



Telford & Wrekin  
C O U N C I L

Addenbrooke House Ironmasters Way Telford TF3 4NT

## LICENSING COMMITTEE

Date **Thursday, 30<sup>th</sup> March 2017** Time **6.00pm**  
Venue **Meeting Room G3/G4 Addenbrooke House, Ironmasters Way, Telford TF3 4NT**

### Enquiries Regarding this Agenda:

Democratic Services	Jayne Clarke	01952 383205
Media Enquiries	Corporate Communications	01952 382408
Lead Officer	Angie Astley Assistant Director: Customer & Neighbourhood Services	01952 383246

**Committee Membership:** Councillors C N Mason (Chair), C R Turley (Vice Chair), M Boylan, G H Cook, I T W Fletcher, J A Francis, M B Hosken, S J Reynolds, J M Seymour C F Smith and M J Smith

**Substitutes:** Councillors J Ashford, S P Burrell, K Guy, J Jones, R T Kiernan, N Lowery, J C Minor and J A Pinter.

## AGENDA

- 1. Apologies for Absence**
- 2. Declarations of Interest**
- 3. Minutes** Appendix A  
To confirm the minutes of the meeting of the Licensing Committee held on 17 January 2017.
- 4. Review of Licence Fees** Appendix B  
To receive the report of the Service Delivery Manager, Public Protection
- 5. Hackney Carriage Approved List of Vehicles** Appendix C  
To receive the report of the Service Delivery Manager, Public Protection
- 6. The Safety of Sports Grounds Act 1975 and Fire and Places of Sport Act 1987 – Regulated Stands Certificates for AFC Telford Utd Football Stadium** Appendix D  
To receive the report of the Group Manager – Development Team

## **LICENSING COMMITTEE**

### **Minutes of a meeting of the Licensing Committee held on Tuesday 17<sup>th</sup> January 2017 at 6pm at Addenbrooke House, Ironmasters Way, Telford**

**Present:** Councillors C Mason (Chair), M Boylan, M Hosken, I Fletcher, J Francis, S J Reynolds, J Seymour, and C F Smith (as substitute for C R Turley).

**In Attendance:** A Astley (Assistant Director - Neighbourhood & Customer Services), S Fisher (Principal Licensing Officer), A Hunt (Public Protection), K Burford (Attendance Support Team Leader), K Strangwood (Child Employment Case Work Officer) C Girvan (Legal Advisor) and J Clarke (Democratic and Scrutiny Officer).

#### **LC -12      Apologies for Absence**

Councillors M J Smith and C R Turley.

#### **LC -13      Declarations of Interest**

None.

#### **LC -14      Minutes**

**Resolved** – that the minutes of the meeting of the Licensing Committee held on the 20<sup>th</sup> December 2016 be confirmed and signed by the Chair following the amendment of the word “relay” to “rely” on page three of the Minutes.

#### **LC -15      Street Trading Consent Policy Statement**

The Principal Licensing Officer presented the report of the Service Delivery Manager - Public Protection which asked Members to make a minor amendment to the current Policy Statement in respect of the Street Trading Consent and to approve an 8 week consultation which was proposed to include the Council's Community Safety, Cohesion and Environmental Enforcement Team, the Council's Waste and Neighbourhood Services and the Council's Health and Well Being Team. It was also proposed to include annual renewals of trading consents as part of the agreed Policy as this had previously not been made reference to. With regards to the current practice there was nothing new being introduced but Officers wished to make the enforcement of public protection policy transparent and in accordance with statute.

During the ensuing debate Members raised the following changes to the report/policy:

- Report – recommendation 2.1.3 refers to “2.2 above” – this should read “2.1.2 above”

- Report – 4. Information – 4<sup>th</sup> bullet point of 4.1.4 seems to be repeated in the 7<sup>th</sup> bullet point – if this is a repetition this needs to be removed.

#### Appendix A

- Street Trading – Policy Statement – Revocation of Street Trading Consents – references to “we” should be referred to as “the Council”
- Street Trading – Policy Statement – Enforcement – top paragraph on last page “A lighter touch will be applied to those Consent Holders that are shown to have well managed and maintained operations.” Due to concerns raised by some Members this sentence needs to be removed
- Street Trading – Policy Statement – Other Relevant Legislation - first sentence “us” need to be replaced with “the Council”.
- Street Trading – Policy Statement - Changes to Street Trading Policy – references to “we” and “us” need to be changed to “the Council” and the last sentence be changed to read “If you have any comments with regard to this policy . . .”

#### Appendix B

- Street Trading – Consultation – List of Consultees –
  - Telford and Wrekin PCT – Needs to be changed to Telford and Wrekin CCG
  - Lilleshall & Donnington Parish Council needs to be changed to Lilleshall Parish Council and a separate parish for Donnington & Muxton Parish Council

#### Appendix C

- Community Impact Assessment – Section 1 Overview 2. 1. Add “of” to the sentence to read “The reviewing of the current Policy Statement applicable to street trading consents.
- Community impact Assessment – Community Impact – Section 4. In bold – take out the word “Whilst” and add an “s” to believe so that the sentence reads “The Licensing Service believes that there will be no . . .”
- Community Impact Assessment – Community Impact – Section 5 – take the word “was” out of the first sentence and the words “were also” in the last sentence in order for it to read “A full consultation exercise will be undertaken . . . published on the Council’s website and copies placed in libraries . . .”

## Appendix D

- Street Trading – Standard Conditions of Consent – (n) the word “of” be included in the first sentence between the words “display” and “goods” – to read “display of goods”. The comma between “commodities” and “during” be removed.
- Street Trading – Standard Conditions of Consent – (o) add the word “of” between the words “sale” and “goods” to read “sale of goods”

During the debate some Members asked whether the policies would be brought back to Committee, the differences between a pedlar and a street trader

The Principal Licensing Officer confirmed that the Policies would only be brought back if there were significant changes to be made following the consultation. It was confirmed that a pedlar travelled from town to town whereas a street trader had a stall.

Upon being put to the vote it was unanimously:-

### **Resolved – that:**

- a) an eight week consultation on the proposed amendment to the Council’s Policy Statement in relation to Street Trading Consents be approved;**
- b) authority be delegated to the Chair of the Licensing Committee in conjunction with the Principal Licensing Officer to consider the responses of the consultation process; and**
- c) following consideration of the consultation responses the Chair of the Licensing Committee and the Principal Licensing Officer determine that it is appropriate for the proposed amendment to the policy to remain unchanged then the Committee delegate power to the Principal Licensing Officer to implement the amendment to the policy with an immediate effect. However if there is any significant matter or issue which arises out of the consultation response or in their considerations under recommendation b) above the Chair of the Licensing Committee and the Principal Licensing Officer determine that the proposed amendment to the policy should be further amended then the matter shall be referred back to Committee for further consideration and determination.**

### **LC -16      Delegation of Authority to issue Child Performance Licences, Work Permits for School Age Children and Chaperone Licences**

The Attendance Support Team Leader and the Child Employment Case Work Officer presented the report of the Service Delivery Manager – School Organisation and Traded Services which related to the delegation of authority to issue child performance licences to children from birth to compulsory school leaving age, work permits for children over the age of thirteen and chaperone licences to adults who chaperone children. It was explained to Members that the current delegation of

authority had lapsed. A fee for the issuing of chaperone licences to adults was charged to cover administration costs and would not be a way of raising revenue. Key opportunities and risks had been identified and assessed and arrangements put in place where necessary.

Upon being put to the vote it was unanimously:-

**Resolved – that**

- a) **Members of the Licensing Committee approve all powers and duties under part II of the Children and Young Persons Act 1933, except authority to approve prosecution proceedings, be delegated to the Child Employment Officer, the Attendance Support Team Leader, and the Group Manager, Access & Inclusion;**
- b) **Members of the Licensing Committee approve prosecution proceedings under part II of the Children and Young Persons Act 1933 be delegated to the Service Delivery Manager School Organisation and Traded Services and the Assistant Director: Education and Corporate Parenting;**
- c) **Members of the Licensing Committee approve all powers and duties under part II of the Children and Young Persons Act 1963, except authority to approve prosecution proceedings, is delegated to the Child Employment Officer, the Attendance Support Team Leader and the Group Manager, Access & Inclusion;**
- d) **Members of the Licensing Committee approve prosecution proceedings under part II of the Children and Young Persons Act 1963 be delegated to the Service Delivery Manager School Organisation and Traded Services and the Assistant Director: Education and Corporate Parenting;**
- e) **Members of the Licensing Committee approve that the fee of £25 for issuing a chaperone license to adults, (subject to completion of training and references and any other criteria as required) remains the same until such time that any further report to Committee made by the Local Authority is submitted to revise it. This fee is a true reflection of the administrative costs of processing the licence.**

**LC -17      Review of the Council’s Hackney Carriage and Private Hire Licence Condition Relating to Tinted Windows**

The Principal Licensing Officer presented the report of the Service Delivery Manager, Public Protection for a review of the Council’s Hackney Carriage and Private Hire Licence Condition relating to tinted windows.

An increasing number of vehicles were being fitted with tinted windows as a manufacturers standard, however the glass used in some vehicles was so dark that it may prevent passengers being seen from the outside. Benchmarking exercises had been undertaken around other Council’s policies and procedures with regard to factory fitted windows. Two reports from North Tyneside and South Tyneside had

agreed what they considered to be an acceptable level of light transmittance which was 75% for the front windscreen, 70% for the front side windows and 34% for all other vehicle privacy windows and it was proposed that these levels be accepted percentages put out by Telford & Wrekin Council for consultation.

If these proposals were to be approved following consultation, it was proposed that this would be implemented on new vehicles and not applied retrospectively as this could cost drivers up to £900 to change their vehicle windows. There was only 1 vehicle which currently did not meet this standard (which was 7 years old) and would be off the road as a private hire vehicle/hackney carriage within 3 years as the vehicle would then be over the permitted age of 10 years.

The Principal Licensing Officer asked members to approve an eight week consultation on the proposed amendments.

During the ensuing debate Members expressed concerns with regard to passenger safety, the visibility through the tinted windows and the percentages of tint. Other Members felt that the safety of the public was paramount especially with regard to issues of Child Sexual Exploitation (CSE).

The Principal Licensing Officer confirmed that there was a necessity to be able to see into the vehicles but there were benefits from the tinting which included protection from harmful sun rays and passenger comfort.

Upon being put to the vote it was, unanimously:-

**RESOLVED – that:**

- 2.1 an eight week consultation on the proposed amendment to the Council's Hackney Carriage Condition of Licence number 3 and the Councils Private Hire Vehicle Condition of Licence number 6.1.4 Condition of Vehicle be approved;**
- 2.2 delegated authority be approved for the Chair of the Licensing Committee in conjunction with the Principal Licensing Officer consider the responses of the consultation process; and**
- 2.3 following consideration of the consultation responses the Chair of the Licensing Committee and the Principal Licensing Officer determine that it was appropriate for the proposed condition to remain unchanged then the Committee delegate power to the Principal Licensing Officer to implement the condition with an immediate effect. However if there was any significant matter or issue which arises out of the consultation response or in their considerations under recommendation 2.2 above the Chair of the Licensing Committee and the Principal Licensing Officer determine that the proposed condition should be further amended then the matter shall be referred back to Committee for further consideration and determination.**

**LC -18      Taxi Licensing Sub-Committees**

The Legal Advisor presented the report of the Assistant Director: Governance, Procurement & Commissioning which sought to review the membership of the Committee and in particular the number of Councillors required to be in attendance at "Taxi" Licensing Sub-Committees in order for the meeting to be quorate for the business to be transacted. The Human Rights Act 1988 gave the public a "right to have a fair hearing" and any delay could prejudice a fair hearing and it was important the hearings were listed within a reasonable period of time. It was suggested that a quorum for the Taxi Licensing Sub-Committees be reduced to three.

