

Agenda



Penderfyniadau dirprwyedig - Aelod Cabinet dros Gynllunio Strategol, Rheoleiddio a Thai

Dyddiad: Dydd Mawrth, 12 Mawrth 2024

At: Cynghorwyr: J Clarke

Eitem	Wardiau Dan Sylw
1 <u>Diwygio'r Polisi Tacsî a Cherbydau Hurio Preifat</u> (Tudalennau 3 - 188)	All Wards

Person cyswllt: Governance Team Leader,
Ffôn:
E-bost:
Dyddiad cyhoeddi: Date Not Specified

Mae'r dudalen hon yn wag yn



Report

Cabinet Member for Strategic Planning, Regulation and Housing

Part 1

Subject Revision of Taxi and Private Hire Vehicle Policy

Purpose To advise the Cabinet Member of the results of the public consultation on the proposed policy with a request that the revised policy is approved and adopted.

Author Alastair Dearling; Licensing and Business Compliance Manager.

Ward City Wide

Summary The Department for Transport (DfT) and Welsh Government agree there is a need for a common core set of minimum standards for the taxi and private hire vehicle trade to improve public safety and standardisation. The Licensing Authority is required to review its current requirements in line with statutory Government Guidance Standards and Welsh Government's recommended Harmonisation Taxi Guidance.

Proposal To agree the new conditions and approve the revised Taxi and Private Hire Vehicle Policy as outlined within the report.

Action by Head of Environment and Public Protection

Timetable Without delay and with immediate effect.

This report was prepared after consultation with:

- Head of Environment and Public Protection
- Head of Finance
- Head of People, Policy and Transformation
- Head of Law and Standards

Signed

Background

In July 2020 the Department for Transport (DfT) published Statutory Taxi & Private Hire Vehicle Standards with the focus on protecting children and vulnerable adults.

The DfT states a preference for a common core set of minimum standards to better regulate the taxi and private hire vehicle sector.

The DfT Statutory Guidelines are required to be considered and followed in Wales even though responsibility for taxi and private hire vehicle legislation has been devolved to the Welsh Government. However, it is open to the Welsh Government to introduce legislation later which may disapply the DfT standards.

Newport City Council and all other licensing authorities in the UK will be expected to meet the minimum requirements of the DfT Statutory & Best Practice for taxi and private hire licensing or provide the DfT with an explanation as to why they have not. The statutory guidance stipulates:

“Given that the standards have been set directly to address the safeguarding of the public and the potential impact of failings in this area, the importance of thoroughly considering these standards cannot be overstated. It is not a question of box ticking; the standards must be considered rigorously and with an open mind.

Although it remains the case that licensing authorities must reach their own decisions, both on overall policies and on individual licensing matters in light of the relevant law, it may be that the Statutory Taxi and Private Hire Vehicle Standards might be drawn upon in any legal challenge to an authority’s practice, and that any failure to adhere to the standards without sufficient justification could be detrimental to the authority’s defence. In the interest of transparency, all licensing authorities should publish their consideration of the measures contained in Statutory Taxi and Private Hire Vehicle Standards, and the policies and delivery plans that stem from these. The Department has undertaken to monitor the effectiveness of the standards in achieving the protection of children and vulnerable adults (and by extension all passengers).

Clearly the Statutory Taxi and Private Hire Vehicle Standards does not purport to give a definitive statement of the law and any decisions made by a licensing authority still remain a matter for that authority”

In March 2021, the Welsh Government published the document, Harmonisation of Taxi and Private Hire Vehicle Licensing in Wales, which followed the Welsh Government’s White Paper ‘Improving Public Transport’ published in 2018. The aim of the recommendations contained in the document was to provide ‘quick fixes’ to improve the consistency of licensing standards and increase public safety across Wales. The recommendations form the basis for further development by Welsh Government into national standards. This non-statutory guidance has been produced jointly between the Welsh Government, the Welsh Local Government Association (WLGA) and representatives of local authorities across Wales via the Directors of Public Protection Wales.

Due to the overlap between the Standards and the Welsh Guidance, and the fact taxi regulation is now devolved, the Secretary of State for Transport has confirmed acceptance for Welsh Government to monitor compliance with the DfT Standards as part of their wider work with policy alignment recommendations.

Adopting the recommendations will lead to increased public safety, consistency of standards across Wales, harmonised enforcement, increased accessibility of vehicles and better standards of customer service.

It should be noted that Newport City Council’s current Hackney Carriage & Private Hire Licensing Policy already meets and addresses many of the DfT and Welsh Government best practice guidance. As such

only minor amendments are required to Newport's current policy. One key change is the adoption of the National Register for Revocation and Refusals (NR3) and medicals for drivers.

The format of the policy has also been revised to meet the "all-Wales" format approved by the Welsh Government. Once again it is hoped this will further harmonise the policy with those of our neighbouring authorities and specifically assist those within the taxi trade that work across several licensing authority areas.

Some of the matters referred to in the harmonisation document will have implications for the taxi trade. One of the significant changes proposed relates to a requirement for 6 monthly disclosure and barring checks for drivers (DBS), primarily via the DBS Update Service. A further change relates to increased criminality checks for Private Hire Operators and their staff. This will result in some minor change to the "Fit and Proper" element of the current policy.

A copy of the draft policy is attached as Appendix A of this report (the changes within the policy document are highlighted in red).

A full public consultation regarding the draft policy was conducted between the 7 July 2023 and 22 September 2023. During the consultation period a taxi meeting was held on the 12 September 2023 with the Hackney Carriage and Private Hire trade. At this meeting several requests were made by trade representatives to extend the consultation period to allow further engagement with unions and "taxi" representatives. As such the consultation period was extended until 22 October 2023 in agreement with the Cabinet Member for Strategic Planning, Regulation and Housing. The responses to the draft consultation can be found in Appendix B of this report.

Considering the consultation responses and specifically the well-attended trade meeting held on 12 September 2023 it was felt appropriate to slightly reword parts of the draft policy and remove the proposed condition regarding drivers cancelling pre-booked journeys, until such time further guidance from the Welsh Government is issued regarding this matter.

In Summary, the main proposed changes for the draft policy are:

Drivers

- Recommendation for drivers to join the DBS Update Service and a requirement to have a DBS check every 6 months. There will be no financial impact on the trade or extra administration for the drivers if they sign up to the DBS Update Service. Although, it will require the Licensing Team to check approximately 3,000 drivers each year. Currently this figure is about 500 checks per year. This will have an impact on workload of the team though will again enhance the authority ability to promote public safety.
- Minor changes have been made to the "Fit and Proper Test" in line with DfT and Welsh Government Guidance.
- Minor changes to the Driver Code of Conduct have been made in line with Welsh Government Guidance.
- Minor changes to Private Hire Driver Conditions have been made in line with the Welsh Government's Recommendations.
- A new requirement of the policy involves the need for renewal drivers to undertake revised training on safeguarding every 3 years (though should be noted no examination will take place, but simply refresher training for the licenced driver).

Vehicle

- New requirement for vehicle proprietors to have an annual DBS check and to meet "Fit and Proper Test".
- To fully adopt the Welsh Government's policy on CCTV and Video Point of Impact Systems (Dash Cams) in Hackney Carriage and Private Hire Vehicles.

- Impose the Welsh Government's recommendations for accessibility conditions on vehicle proprietors of taxis and private hire vehicles.
- Revised Environmental policy for vehicles requiring new vehicles to meet Euro 6 emission.

Operators / Vehicle Proprietors

- "Fit and Proper Test" will also apply both to operators and vehicle proprietors.
- Revised Operator Conditions in line with recommendation from the Welsh Government.

General

- To commit to reviewing Licensing Policy every 5 years in accordance with the DfT's Statutory Standards.

To amend the wording regarding the draft Environmental Policy (Euro-rating)

Considering the consultation responses and the taxi trade meeting held in September 2023, the view from the "taxi" trade was that the proposed draft environmental policy could have a significant effect on the number of wheelchair accessible vehicles. It was highlighted by the trade that in the last 7 years wheelchair accessible vehicles have decreased by an estimated 45%. As such the policy should be amended to stipulate that wheelchair accessible vehicles both Hackney Carriage and private hire vehicles would be exempt from the Euro 6 Emission Standards. The cost of purchasing wheelchair accessible vehicles can be significantly higher than the average saloon vehicle. As such it is felt appropriate not change the current Environmental Policy for Wheelchaired Accessible Hackney Carriage and Private Hires Vehicles.

Proposed Wording of Environmental Policy Pre-Consultation:

- Though not stipulated in Welsh Guidance, the Licensing Authority has also determined to revise its Environmental Policy on all licenced vehicles. All **new** vehicles licenced after the introduction of the policy (proposed to be 1 March 2024) shall meet the Euro 6 emission standard, which was introduced on 1 September 2015.

Amended Wording of Environmental Policy Post Consultation:

1. Environmental Policy

The DfT Guidance asks Licensing Authorities to consider how far their policy can and should support any local environmental policies that they may have adopted, bearing in mind the need to ensure that benefits outweigh costs.

The Council aims to ensure that Hackney Carriages and private hire vehicles assist in the suitable improvement of air quality as such the Council has adopted the following emission standards for Hackney Carriage & private hire vehicles.

- **New Hackney Carriage & Private Hire Vehicles licences** will only be granted on vehicles that meet Euro 6 Standard.
- **Transfer of Hackney Carriage & Private Hire Vehicles licences** will only be granted on vehicles that meet Euro 6 standard.
- **Replacement of Hackney Carriage & Private Hire Vehicle.** An existing vehicle licence holder (a proprietor that has held a current licence before introduction of the policy and has continued to renew this licence) may change the vehicle on that licence if the vehicle meets minimum Euro 5 standards. Vehicle licences granted after the introduction of the policy will only be granted to replace vehicles that meet Euro 6 standard.
- **New, Transfer Replacement of Hackney Carriage and Private Hire Vehicles that are Wheelchair Accessible** will be required to meet Euro 4 standard.

Euro Standard	Date the standard was introduced
Euro 2	January 1996
Euro 3	1 January 2000 until 31 December 2004
Euro 4	1 January 2005 until 31 August 2009
Euro 5	1 September 2009 until 31 August 2014
Euro 6	1 September 2014 (new approvals) September 2015 (most new registrations)

- **It is also important to note** that some vehicle manufacturers introduced the Euro Ratings to their vehicles before the due dates above, so it is possible that a vehicle could be rated as a Euro 5 before the 01/09/2009 depending on the make/model. Details of Euro ratings can be found on vehicle V5 or V5C logbook.
- All **new** vehicles being licenced after 1 January 2027 will be required to be electric or hydrogen fuelled or run on approved renewable fuel (included hybrid). This is in line Newport City Council Climate Change Plan 2022-27 Theme 4: Transport & Mobility.

To Amend the wording of CCTV Policy Post Consultation:

Although Newport City Council did not receive a formal written representation from the Welsh Government regarding the draft Taxi Licensing policy, it is known via recent correspondence that the Welsh Government has recently made minor changes to CCTV best practice guidance previously provided to all local authorities. As such the draft policy has been amended to reflect the Government best practice on CCTV this is specifically around recording audio so the policy is fully in line with the Information Commissioners Office (ICO) best practice and guidance.

To remove from the draft policy Post Consultation:

Newport City Council was proposing to introduce a new condition to private hire drivers' licences that would have meant once a driver had accepted a booking from a Private Hire Operator the driver would legally be required to undertake the booking unless there is a good reason. This was due to increased reports of customers booking a private hire vehicle via an operator, and a driver accepting the job, only for the driver to cancel the job soon after, leaving the customer without transport, causing frustration and significant safeguarding concerns.

There was strong opposition to the condition by the private hire drivers. Research indicated that the evidence and complaints regarding the issue mainly featured around one specific Private Hire Operator and that the levels of complaints had reduced considerably since the policy was first drafted. Officers accepted the views of the drivers due to the reduced problems and it is now proposed to remove the draft condition. Although the Licensing Authority may review such a condition in the future, if evidence proves this is a serious safeguarding concern or the Welsh Government provide further best practice guidance on this issue.

Conclusion

The authority is required to review its compliance with the Statutory Standards and Harmonisation Guidance and implement any required changes or publish reasons why it has decided not to do so. This report and exercise and newly drafted policy is evidence that the authority has taken on board this 'review requirement'.

Financial Summary (Capital and Revenue)

There are no direct costs or financial implications relating to consulting on the draft policy. All Licensing fees and charges are recovered on a cost recovery basis and would feature in a separate report.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Costs (Income)	0	0	0	0	
Net Costs (Savings)	0	0	0	0	
Net Impact on Budget	0	0	0	0	

Risks

Risk Title / Description	Risk Impact score of Risk if it occurs* (H/M/L)	Risk Probability of risk occurring (H/M/L)	Risk Mitigation Action(s) What is the Council doing or what has it done to avoid the risk or reduce its effect?	Risk Owner Officer(s) responsible for dealing with the risk?
Failure to Meet Statuary Guidance	H	L	It is clearly stated in the DfT guidance that if authorities fail to comply with the statutory guidance serious questions could be raised if the authority is conducting appropriate safeguarding practice. the revision of the policy will clearly mean the authority will comply with Government Guidance.	Licensing and Business Compliance Manager
Judicial review	H	L	The Licensing Authority will undertake consultation with the taxi trade, offering trade members to meet and discuss the Policies. The policy has been developed in accordance with Statuary Government Guidance and Welsh Government Guidance.	Licensing and Business Compliance Manager
Licensing Panels depart from taxi legislation/ best practice.	M	L	If the Panel wishes to depart from best practice, they must give good reason for this and obtain advice from the Legal Officer. Members training and members briefing regarding the policy.	Public Protection Services Manager

* Taking account of proposed mitigation measures

Links to Council Policies and Priorities

Ensuring that this work is completed as required will support the following Council Policies and Strategies:

The proposed revised draft policy has clear links to the aims and objectives of Newport City Council's Corporate Plan (relevant themes are "Resilient communities" "Vibrant Newport" and "Safer Newport"). The Hackney Carriage trade not only play an interregional part of public transport landscape but also the success of Night-time economy.

This proposal is line with statutory legislation and guidance that governs Hackney Carriage vehicles.

The emissions standard found within the policy is in line with the Newport City Council Climate Change Plan 2022-27.

Options Available and Considered

The Cabinet Member may decide:

- A. To continue with the existing Hackney Carriage and Private Hire "Taxi" Policy and therefore decide there is no reason to consult on the proposed new version.
- B. To agree the new version of the policy to come into force on the 1 March 2024.
- C. To consider an alternative way of amending the Policy.

Preferred Option and Why

The preferred choice is option B, to agree the new version of the policy to come into force on the 1 March 2024.

Comments of Chief Financial Officer

There are no new financial implications arising from this report. As the report states, all fees relating to licensing are set as part of a separate process.

Comments of Monitoring Officer

The Council is required to ensure that its taxi licensing policies accord with applicable statutory guidance issued from time to time. The proposals in this report accord with the objectives of the UK and Welsh governments to harmonise the conditions applying to taxi drivers and operators. It should be noted that it is open to the Welsh Government to issue separate guidance at a later date which the Council would need to implement.

Having a consistent set of standards across different local authorities will help to ensure a consistent approach to enforcement and therefore help to ensure that uniform standards are adopted across the region.

Comments of Head of People and Business Change

This report aims to advise the Cabinet Member on the proposed changes to the Taxi and Private Hire Vehicle Policy following a public consultation, and to seek their approval to adopt this amended version. The proposed revisions to the Hackney Carriage & Private Hire Licensing Conditions and Policies reflect legislative requirements including the Equality Act 2010, latest DfT Guidance on reflecting local environmental policies within licensing policies, public protection issues and the prevention of crime and disorder.

The revised policy has clear links to the Council's Corporate Plan 2022-27 vision of 'an ambitious, fairer, greener Newport for everyone', and supports its Well-being Objectives including Objective 2 (Newport's Environment and Infrastructure – A city that seeks to protect and enhance our environment whilst reducing our carbon footprint and preparing for a sustainable and digital future).

The principles of the Well-being of Future Generations (Wales) Act 2015 and its five ways of working were considered through ensuring there are clear guidelines that consider the long-term impact; putting an emphasis on prevention and safeguarding; and ensuring relevant parties (trade and public) were engaged through discussion and consultation. This was supported by the undertaking of a Fairness and Equalities Impact Assessment.

There are no staffing or HR implications arising from this report.

Comments of Non-Executive Members

Councillor Thomas:

1. p25 para 1 DBS

mentions 'basic DBS repeated annually', though earlier explains the requirement for DBS is every 6 months.

2. p34 Lost Property

'requirement to hand items into a police station'. Please confirm but I believe the police no longer take possession of lost property.

3. p80 Carriage of Assistance Animals

Could there be a requirement to inform the taxi operator when the licensed driver gains a Medical Exemption?

Response:

1. This refers to undertaking criminal record checks on those persons who wish only would hold a vehicle licence and not drive the vehicle.

Clearly the Government statutory guidance acknowledges that these licence holders are less of a risk as they are not driving members of the public around, hence why the guidance has suggest Vehicle Licence holders should only undertake a basic DBS every 12 months, currently we don't do any check on vehicle licence holders.

Clearly the proposal of doing enhanced DBS every 6 months will only apply to drivers licence who clearly have significant interactions with customers.

2. The Police do still have a little bit of involvement with lost property and will take high value items like money, cards, and phones, but we will be providing the trade the following link to assist them <https://www.gwent.police.uk/ro/report/lp/lost-or-found-property/> . Luckily most private hire operators are able to inform customers of lost property via apps ect very quickly these days. But clearly if a taxi on station picked up somebody and they left wallet with a lot of cash the Police may be able to assist, drivers don't like taking items home with them as this could be defined as theft.
3. I think your point regarding drivers informing their operators they have an exemption is a very valid point, but under the equalities Act there is no requirement, as such would you like to see this in more guidance form to Operators than policy. There may be some form legal argument due to employment law hence why it's not in legislation.

Thank you for reading the Policy in full its much appreciated and support you provide the team; I hope the above answers your questions but clearly happy to discuss with yourself and the cabinet member if required to do so.

Scrutiny Committees

No consultation with Scrutiny Committees is required.

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

Fairness and Equality Impact Assessment:

Attached as Appendix C

Wellbeing of Future Generation (Wales) Act

The sustainable development principle and 5 ways of working set out in the Wellbeing of Future Generations Act have been considered as outlined below:

- Long term: The Taxi Policy will ensure Newport has clear guidelines for taxi firms to consider the long term impact on their business. The policy is required to be reviewed regularly, the DfT standards advocate that any taxi licensing policy is reviewed every 5 years but also consider interim reviews, if there are significant issues arising in the area before that time.
- Prevention: There is an emphasis on prevention as the policy and licensing process ensures that a number of checks and safeguards are in place before a licence is granted. It places notification requirements on individuals to report matters affecting their suitability during the currency of a licence.
- Collaboration: The harmonized measures proposed in the Welsh Government guidance will ensure that there is a consistency across local authorities in Wales in relation to how licensing authorities will approach the licensing of drivers, vehicle proprietors and private hire vehicle operators. Furthermore the adoption of the measures advocated by the Department of Transport's Statutory Taxi and Private Hire Vehicle Standards dated July 2020 will be national reaching across the whole of the UK. Clearly comprehensive consultation will take place as highlighted within the report.

Involvement: As highlighted with the report discussions, engagement sessions will take place during the consultation. Consultation documents will be available in hard copy or via email. All members of the trade will be emailed regarding the consultation alongside how to contact council officers if they have any questions or queries.

Crime and Disorder Act 1998

The fundamentals of "taxi" licensing is to safeguard and protect those who are most vulnerable in society.

Consultation

The consultation for the draft policy took place between 7 July 2023 until 22 September 2023, this was extended till the 22 October 2023. It should also be noted that taxi trade were also consulted regarding the DfT and Welsh Government Best Practice that the proposed policy very much shadows.

Background Papers

Background Papers:

[Department for Transport, Taxi and Private Hire Licensing Guide: Best Practice Guide](#)

Harmonisation of Taxi and Private Hire Vehicle Licensing in Wales –

[Taxi and private hire vehicles: licensing guidance | GOV.WALES](#)

Newport City Council Current Taxi policy : <https://www.newport.gov.uk/documents/Business/Licences-and-permits/Taxi-Licensing-Policy-from-01December2017.pdf>

Dated: 12 March 2024

Appendix A Draft Amended Policy Post Consultation.

Unite the Union

Response to Newport Taxi Policy Consultation/ Proposals

This response is submitted by Unite the Union – Newport Taxi Branch.

Unite the Union is the UK and Ireland's largest trade union representing over 1 million members across all sectors of the economy including transport, manufacturing, financial services, food and agriculture, construction, energy and utilities, information technology, service industries, health, local government and the not-for-profit sector. Unite also organises in the community, enabling those who are not in employment to be part of our Union.

The below details Unite comments and responses on behalf of our members within the taxi trade of Newport City.

The responses have been collated following consultation with our members across the trade in the Newport City authority and represent views across both the hackney and private hire trade.

Page 6: Introduction

The Trade have no objection on 5 years update to policy.

Page 14: Fitness & Propriety – Group 2 medicals

Group 2 medicals must be allowed to be undertaken by any suitable qualified provider. The requirement by the authority that this be taken by the drivers' own GP is excessive and unnecessary.

The group 2 medical has a set of very specific questions in relation to an individuals fitness to hold a undertake driving as a vocation.

The costs of group 2 medicals at GP practices has risen significantly and is putting additional cost pressures on drivers during a difficult time, when the exact same process can be undertaken at independent providers at a fraction of the cost.

This also does not detract from the fact that an individuals own GP will have a responsibility to inform DVLA of any medical conditions that could impact of the individuals ability to hold a licence.

The practice of group 2 medicals being undertaken at a suitable, qualified and authorised practice is permitted across other local authorities, and we have not been made aware of any issues in relation to this.

Page 12: DBS checks

The trade regard 6 monthly DBS checks as excessive, and have concerns about increasing costs at a time when the trade is under immense pressure due to a reduction in customers and the impact of the cost of living crisis. 2

The trade objects to 6 monthly checks and believes 12 monthly checks should remain in place. With regards to the update service, we are aware that all Wales local authorities utilise Powys Council, and therefore the trade should be allowed to utilise the update service through other local authorities as required.

Page 18: Safeguarding training

The trade have no objection to safeguarding training, so long as this is funded by the council, to mandate this has to be taken at the drivers expense is unreasonable.

If the council won't fund this, or seek funding from an external source, the training should be withdrawn.

Page 24: Proprietor Fitness & Propriety

The trade do not agree with the introduction/ changes surrounding proprietor fitness and propriety, and are potentially at odds with the rehabilitation of offenders act 1974.

Page 25: Overseas Criminal Record Check

The requirement for applicants to provide evidence of a criminal record check from the country/countries visited covering the period that the applicant was overseas if they have spent 6 or more continuous months outside the United Kingdom since their tenth birthday is excessive, and even exceeds the minimum requirements needed to obtain a visa for a tier 1 applicant whereby a check only needs to be provided where you have lived for 12 months or more (whether continuous or in total), in the 10 years before your application, while aged 18 or over.

There is a large proportion of BAEM taxi drivers in Newport City, which is reflective of the diverse community that exists there, and this rule is likely to cause barriers for entry to the trade, particularly for those applicants who are refugees, for which obtaining background checks is extremely difficult.

We call on Committee to either disregard this change or implement a more reasonable solution more in line with minimum Government requirements & standards.

Page 27+: Vehicle specification (+Annexe 10 & 11) and Vehicle Emission Standards

Unite notes the local authorities aspiration to have less polluting vehicles operating within the city centre, however this must be achieved in a proportionate and sensible manner which avoids causing detriment to both the trade and the travelling public, something for which we are willing to work with Newport Council to achieve in the future.

We note with concerns aspiration around vehicles standards being accelerated, but it cannot be ignored that there is currently a shortage of affordable or suitable low emission vehicles.

There are currently no suitable or affordable fully electric WAV (wheelchair accessible vehicle) available on the market, and there are few Euro 6 options available too. Currently there are few ULEV (Ultra Low Emission Vehicles defined as having less than 75gCO₂) available, the only notable option being the London Taxi which costs in excess of £65,000.

This is likely to mean that without a suitable grant or scrappage scheme in place, a move to more environmentally friendly vehicle options in the near future is likely to be unattainable. 3

In view of these comments, with reference to all areas of policy change relating to the change to more environmentally friendly vehicles, we call on Committee to retain grandfather rights, and retain lower emission standards at Euro 5 for hackney and Wheel Chair accessible vehicles for the foreseeable future until the market for the necessary vehicles becomes more accessible, at which point the policy should be reviewed in conjunction with the Trade.

This will protect the livelihoods of the trade, but most importantly help to maintain an accessible fleet of vehicles for use by the travelling public.

Unite the Union would also point out that during regular meetings with Lee Waters MS, the aspirational deadline indicated in the white paper has now been dropped until the general market for second hand vehicles improves, with Welsh Government now looking to only bring in legislation that will allow then to mandate a deadline when the time is right.

The trade has indicated that at present a sensible timeline based on current predictions and aspiration would be to set a deadline of 2040, unless legislation is passed by Welsh Government that supersedes this.

Page 34: CCTV

The trade agrees that the use of CCTV should remain optional, and notes the specific requirements set out in annexe 18.

Page 35: Lost Property

There are frequently issues with trying to report lost property and other issues to the police, most likely due to a lack of resources.

Unite call on Newport Council to introduce a facility in house for dealing with and receiving lost property, this would provide a central point for the travelling public to enquire about lost items, and thus offer a better service for both the trade and the public.

Page 35: Signage and Livery

The trade believes the authority should lift the colour code/restrictions for the hackney trade and allow free reign to have any colour so long as the vehicle is fit for purpose. This will be particularly important when we consider the migration to more environmentally friendly vehicles as the cost is already prohibitive in the second hand market, and the trade feels that having to either identify a car of the correct colour or having to factor in respray costs could add further obstacles to upgrading vehicles.

Page 36: Card Payments

The trade believes it should be stressed that the use of card payment machines remains optional.

Page 39: Quantity Restrictions

Unite calls on Newport Council to consider introducing a cap, currently the trade is struggling to make a living with footfall on the ranks and within the city centre not recovering from several disruptive events including the removal of the rank from the bus station and disruption as a result of the Covid Pandemic.

There are currently too many taxis to be accommodated by viable ranks, and this is resulting in fines and conflict, the lack of footfall has also resulted in our members having to work longer hours over 7 days a week to try and make ends meet. 4

In order to protect the integrity of the trade and prevent further dilution of working and living standards we call on the introduction of a cap set at 150 vehicles, accompanied by an independent survey to assess unmet demand and evidence that the cap is needed.

Page 40: Taxi Ranks

We call on Newport to make it mandatory to provide sufficient, viable rank space within the city centre, this provides a better service and provision both for the trade and the travelling public. There should be annual reviews of ranks in order to address changes in habits of taxi users, and ensure that ranks are provided where needed.

Reviews should be carried out in consultation with the trade to address existing or additional ranks.

Page 79: Table of delegation

The trade believes that for speeding/ accumulation of minor speeding convictions, the level should be 9 points before a driver is called into committee.

Page 81: Medical Exemptions

The trade notes the policy on medical exemptions and wants to make clear that there needs to be clear acknowledgment of issues around carrying wheelchairs and animals etc, and where this is the case the authority should make every effort to support the individual and ensure complaints are nullified where a clear exemption is in place.

Page 93: Private Hire Driver Conditions

Updates in this section are at odds with the gig economy style business model implemented by app based ride hailing platform where drivers are generally regarded as self employed and do not have worker status. They therefore have the freedom to work for multiple operators.

Further to this they have the right to reject jobs and put the onus back on the operator to find a replacement driver to undertake a job.

Drivers already get punished by the operator if they reject a job without good reason, but the authority should not be broaching this unless they are addressing drivers directly employed by private hire firms, but generally these drivers won't reject a job as they get paid a standard hourly rate for working rather than receiving a commission for undertaking a journey.

Page 100: Seating plan & luggage compartment

Hackney vehicles must be allowed to utilise the passenger seat without the need for a camera to present, in much the same way as this is allowed in a private hire vehicle

Submission made on behalf of the Unite Union Newport Taxi branch

Please feel to contact the below Unite representatives for further information.

Branch Secretary: Imran Badat

Email: Imran.Badat@XXX

Tel: xxxxx

Regional Officer: Richard Jackson

Email: Richard.Jackson@xxxx

Tel: xxxxxxx

From: Afjol XXXXXXXXXXXXXXX >
Sent: 08 July 2023 12:27
To: NCC - Environment Licensing <Environment.Licensing@newport.gov.uk>
Subject: Re: Taxi policy Consultation

I have familiarised myself to the new policy changes for Hackney Carriage and Private Hire Licensing Policy(s) that is set to take place September 2023.

Although some changes are satisfactory there is a number of issues I would like to address (based on my opinion and on behalf of a handful of other Newport drivers).

Policy Change 1 - "It should also be noted that Newport City Council has determined to introduce a new condition to Private Hire drivers conditions that means once a driver has accepted a booking from a Private Hire Operator the driver must undertake the booking unless without good reason or the Operator determines to cancel the job. Unfortunately it seems more and more drivers are cancelling booking with no good reason this can cause significant safeguarding concerns to very vulnerable passengers." — Regarding this policy, I fully support the matter with the issue of vulnerable passengers being affected due to cancellations however as this is (obviously) an issue raised by Dragon Taxi's and other operators in the same position as Dragon Taxi's apart from Uber, it should be noted that ALL taxi drivers are self employed. Having said that, it should also be worthwhile noting that incidents may occur at any given time, due to this taxi drivers will have to cancel which may be because of family emergency etc. However, as confirmed by many taxi drivers of the Newport Borough, being self employed means we choose when we work and the time that best fits our life. Having said that, for example, if a taxi driver has been working for 4 hours and wishes to do his/hers last job before picking up their kids from school or doing errands, a small trip would be expected/ideal from the driver. But, if the trip is too far or will take too much time then the taxi driver will have to cancel.

The issue is, as taxi drivers, we don't see most of the time with Dragon Taxi's where certain jobs will take us. All we get told is the estimated pick-up location and that's it. Therefore, if the aim is to minimise cancellations and prevent vulnerable customers being affected, Newport Council should work with its Taxi Drivers to Voice their needs to Dragon Taxi's by suggesting to provide details of the drop off location on ALL trips as well as providing information that the customer is vulnerable. If Dragon Taxi's and all other similar companies can make this change, I and other Taxi Drivers are happy for the change to take place. However, if this is not possible majority of Taxi Drivers are in disagreement with this policy due to it affecting us negatively by the licensing team (Newport Council) and the operators (Dragon Taxi's etc). So, on behalf of a handful of taxi drivers and myself, we believe this should be worked both ways by getting Dragon Taxi to make the change and this change is possible because a multi-billion pound company, Uber is doing it so there is no reason for Dragon Taxi's and all other operators to not make this change. Furthermore, providing vulnerability details on the job will further help reduce cancellation.

Policy Change 2 - "Also the Policy stipulates that all new vehicles being licenced after 1st January 2027 will be required to be electric or hydrogen fuelled or run on approved renewable fuel. This is in line Newport City Council Climate Change Plan 2022-27. With regards to this change of policy majority of taxi drivers are in disagreement due to financial concerns where most will not be able to afford an electric vehicle. Please could you confirm if hybrid vehicles are satisfactory within the Climate Change Plan 2022-27? As this may be a better alternative for taxi drivers to choose from due to electric vehicles being expensive.

Newport Council should invest in Electric Charging Points for electric vehicles to recharge all over Newport within a 10-15 minute distance from one another as this will encourage many taxi drivers to make the change to electric completely (thus making the success rate for Newports Climate Change Plan higher). I believe this is really important for Newport Council to do by 2027 (giving the council time to provide charging stations over time across Newport) because not only is electric vehicles an expensive purchase, it is also a time consuming investment due to its long charge times and minimal charging stations in Newport. To conclude this point, I believe (on behalf on many taxi drivers) Newport Council should at least provide 50 - 150 charging stations across

Newport to support the people of Newport with the move to Electric Transportation but also, Taxi Drivers representing Newport Council.

