



# Public Document Pack

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Committee Manager Katherine Davis (01903 737984)

5 December 2023

## LICENSING COMMITTEE

A meeting of the Licensing Committee will be held in **Council Chamber, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF** on **Friday 15 December 2023 at 9.30 am** and you are requested to attend.

Members: Councillors Blanchard-Cooper (Chair), Haywood (Vice-Chair), Batley, Bence, Cooper, Goodheart, Madeley, McAuliffe, McDougall, Patel and Worne

**PLEASE NOTE:** Where public meetings are being held at the Arun Civic Centre, to best manage safe space available, members of the public are encouraged to watch the meeting online via the Council's Committee pages.

1. Where a member of the public wishes to attend the meeting or has registered a request to take part in Public Question Time, they will be invited to submit the question in advance of the meeting to be read out by an Officer, but of course can attend the meeting in person.
2. We request members of the public do not attend any face-to-face meeting if they have Covid-19 symptoms.

Any members of the public wishing to address the Committee meeting during Public Question Time, will need to email [Committees@arun.gov.uk](mailto:Committees@arun.gov.uk) **by 5.15 pm on Thursday, 7 December 2023** in line with current Committee Meeting Procedure Rules.

It will be at the Chief Executive's/Chair's discretion if any questions received after this deadline are considered.

For further information on the items to be discussed, please contact [Committees@arun.gov.uk](mailto:Committees@arun.gov.uk).

## AGENDA

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members and Officers are reminded to make any declarations of pecuniary, personal and/or prejudicial interests that they may have in relation to items on this agenda and are reminded that they should re-declare their interest before consideration of the item or as soon as the interest becomes apparent.

Members and officers should make their declaration by stating :

- a) the item they have the interest in
- b) whether it is a pecuniary, personal and/or prejudicial
- c) the nature of the interest

3. MINUTES

(Pages 1 - 16)

To approve as a correct record the Minutes of the meeting held on 21 June 2023 and to note the Minutes from the meetings of the Licensing Sub-Committee held on 23 June, 10 July, 14 August and 15 September 2023.

4. ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

5. PUBLIC QUESTION TIME

To receive questions from the public (for a period of up to 15 minutes).

6. KEY PERFORMANCE INDICATORS 2022-2026 - QUARTER 2 PERFORMANCE REPORT FOR THE PERIOD 1 APRIL 2023 TO 30 SEPTEMBER 2023

(Pages 17 - 22)

This report sets out the performance of the Key Performance indicators at Quarter 2 for the period 1 April 2023 to 30 September 2023.

7. TAXI POLICY AND BYELAWS

(Pages 23 - 164)

To seek adoption of the revised Hackney Carriage and Private Hire Licensing Policy.

8. WORK PROGRAMME

(Pages 165 -  
166)

The work programme for the municipal year 2023/24 is attached for members review and comment.

Note: If Members have any detailed questions, they are reminded that they need to inform the Chair and relevant Director in advance of the meeting.

Note: Filming, Photography and Recording at Council Meetings – The District Council supports the principles of openness and transparency in its decision making and permits filming, recording and the taking of photographs at its meetings that are open to the public. This meeting may therefore be recorded, filmed or broadcast by video or audio, by third parties. Arrangements for these activities should operate in accordance with guidelines agreed by the Council and as available via the following link - [PART 8 - CP - Section 5 Filming Photographic Protocol](#)

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## LICENSING COMMITTEE

23 June 2023 at 9.30 am

Present: Councillors Blanchard-Cooper (Chair), Haywood (Vice-Chair), Bence, Madeley, McAuliffe, McDougall, Patel and Worne

Apologies: Councillors Batley and Cooper

### 103. DECLARATIONS OF INTEREST

There were no declarations of interest made.

### 104. MINUTES

The Minutes of the previous meeting held on 3 March 2023 were approved by the Committee and signed by the Chair. Only those Members present at the previous meeting voted. All other Members abstained from the vote. The Minutes of the Licensing Sub-Committee held on 6 March 2023, 20 March 2023 and 27 April 2023 were noted by the Committee.

### 105. ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair confirmed that there were no urgent items.

### 106. PUBLIC QUESTION TIME

The Chair invited questions from members of the public who had submitted their questions in advance of the meeting in accordance with the rules of the Council's Constitution. The Chair confirmed that one question had been submitted. This was read out by the Committee Manager, as follows:

'The Old Canal Caravan Site, Lidsey, is a residential Caravan Site licensed by Arun District Council. Site licence conditions since 2006 have required provision for foul drainage to be by way of connection to a public sewer or sewage treatment works. However, 5 residential caravans are still connected to a cesspool which has an inadequate capacity, so residents cannot use their toilets, showers, or baths. Please can you explain why Site Licence conditions are not being complied with?'

A response was provided by the Chair, as follows:

'Thank you for your question. Firstly, I am sorry to hear that residents are experiencing difficulties with the foul drainage system at this site. I understand

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that since your question was submitted officers have provided you with a more detailed response than I am able to offer here today. In summary, an enforcement notice has been served on the owners of the site which requires them to undertake a series of actions by given dates. The requirements of the site owner include that the existing system is emptied sufficiently frequently in the interim, that a competent person assesses the adequacy of the system, that this assessment report is provided to the Council, and that the site owner carries out any improvements needed to the system. Compliance with the enforcement notice is being monitored frequently by officers visiting the site and communicating with the site owner's representative. If compliance is not forthcoming, the Council will consider formal enforcement action and undertaking works in default in line with its enforcement policy. Please be assured that the Council is committed to ensuring residents of the site have safe and suitable amenities and will keep them updated on progress.'

The Chair then drew Public Question Time to a close.

#### 107. START TIMES

The Chair introduced the item and noted that meetings were provisionally scheduled for 9.30am. Councillor McAuliffe proposed a 10am start time for the remaining meetings of Licensing Committee for 2023/24 to allow Members that used public transport or bicycle a little more time in the morning to arrive and get ready for meetings. This was seconded by Councillor Worne.

The Committee

RESOLVED

That the start time of all remaining meetings of the Committee for 2023/24 would be 10am.

#### 108. LICENSING HEARING PROCEDURES

Upon the invitation of the Chair, the Environmental Health Team Manager presented the report which sought adoption of the revised Licensing Sub-Committee hearing procedures in relation to Taxis and non-Licensing Act matters, and Licensing Act 2003 matters. These had been reviewed and updated to ensure there was improved clarity and transparency of the procedures that would be used for each type of hearing. Clarification was sought on whether the onus was on Members to flag with Officers before sitting on a Licensing Sub-Committee panel if they had sat on Planning Committee at which an item relevant to a premises was heard or were the Ward Member for a ward in which a licensing application was located. The Environmental Health Team Manager advised that Officers would work with Committee Services colleagues to establish any potential conflicts, but that the onus was on Members to identify and manage these. Another Member raised the issue of conflicts based upon the work of Members' spouses which Officers would not necessarily have a record of though some circumstances might be appear on a Member's Declaration of Interest. It

was accepted that some details only came to light once agenda papers had been circulated, at which point Panel Members must let Officers know about any potential conflicts of interest. The recommendations were then proposed by Councillor Blanchard-Cooper and seconded by Councillor Bence.

The Committee

RESOLVED – That

1. The Licensing Committee adopt the revised hearing procedures for Licensing Act 2003 Sub-Committee hearing procedures;
2. The Licensing Committee separately adopt the revised hearing procedures for Taxi Licensing to be added to the Taxi Licensing Statement of Policy;
3. The Group Head of Technical Services in consultation with the Chair of the Licensing Committee be authorised to make minor changes to the licensing hearing procedures as may be required.

#### 109. COUNCIL VISION 2022-2023 ANNUAL REPORT

Upon the invitation of the Chair, the Group Head of Organisational Excellence presented the report which sought to update the Committee on the end of year performance of the Vision indicators for the period 1 April 2022 to 31 March 2023. It was explained for the benefit of new Councillors that the Council Vision for the period 2022-26 had been developed with Councillors at a series of workshops and then agreed by Full Council. The Vision was divided into 4 key themes - 'Improving the wellbeing of Arun', 'Delivering the right homes in the right places', 'Supporting our environment to support us', and 'Fulfilling Arun's economic potential'. There were overall aims for each of these themes and some specific objectives to be achieved over the four year period, and, though Policy and Finance Committee was responsible for overseeing performance across the Council, the full report was coming to the Committee so that Members had a comprehensive overview of performance across the Council. The Committee then noted the report.

#### 110. Q4/END OF YEAR KEY PERFORMANCE INDICATORS (KPIs)

Upon the invitation of the Chair, the Group Head of Organisational Excellence presented the report which sought to update the Committee on the Quarter 4 and end of year Performance Outturn for the Key Performance Indicators (KPIs) which made up the Corporate Plan, for the period 1 April 2022 to 31 March 2023. It was explained that these indicators were measures of operational performance and the same indicators would be measured each year for the four year period to allow for comparison and trends to be measured both in-year and between years. The Chair noted the Committee's single KPI [CP14 - percentage of licence applications determined within the various statutory or service time limits] and thanked Officers for their hard work in

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achieving 99% for the year, significantly above the 90% target. The Committee then noted the report.

111. WORK PROGRAMME

The Committee noted the Work Programme.

(The meeting concluded at 9.47 am)



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Subject to approval at the next Licensing Sub-Committee meeting

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## LICENSING SUB-COMMITTEE

23 June 2023 at 1.00 pm

Present: Councillors Blanchard-Cooper, Bence and Haywood

Andrew Burrows, Licensing Officer presenting report  
Anya Clayton, the applicant  
Nick Semper, the applicant's agent  
Chris Lucan, the applicant's agent  
Shirley Ellerbeck, member of public who made representation  
Denise Loydell, member of public who made representation  
Debbie Mompalao, member of public who made representation  
Daniel Shing, Council Lawyer  
Blessing Asiedu, Trainee Solicitor  
Neil Williamson, Environmental Health Team Manager  
Jane Fulton, Committee Services Manager  
Andrew Bishop, Committee Services Officer

### 1. ELECTION OF CHAIRMAN

Prior to commencement of the meeting, it had been agreed that Councillor Blanchard-Cooper would chair the meeting. The Chair then invited all parties present to introduce themselves.

### 2. DECLARATIONS OF INTEREST

There were no declarations of interest made.

### 3. ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair confirmed there were no urgent items.

### 4. LICENSING ACT 2003 APPLICATION FOR A NEW PREMISES LICENCE

The Chair noted that this was a formal hearing that would follow the hearing procedures approved at Licensing Committee on 23 June 2023. He asked if any representations had been received to enable the hearing to be dispensed with and was advised by the Licensing Officer that none had been received. The hearing was then formally commenced.

The Licensing Officer outlined the detail of the case for an application for a new premises licence from Anya Clayton on behalf of 9 Ocean Parage, Ferringham Lane, Ferring, Worthing, West Sussex BN12 5QG. The application was contested, with representations having been received from Sussex Police, Environmental Health and members of the public. A representation had also been received from the applicant. Further representations from members of the public were circulated to all parties at the

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beginning of the meeting. Additional conditions suggested by Sussex Police and Arun Environmental Health had been accepted by the applicant ahead of the meeting.

Following the Council's procedure for Licensing Sub-Committees, the applicant and the applicant's agent made representations and answered questions from the Sub-Committee. Detailed representations were also heard from the relevant parties in attendance, followed by questions from the Sub-Committee and other parties present which were responded to at the meeting. Questions to the applicant and their agent revolved around the arrangements for minimising disruption from litter and from smoking customers.

Following the summing up of the applicant through their agent and other parties in attendance, the panel retired to consider its decision. On reconvening the meeting, the Chair advised that the Sub-Committee had taken into account all the representations made before them, both written and oral in respect of this matter, and also had due regard to the Statutory Guidance, the Council's own Licensing Policy and licensing objectives. The decision of the Sub-Committee was then delivered to all present.

The Sub-Committee

RESOLVED

That the application be granted, with the additional conditions agreed with Sussex Police and Arun Environmental Health.

..... Chair

(The meeting concluded at 3.05 pm)

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## LICENSING SUB-COMMITTEE

10 July 2023 at 10.00 am

Present: Councillors Blanchard-Cooper (Chair), Haywood and Patel

Andrew Burrows, Licensing Officer presenting reports  
Chris Arm – Principal Licensing Officer  
Daniel Shing, Council Lawyer  
Blessing Asiedu, Trainee Solicitor  
Mr Ahmedi – Applicant for Item 6  
Mr Arez Omar – Assisting the Applicant for Item 6  
Peter Aston – Trading Standards - West Sussex County Council  
David Bateup - Sussex Police (Licensing)  
PC Marlin – Sussex Police (Licensing)  
Jane Fulton – Committee Services Manager  
Carley Lavender – Committee Services Officer

### 1. ELECTION OF CHAIR

Prior to the commencement of the meeting, it had been agreed that Councillor Blanchard-Cooper would chair the meeting. The Chair then invited all parties present to introduce themselves.

### 2. DECLARATIONS OF INTEREST

There were no Declarations of Interest made.

### 3. ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair confirmed that there were no urgent items for this meeting.

### 4. S51 LICENSING ACT 2003 APPLICATION FOR REVIEW OF A PREMISES LICENCE FOR A PREMISES KNOWN AS PREMIER, 'THE CORNER SHOP' 109-111 FELPHAM ROAD, FELPHAM, BOGNOR REGIS PO22 7PW

The Chair noted that this was a formal hearing that would follow the hearing procedures approved by the Licensing Committee held on 23 June 2023. He asked if any representations had been received to enable the hearing to be dispensed with.

The Licensing Officer confirmed that since the application had been received by the authority, the premises in question had been transferred. This meant that the premises now had a new owner and a new Designated Premises Supervisor [DPS] in place.

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The Responsible Authority who made the application for this hearing, West Sussex Trading Standards, now wished to withdraw its application for review.

Mr Aston, the representative in attendance for West Sussex Trading Standards confirmed this to be the case.

The Sub-Committee therefore noted that the application for review of a premises licence was withdrawn.

5. EXEMPT INFORMATION

The Sub-Committee

RESOLVED

That under Section 100a (4) of the Local Government Act 1972, the public and accredited representatives of newspapers be excluded from the meeting for the following item of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraph specified against the item.

6. S42 LICENSING ACT 2003 APPLICATION TO TRANSFER A PREMISES LICENCE

The Chair noted that this was a formal hearing that would follow the hearing procedures approved by the Licensing Committee held on 23 June 2023. He asked if any representations had been received to enable the hearing to be dispensed with and was advised by the Licensing Officer that none had been received. The hearing was then formally commenced.

The Licensing Officer outlined the detail of the case for an application to transfer a premises license for a premises known as Pop In, 14 High Street, Littlehampton, West Sussex BN17 5EE. The application was contested, with representation having been received from Sussex Police.

Following the Council's procedure for Licensing Sub-Committees, detailed representations were heard from Sussex Police, they called West Sussex Trading Standards as a witness to give evidence in support of their objections. This was followed by questions from the Sub-Committee and other parties present which were responded to at the meeting.

The applicant's representative, Mr Arez Omar, advised those present that Mr Ahmedi was not fluent in English and translated and made representations on behalf of the applicant and answered questions from the Sub-Committee and other parties present.

During the hearing, Members of the Sub-Committee were also presented with evidence confirming the transfer of ownership of Pop-In and the date that this had taken place. Photographic identification evidence was also provided in respect of the applicant.

Following the summing up from Sussex Police and Trading Standards, the panel retired to consider its decision.

On reconvening the meeting, the Chair advised that the Sub-Committee had considered all the representations made before them, both written and oral in respect of this matter. These had included representations from the Sussex Police and historic evidence from Trading Standards investigations and the previous revocation. However, this was considered to be on the part of the previous operator rather than the applicant. It had been suggested that the applicant had been present at the premises earlier in the year as part of Trading Standards investigations and had denied any involvement in any offence, evidence was not available to show that the applicant had committed any offence.

The Sub-Committee also had due regard to the Statutory Guidance, the Licensing Act 2003's statutory licensing objectives; the Council's own Statement of Licensing Policy and licensing objectives; and guidance under Section 182 by the Home Secretary and Licensing Act 2003.

In considering the options available as set out in the report for the transfer of a licence, the Sub-Committee concluded that there was insufficient evidence in relation to the applicant that would undermine the licensing objective in the prevention of crime.

The decision of the Sub-Committee was then delivered to all present.

The Sub-Committee

RESOLVED

That the transfer of the licence would be made.

(The meeting concluded at 12.16 pm)

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Subject to approval at the next Licensing Sub-Committee meeting

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## LICENSING SUB-COMMITTEE

14 August 2023 at 10.00 am

Present: Councillors Bence (Chair), Madeley and McAuliffe

Andrew Burrows, Licensing Officer presenting reports  
Glenn James – Licensing Officer  
Daniel Shing, Council Lawyer  
Mr Sharan Ahmedi – Applicant  
Peter Aston – Trading Standards - West Sussex County Council  
David Bateup - Sussex Police (Licensing)  
PC Marvin Lucas – Sussex Police (Licensing)  
Jane Fulton – Committee Services Manager  
Carley Lavender – Committee Services Officer  
Katherine Davis – Committee Services Officer

### 7. ELECTION OF CHAIR

Prior to the commencement of the meeting, it had been agreed that Councillor Bence would chair the meeting. The Chair then invited all parties present to introduce themselves.

### 8. DECLARATIONS OF INTEREST

There were no Declarations of Interest made.

### 9. ITEMS NOT ON THE AGENDA WHICH THE CHAIR OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair confirmed that there were no urgent items for this meeting.

### 10. EXEMPT INFORMATION

The Sub-Committee

#### RESOLVED

That under Section 100a (4) of the Local Government Act 1972, the public and accredited representatives of newspapers be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraph specified against the items.

Licensing Sub-Committee - 14.08.23

11. LICENSING ACT 2003, SECTION 17 - APPLICATION FOR A NEW PREMISES LICENCE

The Chair announced that the Applicant, Mr Ahmedi, was being represented by GT Licensing on two matters before the Sub-Committee today.

GT Licensing had informed the Council that they were unable to attend the Committee meeting and alternative arrangements to participate could not be made.

Without representation which Mr Ahmedi was entitled to have, it was felt that Mr Ahmedi would be at a disadvantage.

