

**APPENDIX 3 – Private Hire Vehicle Licence Conditions– Proposed
Amendments**

<u>Current</u>	<u>Proposed</u>	<u>Notes</u>	<u>Trade Comment</u>
1. Format of the Conditions, which are attached to the PH Vehicle Application Form, has been in place since 2001.	Updated format with specific sections relating to different elements of the vehicle licence to provide more clarity of relevant Conditions.		Acceptable
2. The age limit of a private hire saloon is restricted to 8 years old, with a discretionary extension of a maximum of 6 months.	Extended to a maximum of 10 years, with 6 month extensions from 8 years. (See 1.1.2)	<p>This takes account of advances in vehicle technology and vehicles lasting longer in better condition.</p> <p>The discretionary extensions are based on the condition of the vehicle and officers remain able to remove a vehicle at any time due its condition.</p>	Positive
3. Seat dimension is 18 inches (or 17 inches where vehicle is fitted with side impact bars).	<p>That seat dimensions are 17 inches. (See 1.2.1)</p> <p>Where there is an individual seat (such as a tip-style seat) a standard of 16 inches is permissible.</p>	<p>Public transport minimum requirements are for 16 inches per seat with Local Authorities able to set standards for hackney carriage / private hire vehicles.</p> <p>Travel by private hire vehicle is considered</p>	A reduction in seat size was generally welcomed, however certain elements of the trade wanted the same standards as for public service vehicles, 16 inches.

4. Includes a minimum engine rating of 1550cc for vehicles, unless specially approved.	Includes 'an engine performance with a suitable power output' (see 1.2.7)	<p>as a higher standard than travelling on a bus for example, with more seat space and comfort.</p> <p>This is updated to take account of modern power sources, hybrid vehicles and different fuel sources for vehicles, where smaller engine capacities are capable of producing higher performance.</p> <p>This encourages the use of greener vehicles for hackney carriages to improve the carbon footprint of the fleet.</p>	Positive
5. No specific provision Conditions for Wheelchair Accessible Vehicles (WAV).	Includes proposals for all relevant equipment to be carried at all times to enable carriage of wheelchair passengers and that children shall not be conveyed in prams or pushchairs' (See 2.1 - 2.3)	This is included as a requirement to ensure drivers are able to convey wheelchair passengers and as a result of complaints in respect of the safety of carrying children in prams / pushchairs. They should be removed and carried in a vehicle seat or by an accompanying adult.	Acceptable
6. Advertisements may be displayed on the	Advertising will be allowed within the	The proposals take account of advances	Positive in terms of increased advertising

outside of front doors / boot lid / hatchback / rear windows / roof of vehicle with dimensional standards.	vehicle (See 3.6) Advertising will be otherwise permitted on the bonnet /front doors / boot lid / hatchback / rear windows (See 3.7)	in graphic design to allow different types of advertising including advertising inside vehicles. Roof signs / adverts of any nature are not permitted on private hire vehicles	opportunity
7. There is no provision for the control of any CCTV used in vehicles.	Where CCTV is installed, the system must be encrypted in order that images can only be accessed by authorised persons (See 4.1) Any proprietor who install CCTV shall notify the Council (See 4.2) Where CCTV is installed, a notice to this effect must be clearly displayed in the vehicle. (See 4.3)	The proposals are in response to the increased use of CCTV with both or either outside facing and inside facing cameras. In-car CCTV is considered a safety measure for both passengers and drivers to provide evidence in case of any incidents. The Conditions proposed will place controls over the standard of any CCTV system to be used, but not detail any specific system.	Positive in respect of the safety of drivers and passengers, and it is considered that CCTV cameras in vehicles has a positive effect on drivers and passengers.
8. No specific requirements around the use of 'run-flat' tyres or tyres that can be re-inflated using gel / foam.	That any run-flat tyre or re-inflated tyre must only be used to complete a journey and must be replaced before further use.	Takes account of developments in tyre technology and passenger safety	Positive as this relates to safety