I hope this reaches the team and is considered as these are the concerns of many Newport Drivers. As with concerns I have made suggestions that benefits the council, drivers and operators.

If you would like to discuss this further I am more than happy to.

From: [imfahimXXXXX](#) >
Sent: 08 July 2023 21:56
To: NCC - Environment Licensing <Environment.Licensing@newport.gov.uk>
Subject: Re: FW: Taxi policy Consultation

To NCC

In regards to some points raised in your last email..

Returning jobs.

There are lots of reasons why jobs are returned, some personal and other financial.

To follow through on a job that's been incorrectly priced is not acceptable. Some jobs with Dragon are returned 50 , 60 times. Because its been priced incorrectly. I'm not going to go to blackwood for a job that pays £12.00. Which is 50% lower than it should be.. sometimes dragon agree its been wrongly priced but there's nothing they can do because that's the price quoted.

A lot of different account jobs have discounted fares, which amounts to the same. And these jobs will also be returned by many drivers.

Jobs to far-away. Given a job 5 miles away for 3.50 no way no chance. Jobs that list there 1.8 miles away, you except but it's 2.8 miles away, as lots of systems calculate distance to jobs as the crow fly. You except a job in a postcode area. But it's behind you . Going back through traffic jam . Again return job as it will take to long to do and then isn't worth it.

Areas. Some streets/ locations drivers won't go down, due to us being targeted as taxi drivers, yellow triangles make us a target. Areas with high drug users are also a no go for a lot of drivers. Areas renown for customers doing a runner. Areas with excessively high speed bumps that kill your cars suspension.

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Environment Licensing <Environment.Licensing@newport.gov.uk>
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From: Afjol XXXX >

Sent: 08 July 2023 12:27

To: NCC - Environment Licensing <Environment.Licensing@newport.gov.uk>

Subject: Re: Taxi policy Consultation

I have familiarised myself to the new policy changes for Hackney Carriage and Private Hire Licensing Policy(s) that is set to take place September 2023.

Although some changes are satisfactory there is a number of issues I would like to address (based on my opinion and on behalf of a handful of other Newport drivers).

Policy Change 1 -“It should also be noted that Newport City Council has determined to introduce a new condition to Private Hire drivers conditions that means once a driver has accepted a booking from a Private Hire Operator the driver must undertake the booking unless without good reason or the Operator determines to cancel the job. Unfortunately it seems more and more drivers are cancelling booking with no good reason this can cause significant safeguarding concerns to very vulnerable passengers.” — Regarding this policy, I fully support the matter with the issue of vulnerable passengers being affected due to cancellations however as this is (obviously) an issue raised by Dragon Taxi’s and other operators

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I hope this reaches the team and is considered as these are the concerns of many Newport Drivers. As with concerns I have made suggestions that benefits the council, drivers and operators.

If you would like to discuss this further I am more that happy to.

Kind regards,

Sent from my iPhone

From: N A <nadiyXXXXX>
Sent: Tuesday, October 24, 2023 7:47 PM
To: NCC - Complaints <Complaints@newport.gov.uk>
Subject: disabled access vehicles

Dear Sir/Madam

I have some concerns and complaints to make around the use of disabled access vehicles for public.

My family member has recently become critically ill and they now forever in a wheelchair.

We have many appointments to attend and need a wheelchair accessible vehicle to travel to our appointments and back.

We thought it would be an easy option to book a taxi as we are not in a position to purchase such a vehicle.

I am very disappointed with Newport taxi transport and the ordeals we have encountered.

We book through Dragon Taxis all the time as we know of no other firm. The first time we needed a taxi it was booked but then the taxi did not turn up. We are not able to book these in advance at all and only upto 30 mins before we need it. We are usually told there are s number of them available and then it is booked for us but no taxi turns up, we are then told that it is upto drivers if they take the job or not even though we have made a booking. It is then too late to find a vehicle anywhere else.

One time we did manage to book one but when the driver arrived he told us to put the passenger in their seat when we clearly told them the passenger is disabled and paralysed and we have booked a wheelchair accessible taxi, he then made a big issue that he had ti get ramps out even thought it took him less than a minute. Further to this he then tried to overcharge us when we had already settled the amount with the office.

On another occasion when we could not find a taxi, we went to the taxi rank by the train station and every hackney driver refused to take us because it was a big job with ramps or they didn't have ramps.

We are going for important appointments and for brain scans and rehab treatment and we do not know how we can even get there now.

Where we have got a hackney they have charged us up to £40 for a trip and made up their own amounts.

This is distressing the family to such an extent as it is near impossible to book a wheelchair accessible taxi when needed.

We have paid for these appointments which are then non refundable.

Another example is that 1 hour before we went to the taxi rank asking for a driver as dragon had let us down, but no one wanted our custom.

My elderly father then had to walk and push the manual wheelchair to hospital and he also has heart trouble as he did not want to miss the appointment.

What are we supposed to do ?

Why is a service available when it is never accessible and why last minute are we being let down or robbed of extra money ?

Is there no control or monitoring on these vehicles ?

Every driver refuses to take us or simply charges us more than double.

The refusal to have the transport is more disturbing than the cost.

Please can you help me how I am able to get transport in newport ?

Is there any dedicated company that only works with wheelchairs with a fair policy ?

This has become such a traumatic experience just to travel to appointments.

I would be grateful if you could advise me further as there are many people in the same situation.

Kind Regards

Nadia



Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

20 October 2023

BY EMAIL: environment.licensing@newport.gov.uk

Dear Alan

RE: Newport City Council Taxi and Private Hire Vehicle Policy Consultation

Bolt is one of the UK's largest private hire vehicle operators, licensed in over 50 authorities across the UK and with over 85,000 drivers on Bolt's platform. More than 8 million passengers use our transport services every year in the UK, reducing private car use and supporting self-employment across the country.

We recognise the priorities raised in the draft licensing policy, including the role of Private Hire Vehicles in mobilising communities and Newport's local economy. Bolt is aligned with the themes raised, including the importance of safe, sustainable and accessible solutions for the cities we operate in. One of our main operating principles is to put our customers first and we were pleased to see customer experience as a key objective.

Safety is of the utmost importance to Bolt. Our platform ensures that we have safety measures in place to protect our drivers and passengers, including a 24/7 emergency safety service and complete GPS data on our drivers. We are also exploring the use of CCTV and audio recording, including the use of in-app signage for passenger visibility. We would welcome your thoughts on rolling these initiatives out.

Sustainability is a priority for Bolt and we are taking the transition to Electric Vehicles seriously. We are actively exploring incentives to support driver transition to Electric Vehicles and have successfully tested this initiative in a number of cities. We are keen to explore other incentives in collaboration with Newport City Council.

The privacy and security of our passengers is important to Bolt and we have stringent measures in place concerning the identification and mitigation of data breaches. For this reason, we are keen to adhere to the Information Commissioner's Office's guidance of reporting any breaches within 72 hours. 72 hours allows for a thorough assessment on whether a data breach has occurred, allowing Bolt to report its findings to the Council accurately.



Bolt's analysis of driver cancellations in Wales indicates that the main reasons for cancelling are related to congestion and passengers not meeting the driver at the agreed-upon location. We believe these issues can and should be addressed through collaboration between Bolt and Newport City Council, rather than penalising the drivers.

Bolt would also be interested in understanding more about the cross border enforcement protocols mentioned in the paper and what the schemes mentioned would look like.

We would be pleased to have a follow up discussion on any of the themes raised in this letter and the next steps in implementing the policy.

Best regards,

A handwritten signature in black ink, appearing to read 'MP', is positioned above the typed name.

Mayuri Pandya
Public Policy Manager
Bolt Services UK Limited

22 October 2023

**Response to Newport City Council Consultation Uber
Submitted by email to environment.licensing@newport.gov.uk**

Dear Licensing Team

We welcome the opportunity to contribute to the consultation on Newport City Council's (NCC) Taxi and Private Hire Vehicle Policy.

Our feedback on the proposed conditions is outlined below, with conditions shared for reference followed by the respective feedback thereafter.

Closed Circuit Television Cameras (CCTV)

We support steps to raise safety standards across the industry. We recognise that there can be safety benefits to installing CCTV. Experience from Uber's global business shows that CCTV can have safety benefits and better investigative outcomes are achieved where CCTV footage is available when complaints are made.

CCTV installation is not a straightforward question from a privacy and data protection perspective, and we would expect NCC to comply with its GDPR obligations and the ICO's guidelines on CCTV and video surveillance should it become mandatory in the future. It is also important to ensure CCTV requirements are affordable to drivers.

It is not clear within this guidance who would be the data controller, and whether NCC would take on this responsibility. However, it would be beneficial for any relevant video footage to be made available to Uber, as this would assist us in investigating safety complaint incidents.

Card Payments

The guidance states that *"Card Payments made under the provision of Private Hire Operators Apps systems can also utilised by a passenger. It should be noted if a Private Hire Operator offers such systems, it will be down to the Passenger not the driver if they wish to use cash, app or card payment system."*

Uber's business model does not enable cash payments and only card payments are permitted as a form of payment at this time. There is currently no option for a cash payment for trips taken using the Uber application.

This part of the guidance would need to be amended to enable operators to determine which forms of payments they accept.

Overseas Criminal Records

We support the principle that licensing authorities must have a clear view of a driver's background in order to properly assess risk and inform their decision-making process before issuing a private hire driver's licence.

We agree that Certificates of Good Conduct (CoGC) are an important source of information when considering the background of prospective private hire drivers who have lived outside the UK. However, we have significant concerns about NCC's guidance requiring a CoGC for any period of six or more months spent outside the UK (including vacations) since the applicant was 10. This goes further than the vast majority of licensing authorities have in their interpretation of DfT's standards. In practice, NCC may find this proves unworkable, as well as having a disproportionate impact on drivers' access to work.

Through direct conversations with drivers at our Green Light Hub in London, we know they currently find the process of obtaining a CoGC confusing and time-consuming. It places an unreasonable burden, and potentially financial costs, on both new and existing drivers; and in some cases, it appears that the requirement may be unachievable. The DfT's website¹ notes that some countries won't issue CoGCs for a period of less than twelve months and some, including Saudi Arabia, Iran and Iraq, won't issue them at all. The process can also vary significantly between countries. Taking Pakistan as an example, applicants for a CoGC may – amongst other requirements – need to submit fingerprints at police stations, and it takes 4-7 months for checks to be conducted and certificates to be issued, with no fast-track system in place.

Importantly, in some cases, to obtain a CoGC drivers are required to surrender original documentation, such as passports or birth certificates, for significant periods when they may

otherwise need them, for example to progress claims for Government support services within the UK.

As a consequence, the requirement poses a major barrier for many private hire drivers to start, or continue, earning. This also has the potential to disproportionately impact PHV drivers from ethnic minority groups. If NCC does decide to implement this standard as proposed in the consultation, further clarity will be needed for drivers to make it viable.

¹ <https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

Cross Border Enforcement

Should cross border enforcement policies be considered in the future, we would encourage NCC to consult with the industry, as opposed to the onus being solely on Uber to monitor NCC's website for this information.

Driver Onboarding Training

We welcome NCC mandating safeguarding and disability training for all drivers and already offer these to drivers who use the Uber platform.

Additionally we have implemented training for vulnerable passengers and would encourage NCC to also mandate this level of training across the industry.

Cancellations

The guidance indicates that drivers cannot cancel trips unless there is a "reasonable excuse", which would include: *"the behaviour of prospective passenger including a passenger who is abusive, racist, sexist, foul mouthed, threatening or extremely heavily intoxicated, this is also extended to customers refusing to stop smoking or eating/drinking or have been sick over themselves or soiled themselves in other ways. Or where there were legitimate concerns that the passenger might damage the vehicle."*

Fundamentally, drivers should have the freedom to drive when and wherever they wish and choose which jobs they accept. This is something drivers continually tell us they value about working in the on-demand economy.

This flexibility should include the ability to use multiple apps at a time, including being free from any requirements to display operator-specific livery which impedes this ability, and cancel trips. This creates a more dynamic, flexible supply of vehicles which in turn benefits the travelling public. While we recognise the strength of feeling with regard to cancelled trips, both from the perspective of customers and licensing authorities, it is important to note that the vast majority of trips that are accepted by drivers are fulfilled. We believe that the impact of cancelled trips has become conflated with the legitimate right of drivers to use multiple apps at once. Trips can be cancelled, by either drivers or riders, for a variety of reasons – including safety concerns, for example a dispute or altercation between driver and a rider, or because of personal circumstances.

Lost Property

We would like to recommend that a driver should not return items to a police station, as it has been agreed across England and Wales that police stations no longer accept lost items (with some minor exceptions such as passports, illegal items etc). More information via <https://notlost.com/blog-police-absolving-responsibility-for-lost-property/>

We receive messages regularly from drivers who try to return lost items to police stations and get turned away. We should not be directing drivers to police stations with lost property that will be turned away. This is a bad experience for drivers, riders and may be considered a waste of police time.

Our preference will be for lost property to be returned to the rider by the driver, in instances where for whatever practical reason this is not possible, lost property should be returned to an Uber office where it can be stored securely. Riders can then make arrangements to collect their lost property on their own or have it posted back to them.

Uber is licensed by nearly 60 licensing authorities, all of which except NCC allow drivers to return lost property directly to riders or to an Uber office where it can be collected by the rider.

Ride Sharing/ Car Pooling

At Uber, we are committed to providing a platform where riders can request accessible and inclusive transportation services. As a starting point, we do not request or collect gender data from our riders when they sign up to the app, to ensure that our platform remains free from biases and respects the privacy of all passengers.

The proposed gender-based ride sharing condition may be contradictory to equality rights and potentially discriminatory in nature. While the intention behind such a condition may be to provide passengers with choices, it may inadvertently lead to segregation and unequal treatment based on gender. It is important to consider that transportation services should be accessible and available to everyone, regardless of gender, race, or any other protected characteristic.

Moreover, implementing such a condition would create practical challenges for Uber's operations. Our system is designed to match riders with compatible routes and schedules, with a focus on efficiency, convenience, and environmental sustainability. Introducing a gender-based option could disrupt this efficiency, making it more challenging to provide reliable and timely transportation services to all passengers.

Insurance

The guidance states that *"Operators must ensure that where a vehicle is covered under a fleet insurance policy, drivers are aware of the content of the policy, including its limitations and exclusions. The operator must keep a record, signed by the driver, within each individual's record file when this has been completed. A copy of any individual's records must be produced, on request, to any authorised officer of the Licensing Authority."*

Whilst the operator should be required to ensure the driver has valid insurance to take private hire trips, it is the driver's responsibility to organise their own insurance policies and as such understand the limitations and exclusions. It is not the responsibility of the operator to record the driver's understanding of their own insurance.

Disclosure & Barring Service Checks (DBS)

Due to the size of our business, all of our DBS checks are undertaken by an external provider by the name of Accurate who specialise in employee screening. We store the record of completion containing the date of role commencement, date of checking certificate and date the person ceased to perform the role.

I welcome the opportunity to discuss this feedback in more detail. Should you have any questions, please do not hesitate to contact me via email or phone call.

Yours sincerely

Matthew Freckelton

Head of Cities, UK
Uber

Appendix C Fairness and Equality Impact Assessment

Mae'r dudalen hon yn wag yn

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)?
	Will the gap between those with more, and those with less be reduced?
	Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority?
	Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?
Inclusion	Will the voices of all those affected by your decision be heard?
	Are people able to participate in and shape a service, as well as receiving it?
	Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently?
	How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA	Alastair Dearling
Role of person completing the FEIA	Licensing Manager
Date of completion	15/09/2022
Head of Service who has approved this FEIA	Silver Gonzalez-Lopez

Tudalen 32

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff.
- Efficiency or saving proposals.
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services.
- New project proposals affecting staff, communities or access to the built environment.
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services.

Other please explain in the box below:

Minor Changes to Newport City Council Hackney Carriage (taxi) & Private Hire Vehicles, Drivers & Operators Policy

2. Please describe the overall aims, objectives and intended outcomes of your decision.

Revision of Hackney Carriage (Taxi) & Private Hire Vehicles, Drivers & Operators Policy

The Department of Transport (DfT) and Welsh Government agree there is a need for common core of minimum standards for the taxi and private hire. Vehicle sector in order to improve public safety and standardisation. The Licensing Authority is required to review its current requirements in line. With statutory Government Guidance standards and also Welsh Government's recommended harmonisation "Taxi" guidance.

Although it still remains the case that licensing authorities must reach their own decisions, both on overall policies and on individual licensing matters in light of the relevant law, it may be that the Statutory Taxi and Private Hire Vehicle Standards might be drawn upon in any legal challenge. to an authority's practice, and that any failure to adhere to the standards without sufficient justification could be detrimental to the authority's defence.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

- Hackney Carriage / Private hire Drivers
- Hackney Carriage / Private hire Proprietors
- Private Hire Operator
- Members of the Public who use Hackney Carriage Vehicles and Private Hire Vehicles
- Newport Passenger Transport team, Gwent Police, Newport Highways Department.
- A Month consultation will take place in accordance with the Local Government (Miscellaneous Provisions) Act 1976.

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

During the consultation period the Licensing Authority will meet formally with the Licence trade to not only explain the proposed draft policy but also seek their views. Though as highlighted within the Cabinet members report trade consultation has already been taken place by Westminster and Welsh Government, as such much of trade will be aware of proposed changes.

Clearly the purpose of the Cabinet Member Report is to seek approval to go out for full consultation with all members of the "taxi" trade and members of the public and relevant authorities.

2. What do you know about the views or experiences of people who may be affected by your decision?

Clearly the purpose of the report is to go out for formal consultation to gain those views.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council's [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010 and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups. Promote community cohesion. Help eliminate unlawful discrimination/ harassment/ victimisation.
	Positive	Negative	Neither	
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that this proposal will affect persons who share this protected characteristic.
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>The taxi policy will retain its requirements for drivers to support people with disabilities when transport is required, but drivers will receive more frequent training including disability training. The Policy regarding Hackney Carriage being wheelchair accessible remain.</i>
Gender Reassignment/ Transgender	<input type="checkbox"/>	<input type="checkbox"/>	X	There is no evidence that this proposal will impact on persons who share this protected characteristic.

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups. Promote community cohesion. Help eliminate unlawful discrimination/ harassment/ victimisation.
	Positive	Negative	Neither	
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>There is no evidence that this proposal will impact on persons who share this protected characteristic.</i>
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that this proposal will impact on persons who share this protected characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	“There is no evidence that this proposal will impact on persons who share this protected characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that this proposal will impact on persons who share this protected characteristic.
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that this proposal will impact on persons who share this protected characteristic.
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that this proposal will impact on persons who share this protected characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).




	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>There is no evidence that this proposal will impact on persons who share this protected characteristic. All statutory public notices, consultation will be published bilingually.</i>



1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

The Consolation will be both in Welsh and English.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

<p>Long term</p> 	<p><i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i></p>	<p>The Taxi Policy will ensure Newport City Council has clear guidelines for taxi firms to consider the long-term impact on their business. The policy is required to be reviewed regularly, the DfT standards advocate that any taxi licensing policy is reviewed every 5 years but also consider interim reviews, if there are significant issues arising in the area before that time.</p>
<p>Prevention</p> 	<p><i>Putting resources into preventing problems occurring or getting worse</i></p>	<p>There is an emphasis on prevention as the policy and licensing process ensures that a number of checks and safeguards are in place before a licence is granted. It places notification requirements on individuals to report matters affecting their suitability during the currency of a licence.</p> <p>Newport City Council will continue to support, listen and work with the interested parties, travelling public and Taxi trade</p>
<p>Integration</p> 	<p><i>Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i></p>	<p>To provide consistency for bodies and individuals who work within the Hackney Carriage trade.</p>

<p>Collaboration</p> 	<p><i>Working together to deliver objectives.</i></p>	<p>The harmonized measures proposed in the Welsh Government guidance will ensure that there is a consistency across local authorities in Wales in relation to how licensing authorities will approach the licensing of drivers, vehicle proprietors and private hire vehicle operators. Furthermore, the adoption of the measures advocated by the Department of Transport's Statutory Taxi and Private Hire Vehicle Standards dated July 2020 will be national reaching across the whole of the UK.</p>
<p>Involvement</p> 	<p><i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i></p>	<p>As above via Discussions, Engagement sessions and consultation.</p>

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A 'strategic decision' is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine 'day to day' decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality, and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

There is no evidence that shows that this proposal will have a negative impact upon a specific geographical area of Newport.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future.
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)

- Socio-economic Background – for example, parents’ education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact		Positive Impact	
N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate
N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions							
Education: The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society							
Work: The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation							
Living Standards: The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.							
Justice, Personal Security and Community Safety: The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law							
Health: The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life							
Participation: The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself							
Groups	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty.							
Low-income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							

Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							
People living in low quality housing or in Houses of Multiple Occupation							

1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

Tudalen 45

Once your FEIA is complete, please forward to ncequality@newport.gov.uk.

Mae'r dudalen hon yn wag yn

Newport City Council Taxi and Private Hire Vehicle Policy

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Introduction

Taxi and PHVs are a vital form of public transport. They deliver a practical direct transport solution and provide an essential service to; people living in rural communities where other forms of public transport may be insufficient, the night-time economy, passengers with disabilities, and have an important role in facilitating social inclusion.

It is important that hackney carriage and private hire vehicles meet regulatory standards and are able to convey passengers safely and comfortably, ensuring that the customer experience is a positive one.

This policy and related procedures will advise applicants of the standards and requirements that must be met and guide the Council in the way it carries out its licensing functions. **This policy will be reviewed every 5 years but may be subject to interim reviews should the need arise.**

Application of the Policy:

Newport City Council is the Licensing Authority under the Local Government Miscellaneous Provisions Act 1976 (as amended) and the Town and Police Clauses Act 1847. It has the duty to carry out its licensing functions in respect of:

- Hackney Carriage Vehicle Licences
- Hackney Carriage Drivers Licences
- Private Hire Vehicle Licences
- Private Hire Drivers Licences
- Private Hire Operator Licences

This Policy will apply to the licence types listed above. Throughout this Policy any reference to the following general terms means:

- 'driver' - refers to a hackney carriage or private hire driver
- 'vehicle' –refers to a hackney carriage or private hire vehicle
- 'taxi' -refers to a hackney carriage
- 'PHV' refers to a private hire vehicle
- 'operator' –refers to a private hire operator
- 'proprietor' –refers to owner of a hackney carriage or private hire vehicle
- 'Licence holder' refers to the holder of a hackney carriage/private hire drivers' licence, a hackney carriage or private hire vehicle licence, or a private hire operator's licence.
- 'The council' means Newport City Council

- 'Authorised Council Officer' means any officer of the Council authorised under the Council's Scheme of Delegation as contained in the Constitution
- Licence plate' or 'the 'plate' means the vehicle licence plate issued to all vehicles and required to be displayed externally at the rear of all licensed vehicles, except if the vehicle is exempt
- The Committee' means the Licensing Committee / Licensing Sub Committee of the Council

In undertaking its licensing function, the Licensing Authority will have regard to the following legislation:

- Town and Police Clauses Act 1847
- Local Government (Miscellaneous Provisions) Act 1976,
- Transport Act 1985
- Environmental Protection Act 1990
- Health Act 2006
- The Smoke-free (Premises and Enforcement) Regulations
- The Smoke-free (Vehicle Operators and Penalty Notices) Regulations 2007
- The Equality Act 2010 & The Taxis and Private Hire Vehicles (Disabled Persons) Act 2022
- Crime and Disorder Act 1998
- Data Protection Act 2018
- Immigration Act 2016
- Human Rights Act 1998
- The Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002
- Wellbeing of Future Generations (Wales) Act 2015

Consideration has been given to other relevant legislation and guidance, including:

- Guidance on the Rehabilitation of Offenders Act 1974 (March 2014)
- Disclosure and Barring Service (DBS)
- Guidance on Eligibility Regulators Code 2014
- The Department for Transport "Taxi and Private Hire Vehicle Licensing Best Practice Guidance" (March 2010)
- The Department for Transport "Statutory Taxi and Private Hire Standards" July 2020
- Welsh Government – "Taxi and private hire vehicles: Licensing Guidance" March 2021

Policy Aims & Objectives

The overall aim of hackney carriage and private hire licensing is to protect the public and promote public safety.

Taxi and PHV licensing are a devolved function in Wales. In the Welsh Government: "[Taxi and private hire vehicles: Licensing Guidance](#)", Welsh Government has the following aim as part of their vision statement:

'Our aim is to update Wales's taxi and Private Hire Vehicle licensing system to make it fit for a modern Wales. We want to create one consistent standard applied across Wales that promotes safety, contributes to a cleaner environment, improves the customer experience, and is accessible by all.

Newport City Council agrees with this vision and will work towards the aim and the following four objectives:

- **Safety** – Operators, vehicles and drivers will be safe and suitable for licensing
- **Environment** – licensed vehicles should contribute to targets for a cleaner environment
- **Equality** – All passengers should have access to a suitable vehicle. Driver and operators should provide a service that fits customer needs
- **Customer Experience** – All customer should experience a good standard of taxi/PHV service.

In promoting these licensing aims and objectives, the Council will expect to see licence holders and applicants continuously demonstrate that they meet or exceed the standards set by the Council as set out in this policy.

Licensing process and delegation of functions

The Council's Constitution details who is responsible for making decisions on matters relating to taxi licensing.

The Council operates a scheme of delegation where certain powers are delegated to Authorised Officers and Elected Members who sit on the Licensing Committee/ Licensing Sub Committee. A copy of the Constitution which contains the scheme of delegation is available on the Council's website or upon request. A table of delegation regarding if an applicant or Licence holder is "fit and proper" can be found in Annexe 2.

Departure from Policy

In exercising its discretion in carrying out its functions, the Licensing Authority will have regard to this Policy and the objectives set out therein.

Where it is necessary for the Licensing Authority to depart significantly from this Policy, clear and substantive reasons for doing so will be given including any statutory guidance issued by the government.

Licence Fees

Licence fees will be set in order for the Licensing Authority to recover the costs associated with the administration, issue and enforcement of each licensing regime, so far as is permissible by statute. The fees will be reviewed periodically, and any surplus or deficit will be taken into account the next time the fees are set.

The current licence fees can be viewed on the Council's website

www.newport.gov.uk/taxis

Hackney Carriage and Private Hire Driver Licences

Licence requirements

Any person who drives a hackney carriage or private hire vehicle must hold the appropriate licence.

Hackney carriage vehicle driver's licences are issued in accordance with section 46 of the Town Police Clauses Act 1847.

Private hire vehicle driver's licences are issued in accordance with section 51 of the Local Government (Miscellaneous Provisions) Act 1976.

Newport City Council will issue a "Dual Licence" to all Hackney Carriage drivers what in principle is a Hackney Carriage & Private Hire Drivers Licence allowing them to legally drive both Newport City Council Hackney Carriage & Private Hire Vehicles.

Any reference to 'driver's licence' in this section will refer to both hackney carriage and private hire driver's licences.

The Licensing Authority will issue a driver's licence to applicants that are considered to be 'fit and proper to hold a licence, and this will permit the driving of both hackney carriage and private hire vehicles.

Licence Duration

Driver licences will be granted for a period of 3 years; however, the Licensing Authority does have the discretion to issue a licence for a shorter duration when it is considered to be appropriate in the circumstances of the individual case, or at the request of the applicant.

Application Process

The application procedure and guidance for obtaining a hackney carriage/private hire driver's licence is detailed in **Annex 1**.

Fitness and Propriety

The purpose of the following pre-requisites of licensing is to assist the Licensing Authority in determining whether an applicant/driver is a 'fit and proper' person to hold a licence, or to continue to hold a licence.

In the absence of a legal definition of 'fit and proper' the Licensing Authority will use the following test:

Without any prejudice, and based on the information before them, would the Officer charged with the ability to grant a licence allow their son or daughter, spouse or partner, mother or father, grandson or granddaughter, or any other person for whom they care, to get into a licensed vehicle with the applicant alone at any time of day or night.

In order to further assist in understanding the interpretation of this definition, the Licensing Authority will be considering issues that assist them in determining whether or not applicants are safe drivers with good driving records, are mentally and physically fit, are honest, and that they are persons who would not take advantage of their position to abuse, assault or defraud members of the public.

When assessing the fitness of an applicant to hold a driver's licence, the Licensing Authority will consider the applicants criminal history as a whole, together with all other relevant evidence, information and intelligence including their history (e.g. complaints and commendations from the public, compliance with licence conditions and willingness to co-operate with licensing officers) whilst holding a licence from the Licensing Authority or any other authority. Particular attention will be given to patterns of behaviour, irrespective of the timescale over which they have occurred, both in terms of proven criminal offences and other behaviour/conduct that may indicate the safety and welfare of the public may be at risk from the applicant.

It must also be recognised that the Licensing Authority will consider all criminal history, behavior and conduct irrespective of whether the specific history, behavior or conduct occurred whilst applicants were directly engaged in hackney carriage or private hire licensed work at the time or whether they occurred during the applicants own personal time. The Licensing Authority considers a person or individual who has a propensity to commit offences and/or demonstrate unacceptable conduct whilst not engaged in hackney carriage or private hire work to be equally as serious as offences and/or unacceptable conduct committed whilst engaged in hackney carriage or private hire work.

The Licensing Authority takes into account significantly those drivers may carry vulnerable members of the public such as elderly persons, unaccompanied children, disabled persons, lone women, foreign visitors and persons who are incapacitated from alcohol or other substances.

In order to assess the suitability of applicants and licence holders the licensing authority will have regard to the Institute of Licensing's '*Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades*' April 2018.

The guidance is detailed in **Annex 2**, alongside Council Table of Delegation.

DBS check

In order to satisfy the authority that they are a 'fit and proper' person, all applicants for the role of hackney carriage or private hire vehicle (PHV) driver will undergo an Enhanced Disclosure and Barring Service (DBS) check, which includes a check of the children and adult barred lists. For licensed drivers this check will be repeated every 6 months by the Licensing Authority using DBS Update Service.

All applicants/licence holders must either sign up to the DBS Update Service (this is strongly recommended) and maintain their subscription for the duration of their licence. The licence holder must give permission for the Licensing Authority to undertake checks of their DBS status. Failure to provide DBS information every 6 months will result in the Licence Authority suspending a driver licence until such time the information is provided or is accessed.

Drivers wishing to submit a DBS every six months rather than use the "DBS update service" will be required to take personal responsibility to make appointment with the Licensing Authority no later than 4 weeks before the 6 months DBS check is due (Once again the Licensing Authority strongly recommends that drivers sign up to the DBS update service) Failure to make the appointment will result in Drivers Licence being suspended until such time a DBS is completed and returned to the Authority by the DBS. As such the Licensing Authority strongly advise drivers to use the "DBS Update Service."

The Council is an approved Disclosure & Barring Service body. Therefore, applicants can apply for a DBS (CRB) check through the Council. It should be noted that the Authority will not facilitate portability of DBS checks from one Public Body to another.

Drivers that fail to keep up-to-date payments of the DBS update service, will be suspended till such time a DBS is supplied to the Licensing Authority.

Disclosure and Barring Service certificates will only be accepted if the disclosure is dated within one calendar month prior to the application. To assist in assessing the suitability of applicants and licence holders the licensing authority will have regard to

the Institute of Licensing's '[Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades](#)' April 2018.

It should be noted that individuals that appear on either barred list will routinely have their application refused, unless there are exceptional circumstances in which the licensing authority considers that, on the balance of probabilities, the individual is 'fit and proper'.

Overseas criminal record check

All applicants for a hackney carriage or PHV driver's licence that have spent 6 or more continuous months outside the United Kingdom since their tenth birthday the Licensing authority will need to see evidence of a criminal record check from the country / countries visited covering the period that the applicant was overseas.