The Sub-Committee therefore

RESOLVED

To adjourn both the application for a new licence and the application for a review of a premises licence in respect of the premises known as Pop In, 14 High Street, Littlehampton, West Sussex BN17 5EE.

12. LICENSING ACT 2003, S51 APPLICATION FOR REVIEW OF A PREMISES LICENCE

Following the above resolution for Item 5 above, it is confirmed that this item is adjourned.

(The meeting concluded at 10.30 am)



LICENSING SUB-COMMITTEE

15 September 2023 at 10.00 am

Present: Councillors Bence (Chair), Madeley and McAuliffe

Andrew Burrows, Licensing Officer presenting the report  
Chris Arm, Principal Licensing Officer  
Joshua Marsh, Technical Support Officer  
Sharan Ahmedi, Applicant  
Graham Hopkins, Applicant's Representative  
Linda Potter, Applicant's Representative  
Peter Aston, Trading Standards, West Sussex County Council  
Daniel Shing, Council Lawyer  
Jane Fulton, Committee Services Manager  
Katherine Davis, Committee Services Officer

1. ELECTION OF CHAIR

Prior to the commencement of the meeting, it had been agreed that Councillor Bence would chair the meeting. The Chair then invited all parties present to introduce themselves. Councillor Blanchard-Cooper was also in attendance observing the meeting.

2. DECLARATIONS OF INTEREST

There were no Declarations of Interest made.

3. ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

The Chair confirmed that there were no urgent items for this meeting.

4. EXEMPT INFORMATION

The Sub-Committee

RESOLVED

That under Section 100a (4) of the Local Government Act 1972, the public and accredited representatives of newspapers be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraph specified against the items.

Licensing Sub-Committee - 15.09.23

5. LICENSING ACT 2003, SECTION 17 - APPLICATION FOR A NEW PREMISES LICENCE

The Chair noted that this was a formal hearing that would follow the hearing procedures approved by the Licensing Committee held on 23 June 2023. He asked if any representations had been received to enable the hearing to be dispensed with and was advised by the Licensing Officer that none had been received. The hearing was then formally commenced.

The Licensing Officer presented the report and outlined the details of an application for a new premises licence in respect of a premises known as Pop In, 14 High Street, Littlehampton, West Sussex, BN17 5E. If granted the premises licence will be operated by the applicant, Mr Ahmedi, who would also be the designated premises supervisor. Representations against the application had been received from Sussex Police and West Sussex Trading Standards. Sussex Police were not in attendance at today's hearing. The applicant had indicated they were happy to accept the conditions proposed by Sussex Police. No questions were asked of the Licensing Officer following his outline.

The applicant's representative, Mr Hopkins, advised those present that Mr Ahmedi was not fluent in English and that he would be speaking on his behalf. Mr Hopkins then made representations on behalf of the applicant and answered questions from Trading Standards. He confirmed that Mr Ahmedi was in agreement to the conditions proposed by Sussex Police. He advised that, if a new premises licence was granted, Mr Ahmedi intended to surrender the current premises licence previously transferred from Mr Ahmed to himself and withdraw his appeal to the Magistrates Court in respect of the Sub-Committee's previous determination to revoke the premises licence. Mr Ahmedi denied any suggestion he was involved in any criminal offence and should not be held responsible for the issues that occurred before he took over the premises from the previous operator, Mr Ahmed. He pointed out that there were no ongoing breaches of the premises licence or criminal convictions against Mr Ahmedi whilst the premises had been under his control.

Detailed representations were heard from Trading Standards in support of their objections. This was followed by questions from the Sub-Committee which were responded to at the meeting.

Trading Standards presented further documentation, which was circulated to all parties present. Mr Hopkins, whilst consenting to the submission of these documents, stated that the brown book was owned by Mr Ahmed and not his client Mr Ahmedi:

- Statement of witness from the Director of Attest UK Authentication Services Limited concerning analysis of samples found at the premises to determine their authenticity;
- Details of a Sniffer Dog Visit that took place on 15 March 2023, including a photograph showing lists of tobacco products listed on two pages of a brown book; and

- Consent of premises licence holder to transfer document dated 12 September 2022.

Following the summing up from the applicant's representative and West Sussex Trading Standards the Panel retired to make its decision.

On reconvening the meeting, the Chair advised that the Sub-Committee had considered all the representations made before them, both written and oral in respect of this matter. These included representations from West Sussex Trading Standards. The Sub-Committee also had due regard to the Statutory Guidance, the Licensing Act 2003's statutory licensing objectives; the Council's own Statement of Licensing Policy and licensing objectives; and guidance under Section 182 by the Home Secretary and Licensing Act 2003. The decision of the Sub-Committee was then delivered to all parties present.

The Sub-Committee

RESOLVED

1. That the application be granted, with the additional conditions agreed with Sussex Police included in the licensing conditions;
  2. That the Licence transferred from Mr Ahmed to Mr Ahmedi on 10 July 2023 ( Licence number: 116317) is surrendered to Arun District Council within 7 days of the written notification; and
  3. That the new licence granted in principle today will not take effect until licence 116317 is surrendered so that the premises will only have one licence.
6. LICENSING ACT 2003 , S51 APPLICATION FOR REVIEW OF A PREMISES LICENCE

The Chair announced that this was a formal hearing that would follow the hearing procedures approved by the Licensing Committee held on 23 June 2023. He asked if any representations had been received to enable the hearing to be dispensed with.

The Council's Lawyer referred to the application for a review of the premises licence for Pop In, 14 High Street, Littlehampton, West Sussex, BN17 5EE received by the Licensing Authority and the new Premises Licence granted by the Sub-Committee to a new owner.

Mr Aston, in attendance on behalf of the Responsible Authority, West Sussex Trading Standards, who had made the application for this hearing, confirmed that West Sussex Trading Standards now wished to withdraw its application for review.

Subject to approval at the next Licensing Sub-Committee meeting

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Licensing Sub-Committee - 15.09.23

The Sub-Committee therefore noted that the application for review of a premises licence was withdrawn.

(The meeting concluded at 12.33pm)

## Arun District Council

<b>REPORT TO:</b>	<b>Licensing Committee – 15 December 2023</b>
<b>SUBJECT:</b>	<b>Key Performance Indicators 2022-2026 – Quarter 2 performance report for the period 1 April 2023 to 30 September 2023</b>
<b>LEAD OFFICER:</b>	<b>Jackie Follis, Group Head Organisational Excellence</b>
<b>LEAD MEMBER:</b>	Councillor Blanchard-Cooper – Chair of Licensing Committee
<b>WARDS:</b>	<b>N/A</b>
<b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b>	
The Key Performance Indicators support the Council's Vision and allows the Council to identify how well we are delivering across a full range of services.	
<b>DIRECTORATE POLICY CONTEXT:</b>	
This report is produced by the Group Head of Organisational Excellence to give an update on the Q2 Performance outturn of the Key Performance Indicators.	
<b>FINANCIAL SUMMARY:</b>	
Not required.	

### 1. PURPOSE OF REPORT

- 1.1. In order for the Committees to be updated with the Q2 Performance Outturn for the Key Performance indicators for the period 1 April 2023 to 30 September 2023.

### 2. RECOMMENDATIONS

- 1.2. It is recommended that the Committee notes the contents of this report and provides any questions or comments on the indicators relevant to this Committee to the Policy and Finance Committee on 8 February 2024.

### 2. EXECUTIVE SUMMARY

- 2.1. This report sets out the performance of the Key Performance indicators at Quarter 2 for the period 1 April 2023 to 30 September 2023.

### 3. DETAIL

- 3.1. The Council Vision 2022-2026 was approved at Full Council in March 2022. To support the Vision we need a comprehensive and meaningful set of performance measures which allow us to identify how well we are delivering across a full range of services. Two kinds of indicators were agreed at the Policy and Finance Committee on 17 March 2022. The first of these are annual indicators and will primarily update the progress against strategic milestones. In addition to this 'key performance indicators' (KPIs) will be reported to committees every quarter. These KPIs are known as our Corporate Plan.
- 3.2. A short report and appendix will go to each of the other Committees in the cycle of meetings after each quarter has ended. This appendix will only contain the indicators which are relevant to each Committee.
- 3.3. A full report showing quarterly performance against all indicators (which are measured at that quarter) will go to the relevant Policy and Finance Committee meeting at the end of the cycle of the other Committee meetings. Members of the other Committees will be able to give comments or ask questions about the KPI indicators that are relevant to their Committee and these will be submitted to the Policy and Finance Committee for consideration.
- 3.4. This is the quarterly report covering performance from 1 April 2023 to 30 September 2023 and will cover only those indicators that are due to be measured at this point.
- 3.5. Thresholds are used to establish which category of performance each indicator is within.

Achieved target	100% or above target figure
Didn't achieve target but within 15% range	85%-99.9% below target figure
Didn't achieve target by more than 15%	85% or less target figure

- 3.6. There are 42 Key Performance indicators. 1 indicator relates to this Committee and this indicator is measured at Q2. Appendix A gives the full commentary for this indicator.

Status	Number of Key Performance indicators in this category at Q2
Achieved target	1
Didn't achieve but within 15% range	0
Didn't achieve target by more than 15%	0
<b>TOTAL</b>	<b>1</b>

### 4. CONSULTATION

- 4.1. No consultation has taken place.

### 5. OPTIONS / ALTERNATIVES CONSIDERED

5.1. To review the report

5.2. To request further information and/or remedial actions be undertaken

**6. COMMENTS BY THE GROUP HEAD OF CORPORATE SUPPORT/SECTION 151 OFFICER**

6.1. None required.

**7. RISK ASSESSMENT CONSIDERATIONS**

7.1. None required

**8. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

9.1 As this report is an information paper, there are no recommendations for the Committee to consider. This report is to be taken as read only with Members having the opportunity to ask questions at the meeting on service performance. Members can also submit questions or comments on the indicators relevant to their Committee and these will be considered by the Policy and Finance Committee on 8 February 2024.

**9. HUMAN RESOURCES IMPACT**

9.1. Not applicable.

**10. HEALTH & SAFETY IMPACT**

10.1. Not applicable.

**11. PROPERTY & ESTATES IMPACT**

11.1. Not applicable.

**12. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

12.1. Not applicable.

**13. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

13.1. Not applicable.

**14. CRIME AND DISORDER REDUCTION IMPACT**

14.1. Not applicable.

**15. HUMAN RIGHTS IMPACT**

15.1. Not applicable.

## **16.FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

16.1. Not applicable.

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### **CONTACT OFFICER:**


**Name:** Jackie Follis

**Job Title:** Group Head of Organisational Excellence

**Contact Number:** 01903 737580

**BACKGROUND DOCUMENTS:** *None*



No.	Indicator	Service Committee to consider this	CMT Member	Assess by	Target 2023	Q1 Status	Q2 Commentary	Q2 Outturn and status (April to Sept 2023)	Improved or not since Q1 figure (Q2 compared to Q1)
CP14	% of licence applications determined within the various statutory or service time limits	Licensing	Karl Roberts	Higher is better	90%	Achieving  <b>Outturn for Q1 90%</b>	Maintaining performance within target. This has been achieved despite some turn-over of staff and some extended staff absences.	Achieving  <b>Outturn for Q2 90%</b>	Same as Q1  

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## Arun District Council

<b>REPORT TO:</b>	<b>Licensing Committee - 15 December 2023</b>
<b>SUBJECT:</b>	<b>Taxi Policy and Byelaws</b>
<b>LEAD OFFICER:</b>	<b>Karl Roberts, Director of Growth</b>
<b>LEAD MEMBER:</b>	Cllr Blanchard-Cooper, Chair of Licensing
<b>WARDS:</b>	<b>All</b>
<b>CORPORATE PRIORITY / POLICY CONTEXT / CORPORATE VISION:</b>	
Improving the wellbeing of Arun and Fulfilling the Economic Potential of Arun.	
<b>DIRECTORATE POLICY CONTEXT:</b>	
Responsibility for the Taxi Policy and Byelaws rests with the Licensing Team within the Growth Directorate. The existing policy was approved in 2017 and with a review every 5 years.	
<b>FINANCIAL SUMMARY:</b>	
No additional expenditure has been identified as a result of this report.	

### 1. PURPOSE OF REPORT

- 1.1. To seek adoption of the revised Hackney Carriage and Private Hire Licensing Policy.

### 2. RECOMMENDATIONS

- 1.2. The Licensing Committee is asked to agree:
- 1.3. That the revised Hackney Carriage and Private Hire Licensing Policy and Handbook 2023 ('Draft Policy) be adopted, to come into effect from 1 April 2024 (Legal comment - to allow for drivers to be aware of the updates and to coincide with 7.1).
- 1.4. That Authority be given to the Group Head Technical Services in consultation with the Chair of the Licensing Committee to make minor and administrative amendments to the Policy.
- 1.5. That the Licensing Team continue to explore the proposals for the introduction of CCTV within taxi vehicles and carry out further research and consultation, with a further report to committee on any proposal, accompanied by a draft CCTV policy.

## **2. EXECUTIVE SUMMARY**

- 2.1. At its meeting of 9 September 2022, the Licensing Committee approved a consultation of the Draft Policy for 6 weeks, including proposals for the introduction of vehicle age criteria, emission standards and requirements for CCTV, as well as other minor amendments and updates.
- 2.2. The Draft Policy has been updated following the consultation and is now presented for adoption. At present, it is not proposed to take the CCTV within taxi vehicles requirements forward and instead to carry out further consultation and research.

## **3. DETAIL**

- 3.1. The current Hackney Carriage and Private Hire Licensing Policy was adopted by Full Council on 10 May 2017 (minute 568), with a review every 5 years.
- 3.2. A draft revised Policy was presented to the Licensing Committee on 9 September 2022 and approval given to undertake public consultation of it, with a later report to be brought back to committee for consideration and adoption.
- 3.3. Unfortunately, there have been several factors which have caused a delay in bringing this matter back to the Licensing Committee, including; key personnel changes, change in the government position concerning sale of new vehicles, and further consideration regarding CCTV, age and emissions requirements.
- 3.4. Changes proposed within the draft policy included, introduction of emissions and vehicle age criteria, revisions to the convictions policy, wheelchair accessible vehicle requirements, revisions to the penalty points system.
- 3.5. It was also resolved by the Licensing Committee on 9 September 2022 that the Byelaws would be updated with minor amendment, which were advertised and consulted on, there were no representations received. Most of the minor proposed changes to the Byelaws have now been incorporated into the Draft Policy and can be implemented as a licence condition rather than a Byelaw. In addition, proposed changes such as smoking in vehicles and exemptions to drivers with medical conditions are covered by other pieces of legislation. On this basis, it is no longer necessary for the Byelaws to be amended.
- 3.6. The Draft Policy was placed on public consultation between September and October 2022, and specifically brought to the attention of the taxi trade. Details of the consultation responses are provided in Appendix 3.
- 3.7. There were 122 responses to the consultation. Of the responses only three described themselves as Arun residents, the remainder being within the taxi trade as either an existing licence holder, in the process of applying for a licence or member of a trade, or from a statutory body.

- 3.8. 78 out of 122 (64%) respondents were not in support of mandatory CCTV requirements. Reasons given for this included, GDPR and privacy concerns, expense, that it was unnecessary, and should be a personal choice.
- 3.9. Whilst there are significant potential public safety and crime prevention benefits from introduction of CCTV, given the concerns raised it is not proposed to proceed with CCTV within the Policy. Instead further consultation and research will be carried out, with greater engagement with residents to ensure a more balanced view is obtained. A further report will be brought to the Licensing Committee with the findings, together with a draft CCTV policy, if it is proposed to proceed.
- 3.10. There were no significant objections raised to the proposed convictions policy or wheelchair accessible vehicle requirements.
- 3.11. Concerns were raised about the proposed vehicle emission and age criteria, including the cost of changing vehicles and the ten-year age limit. Having considered the consultation responses amendments have been made and it is now proposed that:

**From 1 April 2025 to 31 March 2030:**

- (i) A vehicle will only be accepted for licensing if the date of first registration is less than TEN years at the date the licence is issued (the vehicle must be licensed for use within one month from the date of the application).
- (ii) Subject to other requirements a licensed vehicle will continue to be re-licensed until it is FIFTEEN years old. The age of a vehicle for licensing purposes shall be determined by the date of first registration on the V5 document or date of manufacturer for imported vehicles.

**From 1<sup>st</sup> April 2030:**

- (i) A vehicle will only be accepted for licensing if the date of first registration is less than TEN years at the date the licence is issued (the vehicle must be licensed for use within one month from the date of the application) and it must be an Ultra Low Emission Vehicle.
- (ii) Subject to other requirements a licensed vehicle will continue to be re-licensed until it is FIFTEEN years old. The age of a vehicle for licensing purposes shall be determined by the date of first registration on the V5 document or date of manufacturer for imported vehicles.

A vehicle which is licensed can continue to be licensed if it is over 15 years of age from the date of 1<sup>st</sup> registration where it is of "high standard".

- 3.12. The revised draft Policy is presented at Appendix 1 and is recommended for adoption.

#### **4. CONSULTATION**

- 4.1. The Draft Policy was placed on public consultation between September and October 2022, and specifically brought to the attention of the taxi trade. Details of the consultation responses are provided in Appendix 3.

#### **5. OPTIONS / ALTERNATIVES CONSIDERED**

- 6.1 Not to adopt the updated policy and continue using the existing policy. The existing policy was approved in 2017 and had not been updated since. This increases the risk of decisions being challenged and the Council failing to meet its statutory obligations, including the requirement to maintain an up-to-date Taxi Licensing Policy.
- 6.2 To agree the new policy with further amendments. The Licensing Committee will need to confirm the changes they consider necessary. Changes that have not been consulted increase the risk of the Policy being challenged.

#### **6. COMMENTS BY THE INTERIM GROUP HEAD OF FINANCE/SECTION 151 OFFICER**

- 7.1 As the implementation date of the new policy is in the financial year 2024-25. Any minor adjustments required to the budget for any necessary equipment required will be included in the forthcoming budget process. Any additional cost is recovered through the fees that Council can charge for, therefore there is no financial impact to the council.

#### **7. RISK ASSESSMENT CONSIDERATIONS**

- 8.1 Not to agree the updated policy. This increases the risk of challenge to decisions made.

