES AND GOVERNED BY PART II of THE MISC. PROVISIONS OF THE LOCAL GOVERNMENT ACT 1976. A PHV, whilst carrying out the same work as an HGV, is governed in a completely different way. A PHV may only operate under the conditions set by the local authority. To operate PHV'S a company requires an OPERATORS LICENCE. All bookings must be received in advance of the journey commencing and cannot be instigated by the PHV driver, only the operating staff within the company. In this scenario, as all drivers are self-employed, HMRC regard staff as agents for the drivers and the contractual obligation is between the drivers and their customers. They are in fact the point of sale. At the time of booking the customer is advised of the cost of the journey and agreed upon using a fare structure previously agreed upon with their drivers. The LA have no legal remit to set this fare.

So far so good. Problems arise when a predominantly HCV based company also has one or two PHV drivers. These drivers are often new to the trade and require hands on experience whilst learning the knowledge to graduate to Hackney. In this case, whilst the company requires a PHOL it is outside the remit of the local authority to impose Private Hire regulations on Hackney movements. This has been accepted by Officers. Indeed, a company does NOT REQUIRE a PHOL if their fleet is 100% HCV.

Having established that Council cannot impose Private Hire conditions on Hackney Carriage operations, it must therefore be agreed that, when a booking is made for a journey, it is only A PRIVATE HIRE BOOKING if the journey is made by a PRIVATE HIRE CAR. Why does the licensing department continually attempt to impose these conditions on Hackney operations?

Whilst the oft repeated mantra from Council "We have a duty of care to protect the Travelling Public"; so particularly do we. So much so, that we insist that any PHV used within our operation is fitted with an approved and tested taxi-meter set to the current Hackney tariff set by the Licensing Authority. We do this to protect the public from being charged different amounts for the same journeys.

PRIVATE HIRE OPERATORS LICENCE (PHOL) - As has been established, a company or individual requires a PHOL to operate a PHV. This Licence, whilst open ended, has a start and finish date and must be renewed. By their own admission, Licensing may not unilaterally alter or amend with new conditions, a current Licence. This they have attempted to do on more than one occasion without legal provision to do so.

We have always complied with the conditions on our PHOL with one exception, and that is recording names. People seem to have an aversion to giving out too many details. Whilst they accept that this is necessary in Pubs, Clubs and Restaurants etc. They are often reluctant to give anything other than their address or pick up point in fact frequently responding with statements like "I'll be waiting outside" or "I will look out for you".

The latest condition to be added to a PHOL was the demand to record the fares charged for every journey whether it be by Hackney Carriage or Private Hire. This was later countermanded by Officers and restricted to just those journeys undertaken by PHV's. Coupled with information already recorded, this would enable Licensing to record the journey, the name of the passenger, the vehicle used, the driver's name, the date and time and a continuous record of his/her income. Again, by what remit do they demand all this personal information, especially the driver's income from private hire journeys, when they do not even have the legal remit to set private hire fares?

1. How and why do officers determine what should and shouldn't be added as a condition?
2. Are these decisions made with full committee or sub committee or are they officer decisions?
3. Are committee members fully aware or made aware of the legal differences between PHVs and HCVs?
4. Why does Licensing repeatedly attempt to mix the legal requirements of the two classes together despite legal judgements banning this practice? (The word Hackney Carriage appears in 1 (1); 6(e); and 6 (h) on the condition of a PRIVATE HIRE OPERATORS LICENCE. At 10 in the same conditions on a PHOL, the Council announce that any modification to a condition comes into force immediately, not on renewal as should legally be the case – why is that?)