The applicant will be required to cover any financial costs of such checks.

For EU nationals (including UK citizens) suitable checks should be available. For those countries for which checks are not available, the Licensing authority will require a certificate of good conduct authenticated by the relevant embassy. The certificate must be authenticated, translated and sealed by the Embassy or High Commission. Information regarding certificates of good conduct or similar documents from a number of countries is available from: [GOV.UK Criminal records checks for overseas applicants](#).

In the event that an applicant is not able to obtain a certificate of good conduct, they should not progress with their application and should contact the Licensing authority for further information.

Overseas criminal history checks must have been obtained within the 6-month period preceding the application.

The Licensing authority will require any Certificate of Good Conduct that the applicant may have regardless of the age of the document.

Certificates of Good Conduct which are in a language other than English will be required to be translated into English at the applicant's expense by an independent translation service and the translation must be verified.

Driving Experience & Standards

All applicants must have at least one year's driving experience i.e. they must have held a full UK driving licence, a driving licence issued by a member state of the European Union, or other "exchangeable licence" as defined in the Road Traffic Act 1988 for at least one year prior to the date of application.

At the time of application, all applicants must have held a UK driving licence for Category B vehicles for 12 months. Details on ways to convert a foreign driving licence to a UK driving licence can be found at: <https://www.gov.uk/exchange-foreign-driving-licence>

To ensure that applicant's driving standard is suitable, the Licensing Authority will undertake a check of the status of the applicant's DVLA driver's licence to view the applicant's driving history. This check will take place prior to first licence, prior to renewal of a driver's licence and at any time considered necessary by the Licensing Authority.

Medical checks

The licensing authority recognises that licensed drivers should have more stringent medical standards than those applicable to normal car drivers because they carry members of the public who have expectations of a safe journey; they are on the road for longer hours than most car drivers; and they may have to assist disabled passengers and handle luggage. Therefore, all applicants for a hackney carriage/private hire driver's licence are required to meet the DVLA Group 2 medical standards of fitness to drive. The medical must be carried out by the applicant's own general practitioner (GP) or another GP at the applicant's registered practice or associated (sister) practice that has full access to their medical records.

In very exceptional circumstances, and only with prior agreement from the Licensing Authority, a medical assessment may be carried out by another registered GP practice as long as the applicant's full medical history has been viewed and assessed by that GP.

The licensing authority may direct any licence holder to supply satisfactory evidence in the form of a medical certificate, stating the licence holder meets the required Group 2 standards, should their medical fitness be called into question.

Any applicant for the grant or renewal of a licence who is unable to satisfy the licensing authority that they meet the required medical standard shall not have a licence granted to them, or the licence shall not be renewed, or shall be revoked.

The requirement for applicants/licensed drivers to complete a medical examination is as follows:

- Upon application, every 5 years between the ages of 45 and 65
- Every year when the driver is aged 65 years or over
- Or anytime as required by the licensing authority or the medical practitioner.

The medical form is valid for 4 months from the date the examining doctor, optician or optometrist signs it.

All licence holders are required to inform the licensing authority of any illness or condition that affects their ability to drive.

All costs associated with obtaining the relevant medical certificate are to be met by the applicant/licence holder.

Find the medical form: [Medical report for taxi or private hire vehicle drivers licence: application form](#)

Equality Act Duties

The Equality Act 2010 places a number of legal duties on licensed drivers when transporting passengers with disabilities.

Assistance Dogs

The Equality Act 2010 places duties on both licensed Hackney Carriage and Private Hire Vehicle Drivers to carry guide, hearing and other assistance dogs accompanying disabled people, and to do so without additional charge.

These duties apply equally to dogs provided by UK charities affiliated with Assistance Dogs UK, equivalent overseas organisations, or assistance dogs which have been trained by their owners; and regardless of whether the dog is wearing a recognisable harness or jacket, or subject to formal certification. Where a prospective passenger informs a driver that a dog, they wish to travel with is an assistance dog, this should be accepted at face value.

Assistance dogs are trained to ride with their owner in the main passenger compartment of a vehicle, usually lying at their feet, and the owner will instruct their dog to enter and exit the vehicle. Passengers with assistance dogs should be asked if they have any preference over which seat, they sit in the vehicle – some may prefer to sit in the front passenger seat of a saloon vehicle, as the larger foot well can offer more space for the dog to sit in. Drivers should be prepared to provide any other reasonable assistance requested by the passenger; however, it is unlikely that assistance dogs will require assistance in entering or exiting most vehicles beyond opening the passenger door. Drivers should not try to separate assistance dogs from their owners by insisting that the dog rides in a different part of the vehicle – doing so

may cause distress to both the dog and the owner. Assistance dogs may ride in the rear load space of an estate car, if the dog's owner consents to this.

Assistance dogs are bred and selected for their calm nature and receive substantial specialist training before beginning their roles. They are subject to regular grooming and veterinary health checks. While we recognise that a number of drivers who are not experienced with dogs may feel uneasy at being in such close proximity to one, this does not constitute valid grounds for refusing to carry a passenger with an assistance dog. Similarly, religious beliefs also do not provide grounds for refusing to carry assistance dogs in taxis and private hire vehicles, nor other legal requirements under UK law.

Wheelchairs

The Equality Act 2010 places duties on both licensed Hackney Carriage and Private Hire Vehicle Drivers who operate Wheelchair Accessible Vehicles to carry passengers in a wheelchair and provide assistance to ensure safety and reasonable comfort, and to do so without any additional charge.

The types of assistance that may be required include:

- If the passenger wishes to remain in the wheelchair, the driver must help the passenger to get in and out of the vehicle and secure the wheelchair in accordance with the vehicle specification.
- If the passenger wants to transfer to a seat, the driver must help him or her to get out of the wheelchair and into a seat and back into the wheelchair; the driver must also load the wheelchair into the vehicle together with any luggage.

A driver who fails to comply with any of the above duties without valid defence will commit a criminal offence and may be fined up to £1,000 for each offence on conviction. Offences may also lead to revocation or suspension of taxi licences.

A 'reference wheelchair' is defined in statute as having the following dimensions:
Length: 1200mm (approx. 48") including footplates
Width: 700mm (28")
Total seated height: 1350mm (54")
Height of footrest: 150mm (6")

It is anticipated that the above dimensions for a reference wheelchair will cover the majority of manual wheelchairs – however, we recognise that some wheelchairs with specialist functionality, or motorised wheelchairs and mobility scooters, may exceed these dimensions and may not be able to be loaded and carried safely in all designated taxis. In such cases, drivers will be expected to assess whether the passenger can be safely carried in their vehicle, to carry the passenger if their safety and reasonable comfort can be assured, or to assist them in locating a suitable alternative vehicle otherwise, where this is practicable. Such circumstances may constitute a defence to an offence mentioned above.

In all cases, we expect drivers to treat passengers with respect and sensitivity, and to provide a clear explanation to the passenger as to why they have not been able to convey them.

Equality Act Medical Exemption Policy

In order to improve compliance with the requirements of the Equality Act, and to support drivers that have genuine medical conditions that prevent them from fully undertaking the duties under the Act described above, the Council has adopted the **Taxi and private hire vehicles: Equality Act medical exemption policy** detailed in **Annex 3**.

Topographical Knowledge & Licensing Conditions (Driver Knowledge Tests) Policy

Hackney Carriage drivers need a good working knowledge of the area for which they are licensed, because vehicles can be hired immediately, directly with the driver, at Hackney Carriage stands or on the street. In order to maintain the high standards expected of drivers, a licence to drive a Hackney Carriage or Private Hire vehicle will not be granted unless the Licensing Authority is satisfied that the applicant is a fit and proper person. In this context, the ability to find destinations and read maps is seen as fundamental in providing a quality service for passengers.

In order to determine such fitness, applicants will be required to undertake a test as to their knowledge of:

- Basic English
- Basic numeracy
- How to use an A-Z Map
- Locations of specific places within Newport.
- Hackney Carriage drivers are tested on specific routes without the aid of a map or Sat Nav.
- Hackney Carriage and Private Hire Licensing law.
- The Highway Code.
- Driver's Conduct (including a section on safeguarding when transporting children and Vulnerable Adults, County lines.)
- Disability awareness training.

If a driver is not able to satisfactorily complete the test due to difficulties with spoken English, support will be offered to them to seek out opportunities for English language instruction. Applicants who fail the knowledge test will be required to re-sit the test and also pay an additional fee.

Driving Proficiency and Qualifications

The Council believes that at present the standard car-driving test provides sufficient evidence of driving competency for the drivers of Hackney Carriage and Private Hire vehicles. It has previously considered that introducing a requirement that drivers pass the specific DVSA Driving and Vehicle Standard Agency test or indeed any other competency qualification, would not at present produce benefits which are commensurate with the costs involved though this will be reviewed. However, it is felt that all new applicants who have “totted” up 6 penalty points via minor traffic offence(s) will be required to undertake and pass a Pass Plus Course or a course approved by the Licensing Authority and also provide a pass certificate (the test pass must be no older than 12 months old and is at the applicant expense).

Safeguarding training

Hackney carriage and private hire drivers have an important responsibility in the safe transportation of fare paying passengers. Drivers are expected to act in a professional manner at all times and provide excellent customer service.

Licensed drivers can often be the eyes and ears of a community. Training can be important in assisting licensed drivers in recognising when they are carrying passengers at risk of abuse and exploitation.

All new applicants for a hackney carriage/private hire driver’s licence must undertake safeguarding training. The training focuses on recognising what makes adults and children vulnerable, violence, sexual exploitation, county lines and human trafficking indicators. It includes examples of suspicious journeys as well as information on maintaining professional boundaries.

All drivers (including existing licence holders who have not yet undertaken such training) will be required to attend a training session on safeguarding children and vulnerable persons.

The training session will cover the conduct and responsibilities of those licensed. In particular, it will provide training in identifying when vulnerable people are in need of protection and how to ensure they are taken to a place of safety and in the event that such action is deemed necessary, the need to report immediately any such incident or occurrence to the Police and/or social services.

The training provider must be approved by the Licensing Authority (currently the Licensing Authority is conducting its own training). A certificate must be submitted to Newport City Council as confirmation that the training has been undertaken. Certificates will only be accepted by training providers approved by Licensing Authority.

New applicants will be required to attend the training at their own expense prior to submitting an application.

All drivers that wish to renew Hackney Carriage and Private Hire must undertake refresher training in regard to Safeguarding at their own expense prior to submitting an application or within 3 months of the licence being renewed. Failure to attend a safeguarding course within 3 months of the grant of the licence will result in Hackney Carriage/Private Hire licence being suspended. (It should be noted that any refresher training will not involve an exam)

Disability Awareness

The Council requires all operators and drivers to be compliant with the provisions of the Equalities Act 2010, which has specific sections in relation to Private Hire and Hackney Carriage Drivers and their statutory responsibilities in respect of their service to disabled persons, including those aided by assistance dogs, and non-discrimination towards such persons.

The Council supports vehicles that are able to provide a service for disabled persons and encourages operators and drivers to provide a 24-hour service for disabled persons. The Council strongly encourages the provision of wheelchair accessible vehicles in Newport's Private Hire trade, in addition to the specific policy requirements that all Newport's Hackney Carriages are required to be wheelchair access.

Drivers and operators are expected to have knowledge in safe methods of conveying disabled persons, wheelchair bound or not.

The Council encourages all drivers to attend training on assisting with disabled people; this not only covers people in wheelchairs, but also the needs of people with a wide range of disabilities.

Disabilities include limited or restricted movement, sight or hearing disabilities, learning difficulties and mental impairment. This list is not exhaustive; the provisions of the current Equalities Act will be taken into account when determining if a person is classed as disabled.

Drivers of wheelchair accessible vehicles are advised to attend a recognised training course to ensure that they comply with health and safety requirements for handling and securing wheelchairs.

The Council may review the licence of any driver/operator who is found to be deficient in disability awareness. The lack of training/knowledge on the part of the

driver/operator will not be accepted as a defence to an allegation of inadequate performance/behaviour or discrimination.

All new driver applicants will be required to undertake Disability Awareness training and will form part of the Knowledge test.

All drivers that wish to renew Hackney Carriage and Private Hire must also undertake refresher training in regard to Disability Awareness at their own expense prior to submitting an application or within 3 months of the licence being renewed. Failure to attend the course within 3 months of the grant of the licence will result in Hackney Carriage/Private Hire licence being suspended. (It should be noted that any refresher training will not involve an exam and where possible will be incorporated alongside safeguarding training)

Applicants who speak Welsh / English as a second language

The Licensing Authority welcomes applicants from all ethnic backgrounds. However, it is important that drivers can communicate with passengers effectively in the Welsh / English language and have the ability to read and understand the statutory requirements placed upon them.

Where it is apparent to Licensing Officers during the application process that an applicant is unable to understand or communicate effectively in English the applicant will be required to undertake a Skills for Life English for Speakers of Other Languages Course (ESOL), or equivalent qualification at entry level 3, at their own cost, prior to proceeding with the application process.

Right to work check

It is a requirement under the Immigration Act 2016 that prior to the grant of a licence, all applicants must demonstrate that they have the right to work in the UK.

Once this requirement has been satisfied, further proof will not be required unless the right to work is time restricted, in which case further proof will be required to demonstrate continued right to work.

The list of acceptable documents for right to a licence are detailed in **Annexe 4**

Applicants that cannot successfully demonstrate the right to work in the UK will not be granted a licence.

Where the holder of a licence breaches immigration laws, this will be grounds to review, suspend or revoke a licence.

If immigration permission is cut short, the holder of the licence will be committing an offence if they do not return the hackney carriage driver, private hire driver or operator licence to the licensing authority, for which they may be fined.

Mandatory tax checks

Licensing Authorities from the 1st April 2022 are statutory required to signpost new drivers to HMRC guidance about their potential tax obligations and obtain confirmation that the applicant is aware of the guidance before considering the application. Where the application is a renewal application the licensing authority is duty bound before considering the application, obtain confirmation from HMRC that the applicant has completed a tax check.

An applicant will carry out a tax check by providing information to enable HMRC to satisfy itself that the applicant has complied with an obligation to notify their chargeability to tax, where such an obligation applied. The check will include a question about whether income from the licensed activity has been declared to HMRC, where the applicant was chargeable to tax. The check will be completed when HMRC is satisfied the applicant has provided all information requested.

Driver Conduct

It is expected that licensed drivers behave in a professional manner and provide a high-quality service at all times.

The Driver Code of Conduct detailed in **Annexe 5** has been developed to outline the standards expected of licensed drivers and is an integral part of the 'fit and proper' assessment.

The Code also serves to advise potential passengers of the level of service they should expect when hiring a licensed vehicle.

Private Hire Driver

The conditions of licence applicable to drivers of private hire vehicles are detailed in **Annex 6** of the Policy.

National register for hackney carriage and private hire licence revocations and refusals (NR3)

The licensing authority provides information to the National Register of Taxi Licence Refusals and Revocations (NR3), a mechanism for licensing authorities to share

details of individuals who have had a hackney carriage or Private Hire Vehicle (PHV) licence revoked, 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 an application for one refused, the authority will automatically record this decision on NR3.
- All applications for a new licence or licence renewal will automatically be checked on NR3. If a search of NR3 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 NR3 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 NR3 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 NR3 for a period of 25 years.

This is a mandatory part of applying for being granted, a hackney carriage / PHV driver licence. The authority has a published policy on the approach it will take to requests by other authorities for further information about entries on NR3, and about the use it will make of any further information provided to it. You can read that policy at <https://www.newport.gov.uk/en/Business/Licences--permits/Taxi-Licensing/NR3.aspx>

Information will be processed in accordance with the Data Protection Act (DPA) and General Data Protection Regulation (GDPR). Any searches, provision or receipt of information of or under NR3 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 NR3 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 GDPR, you can do so to the authority's Data Protection Officer. This includes submitting a subject access request.

You always have the right to make a complaint to the Information Commissioner's Office (ICO). Advice on how to raise a concern about handling of data can be found on the ICO's website: <https://ico.org.uk/make-a-complaint/>

Hackney Carriage and Private Hire Vehicles

Application process

All applications will be determined on their own merits. The application procedure for obtaining a vehicle licence is detailed in **Annex 9**.

Proprietor Fitness & Propriety

Although vehicle proprietors may not have direct contact with passengers, it is important to ensure that they are considered to be 'fit and proper' to hold a licence, in order to ensure that vehicles are appropriately licensed so maintain the safety benefits of the licensing regime.

When assessing the fitness of an applicant to hold a vehicle licence, the Licensing Authority will consider the applicant's criminal history as a whole, together with all other relevant evidence, information and intelligence including their history (e.g. complaints and positive comments from the public, compliance with licence conditions and willingness to co-operate with licensing officers) whilst holding a licence from the Licensing Authority or any other authority. Particular attention will be given to patterns of behaviour, irrespective of the timescale over which they have occurred, both in terms of proven criminal offences and other behaviour/conduct that may indicate the safety and welfare of the public may be at risk from the applicant.

It must also be recognised that the Licensing Authority will consider all criminal history, behaviour and conduct irrespective of whether the specific history, behaviour or conduct occurred whilst applicants were directly engaged in hackney carriage or private hire licensed work at the time or whether they occurred during the applicants' own personal time. The Licensing Authority considers a person or individual who has a propensity to commit offences and/or demonstrate unacceptable conduct whilst not engaged in hackney carriage or private hire work to be equally as serious as offences and/or unacceptable conduct committed whilst engaged in hackney carriage or private hire work.

To assist in assessing the suitability of applicants and licence holders the licensing authority will have regard to the Institute of Licensing's '*Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades*' April 2018. The guidance is detailed in **Annex 2**.

DBS Check

All applicants for a hackney carriage and PHV vehicle licence will be required to submit a basic disclosure from the DBS in order to satisfy the authority that they are a 'fit and proper' person. These checks will be repeated for vehicle licence holders annually. The cost of these checks will be covered by the applicant/licence holder.

Applicants that already hold a hackney carriage or private hire driver licence with this authority are not required to provide the basic disclosure as part of their application for a hackney carriage/private hire vehicle licence.

To assist in assessing the suitability of applicants and licence holders the licensing authority will have regard to the Institute of Licensing's '*Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades*' April 2018. The guidance is detailed in **annex 2**.

Driving offences will not normally be considered as part of the assessment for vehicle licence holders.

Information contained within an enhanced DBS check that would not be disclosed on a basic check will not be considered as part of the assessment for a vehicle licence.

Overseas Criminal Record Check

All applicants for a hackney carriage or PHV driver's licence that have spent 6 or more continuous months outside the United Kingdom since their tenth birthday the Licensing Authority will need to see evidence of a criminal record check from the country/countries visited covering the period that the applicant was overseas.

The applicant will be required to cover any financial costs of such checks.

For EU nationals (including UK citizens) suitable checks should be available. For those countries for which checks are not available, the Licensing Authority will require a certificate of good conduct authenticated by the relevant embassy. The certificate must be authenticated, translated and sealed by the Embassy or High Commission. Information regarding certificates of good conduct or similar documents from a number of countries is available from: <https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

In the event that an applicant is not able to obtain a certificate of good conduct, you should not progress with your application and should contact the Licensing Authority for further information.

Overseas criminal history checks must have been obtained within the 6-month period preceding the application.

The Licensing Authority will require any Certificate of Good Conduct that the applicant may have regardless of the age of the document.

Certificates of Good Conduct which are in a language other than English will be required to be translated into English at the applicant's expense by an independent translation service and the translation must be verified.

General Vehicle Construction

All vehicles to be considered for licensing must comply with:

- a. All aspects of the requirements of the Motor Vehicle (type Approval) Regulations 1980
- b. The Motor Vehicle (Type Approval) Regulations (Great Britain 1984).
- c. The Motor Vehicles (EC Type Approval) Regulations 1998 and with any further national or international legislation as may be applicable.
- d. The Road Vehicles (Construction and Use) Regulations 1986 (C & U).
- e. All respects of British and European vehicle regulations and be 'type approved' to the requirements of the **M1 category** of European Community Whole Type Approval Directive 2007/46/EC as amended.
<http://www.dft.gov.uk/vca/vehicletype/index.asp>
- f. In the absence of European Community Whole Type Approval, or if a vehicle has been modified in any way since manufacture, vehicles may be considered for licensing that have:

National Small Series Type Approval category and be unaltered since the type-approval. National Small Series Type Approval
<http://www.dft.gov.uk/vca/vehicletype/index.asp>.

Modifications/additional equipment

No modifications to the vehicle or the fitting of additional equipment may take place without prior written consent from the licensing authority. A written application explaining the full nature of the modification or equipment must be accompanied by appropriate information and a confirmation from the vehicle's manufacturer that the modification/equipment will not compromise the vehicle's safety and specification.

Vehicle specification

In order to ensure the safety and comfort of the travelling public, the licensing authority has set out a minimum specification for licensed vehicles that must be met before a vehicle can be licensed. The specification of Hackney Carriage is detailed in **Annexe 10**, and the specification for private hire vehicles is detailed in **Annexe 11**.

The Council is committed to social inclusion and to ensure that, a wide variety of opportunities are available to disabled residents for them to be able to enjoy a high quality of life. It fully supports the view of the Disability Rights Commission that:

“Making successful journeys is critical to the social inclusion of disabled people. Without the ability to travel, disabled people are denied access to life opportunities. Their access to education, shopping, employment healthcare as well as social and family life is significantly improved when journeys become accessible.”

For this reason, the Council considers it important for disabled residents to have access to all forms of public transportation. In addition to the general conditions, accessibility for disabled people including, but not limited to, people who need to travel in a wheelchair, is an important consideration.

Different accessibility considerations should apply to Hackney Carriage as opposed to Private Hire vehicles. This is because Hackney Carriages can be hired immediately in the street or at a Hackney Carriage stand by the customer dealing directly with a driver, whereas Private Hire vehicles can only be used by prior booking, through an Operator. On the basis that those with disabilities must have equal access to transport services, it is considered to be particularly important for a disabled person to be able to hire a Hackney Carriage on the spot with the minimum of delay or inconvenience and having accessible Hackney Carriages available helps make that possible.

Consequently, as from April 2007, the Council decided that it would only license as Hackney Carriages, vehicles that are Purpose Built “London style” fully wheelchair accessible vehicles. The Hackney Carriage must be safely accessible to a disabled person in their wheelchair and must be able to carry the person in safety and in reasonable comfort whilst remaining in their wheelchair. The wheelchair can enter either from the side of the vehicle or the rear. The vehicle must comply with British and European vehicle regulations, be type approved to the standard of M1 whole-vehicle, National Small Series Type Approval category M1 (Low Volume) category and be unaltered since the type-approval.

Vehicle Licence Conditions

The licensing authority is empowered to impose such conditions as it considers reasonably necessary in relation to the grant of a hackney carriage vehicle or private hire vehicle licence.

The licence conditions in relation to hackney carriage vehicles are detailed in **Annexe 12** and private hire vehicle licence conditions are detailed in **Annexe 13**.

Licence Duration

The Council will grant both Hackney Carriage and Private Hire Vehicle Licences for a 12-month period. The Authority has power to impose conditions on both Hackney Carriage and Private Hire Vehicle licences.

Vehicle Age

Previous DfT Guidance reminds Licensing Authorities that it is perfectly possible for an older vehicle to be in good condition and that the setting of an age limit, beyond which they will not licence vehicles, may be arbitrary and disproportionate. It is, nevertheless, accepted that a greater frequency of testing may be appropriate for older vehicles, for example, twice-yearly tests for vehicles that are more than five years old.

The Council recognises the advice given by the DfT and at this stage does not intend to place any rigid age restrictions on licensed vehicles. However, once a vehicle is 15 years old it will be required to be inspected by the Licensing Authority alongside the Council vehicle test, to determine if the vehicle is fit to be licensed or re-licensed.

Vehicle Emissions / Environmental Policy

Previous DfT Guidance asks Licensing Authorities to consider how far their vehicle Licensing Policies can and should support any local environmental policies that they may have adopted, bearing in mind the need to ensure that benefits outweigh costs.

The Council aims to ensure that Hackney Carriages and Private Hire Vehicles assist in the suitable improvement of air quality as such; the Council has adopted the following emission standards for Hackney Carriage & Private Hire vehicles.

- **New Hackney Carriage & Private Hire Vehicles licences** will only be granted on vehicles that meet Euro 6 Standard.

- **Transfer of Hackney Carriage & Private Hire Vehicles licences** will only be granted on vehicles that meet Euro 6 standard.
- **Replacement of Hackney Carriage & Private Hire Vehicle.** An existing vehicle licence holder (a proprietor that has held a current licence before introduction of the policy and has continued to renew this licence) may change the vehicle on that licence if the vehicle meets minimum Euro 5 standards. Vehicle licences granted after the introduction of the policy will only be granted to replace vehicles that meet Euro 6 standard.
- **New, Transfer Replacement of Hackney Carriage and Private Hire Vehicles that are Wheelchair Accessible** will be required to meet Euro 4 standard.

Euro Standard	Date the standard was introduced
Euro 2	January 1996
Euro 3	1 st January 2000 until 31 st December 2004
Euro 4	1 st January 2005 until 31 st August 2009
Euro 5	1 st September 2009 until 31 st August 2014
Euro 6	1 st September 2014(new approvals) September 2015 (most new registrations)

It is also important to note that some vehicle manufacturers introduced the Euro Ratings to their vehicles before the due dates above (I.e. it is possible that a vehicle could be rated as a Euro 5 before the 01/09/2009 depending on the make/model. Details of Euro ratings can be found on vehicle V5 or V5C logbook)

- All **new** vehicles being licenced after 1 January 2027 will be required to be electric or hydrogen fuelled or run on approved renewable fuel (included hybrid). This is in line Newport City Council Climate Change Plan 2022-27 Theme 4: Transport & Mobility. . It is anticipated that all Hackney Carriage and Private Hire Vehicles will be required to be electric or run on an approved renewable fuel by approximately 2030 in accordance with Government strategies.

(Clearly 2030 date is approximate) but it is important to highlight this to trade so they can prepare long term business plans to coincide with “greener” taxis.

Vehicle Testing & Vehicle Testing Frequency

The following testing requirements are therefore proposed:

1. Hackney Carriage and Private Hire vehicles less than 5 years old (from date of first registration) will be tested annually and upon test pass will be granted a vehicle licence effective for 12 months/1 year. *
2. Hackney Carriage and Private Hire Vehicles over 5 years old (from date of first registration) will be granted a 12 month/yearly licence (although the vehicle will be issued a licence for 12 months it will be required to pass the Council vehicle test before 6 months from the date of issue of the

12month/yearly licence has elapsed.) Proprietors who fail to present the vehicle for testing before 6 months has elapsed will have their vehicle licence suspended immediately by the Licensing Authority and such suspension shall remain until the vehicle successfully passes the Council test*

(Vehicles may be tested 31 days prior to the 6-month interval date)

**(In cases when the Proprietor has a poor history of vehicle maintenance the Licensing Manager may determine that the vehicle(s) licenced by that proprietor is tested on a quarterly basis. Before implementing this condition, a written warning and mediation meeting will take place between the Proprietor and the Licensing Manager/ Licensing Officer.)*

3. Vehicle testing arrangements are currently through a nominated local testing station at which compliance with the requirements is assessed and confirmed by the issue of a certificate. Any authorised Officer of the Council or any Constable has the 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 the Council. If the Officer feels the vehicle is unfit for use as a Hackney Carriage or Private Hire Vehicle, or the vehicle is not in compliance with Taxi Legislation or the Council 's Licensing Policy and Conditions, the vehicle's licence may be suspended, revoked or not renewed. The Licensing Officer may refer revocations and renewals to the Licensing Panel to determine if the vehicle is fit for purpose. It should be noted that proprietors who purposely cover up brakes/moving parts etc. with under-seal, similar product or any other method to prevent parts of the vehicle being checked, will not pass the Council vehicle test.

Insurance

Certificates of insurance are required in accordance with the following requirements:

- The vehicle must have a valid certificate of insurance for public hire and reward in respect of Hackney Carriages, and private hire and reward in respect of private hire vehicles.
- Certificates of insurance or cover notes issued to cover "any vehicle" or "any driver" must be accompanied by a schedule showing all the vehicles and drivers covered by the insurance as detailed in the certificate of insurance.
- With respect to a licensed vehicle, in the event that a proprietor fails to present to the Council a valid certificate of insurance on request, the licensing authority may suspend the licence and require the proprietor

of that hackney carriage or Private Hire Vehicle to return all the plates to the licensing authority subject to any appeal period.

V5 Registration Certificate

The licensing authority accepts that a full V5 registration certificate in the new owner's name is not always available upon first licence; however, the V5/2 green section of the V5 form and proof of purchase must be produced. Where possible a full copy of the previous owners V5 registration certificate should be obtained and submitted alongside the V5/2 green section.

A full V5 registration certificate and proof of purchase must be produced upon transfer of a vehicle licence. Where possible a full copy of the previous owners V5 registration certificate should be obtained and submitted alongside the V5 green section.

Where the green section has been produced on first licensing the vehicle, a full V5 registration certificate in the new owner's name must be produced to the Council within 7 calendar days of the form being received by the owner of the vehicle.

Accident Reporting

In accordance with Section 50(3) of the Local Government (Miscellaneous Provisions) Act 1976, any accident to a hackney carriage or private hire vehicle causing damage materially affecting:

- (i) the safety, performance or appearance of the vehicle, or
- (ii) the comfort or convenience of the passengers,

must be reported to the licensing authority as soon as reasonably practicable, and in any case within **seventy-two (72) hours** of the occurrence thereof.

Following an accident or damage to a licensed vehicle, if it is the intention of the owner or operator to continue licensed use, the vehicle must immediately be inspected by the licensing authority's nominated testing facility to determine its fitness for continued use. It is the responsibility of the licence holder to notify the licensing authority that this requirement has been satisfied. If the licensing authority's nominated testing facility determines that the vehicle is fit for continued use, the timescale for cosmetic repairs must be agreed with an authorised Officer of the licensing authority.

The licensing authority may suspend the use of a licensed vehicle until it is suitably repaired and conforms to the licensing authority's testing requirements.

A licensed vehicle which has suffered major accident damage or requires substantial mechanical repair may be temporarily replaced by a hire vehicle, provided:

- (i) the damage to, or defect in, the vehicle has been reported to the licensing authority,
- (ii) an application is made in the prescribed manner for a temporary vehicle licence,
- (iii) the replacement vehicle meets the requirements of this Policy and is suitable to be used for hire purposes.

Fares

The Licensing Authority sets the maximum rate of fares that can be charged by for hackney carriage journeys that take place within the local authority area. A copy must be displayed in each vehicle.

It is an offence to charge more than the metered fare for journeys that start and end in the local authority area. A lesser fee than the metered fare may be charged, but never more than.

Drivers undertaking journeys that start or end outside the local authority boundary may agree a fare with the passenger prior to the commencement of the journey or may choose to use the taximeter.

The Licensing Authority will periodically review the table of fares. Any amendments will be subject to a public consultation process.

Representatives of the hackney carriage trade may make an application to the Licensing Authority for consideration of an amendment to the table of fares.

The local authority is not able to set fares for private hire vehicles. Best practice is to agree the fare prior to the commencement of the journey with the Private Hire Operator.

Drivers must, if requested by the passenger, provide written receipts for all fares paid. A receipt which must include the following information: -

- fare displayed and calculated by the meter together with other approved charges in accordance with the fare chart
- Licence number of the vehicle

It is not necessary to produce a physical receipt. It is accepted that where technology is able to, many passengers are happy for a receipt to be sent via text or email. However, the means to be able to print a receipt should always be available.

Taximeters

'Taximeter' has the same meaning as in Section 80 of the Local Government (Miscellaneous Provisions) Act 1976, being:

'...any device for calculating the fare to be charged in respect of any journey in a hackney carriage or private hire vehicle by reference to the distance travelled or time elapsed since the start of the journey, or a combination of both;'

Taximeters **must** be fitted to all Hackney Carriages and **may** be fitted to private hire vehicles.