#### **8. COMMENTS OF THE GROUP HEAD OF LAW AND GOVERNANCE & MONITORING OFFICER**

- 1.1 Arun District Council has responsibility for licensing taxi and private hire vehicles, drivers, and operators within the Arun District. The Council's current Hackney Carriage and Private Hire Licensing Policy came into force in 2017 and has been subject to legislative updates.
- 1.2 On 21<sup>st</sup> July 2020, the Department for Transport ('DfT') published its "Statutory Taxi and Private Hire Vehicle Standards" which was the result of extensive consultation with the police, the Institute of Licensing and the licensed taxi trade and sets out the approach that Licensing Authorities must adopt when carrying out their functions.

- 1.3 Although there is no statutory requirement to have a taxi and private hire licensing policy, it is good practice to do so. A policy assists with consistent and transparent decision making; however, each case must be considered on its own merits with the decision maker being prepared to make exceptions to the policy in appropriate circumstances and minimise risks of legal challenge.
- 1.4 Hackney carriage and private hire vehicle legislation is primarily contained within the Town Police Clauses Act 1847, Transport Act 1985, and Local Government (Miscellaneous Provisions) Act 1976, which allow the Council to specify the requirements that vehicles and drivers must meet in order to be licensed. In formulating this Draft Policy, the Council has had regard to the provisions of the Human Rights Act 1998 and the Public Sector Equality Duty.
- 1.5 In light of the updates required and the published DfT standards it was felt necessary to consolidate existing guidance, policies, and procedures into an updated document, suitable for applicants, officers, members and the wider public. The Draft Policy is also aligned with Arun's future vision and commitments such as improving air quality and addressing climate change issues.

## **9. HUMAN RESOURCES IMPACT**

- 10.1 There are no human resource impacts from the proposals.

## **10. HEALTH & SAFETY IMPACT**

- 11.1 No direct health and safety impacts have been identified in relation to the proposals, however proposed changes including vehicle age criteria should help to maintain safety standards of Arun District Council licensed taxis.

## **11. PROPERTY & ESTATES IMPACT**

- 12.1 There are no specific property and estates impacts from these proposals.

## **12. EQUALITIES IMPACT ASSESSMENT (EIA) / SOCIAL VALUE**

- 13.1 An Equalities Impact Assessment has been carried out and is attached at Appendix 3.
- 13.2 There are positive changes to accessibility requirements to ensure compliance with new legislation. It is not proposed to proceed with CCTV requirements until a further, more balanced consultation has been carried out and considered.

### **13. CLIMATE CHANGE & ENVIRONMENTAL IMPACT/SOCIAL VALUE**

- 14.1 Vehicle emission standards are proposed in the new Taxi Policy and this has a positive impact on climate change and the environment.
- 14.2 Vehicle age limits are proposed in the new Taxi Policy, and this will have a positive impact on environmental impacts and social values as newer vehicles are generally more energy efficient, pollute less, are more streamlined, and offer modern technologies and comforts.
- 14.3 Both the above will support a reduction in vehicle related emissions within the district and help to minimise Arun's impact on climate change as well as improving the air quality within the area. No direct savings will be seen for the Council's scope 1, 2 and 3 emissions.

### **14. CRIME AND DISORDER REDUCTION IMPACT**

- 15.1 There are no adverse implications in terms of the prevention of crime and disorder.
- 15.2 There is an intention to conduct further consultation on the installation of CCTV into Taxi vehicles.
- 15.3 The policy and related legislation are primarily designed to ensure Public Safety.

### **15. HUMAN RIGHTS IMPACT**

- 16.1 No additional human rights impacts have been identified in connection with the proposals.

### **16. FREEDOM OF INFORMATION / DATA PROTECTION CONSIDERATIONS**

- 17.1 The council maintains a public register of licensed taxi drivers and operators.
- 17.2 Licensing Committee previously approved procedures in relation to Licensing Sub-Committee Hearings for taxi matters. There are specific arrangements for holding hearings in private and for minutes to be restricted, where required.
- 17.3 A Data Protection Impact Analysis has not been carried out in respect of the new Taxi Licensing Policy as the policy is only being updated and amended by recent legislation and standards are being introduced in respect of vehicle age and emissions standards.
- 17.4 A DPIA will be conducted in relation to CCTV requirements should this proceed via a separate Policy.
- 17.5 A DPIA was conducted for the previous Policy which is in operation from 2017 to 2023 and no adverse impacts were identified.



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**CONTACT OFFICER:**

**Name:** Neil Williamson

**Job Title:** Environmental Health Team Manager

**Contact Number:** 01903 737676

**BACKGROUND DOCUMENTS:**

- Appendix 1 – Draft Taxi Policy.
- Appendix 2 – Equalities Impact Assessment
- Appendix 3 – Policy Consultation Responses

[Current Taxi Licensing Policy 2017](#)

[Minutes of Licensing Committee 9 September 2022 - item 251 - Taxi Policy revision consultation](#)

[Full Council Minutes 10 May 2017 - minute 568 - Adoption of 2017 Policy](#)

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**Hackney Carriage and Private Hire  
Licensing Policy and Handbook  
2023**

DRAFT

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This policy supersedes all previous policies in relation to taxi and private hire Licensing.

Table of Amendments			
Amendment number	Page numbers	Details	Date
1	Whole policy	Full review and consultation – for adoption by Licensing Committee	15 December 2023
2			
3			
4			
5			

## 1.0 Introduction

1.1 The taxi and private hire Licensing regime exist for the purposes of public protection. It is recognised that a driver alone in a taxi or private hire vehicle with an individual, including those who are vulnerable is a position of great responsibility. This policy is intended to provide guidance on the Licensing requirements in the Arun District.

1.2 The principal relevant legislation is:

- The Town Police Clauses Act 1847
- Local Government (Miscellaneous Provisions) Act 1976

1.3 The Council will comply with obligations under relevant legislation including:

- Crime and Disorder Act 1998
- Environmental Protection Act 1990
- Equality Act 2010
- Health Act 2006
- Human Rights Act 1998
- Immigration Act 2016
- Road Traffic Acts
- The Police and Crime Act 2017
- The Taxis and Private Hire Vehicles (safeguarding and Road Safety) Act 2022
- Town Police Clauses Act 1889
- Transport Act 1985
- Transport Act 2000

1.4 There are five types of licence within the two regimes: hackney carriage driver, private hire driver, hackney carriage vehicle, private hire vehicle and private hire operator.

1.5 This document sets out the policy that the Council will apply when making decisions about new applications and licences currently in force. This policy applies to:

- Hackney Carriages: being a vehicle available to transport the public with no more than 8 passenger seats, which is licensed to ply for hire. This means that it may stand at ranks, be hailed in the street by members of the public or undertake pre-booked work.
- Private Hire vehicles: licensed to carry no more than 8 passengers but must be booked in advance by customers through a Private Hire Operator and cannot ply for hire in the street.
- Private Hire operators
- Hackney Carriage drivers and Private Hire drivers

1.6 Arun District Council (the Licensing authority) only issue dual driver licences. This means that a driver can drive a hackney carriage or private

hire vehicle. Throughout this policy the term 'taxi driver' will be applied in respect of both hackney carriage drivers and private hire drivers.

- 1.7 This document is not intended to be exhaustive or definitive in terms of the law, it is designed to provide transparency and consistency in approach. We recommend all licence holders familiarise themselves with the provisions of the relevant acts, local byelaws, and conditions.
- 1.8 Minor changes to the policy may be made by Officers in consultation with the Licensing Committee Chairman and the Group Head of Technical Services. Examples of minor changes would include amendments to correct any administrative errors, inconsequential changes to make clarifications and changes to include any relevant factors with interacting legislation.
- 1.9 The Council will use the policy to set a high standard of professional behaviour and to ensure that vital matters such as safeguarding issues are explored, and that signs and reporting mechanisms are made known to the trade. The policy is to ensure that relevant persons can be held accountable for their behaviour. The policy also seeks to ensure that disreputable persons do not have a place in the local licensed trade.
- 1.10 This policy will be reviewed at least every 5 years or sooner if legislative or guidance change make it appropriate to review it sooner.
- 1.11 Public consultation took place between 19 September 2022 and 31 October 2022 regarding this policy before it was approved. Views expressed in relation to the consultation have been considered as well as current legislation, guidance, and case law relevant to hackney carriage and private hire Licensing. The following were consulted: Arun Private Hire Vehicle (PHV) and Hackney Carriage (HC) drivers and licence holders, Arun Private Hire Operators, Hackney Carriage Offices, Statutory bodies and other related Organisations and Arun residents.
- 1.12 This policy sets out the requirements and standards that must be met. In exercising its discretion in carrying out its regulatory functions, the Council will have regard to this policy document. However, each application or decision to take enforcement action will be determined on its own merits considering the full relevant information and supporting evidence available.



## 2.0 Definitions

2.1 The Local Government (Miscellaneous Provisions) Act 1976, as amended, (“the 1976 Act”) and the Town Police Clauses Act 1847 provide the regulatory framework the Council as the Local authority (the “Authority”) to carry out its Licensing functions in respect of Hackney Carriage and Private Hire Licensing.

2.2 **Hackney Carriage.** A vehicle licensed by the authority to ply for hire. It must have no more than 8 passenger seats. It may stand at ranks, be hailed on the street by the public or undertake pre-booked work.

2.3 **Limousine.** Limousine means a luxury vehicle of high quality generally driven by a chauffeur and with a partition between the driver and passenger compartment.

2.4 **Private Hire Vehicle.** A vehicle licensed by the authority to undertake pre-booked work. It must have no more than 8 passenger seats. Bookings must be made in advance via a private hire operator licensed by the same authority. It cannot ply for hire.

2.5 **Private Hire Operator.** A private hire operator licence is required to permit the taking of private hire bookings and the despatch of private hire vehicles. Licences relate to the address of a booking office. A licence can be issued to an individual or a company.

2.6 **Drivers.** An individual that is licensed to drive a Hackney Carriage or Private Hire Vehicle.

### 3.0 General principles

3.1 The principal purpose of Hackney Carriage and Private Hire Licensing is to protect the public. The aim of this policy is to provide a fair, open, and transparent framework to ensure that hackney carriage and private hire services in the Arun District continuously demonstrate that they meet or exceed the standards set by the Council.

3.2 In exercising the principle of protecting the public, the Council will undertake its function with a view to promoting:

- public confidence in the trade through the setting of high standards and encouraging a professional approach.
- the safeguarding of children, young and vulnerable persons
- the prevention of crime and disorder
- the safety and health of drivers and the public
- encouraging environmental sustainability

3.3 These aims and objectives will be considered when making decisions. It is recognised that Licensing is just one means of achieving these aims and the Council will work with partners to deliver positive outcomes for the local community.

3.4 We expect all licence holders and applicants to act appropriately in their dealings with us. Where licence holders and applicants do not uphold the expectations placed upon a professional licensed service, consideration will be given to suspending or revoking their licence or refusing their application. Such examples of unsuitable behaviour can include, but are not limited to, licence holders who are rude and confrontational to staff, not complying in a timely manner with reasonable requests of the Council, avoiding their responsibilities, or any example of other, similar unprofessional conduct towards the Council or others.

### 4.0 Decision Making

4.1 Except where indicated in the policy, Officers will normally make decisions under delegated authority whether to grant, refuse, suspend or revoke a licence, or grant any form of exemption.

4.2 In cases where revocation of a licence is considered, there will be a clear separation between the investigation of Licensing concerns and the management of the Licensing decision making process. In addition, the Council has arrangements for dealing with serious matters that may require the immediate revocation of a licence by delegation of these powers to the Principal Licensing Officer or a manager with responsibility for the Licensing service.

4.3 We aim to inform applicants and licence holders of decisions within 10 working days from the date we deem an application to be complete. If an applicant or licence holder has convictions, cautions, or other relevant information the process may delay a decision. If a decision is made to refer a matter to a Licensing Sub-committee the process will take longer. The decision to refer a matter to a Licensing Sub-committee is at Officers' discretion after discussion

with the Principal Licensing Officer or a manager with responsibility for the Licensing service, unless otherwise required to be sent to sub-committee under the constitution or legislation.

## 5.0 Appeals

5.1 Where a decision made by the Licensing Authority is appealed, the Council will normally defend the decision and in doing so will seek its costs in full of the appellant.

## 6.0 Fees

6.1 Fees will be reviewed annually and approved by the Licensing Committee. They are set with a view to recovering costs. Licences will not be issued until fees have been paid in full. There will be no refunds for any part of the fees if a licence is surrendered, suspended, or revoked.

## 7.0 Fares

7.1 Fares will be set by Licensing Committee on an annual basis or more frequently should there be appropriate circumstances such as significant change to fuel prices.

## 8.0 Licensing arrangements

8.1 Every driver of a Hackney Carriage or a Private Hire vehicle licensed by Arun District Council must hold a driver's licence issued by Arun District Council. The same principle applies to Private Hire Operators who must operate Arun licensed vehicles and drivers.

8.2 This is to ensure that there is transparency in arrangements, and the Council can uphold the high standards which it expects of the trade.

8.3 Persons who are or were licensed by multiple authorities are expected to inform Arun District Council what relevant licences they hold or have held, and which authority issued them. There is also a requirement to disclose any refusal or revocation of authorities to issue a licence. There is also a requirement to inform the Council of any change to Licensing status. Applicants and licence holders should expect Officers to make enquiries and exchange information in relation to this and the general conduct of applicants and licence holders. Any changes in respect of licence status with other authorities must also be disclosed to Arun District Council. Any failure may result in action being taken against the applicant.

## 9.0 Taxi ranks

9.1 The Licensing authority may appoint taxi ranks for the whole or part of any day in any highway in the district and on any land with the permission of the landowner and may vary the number of hackney carriages permitted at each stand.

9.2 No taxi rank shall be appointed so as:

- a) To be unreasonable to allow access to any premises.
- b) To impede the use of any points authorised to be used in connection with a road service licence as points for picking up or setting down passengers, or in such position to interfere unreasonably with access to any station or depot of any road transport operator.
- c) On any highway except with the consent of the highway authority.  
It is an offence for any person to cause or permit any vehicle other than a hackney carriage to wait on any stand for hackney carriages. Drivers of hackney carriages may only wait on a stand whilst plying for hire or waiting for a fare; drivers who park on a stand and leave their vehicle unattended are committing an offence.

9.3 Ranks have been designated by Arun District Council at the following locations:

**Bognor Regis**

London Road  
High Street  
West Street  
Waterloo Square/Esplanade (7p.m to 7a.m)

**Barnham**

Barnham Road (outside Railway station)

**Littlehampton**

2 x East Street  
Surrey Street

**Rustington**

Churchill Parade

9.4 Provision of stands will be reviewed again when there are significant changes to town centre development, or as any other pressing need is identified.

9.5 **Railway Stations**

Ranks have not been designated at any of the railway stations in the Arun district.

9.6 However, the landowner has provided waiting and pick-up/drop-off areas at the stations. These areas are under the control of Network Rail and permission from them must be sought before hackney carriages can play for hire on the land.

9.7 Stations where waiting and pick-up/drop-off areas are available are:

Bognor Regis  
Barnham  
Arundel  
Angmering  
Littlehampton

## 10.0 [Lost property](#)

10.1 It is a condition that lost property left in vehicles is handed to the Council. Items of lost property will be handed into the Licensing team by appointment.

10.2 Appointments and enquiries regarding lost property should be made to [Licensing@arun.gov.uk](mailto:Licensing@arun.gov.uk) . Contact must be made with the Licensing team by the end of the next working day after the property was found.

10.3 Perishable goods will not be taken, these should be disposed of in an appropriate manner.

10.4 A record of lost property handed in will be maintained for a period of 12 months from the date of handing in.

10.5 Where an owner can be identified (and verified by the production of identification) for items, contact will be made with the owner by reasonable means requesting a response by a specified date one month from the date of notification. If posting of items is required, this will be paid by the owner of the property prior to posting. If no response is received, then the items will become the property of the Council. If it is not possible or appropriate to post specific items, it will be the responsibility of the identified property owner to collect them.

10.6 The Council will not take responsibility for the condition of the item once it has been posted or collected by the owner.

10.7 Where an item can be identified but the owner cannot, for example a bank card, this will be returned to the relevant business or authority.

10.8 Where items are not claimed after a 3-month period the Council can dispose of the item or give it to a charity as they consider appropriate.

10.9 Items considered to be of a value of greater than £50 and unclaimed will be notified to the Environmental Health Team Manager/Principal Licensing Officer or Group Head of Technical Services to ensure that there is agreement as to the method of disposal for unclaimed items. This will be recorded on the lost property log.

10.10 **The above conditions in relation to lost property disapply condition 14 in the Byelaws made where lost property must be handed to the Council.**

## 11 [Complaints](#)

11.1 The public can submit service requests / complaints / concerns about licensed drivers, vehicles, and operators. This is accessible via the submission of a report via the Council's website. In deciding the most appropriate action to take in relation to a complaint, the credibility of both the complainant and the licence holder will be considered.

11.2 Complainants must provide their name and address, but these may remain anonymous to the licence holder when Officers are dealing with the complaint. The only exception to this will be when a complaint is placed before a Licensing

Sub-Committee or to the Courts. If a complainant refuses to provide their name and address the Officers will assess the complaint and act as they see fit and appropriate.

11.3 Any complaints about the service provided by the Council should be made by following the corporate complaints procedure as detailed on the Council's website.

## 12.0 [Driver requirements](#)

### 12.1 [Suitability](#)

12.1.1 To ensure that licences are not issued to unsuitable persons and to safeguard the public, the following will be considered when assessing suitability of applicants:

- 12.1.2
- a) That the applicant has held for at least 12 months a UK full driving licence for manually operated or automatic motor cars.
  - b) That there are no endorsed driving licence penalty points.
  - c) Be physically and mentally fit.
  - d) Applicant criminality.
  - e) General conduct of the applicant, including online/social media behaviour and the conduct of the applicant during the process (e.g., making false declarations).
  - f) Be deemed by the Licensing authority a fit and proper person.
  - g) That the applicant has passed a driving standard test applicable to taxi drivers.
  - h) That the applicant has passed a knowledge test set by the Council.
  - i) They have completed an approved safeguarding course.
  - j) Undertaken any other training that the Council determines relevant.
  - k) Be permitted to work in the UK.
  - l) Have registered for tax purposes with HMRC.
  - m) Previous Licensing history including history of Licensing with other authorities and history of other types of licence held (including operator or proprietor).