Mark Bloom, Boomerang Travel

1 – Contact

- when picking up renewal vehicle plates, outside council offices for all of 30 seconds. Frustratingly we have to make an appointment to do this, as cannot collect from Council reception. This means we lose work, rather than being able to couple this with a job we are doing, as we are passing by, after customer has left vehicle.
- disciplinary or complaint action - considerably much better now we have an impartial enforcement officer.
- receiving postal courtesy letters to remind us when to renew our vehicle, driver and operator licences.
- part time attendance by staff in council offices as they work from home. Less staff available since amalgamating Suffolk Coastal District Council with Waveney District Council to form East Suffolk Council. Paying more for less of a service.
- No ability to contact Licensing outside weekly 9 am to 5 pm.

2 - New taxi law act

Need National legislation for taxi licensing rather than relying on the Local Government Miscellaneous Provisions Act which seems to allow local councils to have different policies (not legal policies) different from one council to another. Gives councils the ability to make up their own policies without engaging the taxi industry, only by tick box or lip service.

Should the council enforce hackney carriage vehicles to carry hay in their vehicle as it is a national bye law?

As Hackney carriage taxi would not earn a living in rural areas like ours it would be good that we could wait at the local train station to be booked. This not plying for hire.

Insurance company has all our taxi vehicles down as insured every minute of every day, without any concern expressed on how or where we transport customers. Not interested whether we have a booking for them before, during or after journeys completed. Council have the opposing view.

3 - Complaining about the Public

There is no framework for us to make a complaint about public abuse, aggression and threats. If there was, we could ban those people from using any taxi service.

Council policies are only in support of the public generally.

4 - Public feedback

Stickers we are expected to put in all our vehicles only expresses an interest in complaints and not positive feedback.

We send all reviews we have on Yell.com whether good or bad as this is the only measure on how the public think about taxi service.

Officers showed complete distain in this and even engaged council legal officer to say she was not interested in any public feedback we gave her via Yell.com.

5 - No waiting area for taxis at local train stations as we are ousted by train company car park and local council parish car park onto yellow lined roads to wait for customer greet at Saxmundham train station in particular.

Everything else seems to work well, as we are left alone to conduct our way of earning a living.

SCRUTINY COMMITTEE

ANNUAL WORK PROGRAMME 2023/24

20 July 2023

1. **Crime and Disorder Committee**
2. **Appointments to Outside Bodies (Scrutiny)**
3. **Draft Annual Work Programme 2023/24**

21 September 2023

1. **Review of Hackney Carriages and Private Hire Licences**
2. **Cabinet Member Session - The Leader, Councillor Topping**
3. **Annual Work Programme 2023/24**

19 October 2023

1. **Review of Planning Affordable Housing Requirements**
2. **Cabinet Member Session - Cabinet Member for Planning and Coastal Management, Councillor Yule**

16 November 2023

1. **Review of Housing Provision Across East Suffolk**
2. **Cabinet Member Session - The Deputy Leader and Cabinet Member for Housing, Councillor Beavan**

21 December 2023

1. **Review of Approach to Tackling Anti-Social Behaviour in East Suffolk**
2. **Cabinet Member Session - Cabinet Member for Community Health, Councillor Ninnmey**

18 January 2024

1. **Review of the Council's Budget**
2. **Cabinet Member Session - Cabinet Member for Resources and Value for Money, Councillor Langdon Morris**

22 February 2024

1. **Review of East Suffolk Council's Environmental Strategy**
2. **Cabinet Member Session - Cabinet Member for the Environment, Councillor Smith-Lyte**

21 March 2024

1. **Review of Partnership Working to Tackle Environmental Issues**
2. **Cabinet Member Session - Cabinet Member for Customer Services, ICT and Commercial Partnerships, Councillor Ashton**

18 April 2024

1. **Review of Rural Transport Services**
2. **Cabinet Member Session** - Cabinet Member for Transport and Economic Development, Councillor Hammond

16 May 2024

1. **Cabinet Member Sessions** - Cabinet Member for Energy and Climate Change, Councillor Daly and Cabinet Member for Communities, Leisure and Tourism, Councillor Graham
2. **Annual Work Programme 2024/25**