Where a taximeter is fitted, it must be:

- Fully compliant with the Measuring Instruments (Taximeters) Regulations 2006 and be certified by a notified body in accordance with the Measuring Instruments Directive (MID) (2004/22/EC), in particular Annex 007.
- In the case of taxis, fitted with a device, the use/action of which will bring the taximeter into action and cause the word 'HIRED' to appear on the face of the taximeter and such a device must be capable of being locked in a position such that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
- In the case of taxis, calibrated against an appropriate standard to ensure the tariff charged does not exceed the maximum fares determined by the licensing authority.
- Calendar controlled.
- Fixed to the vehicle with appropriate seals/appliances to prevent any person from tampering with the meter except by breaking, damaging, or permanently displacing the seals/appliances.
- Have the word 'FARE' printed on the face of the meter in plain letters so as clearly to apply to the fare recorded thereon; and
- Supported by a certificate/report of compliance issued by a taximeter installed approved by the local authority (the licensing authority will only accept a certificate that has been issued within the previous 10 working days).
- With respect to a taxi, in the event that a proprietor fails to present to the licensing authority a valid certificate/report of compliance (unless delayed or prevented by sufficient cause accepted and agreed by the licensing authority), the licensing authority may suspend the licence and require the proprietor of that taxi to return all the plates to the licensing authority subject to any appeal period.

GPS meters/management & dispatch systems

GPS 'meters' utilize global positioning systems (GPS) rather than 'pulse' method used by standard taximeters to calculate distance. GPS meters do not currently comply with Measuring Instruments Directive (MID) (2004/22/EC) on taximeters, as

such they cannot be used as alternative to a traditional pulse taximeter in licensed Hackney Carriage.

The use of GPS meters, and dispatch/management systems is permitted in taxis and private hire vehicles, however in Hackney Carriage vehicle it must not replace the approved taximeter and must not obstruct or distract from the display of the taximeter. It must be clear to passengers that the fare they are paying is displayed on the approved taximeter. In order to avoid any confusion to passengers, any fare displayed on the GPS system must be hidden from the passenger's view.

Any GPS system must be installed in accordance with the manufacturer's instructions.

Closed Circuit Television Cameras (CCTV)

Security for drivers and passengers is of paramount importance and internal vehicle CCTV cameras can be a valuable deterrent.

This licensing authority has not mandated the use of CCTV in licensed vehicles, however, can recognise the benefits to both driver and passengers and strongly recommends drivers to obtain CCTV in their vehicles. Future consultation on the mandatory use of CCTV may be considered, but in the meantime the licensing authority will permit the use of CCTV systems on a voluntary basis.

Proprietors deciding to fit CCTV systems in their vehicles must ensure full compliance with the Licensing Authority's CCTV Policy details in **Annexe 18**.

Video Point of Impact Systems (Dash Cam)

The licensing authority allows the use of VPIS systems in hackney carriage and private hire vehicles. The proprietor of any vehicle fitted with a VPIS system must comply with the conditions set out in **Annexe 19**.

Lost Property

The driver of the vehicle must carefully check the vehicle after the termination of each hiring, or as soon as practicable thereafter, for any personal belongings left in the vehicle.

Within 48 hours of finding lost property, the driver must either hand or report the item(s) into a police station or report the lost property using Police online or phone systems.

Livery & Signage

Some members of the public do not distinguish between Private Hire Vehicles with Hackney Carriages, and do not realise that Private Hire vehicles are not available for

immediate hire or able to be hailed in the street. Therefore, it is important that the public are able to easily distinguish each type of vehicle. Creating distinctive livery for Hackney Carriages helps to resolve this difficulty.

Roof-mounted signs on Private Hire vehicles are not seen as best practice even if they indicate 'pre-booked only'. This because as any roof-mounted sign is liable to create confusion with a Hackney Carriage which also has a roof mounted sign.

Newport City Council licensed vehicles, both Hackney Carriages and Private Hire are required to display a 'Council' issued identity plate to the rear of the vehicle and adhesive signage on the front offside and front nearside doors of the vehicles. Currently, the adhesive door signs are circular and predominantly green in colour for Hackney Carriages and triangular and predominantly Yellow for Private Hire Vehicle. It is proposed to continue using these colours in order to distinguish between the two different types of vehicles.

From the 1 June 2001, Hackney Carriages were required to be Black, or a colour approved by the Council. Private Hire vehicles can be any colour unless the vehicle is of the same design and appearance of "Purpose Built" vehicles which are licensed for the Hackney Carriages trade in Newport. Vehicles which are similar in appearance and colour to "Purpose Built or approved Hackney Carriage vehicles" shall not be licensed as Private Hire vehicles in order to prevent any confusion between a Private Hire Vehicle and a Hackney Carriage Vehicle.

A Hackney Carriages licensed by the Council must carry an illuminated roof-mounted sign. The roof sign must state Taxi and must be illuminated when plying for hire.

Hackney Carriages Vehicles must have affixed to both offside and nearside front doors Council approved adhesive signs provided solely by the Council and affixed at the approved testing station. Private Hire Vehicles must have affixed to both offside and nearside front doors Council-approved adhesive signs provided solely by the Council and affixed at the approved testing station. The design of the signs (livery) can be found in Annex 20.

Advertising

No signs or advertising may be displayed on licensed vehicles without prior written consent from the licensing authority.

Where written consent has been provided, advertising is permitted on hackney carriage vehicles only in accordance with the advertising policy.

All advertisements shall conform with the requirements of the Advertising Standards Council in all matters relating to good taste, both in content and appearance and

shall not relate to matters concerning tobacco, gambling, alcohol, politics, religion, matters of a sexual nature, or any other content likely to cause offence.

Card Payments

Licensed vehicles may be fitted with credit and debit card payment device. The device must have the facility to produce a printed receipt.

Where a vehicle is fitted with a card payment device two, double-sided signs must be displayed, either specifying card company logos or a bilingual (English & Welsh) sign stating 'This licensed vehicle now accepts credit and debit card payments including contactless'.

The sign must be positioned internally at the top of both passenger windows.

Should a problem occur with a card payment, the driver should follow this advice:

- Ask the passenger to try the payment card again
- If the issue persists, ask the passenger if they have an alternative card or cash
- Offer to take the passenger to the nearest ATM (cashpoint)
- If the passenger refuses to pay the fare, consider contacting the police.

Drivers should check that their card payment is working before they start work, including ensuring it is capable of printing receipts.

Card Payments made under the provision of Private Hire Operators Apps systems can also be utilised by a passenger. It should be noted if a Private Hire Operator offers such systems, it will be down to the Passenger not the driver if they wish to use cash, app or card payment system.

Accessibility

Designated wheelchair accessible vehicles (WAVs) must be able to facilitate the carriage of disabled persons and accommodate a disabled person in a 'reference' wheelchair* in the passenger compartment.

*A reference wheelchair is defined in Schedule 1 of the Public Services Vehicles Accessibility Regulations 2000.

<http://www.legislation.gov.uk/ukxi/2000/1970/schedule/1/made>

Section 167 of the Equality Act 2010 permits Local Authorities to maintain a designated list of wheelchair accessible vehicles. This licensing authority has taken the decision to maintain such a list. Which is published on the licensing authority's website.

Proprietors have a responsibility to ensure that any licensed driver who drives one of their wheelchair accessible vehicles is made aware of their duties in respect of carrying disabled persons in wheelchairs when driving a licensed wheelchair accessible vehicle.

The proprietor of a licensed wheelchair accessible vehicle must demonstrate to every driver of the vehicle how to assist a passenger in a wheelchair into and out of the vehicle and correctly secure the wheelchair in the vehicle. This will include showing the driver how to deploy the ramp(s) and how to use and adjust the restraints. The proprietor must keep a record of this demonstration and include the following:

- a. The date of the demonstration
- b. The name and licence number of the driver
- c. A signed and dated acknowledgment by the driver that the demonstrating has taken place, and he/she clearly understands how to transport a passenger in a wheelchair into the vehicle.

The proprietor must retain this record for as long as the driver is using the vehicle. If the driver rents the vehicle again in future the proprietor must repeat the demonstration and record.

In the case that the proprietor is also the licensed driver of the vehicle, the proprietor shall record a signed acknowledgement to certify that he/she can perform the vehicle manufacturer's instructions on how to safely transport a wheelchair passenger into and out of the vehicle and how to secure the wheelchair.

Hackney Carriage Vehicle Licence Conditions

The licensing authority has the power to impose such conditions on a hackney carriage vehicle licence as it considers reasonable, necessary and proportionate. The conditions of licence are detailed in **Annexe 22**.

Private Hire vehicle Licence Conditions

The licensing authority has the power to impose such conditions on a private hire vehicle licence as it considers reasonable, necessary and proportionate. The conditions of licence are detailed in **Annexe 23**.

Executive Hire (Private Hire Only)

Vehicles used solely for executive hire may be exempt a number of standard conditions such as displaying livery and external licence plate.

A vehicle will only be considered for the exemption if undertaking executive service for corporate or business contracts, proms/race days and corporate airport runs would not be deemed as an executive use and therefore subject to standard private hire vehicle conditions.

The type of work considered to be 'executive hire' includes, but is not restricted to:

- Exclusive business to business contracts, i.e. to transport employees and clients on business related journeys under a written contract to a company or person.
- Bookings for certain clients (for example politicians and celebrities) who, for security or personal safety reasons, would not want the vehicle to be identifiable as a private hire vehicle.

The vehicle interior and exterior shall be of the very highest quality in design and use of materials available and in exceptional condition. The trim of vehicles to be considered 'executive' must be the highest specification of a particular type of vehicle. Relevant considerations as to whether a vehicle meets an executive standard include, but are not limited to, cost, reputation, specification, appearance, perception, superior comfort levels and seating specification, e.g. whether the vehicle offers additional space per passenger compared to standard vehicles.

Any proprietor wishing to licence a vehicle for executive hire must apply to the licensing authority providing written confirmation from their private hire operator that the vehicle will only be used for executive hire.

A written notice from the licensing authority which states which vehicle licence conditions are exempt must be carried in the vehicle at all times.

Vehicles licensed for executive hire are required to be driven by a licensed private hire driver.

Novelty/Special Event Private Hire Vehicles Including Limousines

Novelty private hire vehicles are licensed in accordance with the provisions of the Local Government (Miscellaneous Provisions) Act 1976. Novelty private hire vehicles must not have the appearance of a hackney carriage vehicle and must be designed to carry 8 passengers or less.

Proprietors wishing to licence limousines should have regard to VOSA's 'Guidance for Operators of Stretch Limousines' (2011)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/147836/Guidance_for_Operators_of_Stretch_Limousines_2_.pdf

The specification and conditions relating to limousines is detailed in **Annexe 24**.

Novelty vehicles such as vintage cars, decommissioned fire engines and motorised rickshaws may also be considered for private hire use. The specification and conditions relating to such vehicles are detailed in **Annexe 24**.

Additional provisions for Hackney Carriages only:

Quantity Restrictions

Licensing authorities have the power to limit the number of hackney carriage vehicle licences it issues, provided they are satisfied that there is no significant unmet demand for hackney carriage service.

In order to assess the level of unmet demand in the area, licensing authorities should commission an independent survey. In line with the Department for Transport's Best Practice Guidance (<https://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-best-practice-guidance>) where quantity restrictions are in place, surveys should be repeated at least every 3 years.

Newport City Council has determined not to introduce Quantity Restrictions

Legislation does not currently allow licensing authorities to impose quantity restrictions on private hire vehicle licences.

Taxi Ranks (legally referred to as Hackney Carriage stands)

It is not a mandatory requirement that the local authority provide ranks for the hackney carriage trade. Where ranks are provided the use and location of these ranks will periodically be reviewed by the local authority and Highway department of the Council.

Any amendments to existing ranks or the addition of new ranks will be subject to consultation. Comments and suggestions with regards to the location of new ranks are welcomed to Council Highway department.

Taxi ranks are provided for hackney carriages only. Private hire vehicles are not permitted to wait, pick up or drop off at designated taxis ranks.

All Hackney Carriages are required to be Wheelchair accessible as highlighted within the Policy and vehicle conditions.

Private Hire Operators

Application process

All applications will be determined on their own merits. The application procedure for obtaining a private hire operator licence is detailed in **Annexe 26**.

Licence Duration

Operating licences will be granted for a period of 5 years, however the licensing authority does have the discretion to issue licences of a shorter duration, if it considers this to be appropriate in the circumstances of the case.

Responsibilities and Fitness/Propriety of the Operator

The operator is responsible for all persons (and vehicles) that are employed, contracted or otherwise used in the course of their business. To that end, the operator must undertake sufficient checks to satisfy themselves that only suitable drivers, administrative staff and vehicles are used (and continue to be used) in the course of their business. The failure of an operator to ensure that appropriate checks are carried out may call into question the operator's fitness and propriety. In addition, a failure to take appropriate action in relation to drivers that persistently breach licence conditions may also be detrimental to the continued fitness and propriety of the operator.

The following are examples of circumstances that may affect the fitness and propriety of a Private Hire operator:

- Licensed drivers or vehicle proprietors persistently (either individually or as a group) breaching the conditions of their licence whilst working for / under the instruction of a particular operator.
- Vehicles being operated that are in an unsuitable condition.
- Failure by the operator to satisfactorily address concerns in relation to licensed drivers / vehicle proprietors (including matters related to child / adult safeguarding).
- Employment of ancillary staff where a basic DBS check has not been completed for the individual, or the results of which may pose a risk to the public.
- Loss/misuse of personal data

The licensing authority expects licensed operators to support its aims to raise awareness of and tackle issues around child and adult safeguarding. Operators must remain alert to these and similar issues, failure to do so will call into question the fitness and propriety of the operator.

When assessing the fitness of an applicant to hold a private hire operator's licence, the Licensing Authority will consider the applicant's criminal history as a whole, together with all other relevant evidence, information and intelligence including their history (e.g. complaints and positive comments from the public, compliance with licence conditions and willingness to co-operate with licensing officers) whilst holding a licence from the Licensing Authority or any other authority. Particular attention will be given to patterns of behaviour, irrespective of the timescale over which they have occurred, both in terms of proven criminal offences and other behaviour/conduct that may indicate the safety and welfare of the public may be at risk from the applicant.

It must also be recognised that the Licensing Authority will consider all criminal history, behaviour and conduct irrespective of whether the specific history, behaviour or conduct occurred whilst applicants were directly engaged in hackney carriage or private hire licensed work at the time or whether they occurred during the applicants' own personal time. The Licensing Authority considers a person or individual who has a propensity to commit offences and/or demonstrate unacceptable conduct whilst not engaged in hackney carriage or private hire work to be equally as serious as offences and/or unacceptable conduct committed whilst engaged in hackney carriage or private hire work.

To assist in assessing the suitability of applicants and licence holders the licensing authority will have regard to the Institute of Licensing's '*Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades*' April 2018. The guidance is detailed in **Annex 2**.

DBS Check

All applicants for a grant or renewal of a Private Hire Operator's licence must submit a basic disclosure (dated within one month of the application) which can be obtained from Disclosure & Barring Service in order to satisfy the authority that they are a 'fit and proper' person. In the case of applications from a company or organisation, all directors of the company/organisation must provide a basic disclosure. The cost of these checks will be covered by the applicant/licence holder.

Applicants that already hold a hackney carriage or PHV driver's licence with this authority are not required to provide the basic disclosure as part of their application for a private hire operator's licence.

Driving offences will not normally be considered as part of the assessment for private hire operator licence holders. Information contained within an enhanced DBS check that would not be disclosed on a basic check will not be considered as part of the assessment for a private hire operator's licence.

Overseas Criminal Record Check

All applicants for a private hire vehicle operator's licence that have spent 6 or more continuous months outside the United Kingdom since their tenth birthday the Licensing Authority will need to see evidence of a criminal record check from the country / countries visited covering the period that the applicant was overseas.

The applicant will be required to cover any financial costs of such checks.

For EU nationals (including UK citizens) suitable checks should be available. For those countries for which checks are not available, the Licensing Authority will require a certificate of good conduct authenticated by the relevant embassy. The certificate must be authenticated, translated and sealed by the Embassy or High Commission.

Information regarding certificates of good conduct or similar documents from a number of countries is available from: <https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

In the event that an applicant is not able to obtain a certificate of good conduct, you should not progress with your application and should contact the Licensing Authority for further information.

Overseas criminal history checks must have been obtained within the 6-month period preceding the application.

The Licensing Authority will require any Certificate of Good Conduct that the applicant may have regardless of the age of the document.

Certificates of Good Conduct which are in a language other than English will be required to be translated into English at the applicant's expense by an independent translation service and the translation must be verified.

Licence Condition

The licensing authority has the power to impose such conditions on a private hire operator licence as it considers reasonable, necessary and proportionate. The conditions of licence are detailed in **Annexe 27**.

General Compliance & Enforcement

The principal purpose of Hackney Carriage and Private Hire licensing is to protect the public and promote public safety.

It is recognised that well-directed enforcement activity by the Licensing Authority benefits not only the public but also the responsible members of the hackney carriage and private hire vehicle trade. In pursuing its objective to encourage responsible hackney carriage and private hire businesses, the Licensing Authority will operate a proportionate disciplinary and enforcement regime. In order to balance the promotion of public safety with the need to prevent unnecessary interference in a licence holder's business, the Licensing Authority will only intervene where it is

necessary and proportionate to do so. Where defects are such that use of a vehicle needs to be immediately prohibited, livelihood interference is inevitable.

Compliance assessments are to ensure that license holders remain 'fit and proper'. The Licensing Authority may use a variety of tools and powers to identify non-compliance, this may include, but is not limited, pro-active and reactive inspections, 'mystery shopper' exercises, programmed exercises with relevant partners, targeted enforcement operations, investigation of complaints/service requests.

Enforcement action will be proportionate, consistent and reasonable, whilst ensuring the public are protected. Determination of the method of enforcement may consider the following:

- The seriousness of the offence
- The offender's previous compliance history
- The consequence of the non-compliance
- The risk to public
- The likelihood of repeated non-compliance
- The effectiveness of other compliance/enforcement methods

Licence Holder Self-Reporting

All Licence holders are required to notify the issuing authority within 48 hours of any arrest and release for any sexual offence, any offence involving dishonesty or violence and any motoring offence. Further notifications to the licensing authority must be made within 48 hours of any charge and any conviction. Failure to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation. Drivers should notify the Licensing Authority of any voluntary interview conducted by the Police within 48 hours.

Disciplinary Procedure

Complaints made against licence holders from members of the public, police officers, council officers, or any other relevant person will be fully investigated by Licensing Authority.

Following investigation of a complaint concerning a licence holder's conduct or behaviour or the notification of an offence the Licensing Authority will consider the following disciplinary sanctions:

- a. **To take no action** –If relatively minor complaint with no history of poor behaviour or possible mitigating circumstances.

- b. **Warning letter** -for minor/moderate complaints/offences or if a pattern of poor behaviour/conduct is evident. A warning letter may be issued where the seriousness of the complaint/offence doesn't warrant suspension or revocation. A warning letter will stay on the licence holder's file for 6 years (or a period determined appropriate by the Licensing Authority). There is no limit to the number of warning letters a driver can receive however if a driver receives 2 or more warning letters within 3 years for similar complaints the Licensing Authority may wish to consider more serious action such as a final written warning or suspension.
- c. **Final written warning** – for minor/moderate complaints/offences whereby a licence holder has received a warning letter(s) regarding a similar matter.
- d. **Driver required to undertake further training.** The Licensing Authority may conclude that the complaint or report against a licence holder may be due to lack of knowledge and may recommend that a licence holder undergoes further training to correct behaviour and prevent further misconduct.
- e. **Prosecution** – where there is clear evidence and it is in the public interest, a licence holder may be prosecuted for offences under the relevant legislation.
- f. **Suspension** –for more serious complaints/offences or cases whereby a licence holder has previously received a warning for a similar complaint/offence in the past 2 years. The length of the suspension will be determined on a case-by-case basis. Suspension can be considered an option where no previous warning has been issued if the Licensing Authority feel that due to seriousness of the matter it is warranted.
- g. **Vehicle suspension (Stop Notice)** – a vehicle licence may be suspended when the vehicle is not meeting the licence conditions or is not roadworthy. The notice requires the vehicle to not be used as a licenced vehicle until the defect has been rectified and the notice has been lifted by the Licensing Authority
- h. **Revocation** – for repeat patterns of poor conduct or behaviour where warning(s) or suspension(s) have already been issued. For serious matters whereby the Licensing Authority consider the driver is no longer a fit and proper person to hold a licence.
- i. **Immediate suspension/revocation** – when it is the interest of public safety, the Licensing Authority may require the suspension/revocation to have immediate effect.
- j. **Refusal to renew a licence** – as for revocation above.

- k. **Add further conditions onto a licence** - It may be the case that by adding further conditions to a licence would prevent the authority from suspending or revoking a licence.

Appeals

Any individual that is aggrieved by the suspension/refusal/revocation of a licence may appeal against the decision of the Licensing Authority to the local Magistrate's Court within 21 days of the decision. This must be lodged with the Court in accordance with the relevant statutory provisions. The Licensing Authority strongly advises parties to promptly seek appropriate independent legal advice in such circumstances.

A further right of appeal against the decision of the Magistrate's Court lies with the Crown Court.

Working in Partnership

To maximize effective enforcement and compliance, it is often necessary for the Licensing Authority to work in partnership with other agencies. Examples of partnerships may include, the police, Driver and Vehicles Standards Agency (DVSA), Her Majesty's Revenue and Customs (HMRC), neighbouring local authorities, adult and children safeguarding teams.

The Licensing Authority also aims to work closely with the Hackney Carriage & Private Hire licensed trade to continue to professionalise the industry and improve standards of service.

Service Requests & Complaints

The Licensing Authority will investigate all service requests and complaints made against licence holders, provided details are received that will allow for establishment

of the identity of the licence holder. Details would include licence holder's name, licence number, or vehicle registration number.

It should be noted that the investigation of the complaint may result in the complainant being asked to provide a written witness statement. In addition, the complainant may be required to provide evidence in person at a disciplinary Committee or at Court.

Statements may also be taken from the licence holder and any other witnesses.

In coming to decision regarding what, if any, action should be taken, the Licensing Authority will consider all evidence and mitigating circumstances.

Details of how to make a complaint are found on the Council's website.

Cross Border Enforcement

Where it becomes apparent that either a number of vehicles licensed by this authority are undertaking the majority (i.e. over 50%) of private hire work in another local authority area, or when it is evident that a number of vehicles licensed by another local authority are undertaking the majority of private hire work in this area, the licensing authority will endeavour to develop enforcement protocols with those local authorities.

In these circumstances the following protocol (as described in the [Local Government Association's Taxi and PHV Licensing- Councillor's handbook](#)) will be followed:

- All authorities agree what level of expertise/qualification/skills is the minimum for approval of authorisation of each individual.
- All authorities establish, via their own schemes of delegation, what procedural steps need to be taken to validly authorise (i.e. chief officer's report, sub-committee or full committee decision).
- All authorities agree the form and wording of the 'letter of authorisation' and 'photo warrant card' to be issued.
- Each 'requesting council' formally requests authorisation of named individual officers.
- Each 'receiving council' obtains authorisation and provides a 'letter of authorisation' in respect of the other authority's officers.
- Each employing authority provides its own officers with a photo warrant card specifying that for the purposes of [specify Acts of Parliament] that officer [name] is a duly authorised officer of [list all authorising councils].
- Each authority provides all officers with copies of appropriate byelaws, conditions and agreed methodologies/reporting mechanisms for dealing with defective vehicles and other issues from other areas.
- Each authority seeks political and financial approval for pre-planned joint operations both with each other and police/HMRC Customs & Excise.

- Data sharing protocols, as required, be established between authorities, including standard incident reporting templates/operation logs to be used by all for consistency and scheme recording.

Any local scheme or consideration will be found on www.Newport.gov.uk/taxis

Annex 1

Driver Application Procedure/guidance

An application for a Hackney Carriage and Private Hire driver's licence must be made on the specified form. The Licensing Authority will send correspondence to drivers via e-mail, although it should be noted that it is the driver's responsibility to ensure that renewal applications are undertaken in time.

To allow sufficient time for documents to be processed, applicants should ensure that the Licensing Authority receives their complete application, including the fee and any other necessary documents e.g. DBS, at least two weeks before expiry date of a driver's licence. A licence cannot be renewed following its expiry and, in such cases, the applicant will be treated as being a brand-new applicant. (Though provided an application is submitted within 3 months after expiry of a licence, the applicant will not be required to undertake the Knowledge Test but will require to undertake refresher training for renewal applicants)

All drivers are required to have a current and valid E-mail address so the authority can undertake an electronic DBS check and send relevant appointments and reminders to applicants and drivers.

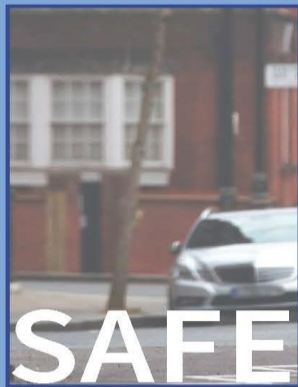
All Applications and full guidance are available on Licensing Teams Taxi web page.

Annex 2

Newport's City Council 'Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades'.

(The guidance was developed by the Institute of Licensing, but is replicated in DfT guidance and Welsh Government Guidance)

Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades



April 2018

 Institute of Licensing

Produced by the Institute of Licensing in partnership with:



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Foreword

The function of licensing is the protection of the public. A member of the public stepping into a motor vehicle driven by a stranger must be able to trust the driver. Are they honest? Are they competent? Are they safe? Are they trustworthy? When we transact with others, we usually have time and opportunity to make such assessments. When we transact with taxi drivers, we don't. Therefore, we must, and do, rely on the licence as the warranty of the driver's safety and suitability for the task at hand.

It follows that a licensing authority has an onerous responsibility. In making decisions regarding grant and renewal of licences it is, in effect, holding out the licensee as someone who can be trusted to convey the passenger from A to B in safety. That passenger may be you, or your elderly mother, or your teenage daughter, or a person who has had too much to drink, or who is vulnerable for a whole host of other reasons.

Everybody working in this field should acquaint themselves with the facts of the Rotherham case, which stands as a stark testament to what can happen when licensing performs its safeguarding role inadequately. But the extremity of that appalling story should not distract us from the job of protecting the public from more mundane incompetence, carelessness or dishonesty. The standards of safety and suitability do not have to be set as a base minimum. To the contrary, they may be set high, to give the public the assurance it requires when using a taxi service. It is good to know that one's driver is not a felon. It is better to know that he or she is a dedicated professional.

Crucially, this is not a field in which the licensing authority has to strike a fair balance between the driver's right to work and the public's right to protection. The public are entitled to be protected, full stop. That means that the licensing authority is entitled and bound to treat the safety of the public as the paramount consideration. It is, after all, the point of the exercise.

Therefore, this guidance is to be welcomed. It rightly emphasises that any circumstance relating to the licensee is potentially relevant, provided of course that it is relevant to their safety and suitability to hold a licence. It provides useful and authoritative guidelines to licensing authorities as to how they ought to approach their important task of making determinations about the safety and suitability of drivers and operators.

While, of course, licensing is a local function, it seems absurd that precisely the same conduct might result in a short period without a licence in one district, and a much longer period in a neighbouring district. If a driver is suitable in district A, they are surely suitable in district B, and vice versa. If, as is hoped, this guidance becomes widely adopted, this will result in a degree of national uniformity, which serves the public interest in consistency, certainty and confidence in the system of licensing. Adherence to the guidance may also provide protection to licensing authorities on appeal.

The guidance is therefore commended to licensing authorities. It is hoped that, in due course, it will sit at the elbow of every councillor and officer working in taxi licensing.

Philip Kolvin QC
Cornerstone Barristers

April 2018

Chapter 1: Introduction

- 1.1 This guidance has been produced by the Institute of Licensing working in partnership with the Local Government Association (LGA), Lawyers in Local Government (LLG) and the National Association of Licensing and Enforcement Officers (NALEO), following widespread consultation. We are grateful to all three organisations for their contributions. This guidance is formally endorsed by all of those organisations.
- 1.2 The overriding aim of any Licensing Authority when carrying out its functions relating to the licensing of Hackney or Private Hire Drivers, Vehicle Proprietors and Operators, must be the protection of the public and others who use (or can be affected by) Hackney Carriage and Private Hire services.
- 1.3 The relevant legislation provides that any person must satisfy the authority that they are a fit and proper person to hold a licence and that is a test to be applied after any applicant has gained any reasonably required qualifications¹. It is the final part of the process of an application when the decision is made, whether by a committee, sub-committee or an officer under a Scheme of Delegation. It involves a detailed examination of their entire character in order to make a judgment as to their fitness and propriety.
- 1.4 If a licence holder falls short of the fit and proper standard at any time, the licence should be revoked or not renewed on application to do so.
- 1.5 There is no recent Statutory or Ministerial guidance as to how such decisions should be approached or what matters are relevant or material to a decision. This guidance complements the LGA's Taxi and Private Hire Licensing Councillor's Handbook and any forthcoming Government guidance. Local authorities should also be aware of the forthcoming National Anti Fraud Network database on refusals and revocations of hackney carriage and private hire licences.
- 1.6 This document is intended to provide guidance on determining suitability, taking into account the character of the applicant or licensee. It can then be used by local authorities as a basis for their own policies: in particular it considers how regard should be had to the antecedent history of the applicant or licence holder and its relevance to their 'fitness and propriety' or 'character'. As with any guidance it need not be slavishly followed but it provides a starting or reference point from which decisions can be made taking into account the particular merits of each case.
- 1.7 A licensing authority policy can take a 'bright line approach' and say "never" in a policy, but it remains a policy, and as such does not amount to any fetter on the discretion of the

¹ Except vehicle proprietors. In those cases there is no "fit and proper" requirement, but the authority has an absolute discretion over granting a licence.

authority. Each case will always be considered on its merits having regard to the policy, and the licensing authority can depart from the policy where it considers it appropriate to do so. This will normally happen where the licensing authority considers that there are exceptional circumstances which warrant a different decision. This approach was endorsed by the High Court in *R (on the application of Nicholds) v Security Industry Authority*².

- 1.8 In Chapter 2 this Guidance explores the current thinking behind an individual's tendencies to reoffend. It is clear that this is not an exact science and that there is no meaningful and precise statistical evidence that can assist in the setting of policy. Given the important function of licensing to protect the public, any bar should be set at the highest level which is reasonable, albeit subject to the exercise of discretion as is set out in paragraph 1.7 and Chapters 3 and 4.
- 1.9 This Guidance contains no detailed list of offences. All offences are allocated to a general category such as 'dishonesty' or 'drugs'. This prevents it being argued that a specific offence is not covered by the Policy as it 'is not on the list' and also prevents arguments that a firearm is more serious than a knife and should lead to differentiation. In each case, appropriate weight should be given to the evidence provided.
- 1.10 This Guidance cannot have the force of legislation, new or amended; the need for which is both abundantly clear to, and fully supported by the Institute and the other organisations working with it. It is intended to help local authorities achieve greater consistency so that applicants are less able to shop between authorities. It is acknowledged that this cannot be fully achieved without the imposition of national minimum standards.
- 1.11 In preparing this document the Institute's Working Party has consulted with and considered the issues from all perspectives including, Councillors, Licensing Officers, Lawyers, the Hackney Carriage and Private Hire Trades, Academics, the Probation Service and the Police.