### 12.2 [Applications](#)

12.2.1 Applications are valid for 12 months only. If the application hasn't been completed or documentation hasn't been received within the 12 months the application will be cancelled. Every application for a dual driver licence must be accompanied by satisfactory evidence of the following (applications that are incomplete will not be deemed to have been made until such time as all the information required has been provided). -

- That the applicant has the right to live and work in the UK.
- That they have registered for tax purposes with HMRC. (This does not apply to first time applicants if not licensed within the previous 12 months).
- An enhanced Disclosure and Barring Service (DBS) check and evidence that they are not on a child and/or vulnerable adult barring list. The certificate must not be more than 28 days old from the date of issue.

- A certificate of their current medical fitness [to Group 2 standard]. This must be carried out by their own GP or medical practice that has full access to the individuals' medical records. The certificate must not be more than 28 days old from the date of issue.
- That the applicant is authorised to drive a vehicle of the same classification as that which the licence will allow them to drive.
- That the applicant has a minimum of 12 months post-qualification UK driving experience and there shall be no points on the licence within the 12 months prior to the date of application. If points are awarded to their DVLA licence at any time before the licence is granted the application will be cancelled.
- That the applicant has adequate literacy and numeracy skills to provide the service for which they wish to be licensed.
- That the applicant has sufficient ability to speak English and to understand spoken English to provide the service for which they wish to be licensed.
- That the applicant has completed and passed the knowledge test set by the Licensing authority.
- For persons who seek to be authorised to drive a wheelchair accessible vehicle (WAV): that the applicant can safely load and unload wheelchair users and secure wheelchair users in a WAV whilst in their chair. Officers may require applicants to take a test to ensure the applicant is capable of this.

12.2.2 If an applicant has spent a minimum of three continuous months or more overseas since becoming the age of 10 (the age of criminal responsibility), the Licensing authority will expect to see evidence of a criminal record check or certificate of good conduct from the country/countries covering the relevant period before a licence application can be made. If a certificate of good conduct is not provided in written English, the applicant will pay the cost of a certified translated copy.

12.2.3 The statutory and practical criteria and qualifications for a private hire driver are identical to those for a hackney carriage driver. Arun District Council only issue dual licences.

12.2.4 The Council will generally look to licence drivers for 3-year periods except for first-time applicants who may be invited to apply for a one-year licence. An option to be licensed for a one-year period remains if there are circumstances that make this the best option for the applicant.

12.2.5 In cases where a licence holder is working under the authority of a Visa, a licence will only be granted until the date of Visa expiry.

### 12.3 [Right to work](#)

12.3.1 The Immigration Act 2016 places duties upon local authorities to prevent illegal working in the taxi and private hire sector. If the requirements of the

Act are not satisfied, the authority will not issue a licence. For more information. [www.arun.gov.uk/Apply/A Licence/Licensing/Taxi and Private Hire Licensing/taxi driver licences/right to work](http://www.arun.gov.uk/Apply/A Licence/Licensing/Taxi and Private Hire Licensing/taxi driver licences/right to work).

## 12.4 HMRC Checks

12.4.1 Applicants are required to carry out a tax check if they are:

- renewing a licence.
- applying for the same type of licence you previously held, that ceased being valid less than a year ago.
- applying for the same type of licence you already hold with another Licensing authority.

You cannot ask a tax agent or adviser to do this on your behalf.

12.4.2

The tax check will ask questions about how you pay any tax that may be due on income you earn from your licensed trade.

12.4.3

12.4.4 After you have completed the tax check you will be given a 9-character tax check code.

12.4.5 You will need to give the code on your application to the Licensing authority, so they can confirm you have conducted a tax check.

12.4.6 You will not be granted a licence if you do not give a tax check code to your Licensing authority.

## 12.5 Fitness and Health

12.5.1 Taxi drivers have an elevated risk of certain medical conditions as they spend considerably longer behind the wheel than normal domestic drivers. Licence applicants must provide a Group 2 medical examination certificate on first application and at 5 yearly intervals from the age of 45 until they reach the age of 65.

12.5.2 Licence holders over the age of 65 are required to undertake annual Group 2 medical examinations.

12.5.3 Medicals must be carried out by their own GP or medical practice that has full access to the individuals' medical records. A form for completion by the applicants' doctor is provided. More information can be found at [www.arun.gov.uk/Apply/A Licence/Licensing/Taxi and Private Hire Licensing/taxi driver licences/medical](http://www.arun.gov.uk/Apply/A Licence/Licensing/Taxi and Private Hire Licensing/taxi driver licences/medical).

12.5.4 The test applied is the DVLA Group 2 medical standard for HGV and PSV drivers.

12.5.5 It is a legal requirement that drivers must not refuse to carry assistance dogs. They are also required to carry and aid wheelchair users. If an applicant has a medical reason requiring them to be exempt from these requirements, medical evidence must be provided to the Council for consideration. This may require referral to a medical advisor appointed by the Council. A licence holder is not



considered exempt from requirements unless they have been issued with an exemption notice which must always be displayed in a prominent position in the vehicle.

- 12.5.6 Examination fees are the responsibility of the applicant/licence holder.
- 12.5.7 Licence holders must advise the Council promptly of any deterioration in their health that may affect their driving capabilities. They may be referred for an independent assessment if Officers consider it appropriate. An Officer will decide if a matter may affect driving capabilities, therefore drivers should contact an Officer for a confidential discussion if they have a condition and are unsure if they are required to declare it. Action will be taken for non-compliance with this requirement.
- 12.5.8 If at any time a driver fails to meet the current medical standards, the licence may be suspended/revoked in line with the advice given in the medical standards of fitness report or by the Council's medical advisor.
- 12.6 [Disclosure and Barring Service \(DBS\)](#)
- 12.6.1 Criminal records checks are required on a minimum of a six-monthly basis.
- 12.6.2 The Rehabilitation of Offenders Act 1974 (Exemptions) Order 1975 specifies both Hackney Carriage and Private Hire drivers as being exempt. This means that all applicants will be asked to disclose any caution or conviction even if it is spent for other purposes. Any such information will be revealed on the DBS certificate.
- 12.6.3 The Council will only accept certificates that are applied for by the Council's appointed agent or via the Council's Licensing service. If a DBS has been issued to another local authority for the same purposes within the last four weeks, this will be accepted. The certificate must be enhanced level and in relation to child and adult workforce employment and specified as such on the certificate. Applicants must pay the cost of the certificate.
- 12.6.4 All applicants must declare all cautions, convictions and fixed penalty notices received before Licensing and during the licensed period.
- 12.6.5 A licence will not be granted if an enhanced DBS certificate has not been provided to the Council.
- 12.6.6 It is required that the Council undertake checks of licence holders DBS status at a frequency of not less than every 6 months. This can be achieved via subscription to the update service. If changes are indicated, then a new full enhanced check will be required.
- 12.6.7 If a driver has spent 3 continuous months or more outside of the UK during a licence period, they are required to provide evidence of a criminal record check/certificate of good conduct from the countries that they have resided in during the period they were overseas.

## 12.7 Age and experience

12.7.1 A licence to drive a hackney carriage or private hire vehicle will not be granted to a person who is under 18 years of age.

12.7.2 A licence will not be granted to anyone 18 years of age or over, who has not held a full UK driving licence for a period of 12 months or more. The applicant must not have any points issued on the DVLA driver licence within the 12 months prior to application.

## 12.8 Knowledge tests

12.8.1 Taxi and Private Hire drivers need a good working knowledge of the area for which they are licensed. New applicants are required to pass a test of local and industry related knowledge set by the Authority as a condition of first grant of a licence. The applicant will need to show their knowledge of the local geography, local businesses, awareness of public safety, customer service, highway code, legislation, safeguarding and equality and disability. More information can be found at <https://www.arun.gov.uk/taxis-taxi-drivers>

12.8.2 The first knowledge test is free. If the applicant fails the first knowledge test, they must book and take a subsequent test within one month of the failure. The test fee must be paid at the time of booking. Applicants may take additional tests at their own expense and as many times as they wish during the 12-month application period. A maximum of one test per month should be taken.

12.8.3 The authority may require drivers to pass further tests or attend training, or both in relation to a specific subject area as a condition of renewal if it believes it is in the interests of public safety. For example, a condition of renewal may be that a driver is required to undertake a training module related to increasing awareness of Child Sex Exploitation or identifying signs of modern slavery.

12.8.4 Applicants cancelling a test with less than 3 working days' notice will not be refunded the fee, which is payable at time of booking.

## 12.9 Driving standards and qualifications

12.9.1 Each applicant for the grant of a first licence must undertake and pass a driving assessment to demonstrate that they are competent, safe and have sufficient experience and knowledge of driving on UK roads and that their driving is of a nationally acceptable level. The driving assessment must be undertaken with the authorised driving instructor or organisation. More information can be found at <https://www.arun.gov.uk/taxis-taxi-drivers>.

12.9.2 Existing drivers whose licence is reviewed following motoring convictions, or other evidence of poor driving standards, may be required by Officers or the Licensing subcommittee to pass the driving assessment again prior to being permitted to continue driving.

12.9.3 Vocational qualifications for the taxi and private hire trades, which cover customer care, including how best to meet the needs of people with disabilities and vulnerable persons, are considered desirable.

- 12.9.4 Drivers of Wheelchair Accessible Vehicles may be required to undertake an additional assessment if requested by an Officer.
- 12.10 **Behaviour**
- 12.10.1 Any offences or behaviour not expressly covered by this Policy may still be considered in appropriate circumstances. The decision whether to consider any information will be with the overarching regard to ensure public protection.
- 12.10.2 Existing holders of driver's licences are required to notify the Council in writing within 48 hours of receiving a driving licence endorsement, fixed penalty notice, warning, reprimand, police caution, criminal conviction, or other criminal proceedings (including their acquittal as part of a criminal case). In addition, licence holders must inform the Council within 48 hours of their arrest for any matter (whether subsequently charged or not), using an online form where this is provided. Failure to do so, will raise serious questions for the Council as to the honesty and integrity of the licence holder and will be considered as part of any subsequent renewal applications.
- 12.10.3 Conviction's guidelines are appended to this policy. The guidelines will be applied when considering applications and licences.
- 12.10.4 It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material particular in giving information required in the application for a licence (s57 Local Government (Miscellaneous Provisions) Act 1976). Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused.
- 12.10.5 A high standard of conduct is expected from licensed drivers who should be prompt, polite and helpful in their dealings with the public. Instances of improper conduct will be viewed very seriously, and a record will be maintained of complaints relating to individual drivers. Consideration may be given to enforcement action or other sanctions in view of a driver's record.
- 12.10.6 Drivers need to take extra care when transporting children and vulnerable adults. Care must be taken not to appear to be over familiar in conversation or any other form of communication.
- 12.10.7 Drivers must not misuse passenger contact details e.g., unsolicited text messaging or other forms of communication.
- 12.10.8 Drivers should ensure that they always look smart and clean. Drivers must not dress in a manner likely to cause embarrassment or offence to passengers. Clothing must cover the shoulders and torso and above the knee. Appropriate footwear which allows for safe driving must be worn.
- 12.11 **Concerns raised by other authorities about Arun licensed drivers.**
- 12.11.1 If the Council receives information from another Licensing authority relating to safeguarding and road safety matters concerning a driver it licences, it will

consider the information within 20 working days. The reporting authority will be advised of the outcome together with reasons.

12.11.2 The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 defines what would constitute safeguarding and road safety concerns that would include information indicating that the person:

- committed a sexual offence (regardless of whether the person was charged with, prosecuted for, or convicted of the offence).
- harassed another person.
- caused physical or psychological harm to another person (regardless of whether the person was charged with, prosecuted for, or convicted of the offence).
- committed an offence that involves a risk of causing physical or psychological harm to another person.
- committed an offence under section 165, 168 or 170 of the [Equality Act 2010](#) (regardless of whether the person was charged with, prosecuted for, or convicted of the offence).
- did anything that constitutes unlawful discrimination or victimisation against another person for the purposes of the Equality Act 2010.
- threatened, abused, or insulted another person.
- poses a risk to road safety while driving.
- may be unsuitable to hold a taxi or PHV driver's licence for other reasons related to the safeguarding of passengers or road safety.

12.11.3 Furthermore, attempting to or conspiring to commit the above offences also constitutes a valid safeguarding or road safety concern.

12.11.4 If the Council has information relating to the conduct of drivers licensed by other authorities, and Officers consider that information may have led them to consider further action, the information will be shared with the relevant authority within 10 working days so that they may determine what action they need to take, if any. The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 compels the sharing of such information.

12.11.5 Before a determination is made to grant or renew any application, the Council will search the national refusals, suspensions and revocations database for any entry relating to the applicant. If the search reveals any relevant information this will be considered as part of the determination process.

## 12.12 [Fit and proper](#)

12.12.1 All applicants must satisfy the Council that they are fit and proper to hold a licence. The requirement also remains during the period of Licensing.

12.12.2 Applicants are expected to act with honesty and integrity during and after the application process. They are expected to act professionally. All relevant information should be disclosed in a timely and accurate manner. Those applicants found not to disclose relevant information or to be considered to

mislead the Council will have applications refused or revoked. It is of utmost importance that high standards are held within the industry.

12.12.3 There is no judicially approved test of fitness and propriety, however those making determinations can ask the following question of themselves to establish if a person meets the test:

“Would you (as a person charged with making a determination, without prejudice and based on the information before you) allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?”

12.12.4 If the answer to this question (or a similar test) is an unqualified ‘Yes,’ then the test is satisfied. If there are any doubts in the minds of those who make the decision, then further consideration should be given as to whether this person is a fit and proper person to hold a hackney carriage driver’s licence.

12.12.5 Licensing authorities must make difficult decisions as to whether a licence should be granted (or retained) but the safeguarding of the public is paramount. All decisions on the suitability of an applicant or licensee should be made on the balance of probabilities. This means that **an applicant or licensee will not be ‘given the benefit of the doubt’**. If the committee or delegated Officer have any doubt as to whether the applicant or licensee is ‘fit and proper’, they should not hold a licence.

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

- Criminality.
- Period of holding a driver’s licence.  
Number of endorsed driving licence penalty points.
- Right to work.
- Medical fitness.
- Standard of driving/driving ability.
- General conduct and standards of behaviour including online behaviour.
- Conduct of the individual, including but not limited to complaints and other information received during the application process or course of the licence. This includes honesty and integrity of the individual during the application period and/or period of Licensing.
- The previous Licensing history of existing/former licence holders (including honesty and integrity).
- Whether the applicant has had a licence suspended, refused, or revoked by another Licensing authority.
- Theoretical knowledge of issues and matters related to the work of a licensed driver.

12.12.7 In addition, the Council will also consider further information sources such as the Police (including abduction notices), Children and Adult Safeguarding Boards,

other Licensing authorities and statutory agencies, and other information/complaints received.

12.12.8 If a driver, acting in their capacity as the holder of a different licence (for example vehicle proprietor's licence or private hire operator's licence) fails to comply with the byelaws or conditions attached to that licence, or has that licence revoked for reasons of being unsuitable to hold that licence, the Council will consider this to reflect on their character as a licensed driver and that individual should expect to have their licence to drive a vehicle suspended or revoked.

#### 12.13 [Smoking in vehicles](#)

12.13.1 No smoking of any type of tobacco product, e-cigarettes, vapes or any other type of substitute cigarette is permitted in any Arun licensed vehicles at any time. This being for the safety and comfort of passengers as well as compliance with relevant laws and to promote a professional image of the trade.

12.13.2 The Health Act 2006 prohibits the smoking of tobacco or any other substance by anyone in a licensed hackney carriage or private hire vehicle. This is always applicable when the vehicle is licensed, not just when it is occupied by customers.

12.13.3 Every licensed hackney carriage and private hire vehicle is required to display appropriate smoke free signage. Further information is provided in the appendices of this document.

#### 12.14 [Duty to provide assistance.](#)

12.14.1 Under the Equality Act 2010, licensed drivers of taxis and private hire vehicles are under a duty to carry passengers with guide, hearing, and other assistance dogs without additional charge. When carrying such passengers, drivers have a duty to:

- Convey the dog and allow it to remain under the physical control of the owner; and
- Not to make any additional charge for doing so

12.14.2 It is best practice to ask the passenger where they would like to sit in the vehicle.

12.14.3 Under the Equality Act 2010, it is an offence for any operator or driver to refuse to carry assistance dogs or to charge more for the fare or booking. On conviction for such an offence, drivers can be fined up to £1,000 and have their suitability to hold a licence considered.

12.14.4 There will be a zero-tolerance policy where access has been refused to a disabled person. All reports will be investigated with a view to pursuing enforcement action.

12.14.5 The Council may undertake test purchasing with assistance dog owners to ensure Licensing requirements are being complied with.

- 12.14.6 Drivers who have a certifiable medical condition which is aggravated by exposure to dogs may apply to the Council for exemption from the duty to carry guide, hearing, or other assistance dogs on medical grounds. If no exemption has been applied for, then drivers must carry assistance dogs.
- 12.14.7 The Licensing Authority will make it a condition of the licence that the notice of exemption must be exhibited in the vehicle by fixing it in a clearly visible position, for example on the windscreen or in a prominent position on the dashboard.
- 12.14.8 An exemption certificate will only be issued when a medical condition is confirmed by the driver's GP and is accompanied by medical evidence, for example a blood test, a skin prick test or clinical history.
- 12.14.9 The same applies about passengers with other disabilities. Drivers are obliged to offer help to all disabled persons, the nature of the disability is irrelevant, the driver must act on needs of the passenger after asking them what assistance they require. Examples of reasonable assistance could include, but is not limited to, opening the passenger door, folding manual wheelchairs, and placing them in the luggage compartment, installing boarding ramps, securing of a mobility aid within the passenger compartment.
- 12.14.10 Depending on the weight of the wheelchair or mobility aid and the capability of the driver, reasonable mobility assistance could also include, but is not limited to pushing a manual wheelchair, or light electric wheelchair up a ramp. Or stowing a light electric wheelchair in the luggage compartment.
- 12.14. Drivers should however only assist if the user gives permission for them to do so. We expect drivers to communicate with passengers when providing assistance as this is key to assisting with what they need.
- 12.15 [Renewals](#)
- 12.15.1 Applicants for renewals must continue to meet the same criteria as those applying for the grant of a new licence.
- 12.16 [Conditions and Byelaws](#)
- 12.16.1 Every driver and proprietor are expected to be familiar with their licence conditions and relevant byelaws. Those who do not comply with the relevant conditions and byelaws can expect enforcement action to be taken against them.
- 12.16.2 The Council may attach conditions to a driver's licence as it consider reasonably necessary. The Council's standard conditions can be found at **Appendix 1**.