During the ensuing debate, some Members felt that reducing the quorum to three would bring this in line with other meetings and tribunals. Other Members felt that fewer Members sitting at Hearings would make them feel vulnerable and this would also lessen the viewpoints. It was suggested that as there had been pre-planned Licensing Hearings that this be given a fair trial and that Members kept these dates free, where possible, in order to give good attendance. It was further suggested that this be given a period of 6-9 months to fully test the new monthly meetings. Members also raised that if a quorum of four was imposed, it may rely on the Chair's casting vote for decisions and this was not acceptable. Other Members felt that the decision making took place in private and discussion could take place in order that decisions did not need to go to Chair's casting vote. A suggestion came forward that Membership for these meetings be five with a quorate of three.

Upon being put to the vote it was, by a majority:-

**RESOLVED** – that:-

- a) the membership of a Licensing Sub-Committee considering applications, renewals and reviews in respect of hackney carriages and private hire drivers, vehicles and operators, remain at five (drawn from the panel of ten Members of the Licensing Committee) but that the quorum of five be reduced to three with immediate effect; and**
  
- b) the Terms of Reference of the Sub-Committees be amended accordingly as appended at Appendix A.**

The meeting ended at 6.59 pm.

**Chairman:** .....

**Date:** .....

**Telford & Wrekin Council**

**Licensing Committee 30<sup>th</sup> March 2017**

**Revised set of Licence Fees**

**Report of: Service Delivery Manager - Public Protection**

**1. Purpose**

- 1.1 For Members to consider the revised level of licence fees and charges affecting the Hackney Carriage, Private Hire trades, Gambling and other licences.

**2. Recommendations**

- 2.1 It is recommended that Members approve the level of proposed fees to come into force on 1<sup>st</sup> June 2017 subject to any responses received following the posting of notices regarding the fee level changes as required by legislation.

**3. Summary**

- 3.1 The level of fees and other charges for Hackney Carriage, Private Hire, Gambling and General Licences were last reviewed for the Financial Year 2016/2017 and implemented on 1<sup>st</sup> September 2016.

**4. Previous Minutes**

- 4.1 LC 4 Licensing Committee 19<sup>th</sup> July 2016  
LC 6 Licensing Committee 19<sup>th</sup> July 2016

**5 Information**

**5.1 Background**

- 5.1.1 The current level of fees and other charges for Hackney Carriage, Private Hire, Gambling and General Licences were implemented by the Licensing Authority on 1<sup>st</sup> September 2016.
- 5.1.2 A local authority may recover the costs of administering all aspects of Hackney Carriage/Private Hire, Gambling and other licences. When setting fees the Council must have regard to the impact that any increase may have upon the livelihood of licence holders. However, it is also important that the council does not subsidise this area of work to the detriment of other front line services particularly as a result of the ongoing reduction in council funding as a result of Government cuts to local authority funding. However, the Licensing Service wishes to provide a service which is as efficient and effective as it can be to reduce the burden on business in these difficult economic times.

- 5.1.3 The Licensing Service is not able to fully recover the costs of delivering the Licensing Service. Only certain statutorily defined costs can be recovered, for example the service cannot recover the costs of enforcement except in relation to Hackney Carriage/Private Hire Vehicle Licensing, Cinema Licensing or Gambling Licensing.
- 5.1.4 There are also permits, registrations and licences where the level of fees is either set by statute or statutory instrument and many of these have not historically recovered the Council's cost of administering the service.
- 5.1.5 Where fees have increased this reflects an enhanced level of service provided by way of inspections to ensure compliance with the license conditions throughout the life of the licence. The Licensing service has however been able to reduce the fees of Private Hire and Hackney Carriage renewal applications for drivers by directing applicants to use new digital access channels which require less administration costs for the council. The fee for the street knowledge test has also reduced significantly as a direct result of work undertaken to move this service on line.
- 5.1.6 Following the fees review in 2015/2016 a report was considered by Members of the Council's Licensing Committee on 19<sup>th</sup> July 2016 and the proposed level of licence fees was implemented on 1<sup>st</sup> September 2016 for the remainder of the Financial Year 2016/2017.
- 5.1.7 The Public Protection Service Delivery Manager has now reviewed the level of licence fees for Hackney Carriages, Private Hire, General and Gambling Licences for the Financial Year 2017/2018 in partnership with council finance officers. The proposed fees are attached at **Appendix A**.
- 5.1.8 The Licensing Service has conducted some benchmarking and this information is attached at **Appendix B**.

## **5.2 Equality**

- 5.2.1 The impact of the proposed fee increases will not have a significant impact on people who have, or share, protected characteristics in regard to the aims of the General Equality Duty.

## **5.3 Environmental Impact**

- 5.3.1 Not applicable for the purposes of this report.

## **5.4 Legal Comment**

- 5.4.1 The Committee's responsibilities are set out in the Council's Constitution and include setting and reviewing licensing fees other than those set by statute.
- 5.4.2 The power to levy fees is contained in the legislation relevant to each function or otherwise in the Local Government Act 2003 in relation to discretionary services.

5.4.3 Licensing is not a revenue raising function and licensing fees should cover the costs associated with the licensing process but not generate a profit.

5.4.4 The EU Services Directive requires non-discriminatory, justified, proportionate, clear, objective, public, transparent and accessible process for the setting of fees

## **5.5 Links with Corporate Priorities**

5.5.1 This report has links to the following priorities:

Protect and Support our Vulnerable Children and Adults  
Protect and create jobs as a “Business Supporting, Business Winning Council”

## **5.6 Financial Comment**

5.6.1 A full review of license fees has been jointly undertaken by Finance and the Licensing Service. The fees proposed in Appendices A and B have been calculated using a full cost recovery basis with the exception of those license fees that are set by statute. Public Protection has an annual income budget of £193k for license fees and the fees set out in this report will go towards achieving this. The level of income to be generated from the new fees has been calculated based on the number of licenses currently issued and will therefore increase or decrease in line with the number of license applications. Variations against the license fee income target will be monitored as part of the current Financial Management arrangements of the Council.  
MLB 22.02.17

## **6. Ward Implications**

6.1 This report has Borough wide Implications

## **7. Background Papers**

- 7.1 Local Government (Miscellaneous Provisions) Act 1976
- 7.2 Local Government (Miscellaneous Provisions) Act 1982
- 7.3 Town Police Clauses Act 1847
- 7.4 Transport Act 1981
- 7.5 Gambling Act 2005
- 7.6 Animal Boarding Establishments Act 1963
- 7.7 Breeding of Dogs Act 1973
- 7.8 Pet Animals Act 1951
- 7.9 Performing Animal's (regulation) Act 1925
- 7.10 Dangerous Wild Animals Act 1976
- 7.11 Zoo Licensing Act 1981
- 7.12 Riding Establishments Act 1970

**Report prepared by**, Suzanne Fisher, Principal Licensing Officer, Licensing Services, Addenbrooke House - For further information please telephone 01952-381818 or email [Licensing@telford.gov.uk](mailto:Licensing@telford.gov.uk)

## Appendix A – Proposed Licence Fees

### Private Hire/Hackney Carriage

Licence	B Current Licence Fee £	C Proposed Licence Fees for Financial Year 2017/18 £
Driver (HC&PH) 3yr licence – New Application	188	220
Driver (HC&PH) 3yr licence – Renewal Application	162	155
Street Knowledge Repeat Test	128	73
Private Hire Vehicle/Hackney Carriage (12mth licence) – New Application	110	150
Private Hire Vehicle/Hackney Carriage (12mth licence) – Renewal Application	77	80
Vehicle Transfer	46	30
Private Hire Operator 5yr licence - New Application	316	635
Private Hire Operator 5yr licence – Renewal Application	201	590
Hackney Carriage Compliance Test	62	66
Hackney Carriage Retest	No charge	
Private Hire Vehicle Compliance Test	49	51
Private Hire Vehicle Retest	No charge	

## Gambling Licences

Classes Premises Licence		Fee in respect of Provisional Statement Premises £	Fee in respect of other Premises £	First Annual Fee (Payable within 30 Days of Issue of Licence) £	Annual Fee £	Fee for Application to Vary a Licence £	Fee for Application to Transfer a Licence £	Fee for Application for Reinstatement of a Licence £
Regional Casino Premises Licence	Current	6,960	13,050	9,790	13,050	6,530	5,660	5,660
	Proposed 2017/18	6,960	13,050	9,790	13,050	6,530	5,660	5,660
Large Casino Premises Licence	Current	4,350	8,700	6,530	8,700	4,350	1,870	1,870
	Proposed 2017/18	4,350	8,700	6,530	8,700	4,350	870	1,870
Small Casino Premises Licence	Current	2,610	6,960	3,260	4,350	3,480	1,570	1,570
	Proposed 2017/18	2,610	6,960	3,260	4,350	3,480	1,570	1,570
Bingo Premises Licence	Current	337	589	119	119	316	274	274
	Proposed 2017/18	344	602	122	122	323	323	323
Adult Gaming Centre Premises Licence	Current	337	463	98	98	232	232	232
	Proposed 2017/18	344	473	100	100	237	237	237
Betting Premises (Track) Licence	Current	337	505	119	119	274	274	274
	Proposed 2017/18	344	516	122	122	280	280	280
Family Entertainment Centre Premises Licence	Current	337	463	98	98	232	232	232
	Proposed 2017/18	344	473	100	100	237	237	237
Betting Premises (other) Licence	Current	337	505	98	98	274	274	274
	Proposed 2017/18	344	516	122	122	280	280	280

## Gambling Act 2005 – Other Fees

<b>Application type</b>	<b>Current Licence Fee</b> £	<b>Proposed Licence Fee for Financial Year 2017/18</b> £	<b>Maximum Licence Fee (Statutory)</b> £
Notification of Change - All Premises	46	46	50
Copy Of Licence - All Premises	21	21	25

## General Licences

Licence Type	Current Licence Fee £	Proposed Licence Fee for Financial Year 2017/18 £
Animal Boarding Kennels/Cattery – New Application	307	350
Animal Boarding Kennels/Cattery Renewal Application	139	270
Animal Boarding Kennels plus Dog Day Care - New Application	NA	400
Animal Boarding Kennels plus Dog Day Care - Renewal Application	NA	315
Home Boarding – New Application	307	263
Home Boarding – Renewal Application	139	225
Home Boarding plus Dog Day Care – New Application	NA	350
Home Boarding plus Dog Day Care – Renewal Application	NA	270
Dog Day Care – New Application	NA	263
Dog Day Care – Renewal Application	NA	225
Dangerous Wild Animals – New Application (2yrs licence)	251 plus Vet's Fee (2yrs)	395 plus Vet's Fee (2yrs)
Dangerous Wild Animals – Renewal Application (2yr licence)	209 plus Vet's Fee (2yrs)	360 plus Vet's Fee (2yrs)
Dog Breeding – New Application	293	300
Dog Breeding – Renewal Application	125	260

<b>Licence Type</b>	<b>Current Licence Fee £</b>	<b>Proposed Licence Fee for Financial Year 2017/18 £</b>
Performing Animal Registration (for life of animal, i.e. no renewal)	209 (Life)	209 (life)
Pet Shop – New Application	319	320
Pet Shop – Renewal Application	151	260
Pleasure Boats – New Application	214	370
Pleasure Boats – Renewal Application	100	356
Riding Establishment – New Application	209 plus Vet's Fee	245 plus Vet's Fee
Riding Establishment – Renewal	209 plus Vet's Fee	230 plus Vet's Fee
Sex Establishment – New Application	1161	1187
Sex Establishment – Renewal Application	462	472
Sex Establishment -Transfer	674	689
Scrap Metal Site Licence – New Application	342 (3yrs)	355 (3yrs)
Scrap Metal Site Licence – Renewal Application	248 (3yrs)	270 (3yrs)
Scrap Metal Site Licence – Variation Application	189	189
Scrap Metal Collector's Licence – New Application	233 (3yrs)	235 (3yrs)
Scrap Metal Collector's Licence – Renewal Application	139 (3yrs)	150 (3yrs)