² [2007] 1 WLR 2067

Chapter 2: Offenders and Offending - An Overview

- 2.1 The aim of local authority licensing of the taxi and PHV trades is to protect the public'.³ With this in mind, Public Protection must be at the forefront of the decision maker's mind when determining whether an individual is considered a "fit and proper person" to hold a licence.
- 2.2 This section aims to provide a brief overview of public protection, how to determine risk and factors to be considered when an applicant seeks to demonstrate a change in their offending behaviour.
- 2.3 The licensing process places a duty on the local authority to protect the public. Given the nature of the role, it is paramount that those seeking a living in the trades meet the required standards. As the previous offending behaviour can be considered as a predictor in determining future behaviour as well as culpability, it is essential that the decision maker considers all relevant factors including previous convictions, cautions and complaints and the time elapsed since these were committed.
- 2.4 There has been extensive research into the reasons behind why some individuals commit crimes, why some learn from their mistakes and stop offending whilst others find themselves in a cycle of repeat offending. Several theories have evolved over many years offering insight into the reasons behind offending behaviour. One common theme is that no two crimes are the same and that risk cannot be eliminated, or the future predicted. What can be done, is to examine each case on its individual merits, look at the risks involved along with any change in circumstances since any offences were committed to assist in making the decision.
- 2.5 A key factor when considering an application from an individual with any convictions, cautions or complaints recorded is Public Protection. This includes assessing the risk of re-offending and harm⁴. Risk assessment tools are regularly employed by those who are responsible for managing individuals who have committed offences. Local Authorities are not always privy to this information so it is important when they are making decisions around suitability that they have an understanding of offending behaviour and risk of re-offending in generic terms.

³ DfT "Taxi and Private Hire Licensing – Best Practice Guide" para 8

⁴ Kemshall, H. (2008). *Understanding the Management of High Risk Offenders (Crime and Justice)*. Open University Press

- 2.6 Flaud⁵ noted that risk is in principle, a matter of fact, but danger is a matter of judgment and opinion. He goes on to note that risk may be said to be the likelihood of an event occurring; danger may be the degree of damage (harm) caused should that event take place⁶.
- 2.7 The National Offender Management Service refers to risk in two dimensions. That being the likelihood that an offence will occur, and the impact / harm of the offence should it happen. Generally, when making a decision around probability and likelihood of re-offending, consideration is needed towards static and dynamic factors.
- 2.8 Static factors are historical and do not change such as age, previous convictions and gender. They can be used as a basis for actuarial assessments and are fundamental in considering an individual's potential to reoffend in future⁷. For example, recent published statistics revealed that 44% of adults are reconvicted within one year of release. For those serving sentences of less than twelve months this increased to 59%⁸. It is also widely accepted that generally persons with a large number of previous offences have a higher rate of proven reoffending than those with fewer previous offences⁹.
- 2.9 Dynamic factors are considered changeable and can vary over time. They include attitudes, cognitions and impulsivity¹⁰. It is documented that the greater their unmet need, the more likely an individual is to re-offend. When considering whether an individual has been rehabilitated, it is important to have regard towards the motivation behind their offending and dynamic risk factors present at the time, against the steps taken to address such factors thus reducing the risk of re-offending.
- 2.10 It is of note that problems and/or needs are more frequently observed in offender populations than in the general population¹¹. Many of these factors are interlinked and embedded in an individual's past experiences. This can impact upon that person's ability to change their behaviour, particularly if the areas identified have not been addressed or support has not been sought. Needs will vary from individual to individual and will rely upon their level of motivation and the nature of the offence committed.

⁵ Flaud, R. (1982). Cited in, Gendreau, P., Little, T. and Goggin, C. (1996). A meta-analysis of the predictors of adult offender recidivism: what works! *Criminology*, 34, 557-607.

⁶ Gendreau, P., Little, T. and Goggin, C. (1996). A meta-analysis of the predictors of adult offender recidivism: what works! *Criminology*, 34, 557-607.

⁷ Craig, L. A. and Browne, K. B (2008). *Assessing Risk in Sex Offenders: A Practitioner's Guide* Paperback.

⁸ Ministry of Justice (2017) *Proven reoffending statistics: July 2014 to June 2015*, London: Ministry of Justice.

⁹ Ministry of Justice (2015): *Transforming Rehabilitation: a summary of evidence on reducing reoffending*. London: Ministry of Justice.

¹⁰ McGuire, J. (2008). A review of effective interventions for reducing aggression and violence. *Philosophical Transactions of the Royal Society B: Biological Sciences*, 363(1503), 2577-2597

¹¹ Nash, M. (1999) *Police, Probation and Protecting the Public*. London: Blackwell Press.

Risk of re-offending:

- 2.11 The issue of recidivism and increase in serious crime rates has given rise to extensive publications, theories and changes in legislation with many focusing upon the need for more rehabilitation projects as a means of reducing re-offending rates. Central to the rehabilitation of offenders is the concept of criminogenic needs. This has been described by the National Offender Management Service as “any area where the offender has needs or deficits, in which a reduction in the need or deficit would lead to a reduction in the risk of re-conviction. An individual’s ability to address and reduce such needs relies heavily upon their motivation to change and desist and often takes place over a period of time”¹².
- 2.12 Kurlychek, 2007 in her study noted that “a person who has offended in the past has been found to have a high probability of future offending, but this risk of recidivism is highest in the time period immediately after arrest or release from custody and, thereafter, decreases rapidly and dramatically with age”¹³.
- 2.13 A consistent finding throughout criminological literature is that male offenders tend to desist from crime aged 30 years and over¹⁴. It is well documented that the change occurs for various reasons; for example, as a result of successful treatment, natural maturation or the development of positive social relationships¹⁵. Female offenders are also considered more likely to desist from offending as they mature. The peak age of reported offending for females was 14 compared to 19 for males¹⁶.
- 2.14 Desisting from crime for people who have been involved in persistent offending is a difficult and complex process, likely to involve lapses and relapses. Some individuals may never desist¹⁷. As a result, it is important for individuals to evidence change in their behaviour before they can be considered to present a low or nil risk of re-offending. Often the only way of achieving this is through lapse of time.
- 2.15 The longer the time elapsed since an offence has been committed, the more likely the individual will desist from crime. It is noted that the more a life is lived crime-free, the more one comes to see the benefits of desistance¹⁸. Demonstrating a change in offending behaviour and an ability to make effective choices takes time and comes with some

¹² National Offender Management Service (2016). Public Protection Manual Edition. Proven Reoffending Statistics Quarterly Bulletin, October 2015 to December 2015

¹³ Kurlychek, M C, Brame, R (2007). Scarlet Letters and recidivism: Does an old criminal record predict future offending? University of South Carolina.

¹⁴ Serin, R, C. and Lloyd, C.D (2008). Examining the process of offender change: the transitions to crime desistance. 347-364.

¹⁵ Nash, M. (1999) Police, Probation and Protecting the Public. London: Blackwell Press.

¹⁶ Trueman, C.N. (2015). Women and Crime. The History Learning Site. Ingatestone: Essex.

¹⁷ Farrell, S (2005). Understanding Desistance from Crime: Emerging Theoretical Directions in Resettlement and Rehabilitation (Crime and Justice) Paperback.

¹⁸ Maguire, M., Morgan, R. and Reiner, R. (2002). The Oxford Handbook of Criminology. 3rd Edition. Oxford: Oxford University Press.

ambiguity for those who have committed offences. A study in 2007 looking into previous convictions and the links to re-offending concluded that “individuals who have offended in the distant past seem less likely to recidivate than individuals who have offended in the recent past”¹⁹.

- 2.16 Although it is not possible to determine the future behaviour of an individual, taking steps to reduce risk and protect the public can be achieved by following correct processes and guidance. Having regard to an individual’s previous behaviour and their potential to cause harm as a result of the choices they have made plays a significant part when making a decision as to whether to grant a licence. Being able to evidence change in behaviour will involve consideration of the circumstances at the time of the offence, steps taken to address any issues identified and that person’s ability to sustain such change. This can be a long process that can only be achieved over time.

¹⁹ Kurlychek, MC, Brame, R (2007). Scarlet letters and recidivism: Does an old criminal record predict future offending? University of South Carolina.

Chapter 3: 'Taxi' Licensing Overview

- 3.1 Taxis are used by almost everyone in our society occasionally, but they are used regularly by particularly vulnerable groups: children; the elderly; disabled people; and the intoxicated, and a taxi driver has significant power over a passenger who places themselves, and their personal safety, completely in the driver's hands.
- 3.2 Local authorities (districts, unitaries and Welsh Councils) and TfL are responsible for hackney carriage and private hire licensing.
- 3.3 The principal legislation is the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976. The purpose of taxi licensing is detailed in the DfT *"Taxi and Private Hire Licensing – Best Practice Guide"* para 8 which states:
- "The aim of local authority licensing of the taxi and PHV trades is to protect the public."
- 3.4 Within the two licensing regimes, there are 5 types of licence: hackney carriage vehicle; private hire vehicle; hackney carriage driver; private hire driver and private hire operator.
- 3.5 In relation to all these licences, the authority has a discretion over whether to grant. Whilst there is some guidance issued by the DfT, there are no national standards.
- 3.6 Drivers and operators cannot be granted a licence unless the authority is satisfied that they are a "fit and proper person" to hold that licence (see Local Government (Miscellaneous Provisions) Act 1976 ss 51 and 59 in respect of drivers; s55 in respect of operators).
- 3.7 There are no statutory criteria for vehicle licences; therefore, the authority has an absolute discretion.
- 3.8 In each case, the authority has powers to grant a licence, renew it on application and, during the currency of the licence, suspend or revoke it.
- 3.9 What is the role of each of these, and how do authorities determine an application, or take action against a licence?

Taxi Drivers

- 3.10 The term "taxi driver" encompasses two different occupations: hackney carriage drivers and private hire drivers. "Taxi driver" is therefore used as a broad, overarching term to cover both hackney carriage and private hire drivers. In each case there are identical statutory

criteria to be met before a licence can be granted and many authorities grant “dual” or “combined” licences to cover driving both types of vehicle.

- 3.11 An applicant must hold a full DVLA or equivalent driver’s licence, have the right to work in the UK, and be a “fit and proper” person²⁰.
- 3.12 The driving licence element is a question of fact. Although there are some issues with foreign driving licences, ultimately a person either has, or does not have a driving licence.
- 3.13 An applicant must also have the right to remain, and work in the UK²¹.
- 3.14 Again, this is ultimately a question of fact and the local authority should follow the guidance issued by the Home Office.²²
- 3.15 It is the whole issue of “fit and proper” that causes local authorities the most difficulties. It has never been specifically judicially defined but it was mentioned in *Leeds City Council v Hussain*²³. Silber J said:
- “... the purpose of the power of suspension is to protect users of licensed vehicles and those who are driven by them and members of the public. Its purpose [and], therefore [the test of fitness and propriety], is to prevent licences being given to or used by those who are not suitable people taking into account their driving record, their driving experience, their sobriety, mental and physical fitness, honesty, and that they are people who would not take advantage of their employment to abuse or assault passengers.”
- 3.16 This is reflected in a test widely used by local authorities:
- ‘Would you (as a member of the licensing committee or other person charged with the ability to grant a hackney carriage driver’s licence) allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?’²⁴
- 3.17 It is suggested that the expression “safe and suitable” person to hold a driver’s licence is a good interpretation which neither adds nor removes anything from the original term of “fit and proper” but brings the concept up to date.

²⁰ Local Government (Miscellaneous Provisions) Act 1976. Section 51(1) covers private hire drivers, and section 59(1) covers hackney carriage drivers.

²¹ Local Government (Miscellaneous Provisions) Act 1976 S51(1)(a)(ii) in respect of private hire drivers and S59(1)(a)(ii) in respect of hackney carriage drivers.

²² “Guidance for Licensing Authorities to Prevent Illegal Working in the Taxi and Private Hire Sector in England and Wales” - Home Office, 1st December 2016 available at <https://www.gov.uk/government/publications/licensing-authority-guide-to-right-to-work-checks>

²³ [2002] EWHC 1145 (Admin), [2003] RTR 199

²⁴ Button on Taxis – Licensing Law and Practice 4th Ed Bloomsbury Professional at para 10.21.

- 3.18 How can a local authority assess and then judge whether or not someone is safe and suitable to hold a drivers' licence?
- 3.19 The local authority has the power to require an applicant to provide:
- “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.”²⁵
- This “information” can include any pre-conditions or tests that they consider necessary
- 3.20 Some of these are universal, such as medical assessments²⁶. Others are required by some authorities, but not others. These include:
- Enhanced DBS certificates and sign-up to the update service;
 - Knowledge tests;
 - Driving tests;
 - Disability Awareness;
 - Signed Declarations;
 - Spoken English tests.
- 3.21 The provision of information in these terms can satisfy the local authority that a person has the skills and competencies to be a professional driver to hold a licence. However, the concepts of safety and suitability go beyond this. There is the character of the person to be considered as well.
- 3.22 Both hackney carriage and private hire drivers are exempt from the provisions of the Rehabilitation of Offenders Act 1974. This means that there are no “spent” convictions and that any and all criminal convictions (apart from “protected convictions” and “protected cautions” where they have been declared²⁷) can be taken into account by the local authority in assessing safety and suitability, but only relevant spent convictions should be considered by the decision maker²⁸.
- 3.23 All Applicants/Licensees should be required to obtain an Enhanced DBS Certificate with Barred Lists checks²⁹ and to provide this to the Licensing Authority. All Licensees should also be required to maintain their Certificates through the DBS Update Service throughout the currency of their licence.

²⁵ Local Government (Miscellaneous Provisions) Act 1976 s57(1)

²⁶ See Local Government (Miscellaneous Provisions) Act 1976 s57(2)

²⁷ “Protected convictions” and “protected cautions” are single, minor and elderly matters that do not appear on any DBS Certificates.

²⁸ See *Adamson v Waveney District Council* [1997] 2 All ER 898

²⁹ “For Taxi [driver] Licensing purposes the correct level of check is always the Enhanced level check, with the Adults and Children’s Barred list check. Other Workforce should always be entered at X61 line 1 and Taxi Licensing should be entered at X61 line 2” DBS email 31st August 2017.

- 3.24 If any applicant has, from the age of 10 years, spent six continuous months or more living outside the United Kingdom, evidence of a criminal record check from the country/countries covering the relevant period should be required.
- 3.25 Local authorities should have a policy to provide a baseline for the impact of any convictions, cautions or other matters of conduct which concern a person's safety and suitability³⁰.
- 3.26 The character of the driver in its entirety must be the paramount consideration when considering whether they should be licensed. It is important to recognise that local authorities are not imposing any additional punishment in relation to previous convictions or behaviour. They are using all the information that is available to them to make an informed decision as to whether or not the applicant or licensee is or remains a safe and suitable person.
- 3.27 There are occasions where unsuitable people have been given licences by local authorities, or if refused by the authority, have had it granted by a court on appeal.
- 3.28 Often this is because of some perceived hardship. Case law makes it clear that the impact of losing (or not being granted) a driver's licence on the applicant and his family is not a consideration to be taken into account³¹. This then leads to the question of whether the stance taken by local authorities is robust enough to achieve that overriding aim of public protection.
- 3.29 However, all too often local authorities depart from their policies and grant licences (or do not take action against licensees) without clear and compelling reasons. It is vital that Councillors recognise that the policy, whilst remaining a policy and therefore the Authority's own guidelines on the matter, is the baseline for acceptability. It should only be departed from in exceptional circumstances and for justifiable reasons which should be recorded.
- 3.30 One common misunderstanding is that if the offence was not committed when the driver was driving a taxi, it is much less serious, or even if it was in a taxi but not when passengers were aboard. This is not relevant: speeding is dangerous, irrespective of the situation; drink driving is dangerous, irrespective of the situation; bald tyres are dangerous, irrespective of the situation. All these behaviours put the general public at risk. Violence is always serious. The argument that it was a domestic dispute, or away from the taxi, is irrelevant. A person who has a propensity to violence has that potential in every situation. Sexual offences are always serious. A person who has in the past abused their position (whatever that may have been)

³⁰ As recommended by the DfT "Taxi and Private Hire Licensing – Best Practice Guide" para 59

³¹ *Leeds City Council v Hussain* [2002] EWHC 1145 (Admin), [2003] RTR 199 and *Cherwell District Council v Anwar* [2011] EWHC 2943 (Admin)

to assault another sexually has demonstrated completely unacceptable standards of behaviour.

- 3.31 Applicants may claim that they have sought employment in other fields and been precluded as a result of their antecedent history particularly if that contains convictions. They therefore seek to become a licensed driver as an occupation of last resort. This is unacceptable as the granting of a licence would place such a person in a unique position of trust. The paramount responsibility of a licensing authority is to protect the public, not provide employment opportunities.
- 3.32 Licensees are expected to demonstrate appropriate professional conduct at all time, whether in the context of their work or otherwise. Licensees should be courteous, avoid confrontation, not be abusive or exhibit prejudice in any way. In no circumstances should Licensees take the law into their own hands. Licensees are expected to act with integrity and demonstrate conduct befitting the trust that is placed in them.
- 3.33 There are those who seek to take advantage of vulnerable people by providing services that they are not entitled to provide; for example, by plying for hire in an area where they are not entitled to do so. Licensees are expected to be vigilant of such behaviour and to report any concerns to the Police and the relevant licensing authority. Passengers should feel confident to check that the person offering a service is entitled to do so. Licensees should willingly demonstrate that they are entitled to provide the offered service by, for example, showing their badge.
- 3.34 As a society, we need to ask the question “who is driving my taxi?” and be secure in the knowledge that the answer is “a safe and suitable person”. The vast majority of drivers are decent, law abiding people who work very hard to provide a good service to their customers and the community at large. However poor decisions by local authorities and courts serve to undermine the travelling public’s confidence in the trade as a whole. Unless local authorities and the courts are prepared to take robust (and difficult) decisions to maintain the standards the local authority lays down, and in some cases tighten up their own policies, the public cannot have complete confidence in taxi drivers. This is detrimental to all involved.

Private Hire Operators

- 3.35 A private hire operator (“PHO”) is the person who takes a booking for a private hire vehicle (“PHV”), and then dispatches a PHV driven by a licensed private hire driver (“PHD”) to fulfil that booking. All three licences (PHO, PHV and PHD) must have been granted by the same

authority³². A local authority cannot grant a PHO licence unless the applicant has the right to work in the UK and is a fit and proper person³³.

- 3.36 As with taxi drivers the role of the PHO goes far beyond simply taking bookings and dispatching vehicles. In the course of making the booking and dispatching the vehicle and driver, the PHO will obtain significant amounts of personal information. It is therefore vital that a PHO is as trustworthy and reliable as a driver, notwithstanding their slightly remote role. Hackney carriages can also be pre-booked, but local authorities should be mindful that where that booking is made by anybody other than a hackney carriage driver, there are no controls or vetting procedures in place in relation to the person who takes that booking and holds that personal information.
- 3.37 How then does a local authority satisfy itself as to the “fitness and propriety” or “safety and suitability” of the applicant or licensee?
- 3.38 Spent convictions can be taken into account when determining suitability for a licence, but the applicant (or licensee on renewal) can only be asked to obtain a Basic Disclosure from the Disclosure and Barring Service.
- 3.39 Although this is by no means a perfect system, it does give local authorities a reasonable basis for making an informed decision as to fitness and propriety of an applicant or existing licensee.
- 3.40 To enable consistent and informed decisions to be made, it is important to have a working test of fitness and propriety for PHOs and a suitable variation on the test for drivers can be used:
- “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?”³⁴
- 3.41 There is a further point to consider in relation to PHOs and that concerns the staff used on the telephones and radios. There is no reason why a condition cannot be imposed on a PHO licence requiring them to undertake checks on those they employ/use within their company to satisfy themselves that they are fit and proper people to undertake that task and retain that information to demonstrate that compliance to the local authority. Any failure on the part of the PHO to either comply with this requirement, or act upon information that they

³² See *Dittah v Birmingham City Council, Choudhry v Birmingham City Council* [1993] RTR 356 QBD

³³ Section 55(1) Local Government (Miscellaneous Provisions) Act 1976

³⁴ *Button on Taxis – Licensing Law and Practice* 4th Ed Bloomsbury Professional at para 12.35

obtain (thereby allowing unsuitable staff to work in positions of trust), would then have serious implications on the continuing fitness and propriety of the PHO.

- 3.42 Care should be taken in circumstances where a PHO Licence is sought in the name of a limited company, partnership or other business structure that all the requirements applicable to an individual applicant are made of each director or partner of the applicant organisation³⁵. Only by so doing can a decision be made as to the fitness and propriety of the operating entity.

Vehicle Proprietors

- 3.43 Similar considerations apply to the vehicle proprietors, both hackney carriage and private hire (referred to here generically as “taxis”). Although the vehicle proprietor may not be driving a vehicle (and if they are they will be subject to their own fitness and propriety test to obtain a driver’s licence), they clearly have an interest in the use of the vehicle. They will also be responsible for the maintenance of the vehicle, and vehicles that are not properly maintained have a clear impact on public safety.
- 3.44 Taxis are used to transport people in many circumstances, and are seen everywhere across the United Kingdom, at all times of the day and night, in any location. Therefore, taxis could provide a transportation system for illegal activities or any form of contraband, whether that is drugs, guns, illicit alcohol or tobacco, or people who are involved in or are the victims of illegal activity, or children who may be at risk of being, or are being, abused or exploited.
- 3.45 In relation to both hackney carriages and private hire vehicles, the local authority has an absolute discretion over granting the licence³⁶ and should therefore ensure that both their enquiries and considerations are robust. It is much more involved than simply looking at the vehicle itself and it is equally applicable on applications to transfer a vehicle as on grant applications.
- 3.46 Again, this is not an exempt occupation for the purposes of the 1974 Act, but exactly the same process can be applied as for private hire operators – Basic DBS, statutory declaration and consideration of spent convictions. This can then be used in the light of a similar policy in relation to suitability as the authority will already have for drivers and PHOs.
- 3.47 A suitable test would be:

“Would I be comfortable allowing this person to have control of a licensed vehicle that can travel anywhere, at any time of the day or night without arousing suspicion, and be

³⁵ See s57(1)(c) of the 1976 Act.

³⁶ S37 of the 1847 Act in relation to hackney carriages; section 48 of the 1976 Act to private hire vehicles.

satisfied that he/she would not allow it to be used for criminal or other unacceptable purposes, and be confident that he/she would maintain it to an acceptable standard throughout the period of the licence?”³⁷

³⁷ Button on Taxis – Licensing Law and Practice 4th Ed Bloomsbury Professional at para 8.98

Chapter 4: Guidance on Determination

- 4.1 As is clear from the overview of Offenders and Offending above, there is no evidence which can provide precise periods of time which must elapse after a crime before a person can no longer be considered to be at risk of reoffending, but the risk reduces over time. In light of that, the suggested timescales below are intended to reduce the risk to the public to an acceptable level.
- 4.2 Many members of our society use, and even rely on, hackney carriages and private hire vehicles to provide transportation services. This can be on a regular basis, or only occasionally, but in all cases passengers, other road users and society as a whole must have confidence in the safety and suitability of the driver, the vehicle itself and anyone involved with the booking process.
- 4.3 Ideally, all those involved in the hackney carriage and private hire trades (hackney carriage and private hire drivers, hackney carriage and private hire vehicle owners and private hire operators) would be persons of the highest integrity. In many cases that is true, and the vast majority of those involved in these trades are decent, upstanding, honest and hard-working individuals. Unfortunately, as in any occupation or trade, there are those who fail to conform to those standards.
- 4.4 The purpose of this document is to offer guidance on how licensing authorities can determine whether a particular person is safe and suitable either to be granted a licence in the first place or to retain such a licence. As outlined above, a policy can be robust, and if necessary, say never, and each case is then considered on its own merits in the light of that policy.

Pre-application requirements

- 4.5 Licensing authorities are entitled to set their own pre-application requirements. These will vary depending upon the type of licence in question but can include some or all of the following (these are not exhaustive lists):

Vehicles:

- Basic DBS checks;
- Specifications e.g. minimum number of doors, minimum seat size, headroom, boot space etc;
- Mechanical tests and tests of the maintenance of the vehicle e.g. ripped seats etc;
- Emission limits/vehicle age limits;
- Wheelchair accessibility requirements.

Drivers:

- Enhanced DBS checks with update service;
- Checks made to the National Anti Fraud Network database on refusals and revocations of hackney carriage and private hire licences (when available);
- Medical checks;
- Knowledge of the geographic area;
- Spoken and written English tests;
- Disability awareness training;
- Child sexual exploitation and safeguarding training.

Operators:

- Basic DBS checks;
- Details of their vetting procedures for their staff;
- Knowledge of the licensing area.

- 4.6 In relation to each of these licences, the licensing authority has discretion as to whether or not to grant the licence.
- 4.7 Drivers and operators cannot be granted a licence unless the authority is satisfied that they are a “fit and proper person” to hold that licence (see Local Government (Miscellaneous Provisions) Act 1976 ss 51 and 59 in respect of drivers; s55 in respect of operators).
- 4.8 There are no statutory criteria for vehicle licences, therefore the authority has an absolute discretion over whether to grant either a hackney carriage or private hire proprietor’s licence.
- 4.9 “Fit and proper” means that the individual (or in the case of a private hire operator’s licence, the limited company together with its directors and secretary, or all members of a partnership³⁸) is “safe and suitable” to hold the licence.
- 4.10 In determining safety and suitability the licensing authority is entitled to take into account all matters concerning that applicant or licensee. They are not simply concerned with that person’s behaviour whilst working in the hackney carriage or private hire trade. This consideration is far wider than simply criminal convictions or other evidence of unacceptable behaviour, and the entire character of the individual will be considered. This can include, but is not limited to, the individual’s attitude and temperament.

³⁸ Section 57(2)(c) of the Local Government (Miscellaneous Provisions) Act 1976 allows a local authority to consider the character of a company director or secretary, or any partner.

- 4.11 Convictions for attempt or conspiracy will be regarded as convictions for the substantive crime. A caution is regarded in exactly the same way as a conviction³⁹. Fixed penalties and community resolutions will also be considered in the same way as a conviction⁴⁰.
- 4.12 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. Within this document, any reference to "conviction" will also include matters that amount to criminal behaviour, but which have not resulted in a conviction.
- 4.13 In the case of any new applicant who has been charged with any offence and is awaiting trial, the determination will be deferred until the trial has been completed or the charges withdrawn. Where an existing licensee is charged, it will be for the licensing authority to decide what action to take in the light of these guidelines.
- 4.14 In all cases, the licensing authority will consider the conviction or behaviour in question and what weight should be attached to it, and each and every case will be determined on its own merits, and in the light of these guidelines.
- 4.15 Any offences committed, or unacceptable behaviour reported whilst driving a hackney carriage or private hire vehicle, concerning the use of a hackney carriage or private hire vehicle, or in connection with an operator of a private hire vehicle will be viewed as aggravating features, and the fact that any other offences were not connected with the hackney carriage and private hire trades will not be seen as mitigating factors.
- 4.16 As the licensing authority will be looking at the entirety of the individual, in many cases safety and suitability will not be determined by a specified period of time having elapsed following a conviction or the completion of a sentence. Time periods are relevant and weighty considerations, but they are not the only determining factor.
- 4.17 In addition to the nature of the offence or other behaviour, the quantity of matters and the period over which they were committed will also be considered. Patterns of repeated unacceptable or criminal behaviour are likely to cause greater concern than isolated occurrences as such patterns can demonstrate a propensity for such behaviour or offending.
- 4.18 Most applicants or licensees will have no convictions and that is clearly the ideal situation. In relation to other people, it is accepted that human beings do make mistakes and lapse in their conduct for a variety of reasons, and it is further accepted that many learn from experience and do not go on to commit further offences. Accordingly, in many cases an isolated

³⁹ This is because a caution can only be imposed following an admission of guilt, which is equivalent to a guilty plea on prosecution.

⁴⁰ This is because payment of a fixed penalty indicates acceptance of guilt, and a community resolution can only be imposed following an admission of guilt.

conviction, especially if committed some time ago, may not prevent the grant or renewal of a licence.

- 4.19 It is also important to recognise that once a licence has been granted, there is a continuing requirement on the part of the licensee to maintain their safety and suitability. The licensing authority has powers to take action against the holder of all types of licence (driver's, vehicle and operator's) and it must be understood that any convictions or other actions on the part of the licensee which would have prevented them being granted a licence on initial application will lead to that licence being revoked.
- 4.20 Any dishonesty by any applicant or other person on the applicant's behalf which is discovered to have occurred in any part of any application process (e.g. failure to declare convictions, false names or addresses, falsified references) will result in a licence being refused, or if already granted, revoked and may result in prosecution.
- 4.21 As the direct impact on the public varies depending upon the type of licence applied for or held, it is necessary to consider the impact of particular offences on those licences separately. However, there are some overriding considerations which will apply in all circumstances.
- 4.22 Generally, where a person has more than one conviction, this will raise serious questions about their safety and suitability. The licensing authority is looking for safe and suitable individuals, and once a pattern or trend of repeated offending is apparent, a licence will not be granted or renewed.
- 4.23 Where an applicant/licensee is convicted of an offence which is not detailed in this guidance, the licensing authority will take that conviction into account and use these guidelines as an indication of the approach that should be taken.
- 4.24 These guidelines do not replace the duty of the licensing authority to refuse to grant a licence where they are not satisfied that the applicant or licensee is a fit and proper person. Where a situation is not covered by these guidelines, the authority must consider the matter from first principles and determine the fitness and propriety of the individual.

Drivers

- 4.25 As the criteria for determining whether an individual should be granted or retain a hackney carriage driver's licence are identical to the criteria for a private hire driver's licence, the two are considered together.
- 4.26 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.

- 4.27 As stated above, 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 safe and suitable person.
- 4.28 In relation to single convictions, the following time periods should elapse following completion of the sentence (or the date of conviction if a fine was imposed) before a licence will be granted.

Crimes resulting in death

- 4.29 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

- 4.30 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 exploitation, grooming, psychological, emotional or financial abuse, but this is not an exhaustive list.

Offences involving violence

- 4.31 Where an applicant has a conviction for an offence of violence, 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.

Possession of a weapon

- 4.32 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 7 years have elapsed since the completion of any sentence imposed.

Sex and indecency offences

- 4.33 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.
- 4.34 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.

Dishonesty

- 4.35 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.

Drugs

- 4.36 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.
- 4.37 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 5 years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant will also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

Discrimination

- 4.38 Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Motoring convictions

- 4.39 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 grant of a licence or may not result in action against an existing licence. Subsequent convictions reinforce the fact that the licensee does not take their professional responsibilities seriously and is therefore not a safe and suitable person to be granted or retain a licence.

Drink driving/driving under the influence of drugs/using a hand-held telephone or hand held device whilst driving

- 4.40 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 7 years have elapsed since the completion of any sentence or driving ban imposed. In these circumstances, any applicant will also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.
- 4.41 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 5 years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.

Other motoring offences

- 4.42 A minor traffic or vehicle related offence is one which does not involve loss of life, driving under the influence of drink or drugs, driving whilst using a mobile phone, and has not resulted in injury to any person or damage to any property (including vehicles). Where an applicant has 7 or more points on their DVLA licence for minor traffic or similar offences, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed.
- 4.43 A major traffic or vehicle related offence is one which is not covered above and also any offence which resulted in injury to any person or damage to any property (including vehicles). It also includes driving without insurance or any offence connected with motor insurance. Where an applicant has a conviction for a major traffic offence or similar offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Hackney carriage and private hire offences

- 4.44 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

- 4.45 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.

Private Hire Operators

- 4.46 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.
- 4.47 As stated above, where an applicant has more than one conviction, serious consideration will need to be given as to whether they are a safe and suitable person.
- 4.48 Operators must ensure that any staff that are used within the business (whether employees or independent contractors) and are able to access any information as described above are subject to the same standards as the operator themselves. This can be effected by means of the individual staff member being required by the operator to obtain a basic DBS certificate. If an operator is found not to be applying the required standards and using staff that do not meet the licensing authority’s overall criteria, that will lead to the operator’s licence being revoked.

- 4.49 As public trust and confidence in the overall safety and integrity of the private hire system is vital, the same standards will be applied to operators as those applied to drivers, which are outlined above.