12.16.3 The Council has made byelaws that are applicable to hackney carriage drivers and proprietors. These are reviewed and amended periodically. The byelaws can be found at **Appendix 20**.

## 13.0 Vehicles

### 13.1 Applications

13.1.1 Applications are made via the Council's website and will not be deemed complete until they are accompanied by the following:

- a fully completed online application form.
- payment of the relevant fee by credit or debit card.
- a valid certificate of motor insurance or a cover note for the proposed vehicle covering hire and reward. The policy must be valid for the date the licence will be issued.
- a copy of the garage test certificate showing the vehicle has been inspected by a Council approved centre and passed the vehicle test.
- the V5/V5C DVLA registration document for the proposed vehicle. At least one of the proprietors must be the registered keeper of the vehicle. If the vehicle has been recently purchased and the new V5 has not yet been issued, the tear off V5C slip is acceptable.
- a valid MOT certificate (if a Hackney Carriage is more than 12 months old from first date of registration or a Private Hire Vehicle is more than 3 years old from first date of registration).

13.1.2 Local authorities have a wide range of discretion over the types of vehicles that they can licence as taxis or private hire vehicles (PHVs). Where certain requirements are specified, or made the subject of conditions, this is based on protecting public safety, satisfying environmental requirements or best practice, or ensuring a taxi and private hire fleet reflects the district's needs.

### 13.2 Vehicle specifications

#### 13.2.1 Vehicle age and emissions standards

13.2.2 Part IV Environment Act 1995 requires local authorities to review and assess air quality on a regular basis. Arun District Council is committed to ensuring that air quality levels within the district remain good and that it will do all it can to prevent the need to declare an Air Quality Management Area (AQMA).

13.2.3 The Council is also committed to improving the standards of its vehicle fleet by setting minimum emissions standards for vehicles licensed in the district. It is recognised that high mileage and wear and tear on vehicles used for such professional purposes will have an impact on their serviceability over time.

13.2.4 In the interests of public and passenger safety and comfort the Council sets standards by applying emissions and vehicle age standards for its licensed vehicles. It is viewed as justifiable to ensure sustained improvement of the vehicle fleet and the impact on the health and environment in the district.



### 13.3 Age policy

#### 13.3.1 From 1 April 2025 to 31 March 2030:

- (i) A vehicle will only be accepted for licensing if the date of first registration is less than TEN years at the date the licence is issued (the vehicle must be licensed for use within one month from the date of the application).
- (ii) Subject to other requirements a licensed vehicle will continue to be re-licensed until it is FIFTEEN years old. The age of a vehicle for licensing purposes shall be determined by the date of first registration on the V5 document or date of manufacturer for imported vehicles.

#### From 1<sup>st</sup> April 2030:

- (i) A vehicle will only be accepted for licensing if the date of first registration is less than TEN years at the date the licence is issued (the vehicle must be licensed for use within one month from the date of the application) and it must be an Ultra Low Emission Vehicle. (see 13.5)
- (ii) Subject to other requirements a licensed vehicle will continue to be re-licensed until it is FIFTEEN years old. The age of a vehicle for licensing purposes shall be determined by the date of first registration on the V5 document or date of manufacturer for imported vehicles.

A vehicle which is licensed can continue to be licensed if it is over 15 years of age from the date of 1<sup>st</sup> registration where it is of “high standard”.

A vehicle considered to be of “high standard” for Licensing over 15 years of age must meet the criteria defined below.

### 13.4 Vehicles of High Standard

#### 13.4.1 A vehicle may be considered of 'high standard' if all the following apply: (See also **Appendix 21** for fair wear and tear guide)

- i) the vehicle must not have failed the Council’s vehicle compliance inspection in the previous 3 tests or the MOT during the previous 3 tests. There shall be no advisories on either the MOT or the compliance test in the previous 3 tests for the same item(s).
- ii) the vehicle shall pass the Council’s vehicle compliance inspection at first presentation. Minor advisories will be accepted but must be repaired on the date of the inspection. Minor advisories/failures will be for example windscreen wipers blades not cleaning properly; bulb that has failed.
- iii) Any advisory item(s) relating to the underside of the vehicle shall be considered a failure.

- iv) the bodywork is of a high standard condition and there are no other factors which detract from the overall appearance of the vehicle. The body work should be viewed from a distance of not more than 2 metres.
- v) the general paint condition, livery and signage are not showing signs of fading, discolouration, scratches, blemishes, or other mismatching faults that detract from the overall appearance of the vehicle.
- vi) the interior of the vehicle will be of a high standard with only slight soiling through normal use, clean and free from damage, damp, bad odours, and discolouration, this includes the boot space.
- vii) the vehicle is in a high standard of mechanical condition, safe and roadworthy with no signs of excessive corrosion to mechanical parts, chassis, underside, or body work.
- viii) a service record of not less than 10 years must accompany the vehicle to evidence that it has been properly maintained in accordance with the manufacturer's specification.

#### 13.4.2

It is an Officer's professional opinion based on the above as to whether a vehicle can be considered a high standard. If the Officer decides the vehicle may be licensed it will only be licensed for one year and will then be determined on renewal.

#### 13.5 [Emissions policy](#)

13.5.1 From 1 April 2030 the Council will only issue a first licence for vehicles which are Ultra Low Emission Vehicles (ULEV) as defined by the Vehicle Certification Agency [Zero & Ultra Low Emission Vehicles \(ULEV\) | Vehicle Certification Agency \(vehicle-certification-agency.gov.uk\)](https://www.vehicle-certification-agency.gov.uk)

#### 13.6 [Wheelchair Accessible Vehicles \(WAV's\)](#)

13.6.1 Conditions relating to WAV's are appended to this policy at **Appendix 9**.

13.6.2 Passengers may not be charged an additional fee for using a WAV.

13.6.3 WAV's may be side or rear loading.

13.6.4 A WAV is defined as a vehicle which can accommodate at least one wheelchair (reference wheelchair) of the following dimensions as a minimum standard.

- 700mm wide
- 1200mm in length
- 1350mm in height

13.6.5 It is recognised that some chairs and mobility aids may be unable to access some WAVs. The Equality Act 2010 recognises this possibility.

13.6.6 Upon receiving a vehicle application, if a vehicle meets the criteria, it will be defined as a WAV. The details of the vehicle will be added to a list of WAVs which will be published via the Council's website. Details that will be published are:

- Make and model of vehicle.
- Licence number.

- Whether vehicle is taxi or PHV.
- Name of vehicles operator and contact details.
- Information about size and weight that can be accommodated if outside of minimum standards.
- Information on numbers of wheelchairs that can be accommodated in the vehicle.

13.6.7 In accordance with Equality Act, a hard copy of the WAV list can be made available upon request.

### 13.6.8 Appeals

13.6.8.1 Section 172 of the Equality Act 2010 enables an appeal against the decision of the Council to include a vehicle on the designated list. The appeal should be made to the magistrate's court and must be made within 28 days of the vehicle in question being included on the list.

### 13.6.9 Driver Exemptions

13.6.9.1 Some drivers may have a physical condition or medical grounds which make it impossible or unreasonably difficult for them to provide the sort of physical assistance which the mobility assistance duties on the Equality Act 2010 require. Exemptions may be issued for a length of time considered as appropriate by the Licensing authority.

13.6.9.2 An application form for exemption is available on the Council's application portal. An Officer will need to consider additional information and reports as relevant to decide regarding an application. The driver may be required to undertake an independent test at their own expense with specially trained professionals. In the case of allergies, a medical report needs to be provided.

13.6.9.3 When an exemption is granted, a certificate and notice will be provided. The notice must always be displayed in a prominent position in the vehicle where it can be clearly seen. If the application is declined, reasons will be provided. There is a right of appeal to magistrate's court within 28 days of the decision.

13.6.9.4 If a booking is taken, operators should ask if there are any accessibility requirements in relation to the booking and send an appropriate vehicle or advise the requestor that one is not available. Booking websites should also be updated to accommodate this information.

### 13.7 Vehicle requirements

13.7.1 All applications will be based upon the requirements of this policy. Upon application and renewal, applicants for vehicle licences will be expected to show:

- the vehicle meets the Council age and emissions policy.
- the vehicle complies with the Council's livery and signage policy.
- the vehicle can carry up to a maximum of 8 passengers (max number of passengers will be specified on licence).
- the vehicle is right hand drive.

- a purpose-built full hybrid or plug in hybrid must have a minimum range of 10 miles using battery power only.
- a fully electric vehicle must have a minimum range of 100 miles.
- if the vehicle is a saloon/estate type it has four side opening doors.
- if the vehicle is a minibus, transit, or people carrier it has at least 3 doors not including the rear door.
- the vehicle has a usable seatbelt for each passenger. Each seatbelt must be fully compliant with Euro NCAP standards.
- the interior offers enough space for passengers and luggage to be transported in comfort and safely.
- the vehicles windscreen and front side windows comply with the national legal tint specifications. All other windows to be compliant with manufacturers standard.
- the vehicle is not designed in a way which prevents a person in the vehicle communicating with the driver.
- Documents to show the vehicle has been repaired to a roadworthy condition, after being categorised as a write off under category C, D, N and S (see below).
- has not been an insurance write-off under category A and B.

### 13.7.2

<b>Category</b>	<b>Repairing the vehicle</b>	<b>Using the vehicle</b>
<b>A</b>	Cannot be repaired	Entire vehicle has to be crushed
<b>B</b>	Cannot be repaired	Body shell has to be crushed, but you can salvage other parts from it
<b>C</b>	Can be repaired, but it would cost more than the vehicle's worth	You can use the vehicle again if it is repaired to a roadworthy condition
<b>D</b>	Can be repaired and would cost less than the vehicle's worth, but other costs (such as transporting your vehicle) take it over the vehicle's value	You can use the vehicle again if it is repaired to a roadworthy condition
<b>N</b>	Can be repaired following non-structural damage	You can use the vehicle again if it is repaired to a roadworthy condition
<b>S</b>	Can be repaired following structural damage	You can use the vehicle again if it is repaired to a roadworthy condition

### Keeping the vehicle

#### 13.7.3

##### 13.7.3.1

If you want to keep a vehicle in category C, D, N or S, the insurance company will give you an insurance pay out and sell the vehicle back to you.

To keep a category C or S vehicle, you also need to:

- send the complete logbook to your insurance company.
- apply for a free duplicate logbook using [form V62](#).

DVLA will record the vehicle's category in the logbook.

You can keep the logbook if you want to keep a category D or N vehicle.

## 13.8 Vehicle livery and signage

- 13.8.1 There is currently no prescribed colour code for taxis or private hire vehicles.
- 13.8.2 Advertising is permitted on hackney carriages and private hire vehicles in accordance with this policy and with prior written permission from the Council.
- 13.8.3 Conditions relating to what can be advertised and the position of the advert on the vehicle are contained in **Appendix 7**.

## 14.0 Maintenance of livery and signage

- 14.1 The specification of vehicle livery and signage is mandated as a licence condition on all hackney carriage and private hire vehicle licences. The licence conditions require vehicles to be maintained to a high standard, and this includes the livery and vehicle signage which like vehicle paintwork and bodywork should be free from scratches, tears, dents and be securely fitted.
- 14.2 Signage must always be displayed on the vehicle and not be removed. Once the vehicle is licensed it is always a taxi or private hire vehicle, until such time as the licence is no longer required and therefore must always comply with the Council's policy. Removing the plate or top sign does not make the vehicle unlicensed.
- 14.3 Licensed vehicles must have specified livery and signage for public safety reasons. Once the vehicle ceases to be licensed all identifying signage must be removed immediately. Failure to do so may result in the proprietor being deemed unsuitable to hold further licences with the Council. This includes a driver's licence.

## 15.0 Signs

- 15.1 The Licensing authority will provide those signs appropriate to the licence of the vehicle. The Council will not provide roof signs.
- 15.2 All signage issued by the Council remains the property of Arun District Council. All signage must be returned to the Council within 7 days, when no longer required.
- 15.3 The vehicle plate appropriate to the licence for the vehicle must be securely fixed on the outside offside rear of the vehicle.
- 15.4 The signs inside the vehicle must be clearly and permanently displayed in a prominent position where they can be viewed by passengers inside the vehicle.
- 15.5 The vehicle plate and signs must be maintained in a sound and clean condition, must not be altered, or obstructed, and displayed so that the sign information can be easily read by passengers.

- 15.6 If a plate is lost or stolen, it must be reported by the driver to the Council within 72 hours of such loss.
- 15.7 Where any plate, sign or fixing is lost, damaged or stolen then a replacement must be obtained and fitted to the vehicle at the proprietor's own expense without delay.
- 15.8 If the vehicle licence expires, is revoked, or suspended, the proprietor shall return the vehicle plate to the Council within seven days of notice being served on them.
- 15.9 An authorised Officer of the Council or a police constable may immediately remove and retain the vehicle plate where the licence has been revoked or suspended.
- 15.10 Where a licence renewal application is being made the old plate must be returned upon expiry. A new plate will not be issued if an expired plate is not returned.

## 16.0 Vehicle proprietors

- 16.1 The Council acknowledges that vehicle proprietors are in a position of trust as they are responsible for ensuring the maintenance of vehicles that are used to transport members of the public. Licensed vehicles can be used as a cover for illegal transportation. Therefore, it is not only essential that the proprietor of a vehicle ensures that it is roadworthy, but they are also responsible for ensuring that it is not used for criminal or unacceptable purposes.

## 17.0 Fit and proper

- 17.1 In determining if a person is suitable to hold a vehicle proprietors' licence, the following question should be asked:

*“Would I be comfortable allowing this person to have control of a licensed vehicle that can travel anywhere, at any time of the day or night without arousing suspicion, and be satisfied that he/she would not allow it to be used for criminal or other unacceptable purposes, and be confident that he/she would maintain it to an acceptable standard throughout the period of the licence?”*

- 17.2 If the answer to the question is an unqualified 'yes', then the person can be considered suitable. If there are any doubts in the minds of those who make the decision, then further consideration should be given as to whether a licence should be granted or not.

- 17.3 The decision as to whether a licence should be granted or retained should be taken bearing in mind that the safety of the public is the foremost consideration. The decision as to the suitability of the applicant/licence holder should be taken on the balance of probabilities.

- 17.4 This means that an applicant or licence holder will not be 'given the benefit of the doubt'. If a committee or an Officer with delegated authority is in any doubt

as to whether the applicant or licensee is suitable to hold a licence after considering the above test, then they should not hold a licence.

17.5 In the case that a company or partnership are proprietors of vehicles (or apply to be), the above test will be applied in respect of each director or partner.

17.6 To assess the suitability of applicants, the Council will take into consideration the following:

- criminality
- right to work
- behaviour and conduct (including communications by electronic means and social media), both during the application period and throughout the life of the licence, including complaints made.
- integrity of the applicant throughout the process including false declarations.
- compliance with vehicle maintenance requirements including MOT and vehicle compliance tests.
- If the applicant has had a licence revoked, suspended, refused, or been prosecuted for offences by another Licensing authority.

17.7 Further information relating to convictions is set out in the appendices of this policy.

## 18.0 [Grant of vehicle licences](#)

18.1 If application requirements are met, vehicle licences will be granted for a period of one year or less, commencing on the date of issue.

18.2 Standard conditions attached to vehicle licences can be found in the appendices of this document.

18.3 Similarly, the Council has made Hackney Carriage Byelaws which are at **Appendix 20** of this document.

18.4 Proprietors who do not comply with requirements can expect to have their licence(s) revoked.

18.5 Applications to renew licences can be made via the Council's website.

## 19.0 [Horse drawn carriages.](#)

19.1 Arun District Council does not licence horse drawn carriages.

## 20.0 [Antique, vintage, classic or similar vehicles](#)

20.1 A vintage, classic or antique car is, in the most general sense, an old vehicle, and in the narrower senses of car enthusiasts and collectors. Such enthusiasts

have categorisation schemes for ages of cars that enforce distinctions between antique cars, vintage cars, classic cars, and so on. The classification criteria vary, but consensus within any country is often maintained by major car clubs.

- 20.2 These vehicles are unlikely to meet the conditions for hackney carriages and private hire vehicles; however, this does not mean they cannot be licensed. They will only be licensed as a private hire vehicle following consideration of public safety and passenger comfort.
- 20.3 The vehicle will still be required to comply with high vehicle standards regarding mechanical inspection and the vehicle conditions where appropriate, within this policy.
- 21.0 [Private Hire Operators](#)
- 21.1 [Applications](#)
- 21.1.1 Applications are made via the Council's website and will not be deemed complete until they are accompanied by the following:
- a fully completed form.
  - payment by credit or debit card.
  - payment of the relevant fee.
  - a basic DBS for the operator and office staff that may access records or process personal information if the operator or staff are not licensed drivers with the Council. If an operator is also a licensed driver but ceases to be a licensed driver with the Council, the DBS requirements are reinstated.
- 22.0 [Determination, compliance, and enforcement](#)
- 22.1 Should drivers, vehicle proprietors or operators commit an offence or breach licence conditions or rules set in statute or by the Council, the persons involved may be asked to attend the Council offices for an interview.
- 22.2 When Officers have completed investigations, a letter will be sent to relevant parties detailing the results of the investigation. This letter will be held on file as a permanent record and can be disclosed to other licensing authorities.
- 22.3 Further action which may result from an investigation includes penalty points being awarded, a formal warning, or a referral to the Licensing Subcommittee and/or prosecution.
- 23.0 [Offences](#)
- 23.1 Offences in relation to private hire and hackney carriages are derived from the following sources:
- Town Police Clauses Act 1847 (Hackney only)
  - Local Government (Miscellaneous Provisions) Act 1976 (Hackney and Private Hire)
  - Transport Act 1980 (Private Hire Only)
- 23.2



Licence holders are expected to know and understand the requirements imposed upon them by these Acts and by their licence conditions which are set out in this policy and its appendices.