<b>Licence Type</b>	<b>Current Licence Fee £</b>	<b>Proposed Licence Fee for Financial Year 2017/18 £</b>
Scrap Metal Collector's Licence – Variation Application	139	139
Street Trading Consent – New Application (12mths)	319	319
Street Trading Consent – Renewal Application (12mths)	185	200
Street Trading Day Consent	60 plus £18 per day (up to 7 days)	60 plus £18 per day (up to 7 days)
Street Trading Day Consent (Umbrella for 5 Traders)	137	140
Zoo – New Application including 4 inspections by Council officer during the 4yrs of the licence	1,624 plus Zoo Inspector's Fee (4yrs)	1624 plus Zoo Inspector's Fee (4yrs)
Zoo – Renewal Application including 6 inspections by Council officer during the 6yrs of the licence	1,961 plus Zoo Inspector's Fee (6yrs)	1961 plus Zoo Inspector's Fee
Change of Details on a Licence	26	26
Transfer of a Licence	46	46

## Appendix B – Benchmarking Licence Fees

Council	Dual Driver Licence Fee	Hackney Carriage Licence Fee	Private Hire Vehicle Licence Fee	Private Hire Operator Fee	Street Trading Consent Fee	Sex Establishment	Scrap Metal Dealer
<b>Shropshire Council</b>	New Application (1yr) £218 Renewal (3yr) £190 Knowledge Test £53 Training Assessment £23	New Application £135 Renewal £152 Transfer £99	New Application £142 Renewal £164 Transfer £107	New Application Up to 30 Vehicles £250 31 + Vehicles £672 Renewal Up to 30 Vehicles £332 31+ Vehicles £755	Day Consent £75 for 7 days + £4 per additional days	New Application £2391 Renewal £1705	New Application Collector £177 Site £660 Renewal Collector £280 Site £763 Variation Site £87 Collector £470
<b>Wolverhampton City Council</b>	New Application (1yr) £105 Renewal (3yrs) £240 Training and Knowledge Test £40	New Application £265 up to 6yrs old £341 over 6yrs	New Application £266 up to 6yrs old £342 over 6yrs	New Application £3400 Renewal £3140	NA	New Application £4580 Renewal £3680 Transfer £365	New Application Collector £180 Site £500 Renewal as above
<b>Milton Keynes Council</b>	New Application £190 Renewal £170 Induction £360 Knowledge Test £120	New Application £200 Transfer £45	New Application £196 Transfer £45	New Application 1-4 Vehicles £900 5-10 vehicles £1200 10-50 vehicles £2400 50+ vehicles £3600	New Application £100 for each hour of trading per day, for the whole year.	New Licence £4369 Renewal £2632 Transfer 31336 Variation £72	New Application Collector £350 Site £405 Variation £205 Renewal As above

**Appendix B – Benchmarking Licence Fees**

				Renewal 1-4 vehicles £870 5-10 vehicles £1170 10-50 vehicles £2370 50+ vehicles £3570			
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## **Telford & Wrekin Council**

**Licensing Committee – 30<sup>th</sup> March 2017**

**Hackney Carriage Approved List of Vehicles**

**Report of the Service Delivery Manager - Public Protection**

### **1. PURPOSE**

- 1.1 For Members to determine whether the Peugeot E7 S, E7 SE and E7 XS will be licensed by Telford & Wrekin Council as hackney carriages.

### **2. RECOMMENDATIONS**

- 2.1.1 **That having considered all relevant information, Members determine whether the Peugeot E7 S, E7 SE and E7 XS standard specification models should be added to the Council's approved list of hackney carriages.**

### **3. SUMMARY**

- 3.1 On 16<sup>th</sup> January 2013, Members of the Council's Licensing Committee resolved to include the Peugeot E7 SE and XS models, with additions to the standard specifications, on the Council's approved list of licensed Hackney Carriage Vehicles.
- 3.2 The Principal Licensing Officer has received two requests to licence a standard E7 model which does not have the additions, to the standard specification, included on the E7 models currently on the Council's approved list.

### **4. PREVIOUS MINUTES**

- 4.1 LC – 24 - Licensing Committee 16<sup>th</sup> January 2013  
4.2 4.- Licensing Sub Committee 1<sup>st</sup> February 2016  
4.3 LC -15- Licensing Committee 20<sup>th</sup> December 2016

### **5. INFORMATION**

#### **5.1 Background**

- 5.1.1 Condition Number 2 (*Type of Vehicle*), of the Council's conditions of licence for Hackney Carriages, gives the criteria relating to the type of

vehicles Telford & Wrekin Council will licence as Hackney Carriages. The Council's licence conditions are attached at **Appendix A**.

- 5.1.2 There are three manufacturer's specifications of the Peugeot E7 model available, namely the E7 S, E7 SE and E7 XS. The manufacturer's vehicle specification showing additional features by model is attached at **Appendix B**. The full brochure is attached at **Appendix C**.
- 5.1.3 The model and specifications of Peugeot E7 vehicles approved by Telford & Wrekin Council's Licensing Committee for licensing as Hackney Carriages are as follows. The Peugeot E7 SE with the addition to the standard specification of hearing loop, extra electric step and swivel flip seat and the Peugeot E7 XS which has two electric steps with the addition to the standard specification of a hearing loop and a swivel flip seat (**Appendix D**).
- 5.1.4 The Principal Licensing Officer has received two applications to licence a E7 vehicle of standard specification, i.e. which does not have the additions to the standard specification on the models currently on the Council's approved list.
- 5.1.5 Following a comprehensive review of the Council's hackney carriage and private hire policies and licence conditions, on 20<sup>th</sup> December 2016 Members resolved that the proposed amended policies and licence conditions be implemented on 1<sup>st</sup> April 2017. The Council's revised conditions of licence for hackney carriages, which take effect on 1<sup>st</sup> April 2017, are attached at **Appendix E**.
- 5.1.6 The Council's revised condition number 2. *Type of Vehicle* states :

*All vehicles submitted to the Council for licensing as Hackney Carriages shall meet the safety standards of one of the following ; M1 Category European Whole Vehicle Type Approval; British National Type approval; or British Single Vehicle Approval (before 29 April 2009); or Individual Vehicle Approval (from 29 April 2009).*

*The proprietor shall ensure that the Hackney Carriage vehicle shall only be of the type approved for Hackney Carriage use by the Council, namely a purpose-built/multi-purpose vehicle built to carry up to eight passengers with factory fitted seatbelts, subject to the following:*

*The vehicle must have provision for a minimum of at least one wheelchair.*

The Peugeot E7 S, E7 SE and E7 XS models with standard specification comply with these conditions of licence. (**Appendix C** pages 4, 5 & 16.)

## 5.2 Equal Opportunities

5.2.1 The proposed vehicle does not have a hearing loop or swivel seat fitted. These adaptations support people who have a hearing impairment and/or a mobility restriction to access the vehicle, known as a reasonable adjustment. This recommendation represents a potential loss of opportunity for people with a disability as this condition has applied to previous vehicles applications.

5.2.2 However, there are some mitigations;

- Disability Awareness training is delivered to all hackney carriage drivers as a licensing condition. They are aware of how to communicate with people who have hearing loss when they do not have a hearing loop.
- Wheelchair accessibility remains a licensing condition; it is the choice of seating position that is being reduced. This may reduce some ride comfort but is not an insurmountable barrier to safe access.
- For some license holders these particular adjustments may no longer be a reasonable because their cost is too high.

5.2.3 Any loss of opportunity of physical access for people with a disability must be balanced against the potential for increasing the overall availability of hackney carriages across the Borough. This recommendation would improve the likelihood of Hackney Carriages being available to use for the entire community including people with a disability.

## 5.3 Environmental Impact

5.3.1 *E7's HDi engine comfortably exceeds the Euro 5 emissions standard, which means it substantially reduces harmful exhaust fumes that can pollute towns and cities. CO2 emissions - the 'greenhouse gas' that causes global warming - are also significantly lower than other hackney taxis. The HDi engine can even operate on up to 30% bio diesel. (Appendix C)*

## 5.4 Legal Comment

5.4.1 The Council's Licensing Committee has resolved to include a number of specified vehicle models as being appropriate vehicles to be included on the Council's designated list of Hackney Carriage Vehicles.

5.4.2 Although the Committee has previously approved certain models of the Peugeot E7 vehicle the application is to permit vehicles of the same type but different models which do not appear on the current approved list of vehicles.

5.4.3 The Licensing Committee can add or remove vehicles and different specifications of vehicles from its approved list if they are of the view that there is/are valid reasons to do so in the particular circumstances when supported by sufficient evidence from the applicant. The main issues for consideration are whether the vehicle is suitable in type, size and design for the use as a hackney carriage vehicle. This will include consideration of issues such as layout, accessibility and ease of escape in an accident.

## **5.5 Links with Corporate Priorities**

5.5.1 This report has links to:

- Protect and Create Jobs as a Business Winning Council
- Protect and support our vulnerable children and adults

## **5.6 Opportunities and Risks**

5.6.1 In proposing this action the Corporate Risk Management Methodology has been complied with. This approach is not intended to eliminate risks but to identify the risks and manage them. However not all risks can be managed all of the time and some risks may not have been identified.

5.6.2 The following key risks and opportunities associated with this action have been identified and assessed and arrangements will be put in place to manage them.

- (i) The Council being unable to successfully defend an Appeal to the Crown Court and the financial risks of the costs of an Appeal.