Vehicle proprietors

- 4.50 Vehicle proprietors (both hackney carriage and private hire) have two principal responsibilities.
- 4.51 Firstly, they must ensure that the vehicle is maintained to an acceptable standard at all times.
- 4.52 Secondly, they must ensure that the vehicle is not used for illegal or illicit purposes.
- 4.53 As stated above, where an applicant has more than one conviction, serious consideration will need to be given as to whether they are a safe and suitable person to be granted or retain a vehicle licence.
- 4.54 As public trust and confidence in the overall safety and integrity of the private hire system is vital, the same standards will be applied to proprietors as those applied to drivers, which are outlined above.

Acknowledgements

In December 2015, the Institute of Licensing established a working party to look at the creation of a model or standard set of guidelines in relation to assessing the suitability of applicants and licence holders in relation to taxi drivers, operators and vehicle proprietors, taking into account the character of the applicant or licensee.

The core project group comprised:

- Stephen Turner, Solicitor at Hull City Council, Licensing Lead for Lawyers in Local Government and Vice Chair of the North East Region IoL (Project Group Chair)
- Jim Button, Solicitor at James Button & Co and President of IoL
- Philip Kolvin QC, Cornerstone Barristers and Patron of IoL
- John Miley, Licensing Manager for Broxtowe Borough Council, National Chair for NALEO and Vice Chair of the East Midlands Region IoL
- Linda Cannon, previously Licensing Manager for Basingstoke & Dean and Hart Councils, and now private licensing consultant and Chair of the South East Region IoL
- Phil Bates, Licensing Manager for Southampton City Council
- Sue Nelson, Executive Officer of IoL

This Guidance is the result of the work of the project team and includes consideration of antecedent history of the applicant or licence holder and its relevance to their 'character' as well as consideration of convictions, cautions and non-conviction information.

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- Louise Scott Garner
- Jenna Parker, Institute of Licensing

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Lawyers in Local Government (LLG). www.lawyersinlocalgovernment.org



LLG
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National Association of Licensing and Enforcement Officers (NALEO). www.naleo.org.uk

Table of delegation

Delegation Caution or Conviction	Licensing Panel /Licensing Sub Committee	Licensing Manager/Principal Officer
Crime Resulting in Death		X
Exploitation		X
Offences Involving Violence		X
Possession of a weapon		X
Sex & Indecency Offences		X
Dishonesty		X
Drugs		X
Discrimination		X
Motoring Convictions (Minor)	X (7 points +)	X (under 7 points)
Motoring Convictions (Major)	X (Licence drivers or renewals)	X (New applicants)
Drink Driving		X
Driving Under the Influence of Drugs		X
Using a Handheld Telephone or Handheld Device whilst Driving.	X	
Hackney Carriage & Private Hire Offences	X	
Vehicle Use Offences	X	
Private Hire Operators	X	X (To add further conditions to Operator's Licence if agreed by the Operator, if not case required to go to licensing committee also to suspend the Operator's Licence in the interest of Safeguarding)
Vehicle Proprietors	X	
Other Matters to be Considered, for example conduct of drivers.	X	X (Matters relating Safeguarding * see below)
Matters that fall outside the above policies but are required to be determined in the interests of public safety or the Licensing Manager may if they feel it appropriate to refer any applicant or driver to the Licensing Panel for its consideration in interest of public safety if for any reason the Manager feels he/she cannot determine such an application.	X	

This policy will not cover every possible scenario and each case will be considered upon its individual merit.

Though where considered a matter of urgency regarding safeguarding matters* by Licensing Manager or in their absence a Senior Officer that the Licensing Manager is required to report to can revoke a Hackney Carriage or Private Hire Drivers Licence.

The Licensing Manager will determine, on receipt of a report from Licensing Officer, whether to allow an applicant to re-apply for a licence following revocation under the terms of this policy. Either officer may refer the matter to the Licensing Committee.

No fee will be charged for a new application to re-instate a licence following revocation, providing the re-instatement is conducted in what would have been the licensing period if the licence was not revoked and the re-instated licence do not exceed the original licensing period. The following guidance will be taken into account when determining whether an application should be considered following revocation: - Nature of the grounds for revocation. Revocation is carried out if it is felt the Hackney Carriage / Private Hire driver is no longer 'fit and proper' in accordance with Section 61 of the Local Government (Miscellaneous Provisions) Act 1976. Consideration of a new application following revocation will only be considered if the applicant fulfils the criteria as a 'fit and proper' person and the original reasons for revocation have been diminished. The applicant must ensure they fulfil these criteria in addition to the reason for revocation being diminished prior to any consideration being given by the Licensing Manager. The responsibility to meet these criteria will be that of the applicant and may require in some circumstances the applicant to submit new checks to the Disclosure & Barring Service (previously Criminal Records Bureau) and details from the DVLA depending on the nature of revocation. This will be at the discretion of the Licensing Manager. Time period that has elapsed since the revocation was imposed Consideration will not be given to any applicants whose licence has been revoked for a period of six months or longer. In these circumstances, the applicant will be required to undertake the full application process. Revocation on Medical Grounds If the revocation was instigated for medical reasons, the applicant must provide proof that the matter is no longer a concern and details from the applicant's specialist and / or General Practitioner stating that the applicant is fully compliant with the Group II medicals as specified by the DVLA prior to consideration by the Licensing Manager. Revocation on Criminal Grounds The applicant may be requested to provide information to demonstrate they are fit and proper and may be required to undertake further checks at the request of the Licensing Manager. The authority may seek confirmation from Heddlu Gwent Police regarding the applicant's suitability as a 'fit and proper' person to drive a Hackney Carriage / Private Hire. Any concerns from Heddlu Gwent Police would necessitate a hearing with the Licensing and Regulatory Committee.

Right of Appeal The applicant has right of appeal to the Magistrates Court within 21 days when any decision to suspend or revoke a licence is made.

Annex 3

Taxi and private hire vehicles: Equality Act Medical Exemption Policy

Hackney Carriage and Private Hire Driver Equality Act 2010 Medical Exemptions Policy

The Equality Act 2010 places a number of legal duties on licensed drivers when transporting passengers with disabilities.

Assistance Dogs

The Equality Act 2010 places duties on both licensed Hackney Carriage and Private Hire Vehicle Drivers to carry guide, hearing and other assistance dogs accompanying disabled people, and to do so without additional charge.

These duties apply equally to dogs provided by UK charities affiliated with Assistance Dogs UK, equivalent overseas organisations, or assistance dogs which have been trained by their owners; and regardless of whether the dog is wearing a recognisable harness or jacket, or subject to formal certification. Where a prospective passenger informs a driver that a dog, they wish to travel with is an assistance dog, this should be accepted at face value.

Assistance dogs are trained to ride with their owner in the main passenger compartment of a vehicle, usually lying at their feet, and the owner will instruct their dog to enter and exit the vehicle. Passengers with assistance dogs should be asked if they have any preference over which seat, they sit in the vehicle – some may prefer to sit in the front passenger seat of a saloon vehicle, as the larger footwell can offer more space for the dog to sit in. Drivers should be prepared to provide any other reasonable assistance requested by the passenger; however, it is unlikely that assistance dogs will require assistance in entering or exiting most vehicles beyond opening the passenger door. Drivers should not try to separate assistance dogs from their owners by insisting that the dog rides in a different part of the vehicle – doing so may cause distress to both the dog and the owner. Assistance dogs may ride in the rear load space of an estate car, if the dog's owner consents to this.

Assistance dogs are bred and selected for their calm nature and receive substantial specialist training before beginning their roles. They are subject to regular grooming and veterinary health checks. While we recognise that a number of drivers who are not experienced with dogs may feel uneasy at being in such close proximity to one, this does not constitute valid grounds for refusing to carry a passenger with an assistance dog. Similarly, religious beliefs also do not provide grounds for refusing to

carry assistance dogs in taxis and private hire vehicles, nor other legal requirements under UK law.

Drivers with certain medical conditions that are aggravated by exposure to dogs may be exempted from these requirements on medical grounds.

Exemption from carrying assistance dogs which accompany disabled persons, can only be sought on medical grounds. Therefore, applicants will need to demonstrate the grounds for applying this exemption by providing medical evidence to the Licensing Authority.

The main reasons a hackney carriage or private hire vehicle driver may wish to apply for a medical exemption are:

- i) if they have a condition such as severe asthma, that is aggravated by contact with dogs.
- ii) if they are allergic to dogs; or
- iii) if they have an acute phobia to dogs.

The Licensing Authority, therefore, expects the number of drivers likely to be eligible for an exemption to be very low.

To apply for an exemption for the carriage of assistance dogs, a required form must be completed by a Specialist Medical Practitioner. The form can be obtained online or requested from the Licensing Authority

Examples of suitable medical professionals include, but are not limited to:

- i) specialist / consultant.
- ii) specialist nurse (for example, an asthma nurse).
- iii) practice nurses; or
- iv) the Council's nominated independent doctor.

In exceptional circumstances, but only where no other alternatives are available, the Licensing Authority may consider evidence from the applicant's General Practitioner.

The form must be accompanied by sufficient evidence of the allergy e.g. allergen test results, clinical history etc. A simple statement from a medical professional will not be considered as sufficient for the purpose of the exemption request.

If a driver has a chronic phobia to dogs, the Licensing Authority would expect this to be supported by a report from a psychiatrist or clinical psychologist before a driver is granted an exemption.

The applicant will be responsible for all costs associated in the provision of the necessary medical evidence.

If an exemption from carrying assistance dogs is granted, an exemption certificate and badge as prescribed by law will be issued to the driver.

An exemption will be granted for a specified period of time as determined by the Licensing Authority.

Consideration will be given to the type of Hackney Carriage vehicle that will be driven. Particular consideration will be given to the interior of the vehicle, and whether the vehicle has a partition separating the driver from the assistance dog and passenger.

The prescribed exemption badge must be clearly displayed at all times in any Hackney Carriage or Private Hire vehicle that the exempt driver will be driving and made available to an Authorised Officer on request.

In the absence of a medical exemption certificate from the Licensing Authority, it would be a criminal offence for any hackney carriage or private hire driver to refuse to carry an assistance dog, to refuse to allow the assistance dog to remain with the passenger throughout the journey, or to make any additional charge for the carriage of the assistance dog.

Wheelchairs

The Equality Act 2010 places duties on both licensed Hackney Carriage and Private Hire Vehicle Drivers who operate Wheelchair Accessible Vehicles to carry passengers in a wheelchair and provide assistance to ensure safety and reasonable comfort, and to do so without any additional charge.

The types of assistance that may be required include:

- If the passenger wishes to remain in the wheelchair, the driver must help the passenger to get in and out of the vehicle and secure the wheelchair in accordance with the vehicle specification.
- If the passenger wants to transfer to a seat, the driver must help him or her to get out of the wheelchair and into a seat and back into the wheelchair; the driver must also load the wheelchair into the vehicle together with any luggage.

A driver who fails to comply with any of the above duties without valid defence will commit a criminal offence and may be fined up to £1,000 for each offence on conviction. Offences may also lead to revocation or suspension of taxi licences.

A 'reference wheelchair' is defined in statute as having the following dimensions: Length: 1200mm (approx. 48") including footplates Width: 700mm (28") Total seated height: 1350mm (54") Height of footrest: 150mm (6")

It is anticipated that the above dimensions for a reference wheelchair will cover the majority of manual wheelchairs – however, we recognise that some wheelchairs with specialist functionality, or motorised wheelchairs and mobility scooters, may exceed these dimensions and may not be able to be loaded and carried safely in all designated taxis. In such cases, drivers will be expected to assess whether the passenger can be safely carried in their vehicle, to carry the passenger if their safety and reasonable comfort can be assured, or to assist them in locating a suitable alternative vehicle otherwise, where this is practicable. Such circumstances may constitute a defence to an offence mentioned above.

In all cases, we expect drivers to treat passengers with respect and sensitivity, and to provide a clear explanation to the passenger as to why they have not been able to convey them.

Certain medical grounds may exist meaning the driver cannot provide assistance, for example where a person's physical condition makes it impossible, or reasonably difficult, to assist passengers in a particular type of wheelchair.

Given that the main reasons for a hackney carriage or private hire vehicle driver to request a medical exemption are likely to be back or muscle-related injuries, which are not likely to be conducive to driving for long periods, the Licensing Authority expect the number of drivers likely to be eligible for an exemption to be low.

To apply for an exemption to the carriage of wheelchairs and offering assistance, a required form must be completed. The form must be completed by the applicant's General Practitioner or other Specialist Medical Practitioner, and must be accompanied by sufficient evidence such as a full diagnosis, details of ongoing investigations etc. A simple statement from a medical professional will not be considered as sufficient for the purpose of the exemption request.

Any costs incurred in this process will be borne by the applicant.

Licensing Authority Decision

The Licensing Authority will reach a decision based on the information from the medical form and associated reports. If the form or report is ambiguous in any way a decision will not be made and further information will be sought from the applicant's specialist medical practitioner seeking a clear response.

Applicant's that have a temporary condition will be granted a time limited exemption certificate. If the applicant wishes to extend the period of exemption a further medical assessment (using the form in Appendix A) will need to be completed prior to the expiration of the exemption certificate.

If an extension to a temporary certificate has not been sought, drivers will be expected to resume normal duties under the Equality Act 2010 once the exemption certificate has been expired.

Drivers issued with a temporary medical exemption certificate must return it to the Licensing Authority within one working day after the expiry of the certificate.

Appeal

Any driver aggrieved by the Licensing Authority's decision to refuse the issue of a medical exemption certificate may appeal to the Magistrates' Court within 21 days of the date of the refusal.

Taxi and PHV (Disabled Persons) Act 2022

Previously, drivers of designated Wheelchair Accessible vehicles (WAVs) could apply for an exemption certificate on medical grounds or where their physical condition makes it impossible or unreasonably difficult to perform the section 165 duties under the Equality Act 2010. (As highlighted above)

From the 28 June 2022 the Taxi and PHV (Disabled Persons) Act 2022 came into force.

That now means **All Hackney Carriage and Private Hire drivers (Not just drivers of WAV Vehicles** may apply) for an exemption certificate and notice on medical grounds or where their physical condition prevents them from performing the mobility assistance duties at sections 164a and 165 (as added/amended by the 2022 Act).

- Both existing and new exemption notices, when displayed correctly, will exempt a driver **only** from the **mobility assistance** duties at sections 164a and 165 – meaning, for example, that a driver's medical condition can no longer be used as a justification for charging a disabled person more than a non-disabled person.

From 28 June 2022, all Hackney Carriage and Private Hire Driver and operators – regardless of whether the vehicle is wheelchair accessible – will be subject to duties under the Equality Act. The main changes set out below.

Hackney Carriage and Private Hire drivers will be required to:

- Accept the carriage of any disabled person, provide them with reasonable mobility assistance, and carry their mobility aids, all without charging any more than they would for a non-disabled passenger.
- Provide any disabled passenger who requests it with assistance to identify the vehicle they have booked, at no extra charge.

Private Hire operators will be required to:

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

Further information on these duties can be found by visiting [Access to taxis and private hire vehicles for disabled users - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/topics/taxis-and-private-hire-vehicles)

Drivers who believe that they are unable to provide mobility assistance will need to make an application to the Licensing Team for an exemption certificate from providing reasonable assistance to disabled passengers. Please note that this position will have to be certified by your Medical Physician or GP. The application form for exemption is available upon request to the licensing team by contacting environment.licensing@newport.gov.uk .

Annex 4

Right to Work guidance

The Authority will only grant a Hackney Carriage/Private Hire driver's licence to those who have the right to work within the UK in accordance with national legislation. Drivers will be required to provide evidence to the Authority regarding their immigration status in line with Government Guidance or Legislation.

Annex 5

Hackney Carriage/Private Hire Driver Code of Conduct.

This Code should be read in conjunction with the other statutory and Policy requirements set out in this document, it should be noted these are **not conditions. Though as Fit and Proper and Professional drivers should comply with the code.**

Responsibility to the Trade:

Licence holders shall endeavour to promote the image of the hackney carriage and private hire trades by:

- Complying with this Code of Good Conduct.
- Complying with all the Conditions of their Licence, Byelaws and the Authority's Hackney Carriage and Private Hire Licensing Policy.
- Behaving in a civil, orderly and responsible manner at all times.

Responsibility to Clients:

Licence holders shall:

- Maintain their vehicles in a safe and satisfactory condition at all times. Carry out frequent checks of vehicles to ensure compliance with Motor Vehicles Construction and Use Regulations to ensure that the vehicle is in a roadworthy condition prior to carrying passengers. Where faults of any description are identified which undermine the roadworthy condition of the vehicle, the driver should not drive the vehicle until such time as the fault has been rectified.
- Keep their vehicle clean and suitable for hire to the public at all times.
- Attend punctually when undertaking pre-booked fares.
- Assist, passengers into and out of vehicle where necessary
- Provide passengers reasonable assistance with luggage.
- The driver should have no sexual contact or be sexually explicit, either physically or verbally towards passengers they are transporting. The driver shall at all times ensure that the hirer/passenger is cared for and must not knowingly put them in any position that could lead to any physical or moral danger. Any suspicious behaviour or circumstances must be reported to a relevant authority, e.g. Police, Children's Services or licensing officers.
- To be professional and understanding to other road users
- To be polite and courteous to passengers
- Not use a handheld mobile phone or similar devices whilst driving
- Be smart and clean in appearance
- Have awareness of personal hygiene
- Transport passengers by the shortest available route

1. Responsibility to Residents:

To avoid nuisance to residents when picking up or waiting for a fare a driver shall:

- not sound the vehicle's horn between 11:30 pm and 07:00am unless danger is presented by another road user or from a stationary vehicle).
- keep the volume of music media player or VHF radio to a minimum
- switch-off the vehicle's engine if required to wait.
- Take whatever additional action is necessary to avoid causing disturbance to residents in the neighbourhood.
- Pick up and drop off safely and without risk to pedestrians and other road users.

2. Responsibilities at Ranks and Offices

Licence holders shall:

- Rank in an orderly manner and proceed along the rank promptly
- Remain in attendance of the vehicle
- Not allow their music media players or radios to cause disturbance to residents of the neighbourhood.
- Private Hire Vehicles are not permitted to park or block a Hackney Carriage Rank or vehicle.

5. General

Drivers shall:

- Attend to their personal hygiene and dress so as to present a professional image to the public.
- be polite, helpful and fair to passengers
- drive with care and due consideration for other road users and pedestrians
- obey all traffic regulation orders and directions at all time
- not eat in the vehicle in the presence of customers; and
- Respect authorised Officers during the execution of normal course of their normal duties.
- Within 48 hours of finding lost property, the driver must either hand or report the item(s) into a police station or report the lost property using Police online or phone systems.
- The licensee shall notify the Council immediately in writing (or in any case within 48 hours) if they are subject to any of the following:
 - Arrest or criminal investigation,
 - summons,
 - charge,
 - conviction,
 - formal/simple caution,
 - fixed penalty or speed awareness course,
 - criminal court order,
 - criminal behaviour order or anti-social behaviour injunction,
 - domestic violence related order,
 - warning or bind over
 - any matter of restorative justice and shall provide such further information about the circumstances as the Council may require.

All Licence holders are required to notify the issuing authority within 48 hours of any arrest and release for any sexual offence, any offence involving dishonesty or violence and any motoring offence. Further notifications to the licensing authority must be made within 48

hours of any charge and any conviction. Failure to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation. Drivers should notify the Licensing Authority of any voluntary interview conducted by the Police within 48 hours.

Drivers should inform the Council of any changes of address within 5 working days.

Drivers should inform council of any change of operator within 5 working days.

6. Conduct when working with Vulnerable Passengers

A vulnerable passenger is a passenger whose age or disability means that they are more susceptible to harm than a typical passenger. This may be a child, an elderly person or somebody with learning difficulties. Additionally, a person should be considered as vulnerable if their condition is such as to render them more susceptible to harm than may otherwise be the case (e.g. physical or mental illness, as a result of being under the influence of drugs or alcohol).

This code of conduct aims to promote good safeguarding practice for drivers and staff working with vulnerable passengers in the taxi or private hire trade. The following safeguarding principles should be embedded into driver working practice:

- Drivers must carry photo ID at all times and wear it in accordance with the conditions of licence.
- A vulnerable passenger should not be transported in the front passenger seat of the vehicle, unless directed to do so by a Licensing Officer/ Police or Operator.
- The driver / operator must confirm that appropriate provision has been made for the vulnerable person prior to accepting the booking or commencing the journey. This does not necessarily mean that the driver / operator is responsible for the provision of appropriate measures, however if appropriate measures are not in place, then the driver / operator must not undertake the journey.
- If a vulnerable passenger is refused service a responsible person should be informed so that alternative arrangements can be made. For example, this situation may arise if the customer has an assistance dog, and the driver has a medical exemption granted by the council.
- Drivers should always ask if a vulnerable passenger needs help and should not make assumptions.
- Drivers must remain professional at all times
- Should not touch passengers inappropriately
- Should not use inappropriate or offensive language (swearing or sexualised discriminatory comments)
- Cause any passenger to feel intimidated or threatened.
- Attempt to use any passenger details recorded by the operator for any reason other than associated with that Private Hire Contract.
- Drivers should not behave in an over familiar manner with any passenger and under no circumstances provide any gift or gratuity.
- Drivers should not deviate from the journey allocated to them by their Operator.

These standards are equally applicable when working with vulnerable and non-vulnerable passengers.

- A log should be kept by drivers where there has been an incident occurring / actions taken or refusals of service involving a vulnerable person.
- When a service has been provided to a vulnerable passenger, drivers and operators must remain alert to issues around the safeguarding of children and vulnerable adults. If a driver/operator is concerned about the safety, welfare or behaviour of a vulnerable person, they should report this to the police by telephoning 101 (or in appropriate cases by calling 999).
- If drivers/operators are concerned about someone else's conduct, they should report the concerns to the Council's Licensing Service or Local Police.

Annex 6.

Hackney Carriage/Private Hire Driver Dress Code

It is recognised that the taxi trade, both Hackney Carriage and Private Hire, plays an important role in portraying a positive image of the area and drivers can be seen as key ambassadors for Wales & Newport.

Anything that serves to enhance the professional image of the Hackney Carriage and Private Hire trade and promotes the concept that drivers of licensed vehicles are professional vocational drivers, is to be welcomed.

Though no formal dress code will be set out in this policy, drivers are reminded to dress in a professional manner and have appropriate hygiene at all times when carrying member of the public.

Annex 7

Private Hire Driver Conditions

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 – PART II PRIVATE HIRE DRIVER'S LICENCE – CONDITIONS OF LICENCE

1. A driver shall at all times maintain 'a high standard of appearance and behaviour', afford assistance with passengers' 'luggage' and take all reasonable steps to ensure the safety of passengers. (Drivers should obtain a medical exception from Licensing authority if they unable to conduct the above duties to medical reasons)
2. A driver shall not operate a radio / music / or electronic device in the vehicle so as to interfere with the comfort of passengers, nor without the express consent of the hirer shall he/she eat or drink in the vehicle.
3. A driver shall not convey a greater number of persons than specified in the Licence of the vehicle he/she is using, provided that for this purpose children under the age of ten may be conveyed in the rear passenger compartment.
4. No child under the age of ten, or more than one person over that age may be conveyed in the front of the vehicle. The driver shall not allow any person other than the Hirer to ride in the vehicle (unless school contract escort) when it is on hire, without the Hirer's consent.
5. Within 48 hours of finding lost property, the driver must either hand or report the item(s) into a police station or report the lost property using Police online or phone systems.
6. The driver shall upon request provide the hirer with a written receipt for the fare paid.
7. The driver shall convey no animal except when it is in the custody of the hirer and in this case the animal must be conveyed in the rear of the vehicle.
8. The driver shall make all attempts to arrive punctually at the time and place specified by the hirer.
9. A driver shall not demand of the hirer a sum in excess of that agreed between the hirer and the Operator. If the vehicle is fitted with a taximeter which is used to determine the fare, then the driver shall give the hirer the opportunity to examine the fare shown on the taximeter at the termination of the journey.
10. The licensee shall notify the Council immediately in writing (or in any case within 48 hours) if they are subject to any of the following:
 - Arrest or criminal investigation,
 - summons,
 - charge,
 - conviction,
 - formal/simple caution,
 - fixed penalty or speed awareness course,
 - criminal court order,
 - criminal behaviour order or anti-social behaviour injunction,

- domestic violence related order,
- warning or bind over
- any matter of restorative justice and shall provide such further information about the circumstances as the Council may require.

All Licence holders are required to notify the issuing authority within 48 hours of any arrest and release for any sexual offence, any offence involving dishonesty or violence and any motoring offence. Further notifications to the licensing authority must be made within 48 hours of any charge and any conviction. Failure to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation. Drivers should notify the Licensing Authority of any voluntary interview conducted by the Police within 48 hours.

Drivers should inform the Council of any changes of address within 5 working days.

11. The driver should have no sexual contact or be sexually explicit either physically or verbally towards passengers they are transporting. The driver shall at all times ensure that the hirer/passenger is cared for and must not knowingly put them in any position that could lead them into any physical or moral danger. Any suspicious behaviour or circumstances must be reported to a relevant authority, e.g. Police, Children's Services or Licensing Officers.
12. Private Hire Drivers should take no part in the booking procedure between the customer and the Private Hire Operator. This includes supplying a customer with a communication device, i.e. mobile phone, computer device so they can make a booking with the Operator.
13. The Private Hire Driver shall only work for the Operator(s) they have listed on their application form. If they change Operator, they should inform the Licensing Authority within 5 working days.

14. Conduct relating to illegally plying or standing for hire

- The licensee shall ensure that the passenger(s) entering the vehicle is/are the correct person(s) for whom the vehicle has been pre-booked.

The licensee must take precautions against behaviour that may be deemed to be standing or plying for hire, by not plotting or waiting without a booking:

- a) in high footfall /high visible locations
- b) outside busy venues/businesses or in close proximity to events
- c) at the front or back of designated hackney ranks
- d) in groups or lines that present as a 'rank' e) in contravention of road traffic orders

15. The licensee shall at all times when driving a private hire vehicle wear the driver's badge issued to them by the Council so that it is plainly and distinctly visible and show it to any passenger(s) if requested.

The badge shall be returned to the Council immediately upon request by an Authorised Officer (i.e. the licence is suspended, revoked or becomes invalid for any reason).

The licensee must wear any lanyard, clip or holder issued to them by the Council.

16.

The licensee shall notify the Council of any newly diagnosed or change to a current medical condition which may restrict their entitlement to a driver's licence requiring a DVLA Group 2 medical standard. Notification must be sent to the Council's in writing (or in any case within 48 hours) of the relevant diagnosis or change to medical condition.

The licensee shall at any time (or at such intervals as the Council may reasonably require) produce a certificate in the form prescribed by the Council signed by an appropriate Doctor/Consultant who has access to the driver's full medical records to the effect that he/she is or continues to be fit to be a driver of a private hire vehicle.

Legislation

The holder of a Private Hire Driver's Licence shall comply with the provisions relating to Private Hire vehicles contained in the following legislation:

- Town Police Clauses Act 1847
- Part II Local Government (Miscellaneous Provisions) Act 1976
- Road Traffic Act 1988 Part 11(a) Construction and Use of Vehicles and Equipment
- Equality Act 2010
- Health Act 2006

Annex 8

Hackney Carriage Byelaws

No Byelaws are currently in place in Newport.

Annex 9.

Vehicle Application Process

An application for a Hackney Carriage and Private Hire Vehicle licence must be made on the specified form. The Licensing Authority will send correspondence to vehicle proprietors via e-mail, although it should be noted that it is the driver's responsibility to ensure that renewal applications are undertaken in time.

To allow sufficient time for documents to be processed, applicants should ensure that the Licensing Authority receives their complete application, including the fee and any other necessary documents at least 14 days before expiry date of a vehicle licence. A licence cannot be renewed following its expiry and, in such cases, the applicant will be treated as being a brand-new applicant. (Any such grandfather rights given to a vehicle will be lost if a vehicle is not renewed with Two months days of expiry)

It is strongly recommended that Proprietor of vehicle book vehicle tests 3 weeks before expiry of a licence so not to delay the issue of a vehicle licence.

All Applications and full guidance are available on Licensing Teams Taxi web page.

Annex 10

Hackney Carriage Vehicle Conditions

Hackney Carriage Vehicle Licence Conditions

A Hackney Carriage proprietor is an owner or part owner of a vehicle, or where a vehicle is subject to leasing contract, hiring agreement or hire purchase, a proprietor is the person in possession of the vehicle under the agreement. In all such cases the proprietor requires a Hackney Carriage Proprietor's Licence from Newport City Council before they are legally entitled to use the vehicle to ply for hire.

Licences can be obtained by making a full application to the Council. Each applicant must submit an application in respect of every vehicle for which a licence is required.

Specification

1. The Proprietor shall ensure that the vehicle and all its fittings and equipment shall at all times when the vehicle is in use or available for hire be kept in an efficient, safe, tidy and clean condition and that all relevant statutory requirements (including in particular those contained in Motor Vehicles Construction and Use Regulations) shall be fully complied with.
 - a) The vehicle shall have no evident signs of previous significant accident damage. The paint work shall be of a professional finish over the whole of the vehicle's bodywork.
 - b) The bodywork shall have no significant signs of corrosion. Corrosion includes visible rust and signs of rust by virtue of the paintwork being blistered.
 - c) Bodywork damage cannot be patched up or fixed with 'Gaffer Tape' etc. (Although the quarter light windows can be affixed by Gaffer Tape in the interest of prevention of crime and wing mirrors can be taped if the mirror has been vandalised, but the mirror should be fixed before any future council tests.)
 - d) All parts of the passenger compartment shall be kept clean and free of any damage, which may otherwise affect its suitability for the carriage of passengers.
 - e) Where seat covers are used, they shall be properly affixed to the seat so as not to become loose during use. They shall be kept clean and devoid of damage of any kind.
 - f) A working heating and ventilation system shall be provided within the Hackney Carriage.

- g) A window on either side of the passenger compartment shall be capable of being opened easily by passengers and/or by the driver.
2. No material alteration or change to the specification, design, condition or appearance of the vehicle shall be made without the prior approval of the Licensing Manager.

Type of Vehicle

3. The vehicle must be a purpose built fully wheelchair accessible vehicle. The vehicle must be safely accessible to a disabled person in their wheelchair and must be able to carry the person in safety and in reasonable comfort while remaining in their wheelchair. The vehicle must comply with British and European Vehicle Regulations, be type approved to the standard of M1 whole-vehicle, M1 (Low volume) category and be unaltered since the type-approval was obtained. Wheelchairs can either access the vehicle from the side or from the rear of the vehicle. The wheelchair must be secured within the vehicle at all times and in accordance with the Vehicles Manufacturer Guidelines.

PLATE, SIGNS, ADVERTISING, AND LIVERY

- 4 (a) Vehicles shall at all times display the external plate and internal disc which are supplied with this licence by the Council. The plate must be securely attached to the vehicle with the use of a plate bracket provided by the Council or screwed to the rear of the vehicle (magnetic or self-adhesive securing of the plate is not permitted). The only exception for not displaying the plate on the bracket is when the bracket breaches the Road Traffic Act, or if the vehicle precludes the use of the bracket; in this case proprietors must contact the Licensing Team in order to obtain an exemption from having to display a plate bracket.

And

- (b) Display the Council licence disc at the top left-hand corner of the inside front windscreen ensuring that the licence details thereon are visible from both inside and outside the vehicle and in such a way as not to obscure visibility in anyway. The inside disc should display the plate number and expiry date.
5. The vehicle must display authorised Council Door Stickers on the driver's and front passenger's door. No signs, notices, symbols or emblems should be displayed in or on the vehicle without the prior approval of the Licensing Manager. However, a sign can be attached to the rear passenger doors: this sign must be no larger than 80cm x 50 cm and should only be used to highlight the Company/Operator for whom the vehicle is working.
6. The Vehicle must be in BLACK in colour, or a colour approved by the Council.