## 24.0 Powers

24.1 The Licensing authority may take any of the measures outlined below if it believes an offence or breach of conditions has been committed or if it does not find a licence holder to be 'fit and proper':

- Prosecution
- Revocation of licence
- Suspension of licence
- Addition of conditions
- Issuing warnings, cautions, or penalty points

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

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

24.4 In this policy the term "disqualification" refers to the period served, to take account of the fact that a court may reduce the period of disqualification from driving. An applicant must provide evidence in advance to prove that the court agreed a reduction in the period of disqualification.

## 25.0 Delegations

### 25.1 Licensing Committee

25.1.1 The Licensing Committee is responsible for the Council's statutory powers and duties regarding hackney carriages and private hire vehicles, hackney carriage and private hire drivers and private hire operators. This includes setting, reviewing, and adopting policy for this area, setting, and reviewing fare rates and licence fees, and any other matters considered to require the attention of the full committee.

### 25.2 Sub-Committee's

25.2.1 A Sub-Committee will deal with any contested matters referred to it and have responsibility for determining the fitness and propriety of a driver when matters are referred by Officers for consideration. For instance, a referral to a Sub-Committee may be made as the result of an accumulation of penalty points imposed on the licence. Details of the Penalty Points system can be found at **Appendix 4**.

25.2.2 The Sub-Committee have options available to them including:  
2

- Grant or renew a licence.
- Grant or renew a licence with additional conditions.
- Grant or renew a licence for a reduced period.
- Refuse to grant or renew a licence.
- Suspend a licence.
- Suspend a licence pending the holder satisfying additional conditions.
- Revoke a licence.
- Awarding of penalty points.

25.2.3 The licence holder or applicant for a licence is permitted to speak at a hearing regarding their licence or application that has been referred to the Sub-Committee.  
3

25.2.4 Matters are heard by a panel consisting of three elected members of the Licensing Committee. They are supported by a clerk and a legal advisor. Decisions are made in private by members. They may consult with the legal advisor, but the advisor will not participate in the making of the decision.  
4

25.2.5 A decision made by the Sub-Committee may be appealed to the Magistrate's court.  
5

### 25.3 Enforcement Review Panel (ERP)

25.3.1 The ERP (consisting of Officers of management level and a legal advisor) reviews cases in circumstances where Officers consider that consideration of court action or cautions may be a proportionate response to alleged offences or other relevant matters. The Panel will assess the evidence and determine if further action should be taken. The ERP may also refer matters to the Licensing Subcommittee if it feels this is appropriate.

## 25.4 **Officers**

24.4.1 Officers will normally undertake decisions under delegated authority whether to grant, refuse, suspend or revoke a licence, or grant an exemption. Officers may also issue warnings and penalty points.

25.4.2 Where cases of revocation are considered, there will be a clear separation between the investigation of the concerns and the decision-making process. Serious matters requiring immediate revocation of a licence are undertaken with the oversight of the manager responsible for the function.

25.4.3 Officers have delegated authority to refuse the grant of a licence or renewal where the applicant has a relevant conviction, knowingly omits material particular to an application or makes a false statement or declaration on an application and this policy dictates the authority will not normally grant a licence where the applicant fails to submit any mitigation to the authority in the requested time.

### 25.4.4 **Officers may immediately suspend:**

- A vehicle licence if we are informed that the vehicle has been stolen.
- A vehicle licence if we become aware the vehicle insurance certificate is invalid.
- A vehicle licence if a breach of conditions is not rectified within a time specified by us.
- A vehicle if it is not kept in a road worthy, efficient, safe, tidy, and clean condition.
- An operator's licence if the operator no longer has an interest in the business.
- A driver licence where the driver has failed to undertake training or participate in learning as requested by the authority.
- A driver's licence for any other reasonable cause.

### 25.4.5 **Officers may revoke:**

- Any licence where the holder fails to provide information to us (this includes failing to provide details of convictions and cautions).
- A driver's licence if we believe an action or information relating to the driver brings into question public safety.
- A driver's licence if we are told the driver has no right to work in the UK.
- A driver's licence if an action brings into question the fit and proper status of the driver.
- A driver's licence if the DVLA notify the authority that a driver has been disqualified from driving.
- A driver's licence where we have been informed that a driver has been charged or convicted of an offence and the driver has failed to notify the authority.
- A driver licence for any other reasonable cause

- 25.4. Officers may refer a matter to a Sub-Committee for consideration if that is deemed appropriate.  
6
- 26.0 **Issuing of warnings and cautions**
- 26.1 In addition to the issue of penalty points, a method of dealing with less serious matters may be the issuing of warnings or cautions.
- 26.2 Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence. The decision to issue a simple caution will normally be taken by the ERP.
- 27.0 **Prosecution**
- 27.1 When considering prosecutions, consideration will be given to the Council's relevant enforcement policy.
- 28.0 **Appeals Against Decisions**
- 28.1 Decisions relating to formal actions will be notified in writing as soon as practicable after the decision has been made. Reasons for decisions will be given. Any right of appeal to a decision will be included with the decision. Any applicant refused a licence or a driver who has a licence suspended or revoked on the grounds that the Licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal [Local Government Miscellaneous Provisions Act 1976, s 77 (1)].
- 28.2 An appeal against a decision of the Council means that the decision does not take effect until the appeal is determined by the Magistrates Court or the appeal is withdrawn by the licence holder. The exception to this will be if the licence is suspended with immediate effect in the interest of public safety.
- 28.3 Where a decision of the Licensing authority is appealed, the Council will normally defend the decision and seek its costs of doing so from the appellant.
- 29.0 **Compliance**
- 29.1 The Council will undertake compliance work in relation to complaints and as routine to establish that standards are being maintained and public safety remains a priority. The aim of compliance is to ensure that drivers and operators remain 'fit and proper' to hold a licence and that vehicles remain safe.
- 29.1 Compliance inspections may be undertaken as part of pre-programmed work, day to day work or in partnership with other agencies.
- 29.2 Mystery shopper exercises may be undertaken as part of this work.

## 30.0 Enforcement

- 30.1 The Council undertake enforcement in accordance with the Environmental health, private sector housing, Licensing, and cleansing enforcement policy which can be found at [www.arun.gov.uk](http://www.arun.gov.uk).
- 30.2 In the interests of public safety, the Council will liaise with the police, DVSA and other relevant agencies and will undertake roadside spot-checks of vehicles and drivers. Actions that may be taken by Officers during such checks will include the issuing of Stop Notices and Defect Notices.
- 30.3 If a licence holder's conduct is such that, were they to be applying for a new licence their application would normally be refused, they should expect consideration to be given as to the suspension or revocation of their licence. This may be with immediate effect if Officers believe the safety of members of the public or other drivers could be compromised.
- 30.4 A suspension or revocation of the licence of a driver takes effect at the end of the period of 21 days beginning with the day on which notice is given to the driver.
- 30.5 If it appears that in the interests of public safety it requires the suspension or revocation of the licence to have immediate effect, and the notice given to the driver includes a statement that is so and an explanation why, the suspension or revocation takes effect when the notice is given to the driver. [Amended by the Road Safety Act 2007 s52]
- 30.6 A suspension or revocation of the licence of an operator takes effect at the end of the period of 21 days beginning with the day on which notice is given to the operator.
- 30.7 Officers will monitor compliance with legal requirements and licence conditions by conducting surveillance, considering information given with licence applications, carrying out inspections, and investigating complaints.
- 30.8 The information revealed by Officer's enquiries and investigations will be assessed in line with our enforcement policy including consideration of:
- the intent of the offender.
  - the scale of the offence.
  - the consequences of the offence and danger to the public.
  - any risk to safety or health caused by the offence.
  - any financial loss caused by the offence.
  - the previous record of the offender.
  - any previous advice or warnings given.
  - the likelihood of the offence being repeated and effectiveness of enforcement options.
- 30.9 In all cases the alleged offence will be brought to the attention of the licence holder or applicant, and they will be given the opportunity to make comments and identify any mitigating factors before a decision is made where circumstances make this possible.

- 30.10 Licensing decisions are taken on the 'civil' standard of proof and in line with the statutory guidance, the benefit of the doubt will **not** be given to the licence holder when making any decision.
- 30.11 Having considered all relevant information and evidence, outcome options include:
- no further action.
  - written warning.
  - penalty points.
  - issue statutory notices (stop notices etc).
  - suspend a licence.
  - revoke a licence.
  - refuse to renew a licence.
  - Prosecution.
- 30.12 Where an Officer decides that giving a licence holder advice is the appropriate outcome this will be recorded and may be used in the consideration of any future offences or breaches of conditions.
- 30.13 Written warnings are given for a maximum of one year. If a licence holder is issued with another warning or commits an offence within the year, then they will be referred to the Licensing Subcommittee for a review of their licence.
- 30.14 If a person holds more than one type of licence (e.g., a dual driver licence and an operator licence) and their suitability is called into question, they can expect that their suitability to hold all types of licence will be considered.
- 31.0 [Penalty points scheme](#)
- 31.1 The primary objective of the scheme is to improve levels of compliance, set a 'level playing field' for the licensed trade and to improve standards and safety for the travelling public.
- 31.2 The penalty points scheme operates in conjunction with other enforcement options. It will record misdemeanours and act as a record of a driver's behaviour, competence, and conduct. It does not override the Council's ability to pursue other actions.
- 31.3 Penalty points remain on record for a 12-month period from the date of issue. Points issued to either the proprietor of a vehicle or driver will be confirmed in writing.
- 31.4 Complaints from the public concerning significant breaches of conduct will be subject to investigation by Officers and may be reported to the Licensing Subcommittee for the issuing of discretionary points.
- 31.5 Where a licensee accumulates 12 or more penalty points in any 12-month period, the matter will be referred to the Licensing Sub-Committee for their consideration of the licensee's status as a fit and proper person.

The Sub-Committee may then suspend or revoke a licence or issue a warning to the licensee. Periods of suspension of a licence will be dependent on the nature of the breaches. The compliance history of the individual will be considered.

- 31.6 Any disputes regarding the issuing of penalty points by Officers will be referred to the Licensing Sub-Committee who have the discretion to award a greater number of points than displayed on the tariff if the complaint is upheld. Licensees must appeal the issuing of penalty points issued by Officers, in writing to the Licensing Sub-committee within 21 days of issuing of the points. There is no right of appeal for penalty points awarded by the Sub-Committee.
- 31.7 Officers may also refer any matters to Licensing Subcommittee where they believe there are relevant aggravating factors to any case.
- 32.0 [Hackney Carriage byelaws](#)
- 32.1 The Council has made Byelaws relating to Hackney Carriages which can be found at **Appendix 20** of this policy.
- 33.0 [Standard dual driver conditions](#)
- 33.1 A set of standard conditions are attached to every licence and can be found at **Appendix 1**.
- 34.0 [Dress code](#)
- 34.1 To ensure safety and to promote a professional reputation within the local trade a dress code is applicable to licensed drivers. This can be found at **Appendix 3**.
- 34.2 Licensed drivers working for companies with dress codes are still required to comply with the Council's standards. It is a condition of the licence that all drivers adhere to this policy.

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## Appendix 1 Standard Dual Driver Licence conditions (Private Hire and Hackney Carriage)

The following conditions are made pursuant to Section 51 of the Local Government (Miscellaneous Provisions) Act 1976 and apply to all private hire and dual licensed drivers.

### **1 Conduct of driver**

The driver shall:

- a. Afford all reasonable assistance with passengers' luggage by loading and unloading and removing it to and from the entrance of any building at which he picks up or sets down a passenger. This includes assistance with mobility aids and wheelchairs.
- b. Take particular care when transporting unaccompanied children, young persons, or vulnerable adults and remain alert to safeguarding issues and report any concerns.
- c. At all times comply with the dress code specified in the relevant policy.
- d. At all times behave in a civil and orderly manner.
- e. Take all reasonable steps to always ensure the safety of passengers.
- f. Not eat or drink whilst conveying passengers in the vehicle.
- g. Behave in a way which does not cause a nuisance to passengers or any other person.
- h. At all times when acting as a private hire driver comply with obligations and guidance detailed in the Arun District Council Taxi and Private Hire Policy.
- i. Not operate the vehicle horn as a means of signalling the vehicle has arrived to collect a customer.
- j. Undertake a relevant assessment within a specified time, at the expense of the licence holder, if an authorised Officer has reasonable cause to believe that there is a need to assess the numeracy or literacy skills of a licence holder.
- k. Ensure the vehicle is at all times kept in a clean and presentable condition and notify the proprietor immediately if it is not in a roadworthy condition.
- l. Ensure that all signs, badges, and information required by the Council are displayed where they can be clearly seen.

### **2 Driver Badge**

- a. The driver shall when standing or plying for hire and when hired wear the driver's identification badge issued by the Council in such position and manner as to be plainly visible for passengers to view.
- b. The driver shall ensure the second identity badge is clearly displayed in a prominent position inside the vehicle as to be plainly visible for passengers to view.

### **3 Passengers**

- a. The driver shall not convey in the vehicle more passengers than the vehicle is licensed to carry and displayed on the licence plate.
- b. The driver shall not without the consent of the hirer permit any other person to be conveyed in that vehicle.
- c. The driver shall comply with all relevant legislation relating to the wearing of seatbelts and use of child restraints.
- d. Drivers must ask disabled passengers if they require assistance and act upon that request providing reasonable assistance unless they hold a relevant exemption.

#### **4 Lost property**

- a. The driver shall immediately or as soon as possible after the termination of any hiring search the vehicle for left/lost property.
- b. If the driver is unable to immediately return the property to the passenger, they shall contact the Council's Licensing team within 48 hours to arrange to hand the property in to the Council.

#### **5 Receipts**

- a. The driver shall if requested by the hirer provide a written receipt for the fare paid.

#### **6 Animals**

- a. The driver shall not convey in the vehicle any animal belonging to or in the custody of himself or the proprietor of the vehicle. The driver shall ensure that animals belonging to passengers are conveyed in the rear of the vehicle.

#### **7 Prompt attendance**

- a. The driver of a vehicle who has been hired to attend at an appointed time and place, shall punctually attend at that time and place unless delayed or prevented by sufficient cause.

#### **8 Deposit of driver licence**

- a. Before commencing driving a private hire vehicle, the driver must lodge a copy of their driver's licence with the operator of the vehicle. A copy of the licence must be lodged as required until the driver ceases to be permitted or employed to drive the vehicle.

#### **9 Taximeter**

- a. If the vehicle is fitted with a taximeter, the driver shall ensure the meter is clearly displaying the fare until the hirer has had a reasonable opportunity to examine it and has paid the fare.
- b. The driver must not alter the meter during the journey or allow any person to tamper with any part of the meter.

#### **10 Fares**

- a. The driver shall not demand from any hirer of a licensed vehicle a fare more than any previously agreed for that hiring between the hirer and the operator. If the vehicle is fitted with a taximeter and there has been no previous agreement as to the fare, it shall not exceed the fare that is on the face of the taximeter.

#### **11 Change of name or address**

- a. The driver shall notify the Council in writing of any change of name or address during the period of the licence within seven days of such a change taking place.

## **12 Convictions and charges**

- a. The driver shall within seven days disclose to the Council in writing details of any conviction or caution imposed on him/her during the period of the licence, or any charges for criminal offences made against them.

## **13 Return of badge**

- a. The driver shall upon expiry of the licence return the badges issued with the licence to the Council within seven days.
- b. If the licence is suspended or revoked the driver shall upon demand by an authorised Officer of the Council return the badge immediately to the Council.

## **14 Accidents**

- a. Drivers are required to inform the Council as soon as possible (within a maximum of 72 hours) if the vehicle has been involved in an accident. This includes minor accidents. An accident report form (available from the Council's website) must be provided to the Council within five days of the accident taking place.
- b. The driver/proprietor of the vehicle shall notify the Council the date when the vehicle is due for repair.

## **15 Smoking**

- a. The driver will not smoke tobacco or similar substances, use e-cigarettes, vaporising or similar devices or smoke other substitute tobacco inside the vehicle at any time.

## **16 Change of contact details**

- a. The licence holder must notify the Council within 7 days of any change of their contact details taking place during the period of Licensing, whether temporary or permanent. The contact details must include:
  - Name
  - Address
  - Mobile telephone number
  - Email address

## **17 Time spent overseas.**

- a. The licence holder must notify the Council in writing within 7 days if they have spent three or more continuous months outside of the UK during the period of Licensing.
- b. The licence holder must provide a criminal record check/certificate of good conduct for any countries they have visited for three or more continuous months.

## **18 Personal information**

- a. Drivers must ensure that personal and other customer information obtained during their business is only obtained for as long as necessary. Access to information should be restricted to those who require it for the purposes it was collected.
- b. Customers personal information must not be used for any other purpose other than that for which it was collected without the express authorisation of the individual to whom the information relates.
- c. Customers details must not be used for marketing purposes without prior consent or for any other unsolicited contact.

## **19 Cooperation with authorised Officers**

- a. Licensed drivers have a duty to cooperate with authorised Officers of the Council and any other Licensing authority or police force in relation to matters of the licensed vehicle trade.

## **20 Renewal**

- a. The driver will undertake any training or assessments deemed appropriate by the Licensing authority for reasons of public safety during the life of the current licence and before the licence requires renewal.