## **5.7 Financial Implications**

5.7.1 The license fee for Hackney Carriages has been reviewed as part of a wider review of license fees which is being considered under a separate report. There are no direct financial implications arising from this report.  
MLB 17.03.17

## **6. WARD IMPLICATIONS**

6.1 This report has implications for all wards in the District.

## **7. BACKGROUND PAPERS**

7.1.1 Town Police Clauses Act 1847

7.1.2 Local Government (Miscellaneous Provisions) Act 1976

7.1.3 Human Rights Act 1998.

7.1.4 Road Traffic Act 1988

7.1.5 Public Service Vehicle Accessibility Regulations 2000

7.1.6 Equality Act 2010

7.1.7 Department for Transport's Guidance to Local Authorities on the Equality Act 2010.

7.1.8 Road Vehicle (Construction and Use) Regulations 2003

7.1.9 Telford & Wrekin Council's Conditions of Licence for Hackney Carriages

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**Telford & Wrekin Council**  
**Hackney Carriage Conditions of Licence – 2<sup>nd</sup> January 2014**

<b>1. Identification Plates</b>	
1.1	The external identification plate issued by the Council shall at all times be fixed to the outside rear of the Hackney Carriage by the proprietor to the place provided by the manufacturer or by means of a Council approved fixing kit. On the suspension of a vehicle licence and where a "Licence Expired" plate has been fitted to the vehicle that plate may only be removed by an Authorised Officer of the Council.
1.2	The fare card where issued by the Council shall at all times be kept and maintained inside the vehicle.
1.3	The proprietor of the vehicle shall ensure the identification plates are maintained and kept in such a condition that the information contained on the plate is clearly visible to public view at all times. The identification plate remains the property of the Council and must be returned to the Council within 7 days of expiry of the vehicles licence if not renewed. Plates are not transferable except on application.
1.4	The Council will not licence a vehicle for hire & reward which is licensed by another Local Authority or allow or permit a Hackney Carriage identification plate issued by another Authority to be displayed upon the vehicle.
<b>2. Type of Vehicle</b>	
2.1	All vehicles submitted to the Council for licensing as Hackney Carriages shall meet the safety standards of M1 Category European Whole Vehicle Type Approval .
2.2	The proprietor shall ensure that the Hackney Carriage vehicle shall only be of the type approved for Hackney Carriage use by the Council, namely a purpose-built vehicle built to carry up to eight passengers with factory fitted seatbelts and an engine capacity not less than 1600cc. subject to the following: Hackney Carriage vehicles are approved by way of a list that will specify as many different types of vehicles as possible.
2.3	The vehicle must have provision for a minimum of at least one wheelchair,
2.4	A certificate should be produced showing all of the fittings used to secure wheelchairs to the floor of the vehicle are to Department of Transport specifications.
2.5	The appropriate ramps and associated equipment for loading wheelchairs into the vehicle in the approved manner must be carried and used at all times.
2.6	The age limit for Hackney Carriage vehicles is twelve years. The Council may waiver the age restriction in the case of individual vehicles where an application is made and the Council considers that the vehicle is of "exceptional condition". Where vehicles are of "exceptional condition" and continue to be licensed over the 12 year age limit, the vehicle will be subject to 6 monthly compliance tests.
2.7	All Hackney Carriage vehicles must be fitted with manufacturers approved tyres of the same size and type including the spare wheel.
2.8	The Council shall refuse any vehicle submitted for licensing which if fitted with tinted windows to the rear of the driver which are not factory fitted at the time of manufacture of the vehicle.
2.9	The proprietor of the taxi shall ensure that no non-standard unauthorised alterations or modifications are carried out to the vehicle or to the engine.
2.10	The proprietor of the taxi shall ensure that the exterior colour of the taxi is black, or one of the manufacturer's colours, the use of which has been approved by the Council.
<b>3. Condition of Vehicle</b>	
3.1	The proprietor shall ensure that the Hackney Carriage shall be maintained in a sound mechanical and structural condition at all times and be capable of satisfying the Council's mechanical and structural inspection at any time during the continuance of the vehicles licence. The interior and exterior of the Hackney Carriage shall be maintained in a clean, safe condition by the proprietor. The proprietor shall not allow the mechanical and structural specification of the vehicle to be varied without the consent of the Authorised Officer of the Council. The vehicle shall at all times whilst in service for hire and reward, display a current vehicles excise road fund licence.
<b>4. Fire Extinguisher and First Aid Kit</b>	
4.1	Fire Extinguisher – Road Vehicle (Construction & Use) Regs. 1986 – Schedule 7 Must be suitable to the risk and is to be carried in the vehicle at all times and securely fixed in the approved manner and in such a position as to be readily available in any emergency.
4.2	First Aid Kit - Road Vehicle (Construction & Use) Regs. 1986 – Schedule 7 A standard size and type of first aid equipment which complies with the requirements laid down by the Department of Transport for taxis and minibuses in accordance with Regulation 43 and must be carried on the vehicle at all times.
<b>5. Child Safety Seats</b>	
5.1	The Vehicle Proprietor in conjunction with the Operator and the Driver, shall provide and make available to any customer so requesting, an approved infant or booster seat or the provision of extra equipment to facilitate the safe conveyance of children during bookings or from Taxi Ranks. (The number of seats held by the company shall be determined by the Operator and the Vehicle Proprietor in accordance with an assessment of supply and demand). All seats provided shall conform to U. N. Safety Standards R44.03
5.2	The Vehicle Proprietor in conjunction with the company and/or the Driver shall ensure that any infant seat used during a Hackney Carriage journey will be used in accordance with the manufacturer's instructions.
5.3	Based upon supply and demand, the Proprietor in conjunction with the Operator and Driver shall decide, whether or not the child safety seats provided by them are kept at the company base, and made available to drivers as and when required, or kept upon selected licensed vehicles or both.
<b>6. Light Trailers</b>	
6.1	All Trailers must be of a design such that when close coupled to the prime mover (the vehicle towing it) it does not interfere in any way whatsoever with the operation of any rear door, emergency exits or wheelchair

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	access ramps etc.
6.2	If the unladen weight of any Trailer submitted for testing exceeds 1,200 kgs, a prescribed Ministry Plate must be fitted to the nearside of the Trailer except where said Trailer is fitted with parking brakes and brakes that act automatically on the overrun of the Trailer.
6.3	In any case all Trailers shall meet the braking requirements in accordance with the type and size of said Trailer.
6.4	All such Trailers shall not exceed the gross weight limit of 3,500 kgs but in all cases the proprietor should consult the vehicle handbook regarding manufacturer's recommendations particularly where unbraked trailers may be in use.
6.5	All Trailers will be subjected to a Compliance Standards check and if found to be satisfactory, issued with a one year certificate
6.6	The Trailer shall be fitted with a rigid hard top and shall be sealed against rain and water to protect luggage and goods.
6.7	The owner/operator of the Trailer shall ensure that the material facts are disclosed to the Insurer and that adequate insurance cover is arranged for the carriage of luggage and/or goods and proof of such cover is to be provided to the council.
<b>7.</b>	<b>Signage</b>
7.1	The following signs and notices will be displayed on licensed Hackney Carriages during the currency of the Licence:-
7.2	Notices issued from time to time by Telford & Wrekin Council for the information of the travelling public.
7.3	A copy of the approved table of fares displayed in a clearly visible position.
7.4	A sign stating 'Seat Belt Regulations – Seat Belts must be worn'.
7.5	A sign bearing the words 'First Aid Kit Carried' fixed to the rear body work of the vehicle.
7.6	A sign on both rear doors of the vehicle as issued by the Council regarding No Smoking.
7.7	A sign (the nationally recognised symbol) confirming that the taxi is wheelchair accessible and caters for the needs of the disabled.
7.8	A sign (if applicable) confirming that the driver of the vehicle accepts travel tokens.
7.9	A certificate (if applicable) confirming that the driver named on such certificate is exempt on medical grounds from carrying wheelchair bound passengers.
7.10	A certificate, if applicable, confirming that the driver is exempt on medical grounds from carrying approved Guide Hearing and other Assistance Dogs.
7.11	Hackney Carriage Vehicles should display a replica Hackney Carriage Licence plate issued by the Council, affixed to the inside of the vehicle, in the prescribed manner, so as to be plainly visible to fare paying passengers.
<b>8..</b>	<b>Advertisements</b>
8.1	Commercial advertisements may be displayed on the exterior of the front doors of licensed vehicles (although advertising may be considered on other areas) but in any case all advertising must comply with the following requirements;
8.2	The Council's written permission is required before the display of any advertisement,
8.3	Any advertisements shall not advertise unsuitable material, such material to be at the sole discretion of the Council.
8.4	No advertisement shall relate to or advertise alcohol or tobacco or be of a political nature.
8.5	No sign shall exceed 51 centimetres wide by 8 centimetres high (although this condition only relates to internal signs);
8.6	A sign shall not display anything other than the name of a firm, radio circuit or association and/or telephone number;
8.7	No sign shall refer to any firm, radio circuit or association or telephone number which is outside the Telford & Wrekin Council area;
8.8	No such sign shall be illuminated.
<b>9.</b>	<b>Council Notices</b>
9.1	The proprietor shall cause to be affixed and maintained in a conspicuous position in accordance with the directions of the Council any sign or notices, as required from time to time by the Council.
<b>10.</b>	<b>Taximeters</b>
10.1	The proprietor shall cause the vehicle to be fitted with a taximeter approved by the Council and for it to be located within the vehicle in accordance with the reasonable instructions of an Authorised Officer of the Council.
10.2	The proprietor shall ensure that any meter fitted shall be technically capable of accepting any restrictions or fare scales that the council wishes to programme into that meter.
10.3	Any Hackney Carriage vehicle so fitted with a meter must be equipped with the standard size tyres as approved by the manufacturer of the vehicle. Retro-fitted low profile tyres which will affect the performance and accuracy of a meter are not acceptable if fitted after the meter has been tested and sealed. Any such tyres of a low profile type must be fitted before the meter is tested. Any contravention of this condition will result in the immediate suspension of a Hackney Carriage Vehicle licence.
<b>12.</b>	<b>Fare Tables</b>
12.1	The proprietor shall ensure that a copy of the current fare table supplied by the Council from time to time is exhibited inside the vehicle at all times in the location provided by the manufacturers of the vehicle or in accordance with the reasonable instructions of an Authorised Officer of the Council.
<b>13.</b>	<b>Insurance</b>
13.1	Insurance certificates or cover notes issued to cover "any vehicle" or "any driver" must be accompanied by

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	“any vehicle and/or any driver” schedule(s) together with a signed statement of undertaking by the insurance policy holder that the said schedule(s) does not contain information or details relating to vehicles and drivers which would fall into exemptions stipulated by the Insurance Company when the policy was issued.
<b>13.2</b>	Proprietors shall provide to the Council proof of Public Liability Insurance to the value of £5,000,000
<b>14.</b>	<b>Transfer of Licence</b>
<b>14.1</b>	The Proprietor of a Licensed Hackney Carriage wishing to replace a licensed vehicle with another vehicle must apply for a new vehicle licence. The proprietor will be required to supply to the Council all relevant information relating to the new vehicle.
<b>14.2</b>	A fee will be paid at the Council approved Testing Station for the mechanical and electrical inspection of the replacement vehicle and a new Certificate of Compliance issued before the licence is transferred.
<b>15.</b>	<b>Equipment</b>
<b>15.1</b>	The proprietor shall ensure that all Hackney Carriages must carry at all times a warning triangle and an appropriate set of vehicle spares (e.g. spare bulbs etc).
<b>N.B.</b>	<b>Additional Notes</b>
<b>1.</b>	<b>This list of conditions is not finite and additional information regarding all aspects of Hackney Carriage licensing in detail can be found in Telford &amp; Wrekin Council’s Hackney Carriage &amp; Private Hire Policy document.</b>
<b>2.</b>	<b>Any requirements of legislation which effect the operations being carried out under the terms of this licence shall be regarded as if they are conditions of this licence. Wherever there appears in the licence Conditions or Policy, a summary of any statutory provision you are advised that such summary is not exhaustive. If you are in any doubt about any information contained in this document please contact the Licensing Service for advice on 01952 – 383264.</b>

**Criteria for “Exceptional Condition” – Hackney Carriages**

1. Exceptional condition, relates to the standard of the vehicle only and does not include circumstances pertinent to the proprietor.
2. Any request for an exemption due to a licensed vehicle being in “exceptional condition” would normally be granted for a maximum 12-month period, after which time the decision must be reconsidered against the agreed standards.
3. That the consideration for an exemption to the age limit would normally only be considered for vehicles currently licensed with the Council.
4. That any vehicle licensed outside of the standard age limit policy should be subject to 6 monthly vehicle compliance tests at the owners expense.
5. Any vehicle inspection resulting in a fail due to any major item or more than 3 minor items, as defined in Telford & Wrekin Council’s Manual of Inspection Standards for Licensed Vehicle Testing and Compliance Standards, will usually result in the vehicle no longer being classed as in exceptional condition upon expiry of the licence. However, if after testing, the vehicle fails on one major fault, the driver will be allowed to rectify this. If after a further compliance check the vehicle again fails, then the said vehicle will not be relicensed.
6. As an indicator, it is not normally expected that vehicles that have accrued higher than average mileage for the particular type of vehicle will be able to meet the required standard for “exceptional condition. A good average mileage for a purpose built vehicle working 6 days a week is 35000 miles per annum.