CHANGE OF CIRCUMSTANCES

17.7. The licensee shall notify the Council immediately in writing (or in any case within 48 hours) if they are subject to any of the following:

- Arrest or criminal investigation,
 - summons,
 - charge,
 - conviction,
 - formal/simple caution,
- fixed penalty or speed awareness course,
- criminal court order,
- criminal behaviour order or anti-social behaviour injunction,
 - domestic violence related order,
- warning or bind over
 - any matter of restorative justice and shall provide such further information about the circumstances as the Council may require.

All Licence holders are required to notify the issuing authority within 48 hours of any arrest and release for any sexual offence, any offence involving dishonesty or violence and any motoring offence. Further notifications to the licensing authority must be made within 48 hours of any charge and any conviction. Failure to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation. Proprietors should notify the Licensing Authority of any voluntary interview conducted by the Police within 48 hours.

Proprietors should inform the Council of any changes of address within 5 working days.

8. The Proprietor shall, within five days, notify the Council in writing of all changes in circumstances affecting this licence, such as: change of address, phone number, taxi operator for whom he/she is working, owner of the vehicle, change of insurance company, email address. etc.
9. The Proprietor should inform the Licensing Authority within 72 hours in writing of any accident or damage to the vehicle and present the vehicle for inspection upon request of a Licensing Officer.

RETURN OF PLATE

10. The Hackney Carriage Licence plate and disc, supplied with this licence, is the property of Newport City Council. The plate should be returned within 14 days after expiry; failure to do so will result in loss of the plate deposit and may result in other action being taken.

INSURANCE

11. The Proprietor shall ensure that a copy of the Insurance Policy or Cover Note is carried in the vehicle at all times. The proprietor shall not use the vehicle, nor permit it to be used as a Hackney Carriage vehicle when there is not in force for the vehicle an appropriate Policy of Insurance, or such security as complies with the requirements of Part VI of the Road Traffic Act 1988 and that the requisite vehicle road tax has been paid for the year. The Proprietor shall produce, when requested, the vehicle registration document and a valid MOT Certificate.

SEATING PLAN & LUGGAGE COMPARTMENT

12. Each passenger shall have direct access to a door without the need to remove or completely fold flat other seating. Where passengers do not have direct access to a door, vehicles that have seats that “tilt” forward by a single operation will be permitted by the Council. A clear sign within the vehicle should clearly indicate the location of the handle that operates the tilt forward seat.
13. Hackney Carriages that wish to use the passenger seat for a paying passenger or for gain must have CCTV present in the vehicle and be approved by the Council; separate guidance will be available for proprietors.
14. The vehicle must be capable of carrying no fewer than four passengers and no more than eight.
15. The vehicle must have a boot or luggage compartment which provides sufficient space to carry a reasonable amount of luggage.
16. Each passenger seat shall be fitted with a seat belt. No seats may be side facing, other than a wheelchair that has been correctly secured in the vehicle, in accordance with vehicle manufacturer’s guidelines.
17. The vehicle should not carry children in pushchairs; the pushchair should be folded up and stored. If the vehicle does not have the correct child restraint, then the child should be placed on the rear seat only. Children under 3 years old may travel unrestrained, but instead held in an adult’s arms/lap. Children aged 3 years old or over must use an adult seat belt as in accordance with Road Traffic Act. (Further details can be found on)

http://www.dft.gov.uk/think/focusareas/children/childincar?page=Advice&whoareyou_id=

ALTERATION OF VEHICLE

18. No alteration to the manufacturer’s specification for the vehicle including a change of or additional fuel type shall be carried out except with the prior written approval of the Council.

TINTED WINDOWS

19. The front windscreen and front windows must have a visible light transmission (VLT) of not less than 75 per cent and all other windows must not be tinted to the extent that passengers cannot be seen from outside the vehicle.

VEHICLE TESTS

20. Hackney Carriages will be tested once every year until 5 years old. Hackney Carriage over 5 years' old will be tested every 6-month following issue of a 12 month/yearly licence. Licence holders are permitted to book the vehicle in for testing up to 28 days prior to the 6 monthly test.
21. If a vehicle fails the Council's vehicle test or a MOT the vehicle cannot be used as a Hackney Carriage until such time the vehicle is re-examined and passes the Council test or MOT.

VEHICLE EQUIPMENT

22. The vehicle must carry the following equipment:
 - a. A spare wheel suitable for immediate use and which is properly maintained. If the spare wheel is of the temporary space saver type, it may only be used to complete the particular journey or hiring the vehicle is engaged on when the wheel change is necessary and vehicles that have certain technology may be exempt from this condition at the discretion of the Council (e.g. vehicle is fitted with run-flat tyres).
 - b. A jack and tools for changing the wheels.
 - c. A ramp, or ramps, for the loading of a wheelchair and passenger must be available at all times for use at the nearside rear passenger door. An adequate locking device shall be fitted to ensure that the ramp(s) do not slip, splay apart or tilt when in use. Provision shall be made for the ramps to be stored safely in the vehicle when not in use. The duties for proprietor / driver:
 - Are to transport 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.
 - to give the passenger such mobility assistance as is reasonably required.

Unless the driver holds an Exemption certificate as defined under Equality Act 2010.

Any auxiliary equipment that is fitted to a vehicle shall not impede the driver in any way, or hinder his/her view, or impede, or cause hazard to passengers or other road users.

ADVERTISING

1. Advertisements are only permitted on the interior of purpose-built Hackney Carriages on the underside of the tip-up seats and across the bulkhead above the dividing glass partition. The permitted sizes are as follows:
 - bulkhead 60cm x 8 cm

- tip up seat 33cm x 30.5cm.

No advertisement may be placed on the dividing glass partition other than notices approved by the Council, for example the tariff card.

AUDIO, VIDEO & RECORDING SYSTEMS

24. No audio, video or recording systems which were not installed when the vehicle was manufactured shall be installed or operated in the vehicle without complying with the Council CCTV guidance.

NO SMOKING IN VEHICLE

25. No smoking is permitted in the vehicle by either the driver or passengers. The vehicle should comply with the “smoke free” regulations as stated in the Health Act 2006. The vehicle must display ‘no-smoking’ signs in a prominent position. The sign should include the international red ‘no smoking’ symbol.

METERS AND FARES

26. The vehicle must be fitted with a taxi meter which must comply with the Measuring Instruments (Taximeters) Regulations 2006. The taxi meter shall:
- a. shows the fare recorded on the taxi meter in clearly legible figures, and the word ‘FARE’ shall be clearly displayed so as to apply to such figures.
 - b. The meter should be set in accordance with the Council’s Table contrary of Hackney Carriage fares unless the Proprietor wishes to have a lower tariff. In this case the Proprietor must display the Council Tariff alongside a Proprietor’s Tariff Card. In such circumstances the Proprietor’s Tariff Card must clearly state that the Proprietor does not charge the maximum Council taxi rates. A copy of the Proprietor’s Card should be given to the Council for its own records.
27. The fare tariff must be fixed in such a position so that the fare to be charged is visible to all passengers within the vehicle at all times and the figures shall be illuminated for this purpose. In the case of Hackney Carriage vehicles that have safety shields, the fare tariff should be displayed in the rear compartment of the vehicle.
28. The Proprietor of the hackney carriage shall ensure that there is a receipt book available in the vehicle at all times and a receipt should be provided at the passenger’s request.

LOST PROPERTY

29. The proprietor or driver of a Hackney Carriage shall take all reasonable steps to return any property that has been left in his vehicle to the rightful owner and in any case must report lost property to the Police within 48hours.

30. Environmental Condition

- **New Hackney Carriage licences will only be granted on vehicles that meet Euro 4 Standard.**

- **Transfer of Hackney Carriage licences** will only be granted on vehicles that meet **Euro 4 standard**.
- **Replacement of Hackney Carriage licences**. An existing vehicle licence holder (a proprietor that has held a current licence before introduction of the policy and continued to renew this licence) may change the vehicle on that licence if the vehicle meets minimum **Euro 4 standards**. Vehicle licences granted after the introduction of the policy will only be granted to replace vehicles that **meet Euro 4 standard**.

31. The holder of every Hackney Carriage licence shall comply with the provisions relating to Hackney Carriages contained in the following legislation:

- Town Police Clauses Act 1847
- Part II Local Government (Miscellaneous Provisions) Act 1976
- Road Traffic Act 1988 Part 11 (a) Construction and Use of Vehicles and Equipment.
- Equality Act 2010.
- Health Act 2006

Annex 11

PRIVATE HIRE VEHICLE LICENCE CONDITIONS

A Private Hire vehicle proprietor is an Owner or part-Owner of a vehicle, or where a vehicle is subject to a hiring agreement or hire purchase, the person in possession of the vehicle under the agreement. A Private Hire vehicle proprietor requires a Private Hire vehicle licence from Newport City Council for each vehicle used for Private Hire. The vehicle can only operate under a Newport City Council Operator's Licence.

Licences can be obtained by making a full application to the Council. Applicants must submit an application for every vehicle for which a licence is required.

SPECIFICATION

1. The Proprietor shall ensure that the vehicle and all its fittings and equipment and at all times when the vehicle is in use or available for hire kept in an efficient, safe, tidy and clean condition and all relevant statutory requirements (including in particular those contained in Motor Vehicles Construction and Use Regulations) shall be fully complied with.
 - a) The vehicle shall have no evident signs of previous significant accident damage. The paint work shall be of a professional finish over the whole of the vehicle's bodywork.
 - b) The bodywork shall have no significant signs of corrosion. Corrosion includes visible rust and signs of rust by virtue of the paintwork being blistered etc.
 - c) Bodywork damage cannot be patched-up or fixed with 'Gaffer Tape' etc. (Although the quarter light windows can be affixed by Gaffer Tape in the interest of prevention of crime and wing mirrors can be taped if the mirror has been vandalised, but the mirror should be fixed before any future Council tests.)
 - d) All parts of the passenger compartment shall be kept clean and free of any damage, which may otherwise affect its suitability for the carriage of passengers.
 - e) Where seat covers are used, they shall be properly affixed to the seat so as not to become loose during use. They shall be kept clean and devoid of damage of any kind.
 - f) An adequate heating and ventilation system shall be provided for the driver and the passengers alike.
 - g) A window on either side of the passenger compartment shall be capable of being opened easily by passengers when seated.

2. No material alteration or change to the specification, design, condition or appearance of the vehicle shall be made without prior approval of the Licensing Manager.
3. The vehicle must comply with British and European Vehicle Regulations, be type approved to the standard of M1 Whole-Vehicle, M1 (Low volume) and be unaltered since, it received type-approval.
4. Private Hire vehicles can be any colour unless the vehicle is a "Purposed Built" vehicle; these types of vehicles are not permitted to be black / dark blue / dark grey or any other colour that could be confused with 'black'.

PLATES, SIGNS, ADVERTISING AND LIVERY

5. The Private Hire Vehicle Licence plate must be displayed externally, adjacent to the rear bumper and securely attached to the vehicle with the use of a plate bracket provided by the Council. The only exception for not displaying the plate is when the bracket breaches the Road Traffic Act. In this case proprietors must contact the Licensing Team to seek exemption from having to display a bracket.
6. The licence disc must be displayed at the top left-hand corner of the inside front windscreen in such a way not to obscure the driver's visibility ensuring that the licence details thereon are visible from both inside and outside the vehicle.
7. The vehicle must display authorised Council door stickers on the driver's and the front passenger doors. (The only exception is when Private Hire Vehicles are used in connection with a wedding or a funeral, they are then permitted to cover up the Council Door stickers with a magnetic cover and no other advertising is permitted on the vehicle including company logos). On the rear doors of the vehicle the vehicle must display the Operators details and should only be used to highlight the operator for whom the vehicle is working.
8. The Private Hire Vehicle must display the Private Hire Operators logos that have been approved by the authority when dispatched to pick up a customer. No other signs, notices, symbols or emblems shall be displayed in or on the vehicle without the approval of the Licensing Manager.

CHANGE OF CIRCUMSTANCES

2. 9. The licensee shall notify the Council immediately in writing (or in any case within 48 hours) if they are subject to any of the following:
 - Arrest or criminal investigation,
 - summons,
 - charge,
 - conviction,
 - formal/simple caution,
 - fixed penalty or speed awareness course,

- criminal court order,
- criminal behaviour order or anti-social behaviour injunction,
 - domestic violence related order,
- warning or bind over
 - any matter of restorative justice and shall provide such further information about the circumstances as the Council may require.

All Licence holders are required to notify the issuing authority within 48 hours of any arrest and release for any sexual offence, any offence involving dishonesty or violence and any motoring offence. Further notifications to the licensing authority must be made within 48 hours of any charge and any conviction. Failure to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation. Proprietors should notify the Licensing Authority of any voluntary interview conducted by the Police within 48 hours.

Proprietors should inform the Council of any changes of address within 5 working days.

10. Drivers should inform the Council of any changes of address within 5 working days or change of operator within 5 working days.
11. The Proprietor should inform the Licensing Authority within 72 hours in writing of any accident or damage to the vehicle.

RETURN OF PLATE

12. The Private Hire Licence plate and disc supplied with the licence is the property of Newport City Council. The plate should be returned within 14 days after expiry. Failure to do so will result in loss of the plate deposit and could result in other action being taken.

INSURANCE

3. The Proprietor shall ensure that a copy of the Insurance Policy or Cover Note is carried in the vehicle at all times. The proprietor shall not use the vehicle, nor permit it to be used, as a Private Hire vehicle when there is not in force for the vehicle a Policy of Insurance, or such security as complies with the requirements of Part VI of the Road Traffic Act 1988, covering the use of the vehicle to carry passengers for hire or reward. The proprietor shall produce when requested the vehicle registration document, a valid MOT certificate and shall ensure that the vehicle's road tax has been paid for the year.

SEATING PLAN AND LUGGAGE COMPARTMENT

14. The vehicle must be capable of carrying no fewer than four passengers and no more than eight. Cars must have a back seat width (when measured in a continuous line from edge to edge) of at least 1220mm (48 inches).
15. Larger vehicles (MPV, minibus, or people mover types) must have sufficient doors of sufficient size to allow passengers to get in and out quickly and safely. Where exit from the rear seats in vehicles equipped with three rows of seats requires operation of a tip seat mechanism, passengers must be able to exit from either side of the vehicle and the tip seats at either end of the middle row must be capable of independent operation. Where a vehicle is equipped with pop-up, or auxiliary seats intended for occasional use only, those seats must not be included in the licensed capacity of the vehicle. Where the vehicle configuration requires a whole bench seat to slide and/or tip for access/egress to the rear seats, the rear seats should not be included in the seating capacity and should be removed to avoid pressure from passengers to carry numbers in excess of the licensed capacity.
16. The vehicle must have a boot or luggage compartment which provides sufficient space to carry a reasonable amount of luggage. For this reason, certain models of **small “family hatchback”** vehicles will not be considered for a licence unless they are an estate model and able to carry a reasonable amount of luggage, for example prams, wheelchair and luggage.
17. Each passenger seat shall be fitted with a seat belt. No seats may be side facing, other than a wheelchair that has been correctly secured in the vehicle and in accordance with vehicle manufacturer’s guidelines.
18. The vehicle should not carry children in pushchairs; the pushchair should be folded up and stored. If the vehicle does not have the correct child restraint, then the child should be placed on the rear seat only. Children under 3 years old may travel unrestrained and instead should be held in an adult’s arms/lap. Children aged 3 years old or over must use an adult seat belt as in accordance with Road Traffic Act. (Further details can be found on)

www.dft.gov.uk/think/focusareas/children/childincar?page=Advice&whoareyou_id=

ALTERATION OF VEHICLE

19. No alteration to the manufacturer’s specification for the vehicle including a change of or additional fuel type shall be carried out except with the prior written approval of the Council.

TINTED WINDOWS

20. The front windscreen and front windows must have a visible light transmission (VLT) of not less than 75%. Only vehicle manufacture tints are permitted on the rear vehicle windows.

VEHICLE TESTS

21. Private Hire Vehicles will be tested once every year until 5 years old. Private Hire Vehicles over 5 years' old but below 10 years will be tested at the 6-month anniversary of yearly licence.
22. If a vehicle fails a Council Vehicle Plating Test or a MOT the vehicle should not be used as a Private Hire Vehicle until such time the vehicle passes the Council test or MOT.

VEHICLE EQUIPMENT

23. The vehicle must carry the following equipment:
 - a. a spare wheel suitable for immediate use and which is properly maintained. If the spare wheel is of the temporary space-saver type, it may only be used to complete the particular journey or hiring the vehicle is engaged on when the wheel change is necessary. Vehicles that have certain technology may be exempt from this condition at the discretion of the Council.
 - b. a jack and tools for changing the wheels.
 - c. any auxiliary equipment that is fitted to a vehicle shall not impede the driver in any way, or hinder his/her view, or impede, or cause hazard to passengers or other road users.

AUDIO, VIDEO OR SURVEILLANCE SYSTEMS

24. No audio, video or recording systems which were not installed when the vehicle was manufactured shall be installed or operated in the vehicle without informing the council in writing.

NO SMOKING IN VEHICLES

25. No smoking is permitted in the vehicle by either the driver or passengers. The vehicle should comply with the "smoke free" regulations as stated in the Health Act 2006.

METERS AND FARES

26. The vehicle is not required to have a meter but if a meter is installed it must comply with The Measuring Instruments (Taximeters) Regulations 2006. The meter shall:
 - a) show the fare recorded on the taxi meter in clearly legible figures, and the word 'FARE' shall be clearly displayed so as to apply to such figures.
 - b) the meter should be set in accordance with the Operator's Tariff.

27. The fare card must be fixed in such a position in order that the fare to be charged is clearly visible to all passengers within the vehicle at all times, and the figures shall be illuminated for this purpose.
28. The Proprietor of the Private Hire Vehicle must ensure that he/she has a receipt book available in the vehicle at all times and a receipt should be provided at the passenger's request.

LOST PROPERTY

29. The proprietor or driver of a Private Hire Vehicle shall take all reasonable steps to return any property that has been left in his vehicle to the rightful owner and in any case, report lost property to the Police within 48 hours.

30. Environment policy

- **New Private Hire Vehicle licences** will only be granted on vehicles that meet **Euro 6 Standard**. Unless the vehicle meets authority wheelchair accessible policy thus meaning the vehicle requiring meeting the lower standard of Euro 4.
- **Transfer of Private Hire Vehicles licences** will only be granted on vehicles that meet Euro 6 standard. Unless the vehicle meets authority wheelchair accessible policy thus meaning the vehicle requiring meeting the lower standard of Euro 4.
- **Replacement of Private Hire Vehicle**. An existing vehicle licence holder (a proprietor that has held a current licence before introduction of the policy and continued to renew this licence) may change the vehicle on that licence if the vehicle meets minimum **Euro 5 standards**. Vehicle licences granted after the introduction of the policy will only be granted to replace vehicles that **meet Euro 6 standard**.

Unless the vehicle meets authority wheelchair accessible policy thus meaning the vehicle requiring meeting the lower standard of Euro 4.

31. The holder of every Private Hire licence shall comply with the provisions relating to Private Hire contained in the following legislation:

- Town Police Clauses Act 1847
- Part II Local Government (Miscellaneous Provisions) Act 1976
- Road Traffic Act 1988 Part 11 (a) Construction and Use of Vehicles and Equipment.
- Equality Act 2010.
- Health Act 2006

Annex 18.

CCTV Policy

Specifications and Conditions for Closed Circuit Television Cameras (CCTV)

In Hackney Carriage and Private Hire Vehicles

General

These guidelines set out to ensure that CCTV systems installed in Taxis and Private Hire Vehicles (PHVs) licensed by Newport City Council are properly managed whilst being used to prevent and detect crime; and enhance the health, safety and security of both licensed drivers and passengers.

For the purpose of this Policy the term 'CCTV system' will apply to any electronic recording device attached to the inside of vehicle having the technical capability of capturing and retaining visual images and audio recording from inside the vehicle. In addition to the standard CCTV camera system these may include for example, such devices as events/incident/accident data recording devices.

The installation and operation of CCTV must comply with the requirements of the Information Commissioner's Office (ICO): **In the picture: A data protection code of practice for surveillance cameras and personal information**

A signed statement of compliance from the company or supplier providing the CCTV system, must be provided confirming that the system meets the required specification detailed in this policy.

This policy will apply to any vehicle that contains a CCTV system as described above.

Purpose of CCTV

The council strongly believes that CCTV will improve driver/passenger safety in licensed vehicles by:

- deterring the occurrence of crime
- reducing the fear of crime
- assisting the police with criminal investigations
- assisting insurance companies in investigating motor vehicle accidents

CCTV requirement

The use of CCTV systems in licensed vehicles is voluntary, unless the Council adopt mandatory CCTV requirements for all vehicles. On very rare occasions due to safeguarding concerns an individual driver may be requested to have CCTV in Vehicle as part of a licence condition rather a driver's licence revoked or suspended the driver

Any CCTV system must, as a minimum, meet the requirements set out in the specification in Annex A of this guide. Only CCTV systems meeting these requirements can be installed into Taxis and private hire vehicles.

Download of data

Data will only be downloaded for the following purposes:

- a) In response to a legitimate data access request under the Data Protection Act 2018, in relation to the vehicle/driver
- b) In response to a Subject Access Request compliant with the Data Protection Act 2018
- c) Where a written complaint has been made to the Licensing Section regarding the vehicle/driver and the complaint cannot be resolved in any other method.

Data retention

Data retrieved by the licensing authority will only be retained for the following periods:

- a) Cases leading to prosecution 10 years from date of trial
- b) Formal caution 3 years from date of caution
- c) Written warning or no formal action 3 years from date of decision
- d) Subject Access request 6 years from date of request.

Data controller

The information Commissioner's Office (ICO) defines a "data controller" as the body which has legal responsibility under the General Data Protection Regulation (GDPR) for all matters concerning the use of personal data. In circumstances whereby the use of CCTV is mandatory in all licensed vehicles the Council will be the data controller.

Third party data processor

Where a service provider is used for the remote storage of CCTV data they will act as a "data processor". A data processor, in relation to personal data, means any person (other than an employee of the data controller) who processes data on behalf of the data controller either by cloud or via a server in response to specific instructions. The data controller however retains full responsibility for the action of the data processor.

All CCTV systems in licensed Taxi and Private Hire Vehicles must be approved and installed by a service provider.

Data Privacy Impact Assessment (DPIA)

When mandating the use of CCTV, the licensing authority has produced a DPIA to consider the need for CCTV, to ensure that the issue of privacy has been considered, and to put appropriate controls in place to both minimise any intrusion and to protect the data.

Signage

All Taxi and Private Hire Vehicles with CCTV must display signage within the vehicle to indicate that CCTV is in operation. At least 1 sign must be displayed “at each passenger entry point”

The signage must be displayed in such positions to minimise obstruction of vision and to make it as visible as possible to passengers, before and after entering the vehicle.

Signs must make it very clear that audio recording may be carried out and this may also be verbally brought to the attention of the passengers. When a passenger appears to be visually impaired for example has a guide dog, the driver must inform the passenger that CCTV is fitted in the vehicle and audio recordings may be carried out.

Audio recordings

Approved CCTV systems are permitted to record audio, however, cannot be capable of continuous sound recording.

Sound can only be recorded via a ‘panic’ button operated by the driver and passenger. The driver should only operate the sound recording in the following circumstances:

- When the driver believes there is a risk to themselves or their passenger’s safety
- When the driver is concerned about potentially harassing or abusive language
- For the purpose of protecting their livelihood e.g. disputes about payment, concern of potential damage to the vehicle.

Where the audio recording is justifiable, signs must make it clear that audio recording is being carried out.

Maintenance and use

The maintenance and use of the system must be in accordance with the taxi/private hire vehicle licence conditions set out in Annex B.

Appendix B

Licensed Vehicle CCTV

Technical Specification and System Requirements

In order to be considered suitable for installation in a Newport City Council Licensed vehicle, a CCTV system must meet the following requirements:

1.0 Operational Technical Specifications

Ref	Specification	Details
1.1	100% solid state design or a proven vibration and shock resistant system.	<p>The system should not have any fan and the recording should be vibration and shock proof, i.e.:</p> <ul style="list-style-type: none"> - Flash-based SSD (100% industrial grade), - Hard disk with both mechanical anti-vibration and anti-shock mechanism and self-recovery and self-check file writing system. <p>SD cards within the camera head will not be acceptable.</p>
1.2	8 to 36 Volts DC.	Operational between 8- and 36-volts DC.
1.3	Reverse polarity protected.	System must be protected against reverse voltage.
1.4	Short circuit prevention.	System to be protected against short circuits.
1.5	Over voltage protection.	System to be protected against high voltage transients likely to be encountered in the vehicle electrical system.
1.6	Automotive Electromagnetic Compatibility Requirements.	The taxi camera equipment must be E-marked or CE-marked with confirmation by the equipment manufacturer as being non-immunity related and suitable for use in motor vehicles.
1.7	<p>System override switch to be located in a position where it is not accessible from inside driver or passenger compartment of the vehicle (i.e. in the boot)</p> <p>The override switch must be illuminated when switched "on".</p>	The system is required to be active at all times that the vehicle is being used as a licensed vehicle. This will allow the facility for the system to be deactivated during times when the vehicle is being used for private purposes (e.g. domestic use). The switch that deactivates the system must not be located inside the driver or passenger compartment of the vehicle. (i.e. the boot / luggage compartment will be suitable)
1.8	First-in/first-out buffer recording principle.	The system must automatically overwrite to create a constant cycle recording.

1.9	Access record.	A service log must be kept and maintained by the approved installer and the local authority.
1.10	Security, duration and auto-clearing of log files.	
1.11	Image recording formats and media.	Images must be encrypted to a minimum of FIPS 140/2.
1.12	Image protection during power disruption.	Images must be preserved in the event of loss of power. Battery back-up will not be permitted.
1.13	Unit must operate without the ignition being turned on.	The Unit must have the ability to operate for at least 30 mins without power from the ignition. The device must be hard wired to both constant and ignition supply.
1.14	Image and audio data shall be recorded and stored in a unit separate from the camera head.	Self-contained storage cards within the camera head will not be acceptable.
1.15	GPS capability.	System must have GPS capability.
1.16	The system must be capable of recording audio in real time and synchronized to the recorded images.	If activated, the audio must record within the video file. Not in any separate file or folder.
1.17	The system shall not record audio except when audio recording is activated by means of an approved trigger / panic switch.	The system should have the ability to start recording audio data by means of a trigger button/switch. One trigger must be capable of being activated by the driver or passengers. Once the trigger is activated the system must begin to record audio data. The system will continue to record audio until the same trigger is used to deactivate the audio (e.g. a trigger could be pressed to begin audio recording, pressing the trigger again would stop audio recording). The second trigger where installed must be capable of being activated by the passengers in the vehicle independently of the driver. Both audio activation triggers must be independent of each other – this means

		that audio recording can only be deactivated by means of the same trigger (driver or passenger) that was used to activate the audio recording.
1.18	Audio data and image data must be stored together, not in separate files, and must be protected against unauthorised access or tampering (password access).	
1.19	The system must support testing of the audio function for installation set-up and inspection purposes.	
1.20	Images recorded by the system shall not be displayed constantly within the vehicle.	The monitor must display live images as clearly visible by having a glance around as per ICO specifications, it must not display images constantly.
1.21	The system must have a panic switch for audio activation.	At least one trigger/audio activate button must be capable of being operated by the driver and a passenger. Once activated, this switch must trigger the recording of video and audio in accordance with section 1.17.
1.22	The system must include a visual indicator that will clearly show when audio recording is taking place. This indicator must be visible to all passengers within the vehicle.	This may take the form of an indicator LED built into the audio activation switch, or a remote LED that can clearly be seen by passengers.

2.0 Storage Capacity Technical Specification

Ref	Specification	Details
2.1	Minimum of 28 days i.e. (28 x 24 hours) of recording capacity.	The camera system must be capable of recording and storing a minimum of twenty-eight days of images of HD1 (720/288) size or better.
2.2	Cameras must have a light contrast compensation system to allow images to be clear in all lighting conditions.	System to provide clear images in bright sunshine, shade, dark and total darkness. Also, when strong back light is present without the need for additional components.

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3.0 Camera Head Technical Specification

Ref	Specification	Details
3.1	Camera installation non-obstructive.	The camera and all system components shall be installed in a manner that does not interfere with the driver's vision or view of mirrors or otherwise normal operation of the vehicle.
3.2	Protected camera disconnect.	The camera head shall be designed to disconnect for ease of removal and replacement only by maintenance personnel.
3.3	Special tools for adjustment/removal.	To prevent inappropriate interference only tools supplied to authorised fitters should be capable of carrying out adjustments or removal.
3.4	Field of view to capture all passengers in the vehicle.	The lens or the position of the camera must be of a type that captures the driver and all passengers of the vehicle on the recorded image. The lens must be of a style not to create a "fishbowl" effect.
3.5	Compatible for use in vehicles with a partition (shield).	The camera system must be adaptable to provide clear images when a vehicle is equipped with a shield. This may be accomplished with the use of multiple camera heads.
3.6	Multiple cameras.	The unit shall be capable of supporting up to four (4) cameras. Four cameras may be required to provide adequate coverage in larger vehicles and/or certain purpose-built vehicles or external images.

4.0 Technical Specification: Storage Device

Ref	Specification	Details
4.1	Impact and shock resistance.	The recorder shall be impact resistant, sufficient to withstand a typical car accident, or striking with a large, heavy object such as a suitcase.
4.2	Controller in concealed location.	The storage unit shall be concealed from within the passenger compartment and effectively inaccessible except by

		authorised personnel. For example, in the luggage area.
4.3	Download port provision.	The recorder shall be equipped with a communication port within the hard drive housing (caddy) for downloading by authorised personnel.
4.4	Download port shall be located in an easily accessible location.	The recorder download port shall be positioned in a location that does not require the removal of panels and is accessible to authorised personnel.
4.5	Where a download port is required, the cable length must be 6 feet minimum.	Download port shall be at least six feet in length for ease of connectivity.
4.6	Recorder to be securely affixed to the vehicle.	
4.7	Log to register each user access.	
4.8	Log to register camera system parameter modifications.	
4.9	Log to register each image download session.	
4.10	Log to register exporting of downloaded images.	
4.11	Log to register exporting of downloaded clips.	
4.12	Log file protected against unauthorised access.	
4.13	Time/date stamp.	All stored images must be time and date stamped.
4.14	Vehicle ID number stamp.	All stored images must have two fields for vehicle identification (VIN or number plate).
4.15	Controller non-modifiable ID code stamp.	Each recorded image shall be automatically stamped with a unique and non-modifiable code that identifies the controller that was used to record the image.
4.16		Manufacturer to supply [insert council name] with a supply of specialised tools to allow for removal of the controller and download of data when required.

5.0 Specifications for video and audio recording rate.

Ref	Specification	Details
5.1	Video image recording on system activation (when audio is not activated).	The system shall record images at a minimum rate of twenty-five (25) images per second.
5.2	Video image recording when audio is activated.	The system shall record images at the rate of twenty-five images per second during periods when audio recording is activated.
5.3	When activated, audio recording must be in real time and synchronised with the video recording.	When activated, audio recording must be in real time and synchronised with the video recording.
5.4	System to continue to record images (and audio when applicable) when engine is off.	System must continue to record images (and audio when applicable) for 30 minutes after engine / ignition or override switch is switched off.

6.0 Downloading technical specification.

Ref	Specification	Details
6.1	Provision of necessary software, cables, security keys to the Council Licensing Team.	By the Local Authority/ Data handler
6.2	Downloaded images must be stored securely.	By the Local Authority/ Data handler
6.3	Downloaded images stored in secure format.	By the Local Authority/Data handler
6.4	Verifiable image authenticity.	Each image shall be watermarked with vehicle ID, and time and date, and be tamperproof.
6.5	Provision of Service Level Agreement (SLA) regarding technical support to the Council Licensing team when necessary.	To assist in accessing system in case of damage to the vehicle or to the system in case of accident within a reasonable time frame.
6.6	Wireless Download Prohibited.	All wireless hardware to be disabled.