Note:

- a. These conditions should be read in conjunction with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976.
- b. Any person who commits an offence against any of the provisions of the Act of 1976 may be liable on summary conviction to a fine not exceeding level 3 on the standard scale or to such other penalty as expressly provided by the Act.
- c. The use of a vehicle not licensed as a private hire vehicle or hackney carriage to fulfil any private hire booking is prohibited even if no fare is charged for the journey or irrespective of when, how and to whom any fare is payable.
- d. A child can travel in a licensed vehicle without a child car seat; however, the following must be observed:
  - i). children under 3 years of age can travel without a child's car seat or seat belt, but only on the back seat.
  - ii). children aged 3 years or older can travel without a child's car seat if they wear an adult seat belt.
- e. If at any time the conduct of the driver causes concern to the Council as to whether they remain fit and proper to hold a licence, the Council will investigate the conduct and if satisfied that the driver is no longer fit and proper the driver licence may be suspended or revoked.
- f. Failure to declare any conviction within the required timescale together with the nature of the conviction will be considered in deciding whether a licence holder is a fit and proper person to hold a hackney carriage/private hire driver licence. This may result in the suspension, revocation, or refusal to renew the hackney carriage/private hire driver licence.
- g. Any infringement of licence conditions may result in suspension or revocation of the licence.

h. Any person aggrieved by any condition specified on the licence may appeal to Magistrates court within 21 days from the date of the issue of the licence.

## 1 Introduction

- 1.1 This policy sets out the criteria to be considered by the Council when determining whether a person (or company) is fit and proper to hold a Dual Driver licence, vehicle licence or Private Hire Operator licence. In addition to criminal convictions the Council will also consider other factors such as demeanour, attitude, general character, non-criminal behaviour and police or other relevant records or information from a reliable source, including Officer's observations and customer complaints.
- 1.2 Each case will be considered on its own merits and where exceptional circumstances demand, the Council may depart from this policy.
- 1.3 For renewal applications and current licence holders this part of the policy will not be applied retrospectively. However, the policy will be applied if any additional convictions are incurred or brought to the attention of the Council that would call into question a person's suitability to hold a licence.
- 1.4 Arun District Council will not issue a licence to a person or company that the Council does not consider 'fit and proper'. "Fit and Proper" means that the individual (or in the case of a private hire operator's licence, the limited company together with its directors and secretary, or all members of a partnership) is "safe and suitable" to hold the licence.
- 1.5 In seeking to safeguard the public, the Council will be concerned to ensure:
- that a person/applicant is fit and proper in accordance with Sections 51, 55 and 59 of the Local Government (Miscellaneous Provisions) Act 1976 (Part II).
  - that the person does not pose a threat to the public.
  - that the public are safeguarded from dishonest persons.
  - the safety of children, young persons, and vulnerable adults.
- 1.6 In determining suitability of the applicant/licence holder the Council will consider all matters concerning that applicant or licence holder. The Council is not simply concerned with that person's (or company's) behaviour whilst working in the taxi or private hire trade. This consideration is far wider than simply criminal convictions or other evidence of unacceptable behaviour, and the entire character of the individual will be considered. This can include, but is not limited to, the individual's attitude and temperament and approach to regulatory compliance.
- 1.7 The Council will undertake such checks as it considers necessary to ensure that licences are not issued to unsuitable people. In assessing the suitability of an applicant or licence holder, the Council will take into consideration the following factors:
- criminality.
  - number of endorsed DVLA driving licence penalty points.
  - the conduct of the applicant in making the application (e.g., whether they have acted with integrity during the application process) or the conduct of the licence holder during their interactions with Officers.
  - the previous Licensing history of existing / former licence holders.
  - Information received from other Council departments and other authorities concerning the applicant/licence holder.

- 1.8 In this policy, the word “conviction” is to be defined as including convictions, cautions, warnings, reprimands. Other relevant information, including Officer observations and complaints received may be considered under this policy.
- 1.9 The Council reserves the right to reconsider a decision that has previously been made, or refuse a renewal of a licence, where clear errors are discovered.
- 1.10 Arun District Council adopts the ‘*Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades*’ produced by the Institute of Licensing, section 4.25 to section 4.54 which is included within this policy. Similar proposals were also published by HM Government’s Department for Transport in the annex ‘*Assessment of Previous Convictions*’ to its ‘*Statutory Taxi & Private Hire Vehicle Standards*’ published in July 2020 where they are stated as the minimum standards that should be applied by Licensing Authorities. Any future amendments or updates to this guidance are adopted by this Council.
- 1.11 A common misunderstanding is that if the offence was not committed when the driver was driving a taxi, or if it was in a taxi but not when passengers were on board, it is much less serious. This is not relevant: speeding is dangerous, irrespective of the situation; drink driving is dangerous, irrespective of the situation; bald tyres are dangerous, irrespective of the situation. All these behaviours put the public at risk. Violence is always serious. The argument that it was a domestic dispute, or away from the taxi, is irrelevant. A person who has a propensity to violence has that potential in every situation. Sexual offences are always serious. A person who has in the past abused their position (whatever that may have been) to assault another sexually has demonstrated completely unacceptable standards of behaviour.
- 1.12 Applicants may claim that they have sought employment in other fields and been precluded because of their antecedent history particularly if that contains convictions. They therefore seek to become a licensed driver as an occupation of last resort. This is unacceptable as the granting of a licence would place such a person in a unique position of trust. The paramount responsibility of a Licensing authority is to protect the public, not provide employment opportunities.
- 1.13 Licensees are expected to always demonstrate appropriate professional conduct, whether in the context of their work or otherwise. Licensees should be courteous, avoid confrontation, not be abusive or exhibit prejudice in any way. In no circumstances should Licensees take the law into their own hands. Licensees are expected to act with integrity and demonstrate conduct befitting the trust that is placed in them.
- 1.14 In relation to each of the licences it may issue for drivers, operators and vehicles, the Licensing authority has discretion as to whether to grant the licence.
- 1.15 Convictions for attempt or conspiracy will be regarded as convictions for the substantive offence. A caution is regarded in the same way as a conviction. Fixed penalties and community resolutions will also be considered in the same way as a conviction. This is because these penalties may only be imposed following an admission of guilt.

- 1.16 It is important to recognise that matters which have not resulted in a criminal conviction (whether that is the result of an acquittal, a conviction being quashed, decision not to prosecute or an investigation which is continuing where the individual has been bailed) can and will be considered by the Licensing authority. In addition, complaints where there was no police involvement will also be considered. Within this document, any reference to “conviction” will also include matters that amount to criminal behaviour, but which have not resulted in a conviction.
- 1.17 In the case of any new applicant who has been charged with any offence and is awaiting trial, the determination will be deferred until the trial has been completed or the charges withdrawn. Where an existing licensee is charged, it will be for the Licensing authority to decide what action to take in the light of these guidelines.
- 1.18 Any offences committed, or unacceptable behaviour reported whilst driving a hackney carriage or private hire vehicle, concerning the use of a hackney carriage or private hire vehicle, or in connection with an operator of a private hire vehicle will be viewed as aggravating features, and the fact that any other offences were not connected with the hackney carriage and private hire trades will not be seen as mitigating factors.
- 1.19 As the Licensing authority will be looking at the entirety of the individual, in many cases safety and suitability will not be determined by a specified period having elapsed following a conviction or the completion of a sentence. Time periods are relevant and weighty considerations, but they are not the only determining factor.
- 1.20 In addition to the nature of the offence or other behaviour, the quantity of matters and the period over which they were committed will also be considered. Patterns of repeated unacceptable or criminal behaviour are likely to cause greater concern than isolated occurrences as such patterns can demonstrate a propensity for such behaviour or offending.
- 1.21 Most applicants or licensees will have no convictions and that is clearly the ideal situation. In relation to other people, it is accepted that human beings do make mistakes and lapse their conduct for a variety of reasons, and it is further accepted that many learn from experience and do not go on to commit further offences. Accordingly, in many cases, an isolated conviction, especially if committed some time ago, may not prevent the grant or renewal of a licence.
- 1.22 It is also important to recognise that once a licence has been granted, there is a continuing requirement on part of the licensee to maintain their safety and suitability. The Licensing authority has powers to act against the holder of all types of licence (driver’s, vehicle, and operator’s) and it must be understood that any convictions or other actions on the part of the licensee which would have prevented them being granted a licence on initial application will lead to that licence being revoked.
- 1.23 Any dishonesty by any applicant or other person on the applicant’s behalf which is discovered to have occurred in any part of any application process (e.g., failure to declare convictions, false names or addresses, falsified references) will result in a licence being refused, or if already granted, revoked, and may result in prosecution.
- 1.24 As the direct impact on the public varies depending upon the type of licence applied for or held, it is necessary to consider the impact of offences on those licences separately. However, there are some overriding considerations which will apply in all circumstances.



- 1.25 Generally, where a person has more than one conviction, this will raise serious questions about their safety and suitability. The Licensing authority is looking for safe and suitable individuals, and once a pattern or trend of repeated offending is apparent, a licence will not be granted or renewed.
- 1.26 Where an applicant/licensee is convicted of an offence which is not detailed in this guidance, the Licensing authority will take that conviction into account and use these guidelines as an indication of the approach that should be taken.
- 1.27 These guidelines do not replace the duty of the Licensing authority to refuse to grant a licence where they are not satisfied that the applicant or licensee is a fit and proper person. Where a situation is not covered by these guidelines, the authority must consider the matter from first principles and determine the fitness and propriety of the individual.

## **2 Drivers**

- 2.1 As the criteria for determining whether an individual should be granted or retain a hackney carriage driver's licence are identical to the criteria for a private hire driver's licence, the two are considered together.
- 2.2 A driver has direct responsibility for the safety of their passengers, direct responsibility for the safety of other road users and significant control over passengers who are in the vehicle. As those passengers may be alone, and may also be vulnerable, any previous convictions or unacceptable behaviour will weigh heavily against a licence being granted or retained.
- 2.3 As stated above, where an applicant has more than one conviction showing a pattern or tendency irrespective of time since the convictions, serious consideration will need to be given as to whether they are a safe and suitable person.
- 2.4 In relation to single convictions, the following time periods should elapse following completion of the sentence (or the date of conviction if a fine was imposed) before a licence will be granted.

## **3 Crimes resulting in death.**

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

## **4 Exploitation**

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

## **5 Offences involving violence.**

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

## **6 Possession of a weapon**

- 6.1 Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

## **7 Sex and indecency offences**

- 7.1 Where an applicant has a conviction for any offence involving or connected with illegal sexual activity or any form of indecency, a licence will not be granted.
- 7.2 In addition to the above, the Licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any 'barred' list.

## **8 Dishonesty**

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

## **9 Drugs**

- 9.1 Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.
- 9.2 Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant will also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

## **10 Discrimination**

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

## **11 Motoring convictions**

- 11.1 Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public.

- 11.2 Any motoring conviction demonstrates a lack of professionalism and will be considered seriously. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the grant of a licence or may not result in action against an existing licence. Subsequent convictions reinforce the fact that the licensee does not take their professional responsibilities seriously and is therefore not a safe and suitable person to be granted or retain a licence.
- 12 Drink driving/driving under the influence of drugs/using a handheld telephone or other handheld device whilst driving.**
- 12.1 Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence or driving ban imposed. In these circumstances, any applicant will also have to undergo drugs testing at their own expense to demonstrate they are not using controlled drugs.
- 12.2 Where an applicant has a conviction for using a hand-held mobile telephone or other hand-held device whilst driving, a licence will not be granted until at least 5 years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.
- 13 Other motoring offences**
- 13.1 A minor traffic or vehicle related offence is one which does not involve loss of life, driving under the influence of drink or drugs, driving whilst using a mobile phone or other hand-held device, or has not resulted in injury to any person or damage to any property (including vehicles).
- 13.2 A major traffic or vehicle related offence is one which is not covered above and any offence which resulted in injury to any person or damage to any property (including vehicles). It also includes driving without insurance, or any offence connected with motor insurance. Where an applicant has a conviction for a major traffic offence or similar offence, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed.
- 14 Hackney carriage and private hire offences**
- 14.1 Where an applicant has a conviction for an offence concerned with or connected to hackney carriage or private hire activity (excluding vehicle use), a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed
- 15 Vehicle use offences.**
- 15.1 Where an applicant has a conviction for any offence which involved the use of a vehicle (including hackney carriages and private hire vehicles), a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed.

## 16 Private Hire Operators

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

- 16.1 As stated above, where an applicant has more than one conviction, serious consideration will need to be given as to whether they are a safe and suitable person.
- 16.2 Operators must ensure that any staff that are used within the business (whether employees or independent contractors) and are able to access any information as described above are subject to the same standards as the operator themselves. This can be affected by means of the individual staff member being required by the operator to obtain a basic DBS certificate. If an operator is found not to be applying the required standards and using staff that do not meet the Licensing authority’s overall criteria, that will lead to the operator’s licence being revoked.
- 16.3 As public trust and confidence in the overall safety and integrity of the private hire system is vital, the same standards will be applied to operators as those applied to drivers, which are outlined above.

## 17 Vehicle proprietors

- 17.1 Vehicle proprietors (both hackney carriage and private hire) have two principal responsibilities.
  - i) They must ensure that the vehicle is always maintained to an acceptable standard.
  - ii) Secondly, they must ensure that the vehicle is not used for illegal or illicit purposes.
- 17.2 As stated above, where an applicant has more than one conviction, serious consideration will need to be given as to when they are a safe and suitable person to be granted or retain a vehicle licence.

## Appendix 3 Licensed driver dress code

1. All Arun licensed drivers must always comply with the licensed driver dress code whilst they are conducting business. These are minimum standards. The driver must have good standards of personal hygiene.

### 2 Clothing

- i) All clothing worn must be clean, presentable and in good condition.
- ii) Knee length tailored shorts may be worn.
- iii) Trousers should be full length. Skirts should be minimum knee length.
- iv) Shirts, tops, and blouses should cover to below the waistline and have short or long sleeves. Shoulders should be covered.

### 3 Footwear

Footwear shall fit around the heel of the foot and be suitable for driving in.

### 4 Headwear

Hats may be worn but must not obstruct the drivers view of the road or obscure the face. A driver must be easy to identify and not have their ability to see passengers obstructed. Religious headwear may be exempt subject to officer approval.

- 5 The following are considered unacceptable:

- Trousers or other clothing with holes and rips, including purposeful rips and tears.
- Words, phrases, or graphics that could be considered of an offensive or suggestive nature.
- Sportswear or beachwear (except trainers which may be worn) including tracksuits, football and rugby tops, sarongs, and swimwear.
- Shoes or sandals with no heel straps, flip flops etc.
- Clothing which does not cover the shoulders.
- Hoods must not be worn, or any other clothing or item that may obscure vision.



## Appendix 4 Penalty points system

- 1 Penalty points will be given to licence holders for certain misconduct and breaches of Byelaws. These may be applied as the result of the investigation and upholding of a complaint or issues identified by an Officer during an inspection. Matters resulting in the issuing of up to and including 12 points may be issued by an Officer.
- 2 The Licensing Sub-Committee will be asked to consider a driver's fit and proper status if any licence holder acquires 12 or more points during any 12-month period. Discretionary points may be awarded by the Licensing Subcommittee.
- 3 Guidance for the issue of penalty points can be found in the table below. Please note: This list may be subject to amendment without notice.

	Type of Misconduct	Points Applicable	Driver	Vehicle Owner or Operator
1	Failure to notify a change of name or address within 7 calendar days	3	x	
2	Providing false or misleading information on licence application form / failing to provide relevant information or pay the relevant fee	6	x	x
3	Unclean interior/exterior of vehicle	3	x	
4	Unapproved advertising or inappropriate advertising	3	x	x
5	Failure to afford reasonable assistance with luggage into or out of the vehicle, or to and/or from the entrance of any place at which a passenger is picked up or set down.	3	x	
6	Conveying animals belonging to the proprietor or driver of the vehicle	3	x	
7	Improper/unauthorised vehicle signage including failure to use authorised roof light	4	x	
8	Failure to display table of fares or other approved notices	3	x	
9	Failure to display the vehicle licence plate in the appropriate position on the vehicle	3	x	x
10	Failure to maintain adequate private hire records and/or provide to authorised Officers for inspection	4		x
11	Failure to notify where the vehicle is kept or notify a transfer	3	x	x
12	Failure to produce DVLA licence when requested	3	x	
13	Failure to return a vehicle licence upon expiry	4		x
14	Failure to wear or produce driver ID badge	4	x	
15	Defacing or concealing the vehicle licence plate	5	x	
16	Failure to properly furnish the vehicle	3		x
17	Failure to provide when requested a valid certificate of motor insurance	3	x	x
18	Using an unlicensed vehicle or using a licensed vehicle without valid insurance or valid garage test or MOT	12	x	

19	Failure to undergo 6 monthly MOT on time	6		x
20	Failure to produce HC/PH driver's licence	4	x	
21	Failure to produce a fitness to drive group 2 medical certificate or medical assessment	5	x	
22	Failure to notify in writing a change in medical circumstances	5	x	
23	Failure to take precautions to ensure safety of passengers entering/exiting or travelling in the vehicle	3	x	
24	Use of rude or offensive language or behaviour	5	x	
25	Inappropriate behaviour	*3-12	x	
26	Failure to observe rank discipline	3	x	
27	Obstruction or interfering of authorised Officers of the Council or any other enforcement agency carrying out their duties	6	x	
28	Using a vehicle subject to a suspension order issued by an authorised Officer or police Officer	12	x	
29	Using a vehicle for which the licence has been suspended or revoked	12	x	
30	Refusal to drive any person without reasonable cause	4	x	
31	Unreasonable prolongation of journeys or any misconduct relating to charging of fares	5	x	
32	Allowing children below 10 years of age in the front of the vehicle	6	x	
33	Allowing others to be carried without the consent of the hirer	6	x	
34	Failure to comply with a 14-day Notice or advisory Notice for repair of a vehicle	6	x	x
35	Failure to notify an accident to the authority within 72 hours or damage to a licensed vehicle	3	x	x
36	Inappropriate conversation, gestures, dress or attire, unsatisfactory appearance, or turnout of driver or aggressive behaviour	6	x	
37	**Poor or dangerous driving	*6-12	x	
38	Evidence of smoking in a vehicle (including e-cigarettes, vaping, or any other form of tobacco or substitute tobacco)	3	x	
39	Plying for hire by private hire drivers	6	x	
40	Private hire vehicle parking or waiting on a rank	6	x	
41	Failure to attend punctually at appointed time and place without sufficient cause	3	x	
42	Using a mobile phone or PDA whilst driving	6	x	
43	Allowing another person to drive without consent of the proprietor	7	x	
44	Overcharging	5		
45	Meter tampering	5	x	
46	Using a meter calibrated to more than the designated fares	5	x	
47	Failure to issue a receipt on request	5	x	
48	Knowingly using a defective vehicle	10	x	x

49	A licensed vehicle with a bald, dangerous, or defective tyre	4 per tyre	x	
50	Failure to present vehicle when requested for inspection by an Officer	10	x	
51	Exceeds number of passengers that vehicle is licensed to carry	12	x	
52	Failure to disclose previous convictions or cautions when renewing a licence	12	x	
53	In possession of drugs while in charge of a licensed vehicle	12	x	
54	Under influence of drink and/or drugs while in charge of a licensed vehicle	12	x	
55	Carrying an offensive weapon in the vehicle	12	x	
56	Failure to carry a fire extinguisher	3	x	
57	Failure to carry an up to date first aid kit	3	x	
58	Failure to carry an assistance dog without the required exemption certificate	6	x	
59	Failure to notify the Council in writing, of any motoring or criminal convictions within 7 days of conviction or cautions during period of current licence	6	x	
60	## Points on DVLA driving licence	Same as the number of Points on DVLA licence	x	
61	Waiting or stopping on double yellow lines or bus stop or private land unless requested by a paying customer present in the vehicle	3	x	
62	Unreasonable obstruction of the highway, footpaths or inappropriate parking or illegal parking	3	x	
63	Failure to obey statutory road signs or markings	5	x	
64	Failure to return driver ID on expiry	4	x	
65	Operating an unlicensed vehicle for private hire	12	x	x
66	Appeal of points by way of Sub-committee Only points awarded by Officers may be appealed. There is no right of appeal to points awarded by the Sub-committee.	*4-12		



**\*\* 1. Definition of poor driving behaviour:**

- a) Careless driving – if the driver is not exercising the degree of care and attention that a reasonable and prudent driver would exercise in those circumstances.
- b) Driving without reasonable consideration – deliberate act of behaviour is considered irresponsible and inconsiderate to others e.g., deliberately driving through a puddle to splash pedestrians.