**In determining “Exceptional Condition” the following standards should usually be attained:**

1. The vehicle must pass Telford & Wrekin Council’s compliance test, except where the failure was the result of no more than three minor items (as stipulated in the licensed vehicle testing manual of inspection standards).
2. The bodywork should be in near perfect condition with no signs of panel age deterioration, dents, scratches, stone chips or rust or any other abrasions that may detract from the overall appearance of the vehicle.
3. The general paint condition should not show signs of fading, discolouration or mismatching that may detract from the overall appearance of the vehicle.
4. The interior trim, panels, seating and carpets etc should be in excellent condition clean, free of damage and discoloration and as manufactured, i.e. no seat covers.
5. The vehicle service record can be used as supporting evidence of exceptional condition in that a vehicle of exceptional condition would normally be expected to demonstrate regular servicing and maintenance in accordance with the manufacturer's service specification.

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6. The vehicle to be in excellent mechanical condition and in all respects safe and roadworthy with no signs of corrosion to the mechanical parts, chassis, underside or body work.
7. The boot or luggage compartment to be in good condition, clean and undamaged.
8. Passenger areas should be free from damp or any other odours that may cause passenger discomfort.
9. The ramp and any other accessible features should be shown to be in full working order and showing no signs of rust or excessive wear to components?

## List of Hackney Carriages

### *Vehicle*

<b>London Taxi International</b>	TX4 TXII
<b>Reliant</b>	Metrocab
<b>Mercedes</b>	Vito III Taxi RWS
<b>Peugeot</b>	E7 SE plus o/s electric step, hearing loop & swivel flip seat E7 XS plus hearing loop & swivel flip seat

**At Cab Direct we believe in choice – and that taxi owners and drivers are best placed to decide on the ideal vehicle for the job you do. That's why we've created three fantastic models for you to choose from.**

### Additional Features by Model

All models are also available in the longer E7™ Plus for even more luggage space and in a choice of manual or automatic transmission.

	E7 S	E7 SE	E7 XS
2 litre HDi diesel engine	●	●	●
6-speed gearbox	●	●	●
Air conditioning	●	●	●
Front passenger seat	●	●	●
Front flip seat			●
Manual side step or twin running boards	●		
Electric side step or twin running boards		●	
Twin electric side steps or twin running boards			●
Rear tailgate with window and wiper	●	●	●
FareAssist™ quick release door system	●	●	●
One-piece folding ramp	●		
EasyGlide™ under-floor ramp		●	●
Self-retracting wheelchair restraints	●	●	●
Rear spoiler / signage	●	●	●
Ready-calibrated Digitax taxi meter		●	●

	E7 S	E7 SE	E7 XS
Coin dispenser		●	●
Tom Tom satellite navigation			●
Rear parking sensors			●
Jocaste velour trim	●	●	●
16" steel wheels plus 'Novae' wheel trims	●	●	
16" alloy wheels			●
Mud flaps			●
Wind deflectors			●
Wood dash kit			●
EasyWipe™ rear seat covers			●
2 year unlimited mileage Peugeot warranty	●	●	●
2 year additional components warranty	●	●	●
5 year unlimited mileage engine & gearbox warranty	●	●	●
1 year Peugeot Assistance cover	●	●	
3 years Peugeot Assistance cover			●

Peugeot E7™

E7™ from Peugeot and Cab Direct



Appendix C



**FIVE YEAR  
UNLIMITED MILEAGE  
ENGINE & GEARBOX  
WARRANTY**



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Information correct at the time of going to press.  
Specifications may be subject to alteration.



## The Next Generation

The Peugeot E7™ has truly revolutionised the UK's hackney taxi market since its launch, allowing you to carry up to seven passengers in comfort and style. Tailor-made for the professional driver, E7™ combines a class leading engine with unrivalled levels of comfort, accessibility and space making it the perfect cab for the job you do.

For more information or to arrange your free, no-obligation test drive freephone **0800 587 9630**, email **info@cabdirect.com** or visit **www.cabdirect.com**. We look forward to meeting you.





Designed and manufactured jointly by Peugeot and Cab Direct, reliability and performance are hallmarks of the E7's success in the hard-working UK hackney taxi fleet. The secret of that success lies in a vehicle that is genuinely purpose-built, combining a class-leading engine, drive train and vehicle body, all designed to work in perfect harmony.



# Purpose-built Taxi

Think Smart, Think 



Six-seat passenger compartment



Protective bumpers with integral fog lamps



Original EasyGlide™ pull-out ramp

## Development

A £473 million development programme has created the ideal combination of engine, clutch and gearbox, designed and tested in tandem with the E7's high-strength monocoque vehicle body. Modern design excellence is carried through to the superb driving position, high impact partition screen and comfortable rear passenger compartment to complete the ideal hackney taxi.

Side rubbing strips and large, multi-section bumpers provide vital protection against minor bumps and scrapes. And unlike many other taxis, the E7™ comes to you with the reassurance of the highest possible standard of safety testing – European Whole Vehicle Type Approval (Type Approval number e11\*2001/116\*0315).



# Drive in Style



Dash-mounted intercom



FareAssist™ quick release door system



Overhead storage compartments

**When your vehicle is your workplace, comfort and convenience are certain to be high on your list of requirements. Which is exactly why E7™ offers a new dimension in driver benefits.**

## Comfort Cab

Inspired vehicle design has created even greater driver comfort. The carefully sculpted driver's seat comes with active, pump-action height and tilt adjustment which, combined with steering column adjustment, allow you to create your optimum driving position. E7's top-specification driver's seat even provides additional lumbar support – perfect for anyone who spends long hours behind the wheel. In addition the low, one-step well is also ideal for anyone who gets in and out of the cab several times a day.





Electric one-touch windows, multi-function heater and air conditioning – all as standard features – mean you're sure to find the right working temperature, whatever the weather. The in-built CD/radio comes with remote controls, handily located on the steering column. You can even choose to play front and rear speakers or switch to front only, so you can enjoy your favourite music while your passengers chat amongst themselves. Plus, for even greater convenience, the E7™ taxi now also features our unique new FareAssist™ quick release door system. This means you can unlatch your passenger doors at the touch of a button.

### **Storage Space**

You'll also find numerous storage areas for the daily essentials of the working taxi driver. In addition to overhead lockers, door cubbies and under-seat pockets the centre console storage bin is sure to come in handy, as will the dashboard mounted retractable cup holders.





# Driveability

Think Smart, Think 



Six-speed Peugeot auto gearbox



Speed-sensitive power steering

**Now Available in Auto or Manual**

Quite simply E7™ drives like a dream. Numerous independent road tests have highlighted the vehicle's superb all-round vision, manoeuvrability and handling.

The raised driver position plus large area windscreen and side windows create exceptional visibility, especially useful in busy traffic. Similarly the large area tailgate window provides enhanced rear visibility which, together with superb full-size wide angle door mirrors, will make your life as easy as possible. Add to this Peugeot's latest electro hydraulic speed-sensitive power steering, and the legendary responsiveness of the HDi engine and you have a nimble and manoeuvrable cab that's ideal for the busiest traffic conditions.

Now, for the first time, you also have the choice of Peugeot's easy action six-speed gearbox or the all-new, fully automatic option - so smooth you'll scarcely know you've changed gear.



# Passenger Comfort



***E7's spacious passenger compartment promises your customers a relaxing journey, every fare.***

Excellent road-holding and modern suspension guarantee passengers a flat and comfortable ride. Inside, comfortable facing seating accommodates six passengers in the rear compartment. Plus, with the addition of our new soft-sit rear tip-up seats, your customers will now enjoy even greater comfort levels. Finished to the highest quality using proven, hard-wearing material, the passenger area also benefits from separately controlled heating. Similarly the dash-mounted EasyTalk™ two-way intercom – uniquely designed for the E7™ with variable audio control – makes communication easy. Business passengers can even plug in their laptop as they enjoy the journey.



### **Bags of Space**

Whether it's hotels, train stations or airport runs, today's passengers often come with plenty of luggage. Which is why E7™ brings you an amazing 70% more luggage space. Even better, the celebrated EasySlide™ rear seat enables you to create even more room for loading cases out of harm's way. For added storage choose an additional luggage pen up front beside the driver. You also have the option of the E7™ Plus, with even greater luggage room – ideal for regular airport fares.

### **Safety Zone**

Sadly, protection from violence against taxi drivers is becoming ever more important. The steel reinforced partition features a high-impact protection screen tested to European standards. The driver can also choose added security by locking both front doors while the rear doors remain open for passengers.

# Peugeot HDi



**42.8  
MPG\*  
MANUAL** | **37.1  
MPG\*  
AUTO**

## Diesel Technology

**Pioneers in diesel engines since 1928, Peugeot continues to lead the world in diesel technology.**

Powered by the latest generation of diesel engines, the *E7™* power plant is more economical than ever before. Offering a class leading blend of performance and economy, *E7™* returns an impressive 42.8mpg (auto – 37.1mpg) on the combined cycle, making it one of the most cost effective hackneys on the market today.

## Pulling Power

Power is one thing, smooth performance another. The *E7's* 2.0 litre HDi engine manages to deliver both at once, for maximum driveability and responsiveness. In fact, hand in hand with improved fuel efficiency, *E7's* latest engine returns an increased 130 brake horsepower (auto – 163

brake horsepower). Touch the accelerator and the HDi engine responds instantly and eagerly. Take your foot off the pedal and *E7™* decelerates with perfect poise. All round-smoothness that's a joy for both driver and passengers.

## Money Saver

When times are tough, it's more important than ever to get the best value out of your cab. It's your livelihood after all. With Peugeot's latest diesel engine under the bonnet you can be sure to do just that. With HDi you can work longer – and earn more – on one tank of fuel than you can with other purpose built taxis.

## Now that really matters.

\*Official VCA fuel consumption figures, combined cycle.



***E7's Peugeot HDi engine is quite simply one of the most fuel efficient and environmentally friendly power-plants on the market.***

### **Economy**

Because Peugeot's direct injection system delivers fuel with incredible precision, HDi engines carefully regulate use of fuel, cutting the overall amount you need and making them more economical than other diesel engines. On top of this *E7's* modern aerodynamic shape, including the stylish low-profile taxi sign and rear spoiler, also improves fuel consumption through reduced wind resistance.

### **Environment**

*E7's* HDi engine comfortably exceeds the Euro 5 emissions standard, which means it substantially reduces harmful exhaust fumes that can pollute towns and cities. CO<sup>2</sup> emissions - the 'greenhouse gas' that causes global warming - are also significantly lower than other hackney taxis. The HDi engine can even operate on up to 30% bio diesel.

**"The *E7's* fuel efficiency is a big plus for me."**

**Tommy Larravide**, Peugeot *E7*<sup>TM</sup> owner.



**E7's market-leading HDi engine is complemented by its modern vehicle body and platform.**

### **Smooth Roller**

Driving thousands of miles every year is guaranteed to make you and your back sensitive to every bump of the road. The ultra-modern vehicle platform means that E7™ promises an even more comfortable journey for both you and your passengers.

All-round independent suspension ensures excellent road holding and minimal roll. This is complemented by the strong body shell, boasting the best torsional stiffness in its class. Superior build quality – including improved under body sound insulation – also means that the E7™ offers a smoother, quieter ride with reduced vibration and road noise.



# Even Smoother, Even Safer

Think Smart, Think 



## Stop Fast

All-round disc brakes, aided by advanced four-channel ABS braking plus Emergency Brake Assist, ensure impressive stopping ability, helping keep you on the right track when lesser vehicles would be skidding out of control.