6.7	Filter the specific images for events and times for the approximate time of the crime committed.	The playback software must list the files in date and time slot order for ease of location of required file. The time taken to download such files should take no longer than 30 minutes.
6.8	Windows compatible.	Once downloaded and converted.

7.0 Requirements in relation to System Information

Ref	Specification	Details
7.1	Provision of service log.	The unit manufacturer shall have a service log. The manufacturer shall also enclose detailed instructions for the drivers with each unit.
7.2	Serial number indication on service log.	The unit will be marked with a serial number.
7.3	Installation date indication.	A certificate of installation must be provided which will indicate the installation date.
7.4	Clarity of operating instructions.	The system shall be provided with clear and concise operation instructions which are written or presented with due consideration to varying levels of literacy.
7.5	Installation by authorised agents.	The unit shall only be installed by manufacturer's authorised agents, or other installers approved by those agents.
7.6	Provision of authorised agents list to the Council Licensing Team.	The manufacturer or supplier shall provide a list of local authorised agents to the Council Licensing Team.
7.7	Documentation.	The manufacturer must provide clear and concise operating instructions which are written or presented in layman's terms. (Details on how the system operates)
7.8	Image Protection.	All captured images must be protected using encryption software that meets or exceeds the current FIPS 140-2 (level 2) standard or equivalent.

8.0 System requirements in relation to Vehicle Inspection Facility

Ref	Specification	Details
8.1	Provision of system status/health indicator.	The driver shall have an indicator showing when the system is operational and when there is a malfunction. This should include the images as shown to verify the status of each camera.
8.2	Mounting location of system status/health indicator to be seen.	The indicator or monitor shall be mounted in such a way to allow for ease of view.
8.3	Design and or installation to be testable as part of the vehicle compliance test. (or persons acting on behalf of the council – such as vehicle inspectors)	The system shall be designed and installed such that the system may be easily tested as part of vehicle compliance test as prescribed.

9.0 General System Requirements

Ref	Specification	Details
9.1	Vandal and tamper resistance.	All component parts must be securely mounted, hard wired and small and discreet enough to remove the risk of tampering.
9.2	Provision of statement of compliance.	In addition to a formal test of all aspects of this requirement specification, a statement of compliance shall be provided and signed by an officer of the company.
9.3	Reliability in operational and environmental conditions.	The system shall provide reliable and full functionality in all operational and environmental conditions encountered in the operation of taxis.
9.4	Programmability of image timing parameters.	It shall be possible to change timing and parameters without the requirement to change components.
9.5	Training and Technical Support and Equipment.	Manufacturer must provide the Council Licensing Team with Training and Technical support.
9.6	Software and Hardware.	Manufacturer to supply the Licensing Team with a supply of cables and software to be installed under the

		supervision of the Council's authorised staff.
9.7	Agreement between the Camera Manufacturer and the Council.	Agreement to allow the Council access to the relevant software from the supplier so that in the event the manufacturer goes out of business, council will be able to support the system.
9.8	All equipment must comply with any legislative requirements on respect of the Motor Vehicle Construction and Use Regulations.	

Taxi/Private Hire Driver and Vehicle Additional Licence conditions where CCTV is installed in a vehicle.

The vehicle proprietor shall ensure that:

1. No CCTV system shall be installed in a licensed vehicle, unless it is of a type that has been approved by the licensing authority, written consent (where voluntary) has been provided by the licensing authority confirming the type of system, location and number of cameras. This shall not be varied without prior consent of the licensing authority.
2. The CCTV system is properly and regularly maintained and serviced in accordance with the manufacturer's instructions by a suitably qualified person, approved by the licensing authority. 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 licensing authority or a Police officer.
3. The CCTV system must be fully operational at all times when the vehicle is in use for hire or reward. If the system is not operational the vehicle must not be used for hire or reward until fixed and fully operational in accordance with the licensing authority's CCTV specification.
4. The recording system and memory must be securely stored within the vehicle and away from public access.
5. The system or the footage that is contained within it must not be tampered or interfered with by any person that does not have the licensing authority's express authority to do so, except as would be expected in order to operate the system in accordance with the manufacturer's directions.
6. The images contained within the recording device may only be downloaded by authorised personnel.

Hackney Carriage/Private Hire Driver Licence Conditions:

1. The driver must ensure that the vehicle's CCTV system is operational before commencing taxi or private hire activity each day, the driver must check the monitor display to ensure the image displayed is clear and the CCTV device is not faulty. If the system is not operational the vehicle must not be used for hire or reward until repaired and fully operational in accordance with the licensing authority's CCTV specification or the CCTV device and signage must be removed from the vehicle and the Council must be informed immediately. (Only applies where not mandatory)
2. Audio recordings must be activated by the driver any time the driver and passenger are in a dispute and/or the driver feels threatened by the behaviour of a passenger.
3. The driver must not tamper or otherwise interfere with the system or the footage that is contained within it (nor must the driver allow the system to be tampered or interfered with by any person that does not have the licensing authority's express authority to do so), except as would be expected in order to operate the system in accordance with the manufacturer's directions.

Annex 19.

Video Point of Impact Systems (VPIS) Policy “Dash Cams”

VPIS systems also known as vehicle dash cams are external facing cameras that record footage external to the vehicle. They are used to capture footage in the event the vehicle is involved in a road traffic incident.

They have many advantages such as identifying who is responsible for causing an accident, providing evidence, resolving disputes, and in some instances, it may lower insurance premiums.

Vehicle proprietors of licensed hackney carriages and private hire vehicles that wish to install a VPIS system must do so in accordance with this policy and conditions.

VPIS/dash cams are subject to the General Data Protection Regulations (GDPR), and before purchasing a system, vehicle proprietors are advised to read the Information Commissioners Office Code of Practice for Surveillance Cameras and Personal Information and Guide to GDPR, further information can be found at: <https://ico.org.uk/>

It should be noted that the vehicle proprietor is the data controller of the system and is responsible for the data unless the system incorporates internal CCTV cameras (please see CCTV policy for further details).

Systems that record both internal and external images, must comply with this policy and the Licensing Authority's CCTV policy and specification.

Conditions to be attached to Hackney Carriage and Private Hire Vehicle Licence:

1. No VPIS system shall be installed in a vehicle unless it carries a CE marking and conforms to Council Directive 93/68/EEC or equivalent.
2. The vehicle proprietor must produce a VPIS/dash cam policy that clearly identifies the lawful basis for the processing of personal data collected, and the retention period of the data. The purpose of the system should be communicated to any driver of the vehicle.

3. The vehicle proprietor shall notify the Licensing Authority within 7 days of having a VPIS system fitted. Such notification shall be in writing and will contain details of the vehicle the system has been fitted to and the make, model and CE marking number (or equivalent) of the VIPS system.
4. An advisory notice, provided by the supplier, 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. 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 Licensing Authority or a Police Officer.
6. Upon request for image retrieval by an officer of the Licensing Authority or a police officer the proprietor shall ensure that the VPIS system is made available to the system administrator, as soon as reasonably practicable, and in any event within 7 days of the request.
7. 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 VPIS 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.
8. The proprietor shall, where necessary, ensure that notification is lodged with the Information Commissioner to cover the purposes for which the VPIS system is used.

Annex 20.

Vehicle Livery Policy

Some members of the public do not distinguish between Private Hire vehicles with Hackney Carriages, and do not realise that Private Hire vehicles are not available for immediate hire or able to be hailed in the street. Therefore, it is important that the public are able to easily distinguish each type of vehicle. Creating distinctive livery for Hackney Carriages helps to resolve this difficulty.

Roof-mounted signs on Private Hire vehicles are not seen as best practice even if they indicate 'pre-booked only'. This because as any roof-mounted sign is liable to create confusion with a Hackney Carriage which also has a roof mounted sign.

Newport City Council licensed vehicles, both Hackney Carriages and Private Hire are required to display a 'Council' issued identity plate to the rear of the vehicle and adhesive signage on the front offside and front nearside doors of the vehicles. Currently, the adhesive door signs are circular and predominantly green in colour for Hackney Carriages and triangular and predominantly Yellow for Private Hire Vehicle. It is proposed to continue using these colours in order to distinguish between the two different types of vehicles.

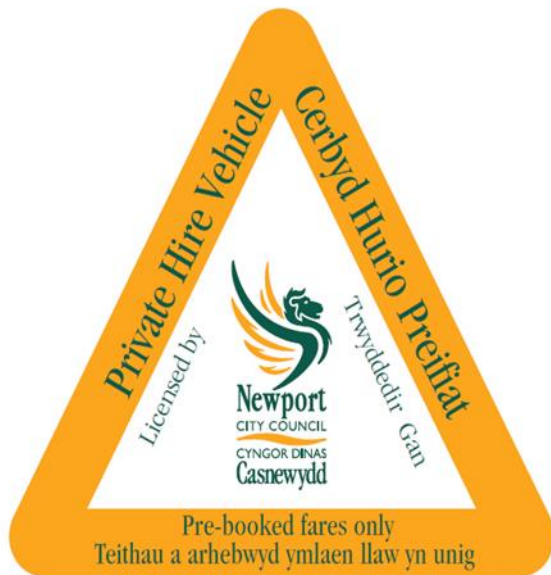
From the 1 June 2001, Hackney Carriages were required to be Black, or a colour approved by the Council. Private Hire vehicles can be any colour unless the vehicle is of the same design and appearance of "Purpose Built" vehicles which are licensed for the Hackney Carriages trade in Newport. Vehicles which are similar in appearance and colour to "Purpose Built or approved Hackney Carriage vehicles" shall not be licensed as Private Hire vehicles in order to prevent any confusion between a Private Hire Vehicle and a Hackney Carriage Vehicle.

All Hackney Carriages licensed by the Council must carry an illuminated roof-mounted sign. The roof sign must state Taxi and must be illuminated when plying for hire.

Hackney Carriages Vehicles must have affixed to both offside and nearside front doors Council approved adhesive signs provided solely by the Council and affixed at the approved testing station. Private Hire Vehicles must have affixed to both offside and nearside front doors Council-approved adhesive signs provided solely by the Council and affixed at the approved testing station.

Annex 21

Newport City Council Private Hire Livery



Newport Hackney Carriage Livery



Annex 22.

Vehicle Advertising Policy

Limited advertising is permitted on Private Hire Vehicles. Details of any signs or advertising shall be submitted, in the first instance, to the Council's Licensing Manager for due consideration as to content.

Annex 23.

Limousine Licensing policy

Local Licensing Authorities may be asked to license stretched limousines as Private Hire Vehicles. Though it should be noted many Limousines are PSV Vehicles.

Where a Limousine has been imported from another country, VOSA approved certification will be required. Historically, this has been in a form of Single Vehicle Approval (SVA) inspection regime before becoming registered in the United Kingdom. This is now the Individual Vehicle Approval (IVA) Scheme. The IVA test verifies that the converted vehicle is built to certain safety and environmental standards. The Council will require imported vehicles to meet the IVA standard and require evidence of this in the form of the V5C (Registration Certificate) of the vehicle, which may refer to IVA under the "Special Note" Section; or the proprietor must obtain written confirmation from:

VOSA, Ellipse, Padley Road, Swansea, SA1 8AN, that the vehicle is IVA compliant.

Proprietors will require details of the vehicle's make and model, registration number and VIN number. Consideration may be given to the age of such vehicles, these usually being five years old when imported into the United Kingdom.

Annex 24.

Novelty/Special Event Vehicle Licensing Policy

Due to the individual nature of a “special vehicle” including wheelchair- carrying vehicles, it will inevitably give rise to issues that would not apply to conventional Private Hire vehicles and therefore it will be necessary to consider whether special conditions should be included on any licence including being exempt from the “environmental policy”.

Funeral Vehicles / Wedding Vehicles

There is no requirement for a vehicle to be licensed when it is used solely in connection with a funeral or is wholly or mainly used by a person carrying on the business of a Funeral Director. A vehicle does not need to be licensed while it is being used solely for the wedding service.

4. Contract Vehicles

Until January 2008, there were no requirements for a vehicle to be licensed when used for a contract with an organisation or firm for a period of at least seven days, for carrying passengers for hire or reward under a contract for the hire of the vehicle. However, this exemption only applied to the vehicle and driver specified by the contract and then only during the period of the contract. Any vehicle being used for a contract with one firm could not be used for any other contract or purpose during the period of that contract. Vehicles carrying out contract work after that date have been required to be licensed by the Council in order to continue to undertake that work: this includes school transport.

POLICY ON SPECIAL EVENT VEHICLE: INCLUDING LIMOUSINES, WHEELCHAIR & PRESTIGE TYPE VEHICLES

This element of the Policy only applies to Private Hire Vehicles.

1. For the purpose of this Policy, a ‘special event vehicle’ shall mean a vehicle that is used for a particular occasion or occasions of a restricted nature e.g. transport to parties and is not a conventional vehicle used for standard Private Hire work.
2. Examples of vehicles that may fall within the ‘Special Event’ category are stretch limousines, classic cars, vehicle that has fewer than four seats or have wheelchair provisions for example vehicle that have rear operated lifts etc. Proprietors of prestige type vehicles licensed as private hire vehicles or private hire vehicles used in special circumstances may seek the

permission of the Authority to waive conditions of their licence relating to the display of licence plates, door stickers and driver badges.

3. This element of the Policy does not apply in relation to vehicles which are used exclusively in connection with weddings and funerals and as such are exempt from Private Hire Licensing.
4. The General Licence Conditions for Private Hire Vehicles will not normally allow for special event vehicles to be licensed for a number of reasons including the style and design of the vehicle and “classic” cars failing to meet admission standards.
5. Any special event vehicle that has not been type approved, which does not meet the requirements of the Construction and Use Regulations, or which otherwise would not meet the standard Private Hire vehicle conditions may apply to be licensed by seeking a variation or exemption from some of the standard conditions which would otherwise apply.
6. Each vehicle will be considered and assessed by **Licensing Manager** on its merit taking account of:
 - the overall condition of the vehicle
 - the number of passengers for which it is required to be licensed and
 - The specific criteria from which an exemption is sought.
 - Type of wheelchair access (for example rear lift operating vehicles)
 - Type of Work or Contract the vehicle will be used for.
 - The Council’s primary consideration will always be the safety and comfort of the travelling public.

LIMOUSINE CONDITIONS

The following set of conditions will be attached to all stretched limousines:

1. Limousines are permitted to be Left or Right-Hand Drive.
2. The majority of stretched limousines are imported from the U.S.A and are left hand drive. The Department for Transport has recommended that Councils should not refuse to licence limousines simply because they have characteristics which contravene their existing Policy, i.e. left-hand drive. Limousines with sideways facing seating will be permitted.
3. A main characteristic of stretched limousines is their sideways facing bench seats. In line with the Department for Transport’s guidance outlined above, the Council will consider the suitability of limousines with sideways seating for Licensing. The vehicle must have a seat belt available for every travelling passenger.
4. Limousines will not be required to display any Council livery but will be required to display the Council’s private hire plate. (The plate serves to distinguish Private Hire Vehicles from ordinary saloon cars and Hackney Carriage vehicles and to make them clearly identifiable to the public. However, the naturally distinctive appearance of stretched limousines means that they are very unlikely to be confused with a Hackney Carriage or a private-use vehicle).
5. Limousines with heavily tinted glass in the rear offside/nearside windows will be considered for Licensing. However, heavily tinted glass in the driver cockpit would remain prohibited in line with legal requirements. It is recognised that the privacy provided by tinted glass in the passenger compartment is a central characteristic of a limousine. However, glass in the

driver cockpit must satisfy the standards within the Road Vehicles (Construction and Use) Regulations 1986 as amended.

6. Limousines will be required to hold a valid Single Vehicle Approval (SVA) Certificate or an IVA certificate. (The SVA or IVA test comprises a visual examination of a vehicle and certifies its safety and roadworthiness).
7. The limousine must be fitted with tyres that meet with both the size and weight specification. (Given the increased weight of the vehicle, tyres of the correct weight and size rating must be used at all times).
8. Any seats in the driver's compartment shall not be used to carry passengers. (This is to ensure that passengers are not carried in the front of the vehicle in order to improve driver and passenger safety).
9. In any advertisement publicising any limousine service, the Operator must state that the vehicle is only licensed to carry up to a maximum of 8 passengers. This is in order to inform customers of the maximum carrying capacity of the vehicle).
10. Alcoholic drinks provided in the vehicle shall be under the terms of an appropriate licence issued under the Licensing Act 2003 which relates to the sale and supply of alcohol. In order to comply with alcohol licensing requirements and safeguard public safety bottles of alcohol shall be placed in a secure place and should be removed when any passenger is under 18 years old. Any glassware in the vehicle must be made of either shatterproof glass or plastic, (safeguard public safety).
11. The driver shall not play or permit the performance of any media that, given its age classification or content, is unsuitable for the age of the passengers in the vehicle. (This is in order to safeguard child passengers from viewing unsuitable material).
12. If the limousine parks to provide some form of regulated entertainment for its passengers, a licence must be in place in accordance with the requirements of the Licensing Act 2003.
13. Any vehicle that has been constructed or adapted to seat more than eight passengers cannot be licensed as a Private Hire vehicle.
14. Due to the individual nature of a Limousine vehicle, it will inevitably give rise to issues that would not apply to conventional Private Hire Vehicles and, therefore, it will be necessary to consider whether special conditions should be included on any licence. The Licensing Manager will determine any such additional special conditions. If the proprietor is not satisfied with the proposed conditions, the matter will be heard and determined by the Licensing Panel.

“PRESTIGE” TYPE VEHICLES CONDITIONS

15. Prestige Vehicles that wish to be exempt from the requirements that they be plated, and display side stickers will have to comply with all Private Hire Conditions other than Conditions relating to the plate and side stickers (Livery).
16. No cash work can be undertaken by the vehicle unless the vehicle is booked at least 1 hour before the commencement of the journey, or the operator has a written contract with particular business(es) or person.
17. No meter is permitted in the vehicle (unless integrated).
18. Vehicles must be under 7 years old though older vehicles will be considered by the Licensing Manager, and this predominately will permit older vintage cars or unique cars to be granted a licence.
19. Vehicle must be of a standard of comfort and be equipped to a level equal to or above that of luxury model vehicles such as Mercedes Benz E or S Class, BMW 5 and 7 Series, Lexus GS or LS, Audi A6, A8, Range Rover, Jaguar XF, XJ, Tesla, Maserati Ghibli, Quattro Porte, VW Phantom, Volvo S/V90, etc. (Higher specification executive-type saloon and MPV cars from other manufacturers may also be considered for example Mercedes Vito).
20. An “executive” window plate must be displayed at all times in the front windscreen of the vehicle.
21. No advertising is permitted on or in the vehicle at any time.
22. The driver of the vehicle must be appropriately dressed for formal occasion wearing a formal suit (jacket, trousers or skirt) and formal shoes. No casual wear shall be permitted to be worn by the driver.
23. The individual nature of a special event vehicle will inevitably give rise to issues that would not apply to conventional Private Hire Vehicles and, therefore, it will be necessary to consider whether any special conditions should be included on a licence. The Licensing Manager will determine any such special conditions. If the proprietor is not satisfied with the proposed conditions, the matter will be heard and determined by the Licensing Panel.

It should be noted that Proprietors / Operators found to be breaching the above conditions will be stripped of “executive” status for period of 12 months by the Licensing Manager and the vehicle will be suspended until such time as the vehicle(s) complies with Private Hire Vehicle Conditions.

Annex 26.

Private Hire Operator Application process

An application for a Private Hire Operator licence must be made on the specified form. The Licensing Authority will send correspondence to vehicle proprietors via e-mail, although it should be noted that it is the Operators responsibility to ensure that renewal applications are undertaken in time.

To allow sufficient time for documents to be processed, applicants should ensure that the Licensing Authority receives their complete application, including the fee and any other necessary documents at least 28 days before expiry date of an operator's licence.

All Applications and full guidance are available on Licensing Teams Taxi web page.

Annex 27

Private Hire Operator Licence Conditions

- 1.1 The operator must undertake sufficient checks to satisfy themselves that only suitable drivers are used (and continue to be used) in the course of their business. This will include checking and taking a copy of each driver's hackney carriage/private hire driver's licence prior to that driver undertaking any bookings. The failure of an operator to ensure that appropriate checks are carried out may call into question the operator's fitness and propriety. In addition, a failure to take appropriate action in relation to drivers that persistently breach licence conditions may also be detrimental to the continued fitness and propriety of the operator.
- 1.2 Where an operator dismisses or disengages a driver, they must report the dismissal and reasons for it to the Licensing Authority within 48 hours of the dismissal taking effect.
- 1.3 The Operator must notify the Licensing Office, in writing, within 5 working days if they, any company director, or any individual named on the application form:
 - a) changes home address
 - b) if any company or limited liability partnership changes its registered office
 - c) if any changes are made in the ownership/management/partnership of the operation as specified in your application form. Please note that new owners or additional partners will be required to have a basic DBS disclosure. The transfer of the operator's licence will not be completed until the Licensing Authority has received a copy of the disclosure.
 - d) If a director or nominated responsible person ceases to be employed in this capacity
- 1.4 The operator must inform the Licensing Authority if they or the person running the business are going to be absent from the day to day running of the business for a period of 2 consecutive months. In doing this, the operator must give the name of the person that will be responsible for the running of the business on their behalf during this temporary period.

1.5 The Operator must not use, or facilitate the use of, any software, technology or other device that is capable of impeding the lawful activities of enforcement agencies or the regulatory activity of the Licensing Authority.

1.6 The Operators must comply with all reasonable requests made by authorised officers of the Licensing Authority.

2. Complaints System

2.1 Private Hire Operators or an appointed representative from within the business must initiate an investigation into any complaint received from the public within 48 hours from receipt of the complaint.

2.2 The operator must maintain a register of complaints (digital or hard copy), which must include the following information:

- a. Complainant's name, address/email address
- b. Details of the complaint
- c. Time and date of the alleged incident
- d. Time and date the complaint was received by the operator
- e. How the complaint was received e.g. phone, email etc
- f. Name of person that received the complaint.
- g. Name of the alleged perpetrator
- h. If the complaint was referred to the Licensing Authority –time and date of when it was referred and who by.
- i. Details of the action taken to resolve the complaint and by whom
- j. Date the complaint was resolved

2.3 A copy of the complaints register must be available for inspection upon request of an authorised officer of the Licensing Authority. The records must be retained for a period of 12 months.

2.4 The operator must on receipt of a complaint concerning a licensed driver, immediately notify the complainant of their right to direct their complaint to the Licensing Authority.

2.5 The Operator shall ensure that details of how a customer may contact the operator in the event of any complaint relating to a contract for hire or purported contract for hire relating to or arising from his business, are displayed on the operator's website, booking app or in the absence of online booking platform, at the booking office.

2.6 Where a complaint is received by the Licensing Authority, the operator must comply with any reasonable request for information and/or follow any reasonable directions/instructions made by an authorised officer or police officer in respect of the complaint

2.7 The Operator must notify the Licensing Authority within 48 hours if the operator receives a complaint about a driver operated by them when it has been identified that the complaint relates to any of the following:

- a) allegations of sexual misconduct (including the use of sexualised language)
- b) racist behaviour
- c) violence (including verbal aggression)
- d) dishonesty including theft
- e) Equality breaches
- f) any other serious misconduct (including motoring related for example dangerous driving or drink driving).

3. Driver and Vehicle Records

1.1 The Operator must maintain and keep up to date the following records which must be immediately available for inspection on demand by any authorised officer of the Licensing Authority or police constable:

- a) name and home address of every private hire vehicle driver operated by him.
- b) details including licence number and date of expiry of the private hire driver's licence of every private hire vehicle driver operated by him.
- c) name and home address of the proprietor of every private hire vehicle operated by him.
- d) details including the private hire licence plate number and expiry date and vehicle registration number of every private hire vehicle operated by him.

4. Disclosure & Barring Service Checks

4.1 All applicants for a grant or renewal of a Private Hire Operator's licence must submit a Disclosure & Barring Service basic disclosure (dated within one month of the application) in order to satisfy the authority that they are a 'fit and proper' person. In the case of applications from a company or organisation, all directors of the company/organisation must provide a basic disclosure. The cost of these checks will be covered by the applicant/licence holder.

4.2 Following the grant of a licence, licence holders must submit a new basic disclosure to the Licensing Authority annually.

4.3 Applicants that already hold a hackney carriage or PHV driver's licence with this authority are not required to provide the basic disclosure as part of their application for a private hire operator's licence. As long as licence holders continue to hold a hackney carriage or PHV driver's licence with this authority they are not required to submit a yearly basic disclosure.

4.4 a) The operator must view a basic DBS certificate (dated within one month of the check) of any staff that have access to booking records or dispatch vehicles.

b) The operator must maintain a register of all such staff which shall include a record of when each DBS check has been undertaken. This register must be available for inspection by an authorised officer of the Licensing Authority upon request. The register should include the following:

- i. the date that person's employment in that role commenced
- ii. the date the operator checked the DBS certificate
- iii. the name of the person that checked the DBS certificate
- iv. The date the person ceased to perform that role.

c) The register must be retained for 12 months in line with the booking records.

d) Should an employee cease to be on the register and later re-enter the register a new basic DBS certificate (or use of the Update Service) should be viewed by the operator.

1.5 Where the applicant/operator employs or intends to employ persons involved in taking bookings or the dispatch of vehicles, the operator must produce a policy on the employment of ex-offenders in those roles. The policy must be available for inspection on request of an authorised officer of the Licensing Authority.

1.6 The Operator must require that all staff employed in taking bookings or dispatching vehicles to report to them within 48 hours of any conviction, binding over, caution, warning, reprimand or arrest for any criminal matter whilst they are employed in this role.

1.7 The operator must make certain that any outsourced booking and dispatch functions have adequate safeguarding measures in place for the protection of children and vulnerable adults. The operator must have required evidence of this from the company before outsourcing these functions.

5. Notification of Convictions

5.1 Within 48 hours of any arrest and release, and then after any subsequent conviction, binding over, caution, warning, reprimand or arrest for any criminal or motoring matter (whether or not charged) imposed on him / her during the period of the licence, the licence holder must notify the Licensing Authority with full details of the matter(s).

What must be reported: -

- a. Any conviction (criminal or motoring matter).
- b. Any caution (issued by the Police or any other agency).
- c. Issue of any Magistrate's Court summonses against you.
- d. Issue of any fixed penalty notice for any matter.
- e. Any harassment or other form of warning or order within the criminal law including anti-social behaviour orders or similar.
- f. Arrest for any offence (whether or not charged).
- g. Any acquittal following a criminal case heard by a court.
- h. Any refused of any type of licence by any other regulatory authority, or any such licence is suspended, revoked or not renewed.

6. Business Premises

- 1.1 The Operator must provide the Licensing Authority with the address of the premises within the Licensing Authority area from which the business will be carried on.
- 1.2 Where the operator's premises is used by the public it must be kept clean, adequately heated, ventilated and illuminated.
- 1.3 The operator shall ensure that any waiting area provided for the use of prospective hirers shall be provided with adequate seating and kept physically separate from any drivers resting area and operations room.
- 1.4 The private hire operator's licence must be displayed in a prominent position at any premises from which the operator operates. Any personal details such as home address of the licence holder should be redacted from the display copy prior to being displayed.
- 1.5 The operator shall provide a copy of these conditions of licence to the public upon request.

7. Booking Records

7.1 The operator must keep a record of every private hire booking either in writing in a suitable durable book which has consecutive page numbers or a computerised booking and dispatch system.

If a book is used, all entries must be clear, in English and easily legible, with no line spaces or blank pages.

If a computerised booking system is used, it must be able to produce a printout of any records requested by an authorised officer or police constable at all times.

7.2 For all accepted bookings an entry shall be made in the record book or computerised booking and dispatch system that shall include:

- a) The name of the person making the record (if not made by a computerised system)
- b) The time and date on which the booking is made and,
- c) The name of the person for whom the booking is made

- d) Contact details of the person the booking is made for (email address or phone number)
- e) The agreed time and place of collection, or, if more than one, the agreed time and place of the first place of collection
- f) The destination –as a minimum this should include the street and/or building name and postal area. Where possible it should include a full postcode.
- g) The time the journey was completed
- h) The total cost of the completed journey
- i) The hackney carriage/private hire driver's name
- j) The hackney carriage/private hire driver's licence number
- k) The registration number of the vehicle allocated to the booking
- l) the name of any individual that responded to the booking request
- m) The name of the person that dispatched the vehicle (if not dispatched by computerised system)
- n) If applicable, the name of the other operator from whom a booking was received and / or to whom the booking was subcontracted.

7.3 Any amendment must be made to the original record by way of an addition.

7.4 All records of private hire bookings, whether retained in a book or on a digital format, must be retained for at least 12 months from the date of the last entry and be readily available for production to an authorised officer of the Licensing Authority or police constable for inspection at any time during the hours of operation.

8. Personal Data

8.1 The loss of personal data by theft or otherwise must be reported to the Licensing Authority in writing within 24 hours, and also immediately to the police in the event of theft being suspected. To note, a data loss may also need to be reported to the Information Commissioner's Office, for more information see: <https://ico.org.uk/for-organisations/report-a-breach/>

9. Insurance

- Operators must ensure that at all times there is in force, for all private hire vehicles operated, a policy of insurance covering the carriage of passengers for hire or reward by pre-booking only or such security as complies with the requirements of Part VI of the Road Traffic Act 1988.
- Any premises that provide access to members of the public must be covered by Public Liability insurance.
- Operators must ensure that where a vehicle is covered under a fleet insurance policy, drivers are aware of the content of the policy, including its limitations and exclusions. The operator must keep a record, signed by the driver, within each individual's record file when this has been completed. A copy of any individual's records must be produced, on request, to any authorised officer of the Licensing Authority.

10. Ride Sharing/Car-pooling

10.1 At the time of booking, individual hirers must be made aware of and explicitly consent to bookings that are part of a ride sharing/carpooling journey.

10.2 As part of ride sharing/car-pooling schemes, operators must offer the option to hirers to only share with other passengers of the same sex. If hirers select this option passengers of the opposite sex may not be added to the same booking.

11. Standards of Service

11.1 The operator must provide prompt, efficient and reliable service to members of the public at all reasonable times and for this purpose must in particular:

- a) Provide adequate information and communications technology, facilities and staff, as appropriate.
- b) Ensure the highest level of customer service and care.
- c) Ensure that when a private hire vehicle has been hired to be in attendance at an appointed time and place, the vehicle shall, unless delayed or prevented by sufficient cause, punctually attend at that appointed time and place.
- d) Ensure that any telephone facilities and radio equipment (for which an OFCOM Radio Licence may be required) are maintained in a sound condition and that any defects are repaired promptly.

12.1. Public Service Vehicles

12.1 Public Service Vehicles (PSVs) may not be used to undertake a private hire vehicle booking, unless with the informed consent of the hirer.

Notes

- I. These conditions should be read in conjunction with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976.
- II. Operators must conduct their business in accordance with all relevant statutory provisions. This includes health, safety and welfare legislation, environmental legislation and equalities legislation.
- III. The Operator must not fail or refuse to accept a booking by or on behalf of a disabled person accompanied by an 'assistance dog' when the reason for failure or refusal is that the disabled person will be accompanied by the 'assistance dog'
- IV. Failure to declare any conviction within the required timescale together with the nature of the conviction will be taken into account in deciding whether a licence holder is a fit and proper person to hold a hackney carriage/private hire driver licence. This may result in the suspension, revocation or refusal to renew the private hire driver licence.
- V. Any infringement of the licensing conditions could lead to suspension or revocation of the licence.
- VI. Any person aggrieved by any conditions specified in the licence may appeal to a magistrate's court within 21 days of issue.
- VII. The renewal of a licence should be made in advance to ensure continuity. There is no automatic period of grace. Unlicensed operation of private hire vehicles is an offence.

All operators must comply with their obligations under the Data Protection Act 2018 and should be registered with the Information Commissioner

Mae'r dudalen hon yn wag yn