## Safety Shell

Safety for you and your passengers is paramount. E7's monocoque vehicle body provides a supremely strong shell to manage everyday driving stresses as effectively as it copes with the drama of an accident. In-built crumple zones are designed to absorb energy in the event of impact, making it safer for both driver and passengers and for other road users than a traditional, chassis-built vehicle. Add pre-tensioning 3-point

seat belts and front and rear head restraints, along with front and side airbags for the driver, and it's easy to see why E7™ is a leader in the field of safety.

Autolock™ indicators also enable you to prevent your passengers exiting into traffic from the wrong side of the vehicle.

# Access for All



**Taxis provide a vital component of the UK's public transport network. Disabled people in particular often depend on taxis to get about, which is why E7™ raises standards in accessibility for disabled passengers. Options include induction loops for the hard of hearing, while all E7's are fully wheelchair accessible.**

## **Easy Does It**

Manual or cab-operated electric side-steps, together with high-visibility grab handles and floor edging assist passenger entry and exit, while both rear and tip-up seats are ergonomically designed for ease of use. E7's wide doorway is a bonus for wheelchair users in particular. You also have a choice of wheelchair ramps, depending on the model, including the revolutionary EasyGlide™ pull-out ramp – even lighter, even quicker and even easier to use.

## **Wheelchair Security**

Once inside the vehicle, the larger flat-floor area and improved headroom make manoeuvring the wheelchair into the correct travelling position so much easier than in other hackney cabs. Quick-attach restraints make securing the wheelchair as easy as possible and the wheelchair passenger is also secured by a full lap-and-diagonal seat belt. Both wheelchair and occupant restraints have been tested to the highest standards ever achieved in a UK taxi.

At Cab Direct we believe in choice – and that taxi owners and drivers are best placed to decide on the ideal vehicle for the job you do. That’s why we’ve created three fantastic models for you to choose from.

### Additional Features by Model

All models are also available in the longer E7™ Plus for even more luggage space and in a choice of manual or automatic transmission.

	E7 S	E7 SE	E7 XS
2 litre HDi diesel engine	●	●	●
6-speed gearbox	●	●	●
Air conditioning	●	●	●
Front passenger seat	●	●	●
Front flip seat			●
Manual side step or twin running boards	●		
Electric side step or twin running boards		●	
Twin electric side steps or twin running boards			●
Rear tailgate with window and wiper	●	●	●
FareAssist™ quick release door system	●	●	●
One-piece folding ramp	●		
EasyGlide™ under-floor ramp		●	●
Self-retracting wheelchair restraints	●	●	●
Rear spoiler / signage	●	●	●
Ready-calibrated Digitax taxi meter		●	●

	E7 S	E7 SE	E7 XS
Coin dispenser		●	●
Tom Tom satellite navigation			●
Rear parking sensors			●
Jocaste velour trim	●	●	●
16" steel wheels plus 'Novae' wheel trims	●	●	
16" alloy wheels			●
Mud flaps			●
Wind deflectors			●
Wood dash kit			●
EasyWipe™ rear seat covers			●
2 year unlimited mileage Peugeot warranty	●	●	●
2 year additional components warranty	●	●	●
5 year unlimited mileage engine & gearbox warranty	●	●	●
1 year Peugeot Assistance cover	●	●	
3 years Peugeot Assistance cover			●

# Features & Options



Sliding rear seat



FareAssist™ quick release door system



Increased luggage space



High visibility LED taxi sign

**Purpose-built for the taxi trade, E7™ is designed and built with a host of modern features to benefit you and your passengers.**

All models are also available in the longer E7™ Plus for even more luggage space and in a choice of manual or automatic transmission.

## Standard Features

Taxi Features
Full high-impact protection partition screen
Pay tray with cash tray
Separate locking of front or all doors (driver controlled)
Motion-activated automatic door locking
Full wheelchair access
Two-way intercom with dashboard integrated on/off, front/rear & volume controls
Front high-visibility LED taxi sign
Separately controlled rear saloon heater
EasySlide™ rear seat for additional luggage space
FareAssist™ quick release door system
Comfort & Convenience
Athermic windscreen
Variable power assisted steering
One-touch electric front windows
Electrically adjustable & heated door mirrors
2-speed + intermittent front wipers
Heated rear window with wiper

Height & reach adjustable steering wheel
Active, pump-action height and tilt adjustable driver's seat
Lumbar support adjustment for driver's seat
4-speed heater
Air conditioning
Full headlining
High-quality, hard-wearing 'Leisure' seat covers throughout
Centre console with storage bin
Overhead, dash & under seat storage
Door pockets with drinks holders
Dash-mounted cup-holder
Distance to next service indicator
Remote headlamp adjustment from fascia
Entertainment
Stereo radio / CD
Automatic cut-out for radio / CD when intercom activated
Steering wheel remote controls for radio / CD
Interior Features
Jocaste velour trim in front and rear (EasyWipe on XS model)

Speedometer
Rev counter
Front & rear courtesy lights
12V charging sockets on dashboard & in rear compartment
Business card / parking ticket holder
Exterior Features
Rear tailgate with heated window & wiper
Full size spare wheel
Part colour coded bumpers & door mirrors
16 inch steel wheels (alloy wheels on XS model)
Front & rear fog lights
Side rubbing strips
Access Features
Manual side step; or new, increased power, twin drive, electric side step (electric step controlled from driver cab & self-retracting on handbrake release)
Folding flatbed or EasyGlide™ under-floor ramp
High visibility grab handles
Self-retracting wheelchair restraints



EasyWipe™ seats



Twin drive electric side step



Digitax taxi meter



Alloy wheels

Lap & diagonal three-point seat belt for wheelchair passenger
Wider entrance door & access ramp
Large flat-floor area for turning & restraining wheelchair
Option of forward facing stance for some wheelchairs
<b>Safety</b>
ABS with emergency brake assist
Anti-rollover control
Height adjustable 3-point pre-tensioner front seat belts
Front & side driver airbags
Front passenger airbag
Height adjustable head restraints on all seats
Collapsible steering column in event of accident
Automatic fuel cut-off in event of accident
Autolock™ rear passenger door controls
Driver security lock for passenger doors
Indicator-activated rear door locks
ISOFIX mounting system
<b>Security</b>
Plip remote control central locking
Deadlocks
Lockable glove box

<b>Warranty &amp; Breakdown Cover*</b>
2 year unlimited mileage Peugeot warranty
2 year additional components warranty
5 year unlimited mileage engine and gearbox warranty
1 year Peugeot Assistance cover (3 with XS model)

**Optional Features**

Fully colour coded front & rear bumpers
Front flip seat
Metallic paint
Twin running boards
Electric side step
Twin electric side steps (standard with XS model)
Twin telescopic ramp
One-piece flatbed ramp
EasyAssist™ electric wheelchair winch
Forward-facing wheelchair restraints (SE and XS only)
Ready-calibrated Digitax taxi meter
Coin dispenser
Tom Tom satellite navigation
Rear parking sensors
16" alloy wheels
Mud flaps
Wood dash kit

Wind deflectors
Front luggage pen (in place of standard front passenger seat)
Additional boot courtesy light
EasyWipe™ seat covers
3 years Peugeot Assistance cover
CabSafe™ onboard CCTV system
Driver's carpet mat
First aid kit
Fire extinguisher
Supagard professional vehicle protection
Punctureseal™ tyre life extender
Hearing induction loop
Chrome side and rear kickplates
Additional floor level lighting
EVO style pack - colour coded driver compartment, tip-up surrounds and rear EasyWipe™ seats, chrome side and rear kickplates, additional floor level lighting

\*Terms and conditions apply.

# Technical Specification

Engine	130 PS HDI Manual	163 PS HDI Auto
Emission standard	<b>Euro 5</b>	
Fuel type	<b>Diesel</b>	
Fuel system	<b>Common rail direct injection</b>	
Cubic capacity	<b>1997</b>	
Cylinders / valves	<b>4 / 16</b>	
Maximum power bhp @ rpm	<b>128@3,500</b>	<b>163@3750</b>
Maximum power kW @ rpm	<b>94@3,500</b>	<b>120@3750</b>
Maximum torque lb ft @ rpm	<b>236@2,000</b>	<b>251@2000</b>
Maximum torque Nm @ rpm	<b>320@2,000</b>	<b>340@2000</b>
<b>Transmission</b>		
Type	<b>6-speed</b>	
Driven wheels	<b>Front</b>	
<b>Braking</b>		
Front	<b>Ventilated disc</b>	
Rear	<b>Solid disc</b>	
ABS	<b>Bosch 4-channel anti-lock braking system</b>	
Assistance	<b>Emergency Brake Assist</b>	
<b>Steering</b>		
Power assistance	<b>Electro-hydraulic variable assistance</b>	

Suspension	130 PS HDI Manual	163 PS HDI Auto
Front	<b>Independent pseudo MacPherson-type with lower wishbone &amp; anti-roll bar</b>	
Rear	<b>Semi-deformable axle with offset Panhard rod &amp; coil springs</b>	
<b>Fuel Tank</b>		
Capacity (litres)	<b>80</b>	
<b>Electrical</b>		
Alternator	<b>75Ah</b>	
Battery	<b>800A</b>	
<b>Body</b>		
Vehicle shell	<b>Monocoque integral body shell</b>	
<b>End of Life</b>		
Post-use	<b>Complies with EC vehicle end-of-life directive</b>	
<b>Fuel Consumption (mpg)</b>		
Urban	<b>37.1</b>	<b>31.3</b>
Extra urban	<b>47.0</b>	<b>41.5</b>
Combined	<b>42.8</b>	<b>37.1</b>
<b>Emissions</b>		
CO2 (g/km)	<b>172</b>	<b>199</b>

Emissions (cont.)	130 PS HDI Manual	163 PS HDI Auto
CO (mg/km)	<b>336</b>	<b>212</b>
NOx (mg/km)	<b>181</b>	<b>229</b>
HC + NOx (mg/km)	<b>213</b>	<b>253</b>
Particulates (mg/km)	<b>1.5</b>	<b>3</b>
<b>Service Intervals</b>		
Recommended mileage	<b>12,000</b>	
<b>Weights (kg)</b>		
Kerb weight (Plus)	<b>1901 (1923)</b>	<b>1917 (1934)</b>
Gross vehicle weight (Plus)	<b>2780 (2810)</b>	<b>2780 (2810)</b>
<b>Seating</b>		
Passenger seats (rear)	<b>6</b>	
Passenger seat (front)	<b>1 (optional)</b>	

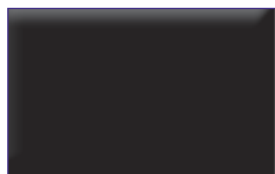
Dimensions (mm)	Standard	Plus
Overall length	<b>4813</b>	<b>5143</b>
Overall width (inc door mirrors)	<b>2176</b>	<b>2176</b>
Overall height	<b>1980</b>	<b>1980</b>
Wheelbase	<b>3000</b>	<b>3122</b>

Plus = long wheelbase model.

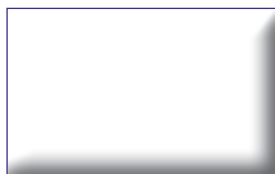
# Colour Choice

Choice is the word again with no less than six different colours available\*. From classic black to ardent red, E7™ is available in two solid and four metallic finishes.

### Solid

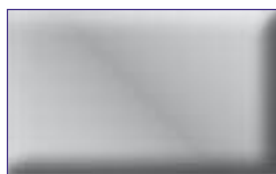


Black



Bianca White

### Metallic



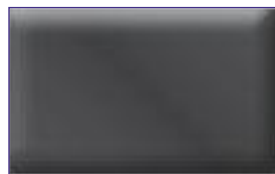
Aluminium



Iron Grey



Ardent Red



Astor Grey



\*Special colours available to order on request. Colour palette for illustrative purpose only.



## Why Cab Direct?

**There are many good reasons why more people choose Cab Direct – and choose the E7™ - than any other modern taxi manufacturer in the UK.**

- Engineering excellence through a unique joint-manufacturing partnership with Peugeot
- Solid company background, trading successfully in the taxi market for 20 years
- Safety-assured with European Whole Vehicle Type Approval
- Free, no-obligation demonstrations throughout the UK
- Free delivery anywhere in the UK
- Peace of mind with free five year, unlimited mileage engine and gearbox warranty
- Service and support from more than 300 local service partners
- Free technical helpline, open seven days a week

Many companies have tried to copy our vehicles but none match the overall quality of product, backup service and value for money represented by the record-breaking E7™.





## Peace of Mind

**When your vehicle is your livelihood, you'll want to know your cab is reliable and you'll want to be sure you're covered should anything major go wrong.**

### Your Reassurance

Modern build quality combined with the legendary Peugeot HDi engine have given the E7™ an enviable reputation for reliability. That's why so much of our business comes from E7™ drivers who recommend the vehicle to other drivers.

### Service and Support

Efficient service and support is vital for everyone in the hard-working taxi industry. First and foremost you'll have access to more than 300 local service partners throughout the UK. There's also the added benefit of our huge stock of E7™ parts which can be delivered overnight to you or your garage service provider. We even provide a free technical helpline, open seven days a week, to help you resolve any queries and issues that may arise. You'll also have the benefit of free Peugeot Assistance breakdown cover for the first year (three years on E7 XS).



**"I strongly recommend the E7 and Cab Direct to anyone looking for a quality vehicle and first rate service."**

**Blyth Garvie**, Peugeot E7 owner.

For further information or to arrange a free home demonstration call our friendly customer service team today or visit our website.

0800 587 9630

[www.cabdirect.com](http://www.cabdirect.com)



### List of Hackney Carriages

#### ***Vehicle***

<b>London Taxi International</b>	TX4 TXII
<b>Reliant</b>	Metrocab
<b>Mercedes</b>	Vito III Taxi RWS
<b>Peugeot</b>	E7 SE plus o/s electric step, hearing loop & swivel flip seat E7 XS plus hearing loop & swivel flip seat

## Hackney Carriage Conditions

### 1. Identification Plates and Roof Signs

1.1	The Proprietor shall ensure that a Roof Sign, of a type approved by the Council, shall be fixed to the vehicle and shall be lit up at all times when the vehicle is in service and is available for hire.
1.2	The fare card where issued by the Council shall at all times be kept and maintained inside the vehicle.
1.3	The external identification plate issued by the Council shall at all times be fixed to the outside rear of the Hackney Carriage by the proprietor to the place provided by the manufacturer or by means of a Council approved fixing kit. On the suspension of a vehicle licence and where a "Licence Expired" plate has been fitted to the vehicle that plate may only be removed by an Authorised Officer of the Council. The proprietor of the vehicle shall ensure the identification plates are maintained and kept in such a condition that the information contained on the plate is clearly visible to public view at all times. The identification plate remains the property of the Council and must be returned to the Council within 7 days of expiry of the vehicles licence if not renewed. Plates are not transferable except on application.
1.4	The Council will not licence a vehicle for hire & reward which is licensed by another Local Authority or allow or permit a Hackney Carriage identification plate issued by another Authority to be displayed upon the vehicle.

### 2. Type of Vehicle

2.1	All vehicles submitted to the Council for licensing as Hackney Carriages shall meet the safety standards of one of the following ; M1 Category European Whole Vehicle Type Approval; British National Type approval; or British Single Vehicle Approval (before 29 April 2009); or Individual Vehicle Approval (from 29 April 2009).
2.2	The proprietor shall ensure that the Hackney Carriage vehicle shall only be of the type approved for Hackney Carriage use by the Council, namely a purpose-built/multi-purpose vehicle built to carry up to eight passengers with factory fitted seatbelts, subject to the following: Hackney Carriage vehicles are approved by way of a list that will specify as many different types of vehicles as possible.
2.3	The vehicle must have provision for a minimum of at least one wheelchair.
2.4	A certificate should be produced showing all of the fittings used to secure wheelchairs to the floor of the vehicle are to Department of Transport specifications.
2.5	The appropriate ramps and associated equipment for loading wheelchairs into the vehicle in the approved manner must be carried and used at all times.
2.6	The age limit for Hackney Carriage for purpose built vehicles is twelve years. The Council may waiver the age restriction in the case of individual purpose built vehicles where an application is made and the Council considers that the vehicle is of "exceptional condition". Where vehicles are of "exceptional condition" and continue to be licensed over the Council's age limit, the vehicle will be subject to 6 monthly compliance tests.  The age limit for multi-purpose vehicles is ten years. Vehicles to be tested every six months from five years of age in line with best practice guidance.

2.7	All Hackney Carriage vehicles must be fitted with manufacturers approved tyres of the same size and type including the spare wheel.
2.8	The Council shall refuse any vehicle submitted for licensing, which if fitted with tinted windows to the rear of the driver which are not factory fitted at the time of manufacture of the vehicle.
2.9	The proprietor of the taxi shall ensure that no non-standard unauthorised alterations or modifications are carried out to the vehicle or to the engine.
2.10	The proprietor of the taxi shall ensure that the exterior colour of the taxi is one of the manufacturer's colours. Vehicles which are of a colour other than that of the manufacturer must be approved by the Council.
<b>3.</b>	<b>Condition of Vehicle</b>
3.1	The proprietor shall ensure that the Hackney Carriage shall be maintained in a sound mechanical and structural condition at all times and be capable of satisfying the Council's mechanical and structural inspection at any time during the continuance of the vehicles licence. The interior and exterior of the Hackney Carriage shall be maintained in a clean, safe condition by the proprietor. The proprietor shall not allow the mechanical and structural specification of the vehicle to be varied without the consent of the Authorised Officer of the Council.
<b>4.</b>	<b>Fire Extinguisher and First Aid Kit</b>
4.1	Fire Extinguisher – Road Vehicle (Construction & Use) Regs. 1986 – Schedule 7 Must be suitable to the risk and is to be carried in the vehicle at all times and securely fixed in the approved manner and in such a position as to be readily available in any emergency.
4.2	First Aid Kit - Road Vehicle (Construction & Use) Regs. 1986 – Schedule 7 A standard size and type of first aid equipment which complies with the requirements laid down by the Department of Transport for taxis and minibuses, in accordance with Regulation 43 and must be carried on the vehicle at all times.
<b>5.</b>	<b>Child Safety Seats</b>
5.1	The Vehicle Proprietor in conjunction with the Operator and the Driver, shall provide and make available to any customer so requesting, an approved infant or booster seat or the provision of extra equipment to facilitate the safe conveyance of children during bookings or from Taxi Ranks. (The number of seats held by the company shall be determined by the Operator and the Vehicle Proprietor in accordance with an assessment of supply and demand). All seats provided shall conform to the United Nations standard, ECE Regulation 44.04 (or R 44.03) or to the new i-size regulation, R129.
5.2	The Vehicle Proprietor in conjunction with the company and/or the Driver shall ensure that any infant seat used during a Hackney Carriage journey shall be suitable for the child's weight and size and will be used in accordance with the manufacturer's instructions.
5.3	Based upon supply and demand, the Proprietor in conjunction with the Operator and Driver shall decide, whether or not the child safety seats provided by them are kept at the company base, and made available to drivers as and when required, or kept upon selected licensed vehicles or both.
<b>6.</b>	<b>Light Trailers</b>

6.1	All Trailers must be of a design such that when close coupled to the prime mover (the vehicle towing it) it does not interfere in any way whatsoever with the operation of any rear door, emergency exits or wheelchair access ramps etc.
6.2	If the unladen weight of any Trailer submitted for testing exceeds 1,200 kgs, a prescribed Ministry Plate must be fitted to the nearside of the Trailer except where said Trailer is fitted with parking brakes and brakes that act automatically on the overrun of the Trailer.
6.3	In any case all Trailers shall meet the braking requirements in accordance with the type and size of said Trailer.
6.4	All such Trailers shall not exceed the gross weight limit of 3,500 kgs but in all cases the proprietor should consult the vehicle handbook regarding manufacturer's recommendations particularly where unbraked trailers may be in use.
6.5	All Trailers will be subjected to a Compliance Standards check and if found to be satisfactory, issued with a one year certificate.
6.6	The Trailer shall be fitted with a rigid hard top and shall be sealed against rain and water to protect luggage and goods.
6.7	The owner/operator of the Trailer shall ensure that the material facts are disclosed to the Insurer and that adequate insurance cover is arranged for the carriage of luggage and/or goods and proof of such cover is to be provided to the council.
<b>7.</b>	<b>Signage</b>
7.1	The following signs and notices will be displayed on licensed Hackney Carriages during the currency of the Licence:-
7.1.2	Notices issued from time to time by Telford & Wrekin Council for the information of the travelling public.
7.1.3	A sign stating 'Seat Belt Regulations – Seat Belts must be worn'.
7.1.4	A sign bearing the words 'First Aid Kit Carried' fixed to the rear body work of the vehicle.
7.1.5	A sign issued by the council inside the rear of the vehicle regarding No Smoking.
7.1.6	A sign (the nationally recognised symbol) confirming that the taxi is wheelchair accessible and caters for the needs of the disabled.
7.1.7	A sign (if applicable) confirming that the driver of the vehicle accepts travel tokens.
7.1.8	A certificate (if applicable) confirming that the driver named on such certificate is exempt on medical grounds from carrying wheelchair bound passengers.
7.1.9	A certificate, if applicable, confirming that the driver is exempt on medical grounds from carrying approved Guide Hearing and other Assistance Dogs.
7.1.10	Hackney Carriages should display a replica Hackney Carriage Licence plate issued by the Council, affixed to the inside of the vehicle, in the prescribed manner, so that it can be clearly seen by fare paying passengers.
<b>8.</b>	<b>Advertisements</b>
8.1	Commercial advertisements may be displayed on the exterior of the front doors of licensed vehicles (although advertising may be considered on other areas) but in any case all advertising must comply with the following requirements;
8.1.2	The Council's written permission is required before the display of any advertisement,
8.1.3	Any advertisements shall not advertise unsuitable material, such material to be at the sole discretion of the Council.

8.1.4	No advertisement shall relate to or advertise alcohol or tobacco or be of a political nature.
8.1.5	No sign shall exceed 51 centimetres wide by 8 centimetres high (although this condition only relates to internal signs);
8.1.6	A sign shall not display anything other than the name of a firm, radio circuit or association and/or telephone number;
8.1.7	No sign shall refer to any firm, radio circuit or association or telephone number which is outside the Telford & Wrekin Council area;
8.1.8	No such sign shall be illuminated.
<b>9.</b>	<b>Council Notices</b>
9.1	The proprietor when asked by the Council shall display any sign or notices so that they may be clearly seen by passengers.
<b>10.</b>	<b>Taximeters</b>
10.1	The proprietor shall fit the vehicle with an automatic tariff changing taximeter approved by the Council and for it to be located within the vehicle in accordance with the reasonable instructions of an Authorised Officer of the Council.
10.2	The proprietor shall ensure that any meter fitted shall be technically capable of accepting any restrictions or fare scales that the council wishes to programme into that meter.
10.3	Any Hackney Carriage vehicle so fitted with a meter must be equipped with the standard size tyres as approved by the manufacturer of the vehicle. Retro-fitted low profile tyres which will affect the performance and accuracy of a meter are not acceptable if fitted after the meter has been tested and sealed. Any such tyres of a low profile type must be fitted before the meter is tested. Any contravention of this condition will result in the immediate suspension of a Hackney Carriage licence.
<b>11.</b>	<b>Fare Tables</b>
11.1	The proprietor shall ensure that a copy of the current fare table supplied by the Council is exhibited inside the vehicle at all times in the location provided by the manufacturers of the vehicle or in accordance with the reasonable instructions of an Authorised Officer of the Council.
<b>13.</b>	<b>Insurance</b>
13.1	Insurance certificates or cover notes issued to cover "any vehicle" or "any driver" must be accompanied by "any vehicle and/or any driver" schedule(s) together with a signed statement of undertaking by the insurance policy holder that the schedule(s) does not contain information or details relating to vehicles and drivers which would fall into exemptions stipulated by the Insurance Company when the policy was issued.
13.2	Proprietors shall provide to the Council proof of Public Liability Insurance to the value of £5,000,000.
<b>14.</b>	<b>Convictions</b>
14.1	The Licence holder shall notify the Council in writing of any conviction, caution, warning or charge recorded against him/her by any Authority within 7 days of such a conviction, caution or charge being imposed. All licence holders will be subject to a Criminal Record Disclosure check every three years.

<b>15.</b>	<b>Transfer of Licence</b>
15.1	The Proprietor of a Licensed Hackney Carriage wishing to replace a licensed vehicle with another vehicle must apply for a new vehicle licence. The proprietor will be required to supply to the Council all relevant information relating to the new vehicle.
<b>16.</b>	<b>Equipment</b>
16.1	The proprietor shall ensure that all Hackney Carriages must carry at all times a warning triangle and an appropriate set of vehicle spares (e.g. spare bulbs etc).
<b>N.B.</b>	<b>Additional Notes</b>
1.	This list of conditions should be read in conjunction with Telford & Wrekin Council's Hackney Carriage & Private Hire Licencing Policy, the Council's Taxi (Hackney Carriage) and Private Hire Licensing Policy for Determining the Suitability for a Person to hold a Licence and the Council's Manual of Inspection Standards.
2.	Any requirements of legislation which effect the operations being carried out under the terms of this licence shall be regarded as if they are conditions of this licence. Wherever there appears in the licence Conditions or Policy, a summary of any statutory provision you are advised that such summary is not exhaustive. If you are in any doubt about any information contained in this document please contact the Licensing Service for advice on 01952 381818, email <a href="mailto:licensing@telford.gov.uk">licensing@telford.gov.uk</a>

## **Criteria for “Exceptional Condition” – Hackney Carriages**

1. Exceptional condition, relates to the standard of the vehicle only and does not include circumstances pertinent to the proprietor.
2. Any request for an exemption due to a licensed vehicle being in “exceptional condition” would normally be granted for a maximum 12-month period, after which time the decision must be reconsidered against the agreed standards.
3. That the consideration for an exemption to the age limit would normally only be considered for vehicles currently licensed with the Council.
4. That any vehicle licensed outside of the standard age limit policy should be subject to 6 monthly vehicle compliance tests at the owner’s expense.
5. Any vehicle inspection resulting in a fail due to any major item or more than 3 minor items, as defined in Telford & Wrekin Council’s Manual of Inspection Standards for Licensed Vehicle Testing and Compliance Standards, will usually result in the vehicle no longer being classed as in exceptional condition upon expiry of the licence. However, if after testing, the vehicle fails on one major fault, the driver will be allowed to rectify this. If after a further compliance check the vehicle again fails, then the said vehicle will not be relicensed.
6. As an indicator, it is not normally expected that vehicles that have accrued higher than average mileage for the particular type of vehicle will be able to meet the required standard for “exceptional condition. A good average mileage for a purpose built vehicle working 6 days a week is 35000 miles per annum.

### **In determining “Exceptional Condition” the following standards should usually be attained:**

1. The vehicle must pass Telford & Wrekin Council’s compliance test, except where the failure was the result of no more than three minor items (as stipulated in the licensed vehicle testing manual of inspection standards).
2. The bodywork should be in near perfect condition with no signs of panel age deterioration, dents, scratches, stone chips or rust or any other abrasions that may detract from the overall appearance of the vehicle.
3. The general paint condition should not show signs of fading, discolouration or mismatching that may detract from the overall appearance of the vehicle.
4. The interior trim, panels, seating and carpets etc should be in excellent condition clean, free of damage and discoloration and as manufactured, i.e. no seat covers.
5. The vehicle service record can be used as supporting evidence of exceptional condition in that a vehicle of exceptional condition would normally be expected to demonstrate regular servicing and maintenance in accordance with the manufacturer's service specification.

6. The vehicle to be in excellent mechanical condition and in all respects safe and roadworthy with no signs of corrosion to the mechanical parts, chassis, underside or body work.
7. The boot or luggage compartment to be in good condition, clean and undamaged.
8. Passenger areas should be free from damp or any other odours that may cause passenger discomfort.
9. The ramp and any other accessible features should be shown to be in full working order and showing no signs of rust or excessive wear to components.

## **Telford & Wrekin Council**

**Licensing Committee - 30th March 2017**

**The Safety of Sports Grounds Act 1975 and Fire and Places of Sport Act 1987 -  
Regulated Stands Certificates for AFC Telford Utd Football Stadium**

**Report of Development Team Group Manager and Service Delivery Manager  
Development Management**

### **1. Purpose**

- 1.1 For Members to consider the application for Regulated Stand Certificates for the David Hutchison (north), University of Wolverhampton (west) and Frank Nagington (south) stands at AFC Telford for the 12 month period 14<sup>th</sup> April 2017 to 14<sup>th</sup> April 2018.

### **2. Recommendation**

**2.1 That the Service Delivery Manager Development Management be authorised to grant the Safety Certificate applications for the Regulated Stands for a period of 12 months, subject to a condition that the affected area of the West stand referred to in paragraph 5 below is closed to the public and cordoned off until the barrier has been replaced and retested to the satisfaction of the Council.**

### **3 Summary**

- 3.1 The Report to Licensing Committee on the 11<sup>th</sup> October 2016 is attached at Appendix A and sets out the nature of the application before Committee. Members will recall and note from the Minutes that the Committee was prepared to grant a certificate for a 6 month period expiring on 14<sup>th</sup> April 2017. This application is now before Members for consideration and decision for the next 12 month period to April 2018.

### **4 Previous Minutes**

14<sup>th</sup> October 2015  
9th December 2015  
4<sup>th</sup> February 2016  
11<sup>th</sup> October 2016

### **5. Update since 11<sup>th</sup> October 2016**

- 5.1 With regard to the issues raised at Committee on 11<sup>th</sup> October, namely the barrier testing and the fire alarm system, the updated position is as follows:
1. The two barrier sites identified as test sites 6 and 7 that did not accept their full "bedding in load" have been repaired and retested. The isolated barrier close to

the stand tunnel has now passed the load test but the upper part only of the barrier in front of the corporate box has not. This is because the upper part is made of a tubular rather than box section and is vulnerable to forces placed upon it. AFC Telford are in the process of replacing this part with a box section and a retest will be performed. In the meantime this area will be temporarily closed until the barrier has been replaced and retested. It should be noted that this barrier, being situated in front of one of the corporate spectator boxes, only affects at most 12 spectators who could be present in that area and closing off this section of the stand will not cause an issue in terms of spectator capacity.

2. The fire alarm installation is now complete and following testing a number of remedial measures were identified. Three were repaired between 12<sup>th</sup> and 14<sup>th</sup> October 2016 and the remaining minor issues are being attended to by AFC Telford and it is expected the work will be complete by 24<sup>th</sup> March 2017. An update will be provided to the Committee.
- 5.2 Since the last Committee the emergency lighting battery has been tested as satisfactory for the next 6 months and the lighting generator and the lightning conductor have been tested as satisfactory for the next 12 months.
- 5.3 Two meetings of the Safety of Sports Ground Group have been held since the last Committee meeting, on 3<sup>rd</sup> November 2016 and 6<sup>th</sup> March 2017. The Group noted progress with the actions identified in October and will continue to play an active role in overseeing the certification process and advising the club.
- 5.4 This season's match day inspection was undertaken satisfactorily on Saturday 4<sup>th</sup> March 2017, attended by representatives from the Council, Fire and Police. A small number of minor issues were identified that AFC Telford have or are attending to and these can be seen on the attached Match Day inspection checklist.
- 5.5 The structural safety visual assessment is being carried out during the week beginning 20<sup>th</sup> March 2017 and any issues that require resolving will be attended to as appropriate. An update will be provided to the Committee.
- 5.6 Since the Regulated Stands Certificate consists of a range of individual certificates that have varying expiry dates, some lasting 6 months and some 12 months, there is a rolling programme of certification. This means there will never be a single point in time when all the certificate dates are aligned. This however is not a problem as the requirements for the individual certificates form part of the conditions of the Regulated Stands Certificate that are monitored by the Safety of Sports Ground Group.
- 5.7 Therefore, as the outstanding issues highlighted are all actively being addressed, and with the continued involvement of the Safety of Sports Ground Group monitoring the conditions regarding the single barrier in the West stand, the minor remedial measures regarding the fire detection and alarm system identified in 5.1 and the ongoing rolling programme of standard conditions of certification, the recommendation is to grant the Safety Certificate applications for the Regulated Stands for the 12 month period expiring in April 2018.

## **6. Legal Comment**

- 6.1 Following the deregulation of the sports ground as a whole, from the 1st of October 2015 the Club has to ensure that the appropriate Regulated Stand Certificates are in place prior to any sporting activity taking place. The Council has a duty to consider and, if appropriate, issue Certificates with appropriate conditions having regard to the relevant legislation contained in the Act.

#### Rights of Appeal

- 6.2 Section 30 of the Act provides rights of appeal to the magistrate's court including
- An appeal by a person against a determination by the local authority that he /she is not qualified to hold a safety certificate for a regulated stand
  - An appeal by any interested party against the inclusion of anything in or omission of anything, from a safety certificate for a regulated stand or the refusal of the local authority to amend or replace it.

#### Transparency

- 6.3 The decision that the Licensing Committee are being asked to make must include the following in order to ensure fair, transparent decision making :-
- All members of the Licensing Committee taking part in this decision must read this report in its entirety including the recommendations and the appendices.
  - If any member of the Committee believes that any aspect of the report or document is ambiguous or requires further explanation then questions should be raised with those officers presenting the report before any decision is made.

### **7. Financial Comment**

- 7.1 The assessment of Certificate applications is carried out by building control officers within existing resources.

### **8. Links with Corporate Priorities**

- 8.1 This report has links to the following:

Corporate Priorities

Protect and Create Jobs as a "Business Supporting Winning Council"

- 8.2 Officers have been advising the club for a long time supporting them on what they need to do to meet the standards required for the certificates to be approved.
- 8.3 The Lead Officer at AFC Telford in respect of this matter is Sharon Bowyer, the General Manager.

### **9. Risks and Opportunities**

- 9.1 The following key risk and opportunity associated with this action has been identified and assessed and arrangements put in place to manage them:

(1) The financial risks to the Council in the event of a legal challenge to any decision.

**10. Equal Opportunities**

There are no equal opportunity implications arising from this report

**11. Environmental Impact**

There is no environmental impact arising from this report

**12. Ward Implications**

There are Borough wide implications

**13. Background Papers**

Safety at Sports Grounds Act 1975  
Fire Safety and Places of Sport Act 1987  
Safety at Sport Grounds Designation Order 2015  
Guide to Safety as Sports Grounds (Green Guide)

Current General Safety Certificate  
Letter received regarding Deregulation

**Report prepared by**

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