**\*\* 2. Definition of dangerous driving:**

- a) The way that a person drives' falls far below what would be expected of a competent and careful driver; and
- b) It would be obvious to a competent and careful driver that driving in that way would be dangerous.

**\*\*3. Definition of aggressive behaviour:**

Can cause physical or emotional harm to others. It may range from verbal abuse to physical abuse. It can also involve harming personal property.

**\*\*4 Definition of inappropriate behaviour**

Behaviour considered to be inappropriate, concerning or threatening may include: undue and unwanted attention, despite being asked to stop. angry, aggressive, or sexual communications (verbal or written); sexual harassment (unwelcome sexual conduct of any kind).

**## Points on a DVLA licence.**

The points registered against a HC/PH driver licence will start from the date we find the points on the DVLA licence. If a DVLA licence is disqualified the HC/PH driver licence will be presented to the Licensing Subcommittee for their consideration whether the driver is fit and proper to hold a licence. If the Licensing Subcommittee revoke the licence a driver will not be permitted to make an application until 6 months after the end of the disqualification period or Subcommittee decision, whichever is the latter.

The tick boxes act as a guide as to whom points could be registered, but points may be registered to any licensee regardless of the indication on the list if the circumstances are appropriate.

## Appendix 5 Standard Private Hire Vehicle Conditions

These conditions are to be read in conjunction with The Local Government (Miscellaneous Provisions) Act 1976 and any other relevant legislation.

### 1 Taximeters

- 1.1 An approved taximeter, if fitted in a private hire vehicle must be in such position to be plainly visible to any person being conveyed in the vehicle. The letters and figures on the taxi meter face must be suitably illuminated during any period of the hiring. The meter must be calibrated so as not to display more than the fare tariff approved by the operator.
- 1.2 The taximeter must be fitted with seals or similar so that it shall not be practicable for any person to tamper with the meter except by breaking, damaging, or permanently displacing the seals or other appliances.
- 1.3 When the meter is operating there shall be recorded on the face of the meter in clearly legible figures a fare not exceeding the maximum fare that may be charged for a journey.

### 2 Fare Cards

- 2.1 Should the operator use a fare tariff; a current copy must be displayed inside the vehicle where it can be clearly seen by passengers.

### 3 Advertising

- 3.1 No advertisement, including operator signage may be displayed on the vehicle unless the Council has provided written approval to the proprietor (see appendix 7 & 8)

### 4 Identification Plate

- 4.1 A licence plate provided by the Council must be permanently affixed to the outside offside rear of the vehicle, in a position where it can be clearly visible and where it can be easily removed by an authorised Officer of the Council or a police constable.
- 4.2 The details on the private hire vehicle identification plate shall be the same as that of the vehicle on which it is displayed. The details on the plate must not be altered for any reason.
- 4.3 The requirement to display the identification plate shall not apply where an 'exemption certificate' has been issued in respect of the external plate for that vehicle, so long as the conditions of the exemption are being complied with.
- 4.4 If an 'exemption certificate' has been issued so the exterior identification plate does not have to be displayed, a small card with details of the vehicle shall be issued and must be displayed on the front windscreen where it can be clearly seen.

## **5 Internal and external signage and notices**

- 5.1 The following must always be displayed:
- a) Plate number and number of passengers the vehicle is licensed to carry.
  - b) No smoking signage as required by the Health Act 2006.
  - c) Signage detailing how a complaint can be made.
  - d) A notice identifying the current driver of the vehicle. This is provided as a copy of the driver identification badge.
  - e) Any other signage provided by the Council.
  - f) Approved door signage displayed as required by the Council.
  - g) No other signs, notices, advertisements, plates, marks, numbers, letters, figures, symbols, emblems, or devices whatsoever must be displayed on, in or from the vehicle except as may be required by any statutory provision (including byelaws) or required or permitted by these conditions.

## **6 Roof Signs**

- 6.1 No roof signs may be displayed on Private Hire vehicles.

## **7 Maintenance**

- 7.1 The vehicle and all its fittings and equipment shall always when the vehicle is in use or available for hire be kept in an efficient, safe, tidy, and clean condition and all relevant statutory requirements complied with.

## **8 Alteration of the vehicle**

- 8.1 No material alteration or change in the specification, design, condition, or appearance of the vehicle shall be made without the approval of the Council at any time while the licence is in force.
- 8.2 Any alterations to the vehicle in respect of specification, design, condition, or appearance must also be agreed with the insurance company and written confirmation of such changes, given to the Council from the insurance company.

## **9 Safety Equipment**

- 9.1 There shall always be provided in the vehicle when it is used or available for hire:

A suitable and efficient 1Kg fire extinguisher shall be carried and readily available. the fire extinguisher shall be properly secured in the vehicle so as not to cause damage or injury or obstruct the driver or cause discomfort to any passenger. The fire extinguisher shall have a means of identifying whether it is properly charged for use.

## **10 Change of name or address**

- 10.1 The proprietor shall notify the Council in writing of any change of address during the period of the licence, within seven days of such change taking place.

## **11 Deposit of driver licence**

- 11.1 If the proprietor permits or employs any other person to drive the vehicle as a private hire vehicle, then before that person commences to drive the vehicle, they shall deliver their dual driver licence for retention until such time as that driver ceases to be permitted or employed to drive the vehicle.

## **12 Insurance**

- 12.1 A copy of the current insurance certificate or cover note relating to the licensed vehicle must always be available in the vehicle and produced immediately for inspection by an authorised Council Officer or a police constable.
- 12.2 Any changes to the insurance for the vehicle must be notified to the Council in writing within 7 days of such a change taking place. This includes changes to named drivers, purposes for which the vehicle is insured and a change to the registration number.
- 12.3 The insurance must show the purpose for which the vehicle is being insured, the start and expiry date, vehicle registration, named driver(s).

## **13 Vehicle Compliance Test (VCT)**

- 13.1 A VCT pass sheet will be required every year, on the anniversary of the licence renewal. A vehicle licence will not be renewed without a VCT pass which must have been undertaken not more than four weeks prior to the renewal date.

## **14 Convictions**

- 14.1 The proprietor shall within seven days disclose to the Council in writing details of any conviction or caution (including a local authority caution) imposed on him/her (or if the proprietor is a company or partnership, on any of the directors or partners) during the period of the licence.

## **15 Wheelchair Accessibility**

- 15.1 Private hire vehicles may be provided to accommodate passengers who use a wheelchair. The vehicle must comply with the specifications relating to wheelchair accessible vehicles (**Appendix 9**).

## **16 Taxi radio**

- 16.1 There is no requirement to fit a taxi radio but if one is fitted it shall comply with the following conditions.
- 16.2 A radio if fitted shall be securely mounted to the structure of the vehicle.
- 16.3 The radio and any of its components shall be placed so as not to cause obstruction to the driver or passengers view and not interfere with the drivers' controls.
- 16.4 All electrical wiring and cables shall be secured so as not to cause interference to passengers, driver, or vehicle controls.

**17 Accidents/damage to vehicle**

- 17.1 Any accident to a licensed vehicle causing damage affecting the safety, performance or appearance of the vehicle or the comfort or convenience of persons using the vehicle must be notified to the Council as soon as possible in writing, in any case within 72 hours.

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## Appendix 6 Safety Screens

The following criteria apply in respect of use of safety screens in licensed vehicles.

1. Arun District Council will not endorse, in any way a safety screen. This includes but not limited to the type of material, design, manufacturing quality, installation, fit within the vehicle or protection it offers. Any screen used in an Arun licensed vehicle is done so strictly and entirely at the users own risk.
2. Proprietors of hackney carriages and private hire vehicles may wish to fit a safety screen between the passenger and driver compartments. Before a safety screen is fitted the proprietor of the vehicle must notify the Council, in writing, and must provide evidence that a product complies with government and industry regulations, as well as any additional requirements the Licensing authority has.
3. The proprietor must provide evidence that the insurance company has agreed the installation of a safety screen in the vehicle does not negate the vehicle insurance. The proprietor shall provide photographs of the safety screen.
4. Below are some points to consider when fitting a safety screen inside the vehicle. The safety screen should:
  - a) Not be fitted to interfere with the operation of airbags or other safety features fitted to the vehicle.
  - b) The bottom of the screen shall be properly secured.
  - c) Not impede the access or egress to the vehicle.
  - d) Be constructed of material which will not cause harm or injury to the passenger(s) or driver when fitted and not cause harm or injury to the passenger(s) or driver if the vehicle is involved in an accident.
5. Be manufactured so that the driver has a clear view out the rear window when looking into the interior mirror and allow clear communication between the driver and passenger(s).
6. Be tight fitting and sealed to the full width of the interior of the roof and the full depth of the interior side panels.
7. Be constructed with a covered access so that payment may be taken by the driver through the screen. The covering of the access should open into the passenger compartment. (This may not apply to private hire vehicles).
8. Be constructed of a material that is easily cleanable with an appropriate sanitiser capable of killing viruses. The cleaner must not cause damage to the screen.
9. Any alteration to the screen or if you change the screen, you must notify the Council.

## Appendix 7 Advertising on vehicles

- 1 Livery (advertisement promoting either the licensee's business, or other businesses and products on behalf of a third party)
- 2 The conditions stated below are not exhaustive and may be altered or others may be added at the discretion of the Licensing authority. You are advised to contact the Licensing Officer to discuss any advert, sign, notice etc. you wish to place on the outside or inside of the vehicle.
- 3 Before an advert, sign, notice etc. is placed on the outside or inside of a vehicle, a completed application form together with a copy of the design of the advert, sign, notice etc. **MUST** be lodged with the Licensing Officer, so it may be agreed that the content is not contentious. An application form is available from the Licensing Team, on request.
- 4 Any advertisement, sign, notice etc. must be approved by the Licensing Officer for (a) quality of artwork and design; (b) standard of content; (c) position for display on or in the vehicle; before it is placed on the outside or inside of the vehicle.
- 5 Your application for advertising will be assessed against the following criteria:
  - (a) Legitimate business, product and service advertisements can be placed on hackney carriages.
  - (b) Legitimate business, product and service advertisements can be placed on private hire vehicles.
  - (c) Any advert **MUST NOT** detract from the easy recognition of vehicles as hackney carriages or private hire vehicles.
  - (d) Any advert placed on the outside or inside of a vehicle **MUST NOT** cause widespread public offence.
  - (e) Any advert placed on the outside or inside of a vehicle **MUST NOT** breach anti-discrimination, human rights or similar legislation or principles.
  - (f) Any advert placed on the outside or inside of a vehicle **MUST NOT** offend any other relevant statute.
  - (g) Any advert placed on the outside or inside of a vehicle **MUST NOT** give rise to offence of the Advertising Standards Agency or other agency expectations or requirements.
  - (h) Any advert placed on the outside or inside of a vehicle **MUST NOT** interfere with driver or passenger visibility.
  - (i) Any advert placed on the inside of the vehicle **MUST NOT** obscure or detract from the prominence of the driver's badge, complaint card, meter, or table of fares.
  - (j) Adverts may be allowed to be placed on the rear-view window of the vehicle (not side windows). The advert must not restrict the visibility of the driver through the rear window.

(k) The position that adverts may be placed on a vehicle is limited to:

- (i) The lower door panels (below window level).
- (ii) Wings.
- (iii) Bonnet.
- (iv) Rear view window (not side windows). Any advert placed on the rear-view window must not obscure the view of the driver from inside the vehicle.

(l) Advertisements, signs, notices etc. shall not be unsuitable or inappropriate for children to view. No advert will be allowed if it depicts:

- (i) Tobacco or e-cigarettes, vaping, or any other form of smoking.
- (ii) Alcohol.
- (iii) Nude or semi-nude characters.
- (iv) Sex related acts or anything considered of a sexual nature.

(m) All adverts **MUST** be durable and of a high standard of design and artwork.





(n) Any advert considered controversial by the Licensing Officer will be presented to the Licensing Subcommittee for their consideration.

6 Signs which indicate membership of the AA, RAC or similar motoring organisation are acceptable.

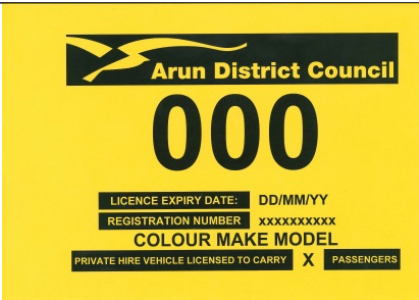
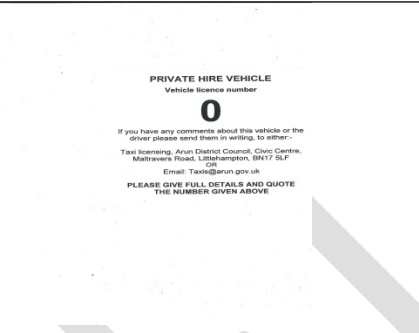



7 Signs requesting passengers "not to smoke" do not require Officer approval.



Appendix 8 Required vehicle signage.

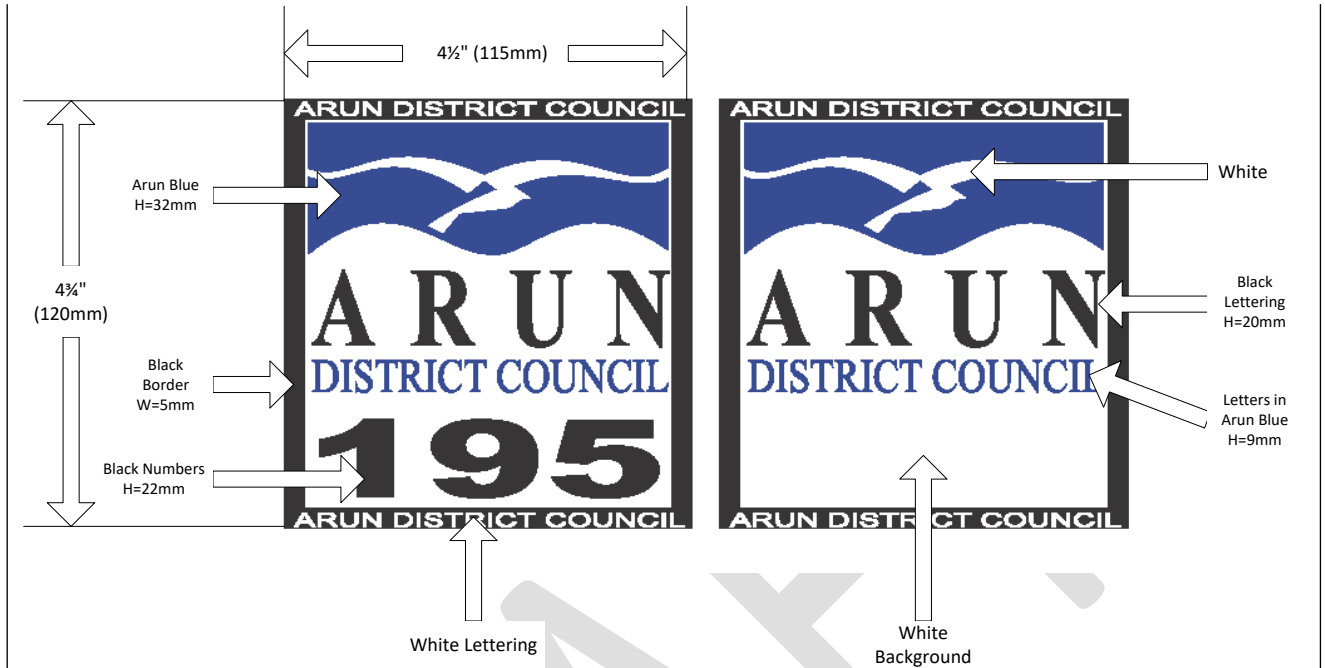
Hackney Carriages	
	 <p>Vehicle Identification Plate</p>
	 <p>Internal Complaint Card</p>
	 <p>No Smoking Sign</p>
	 <p>No Money, No Ride</p>

**Private Hire Vehicles**

	 <p><b>Arun District Council</b>  <b>000</b>          LICENCE EXPIRY DATE: DD/MM/YY          REGISTRATION NUMBER: XXXXXXXXX  <b>COLOUR MAKE MODEL</b>          PRIVATE HIRE VEHICLE LICENSED TO CARRY X PASSENGERS</p>
<p>Vehicle Identification Plate</p>	
	 <p><b>PRIVATE HIRE VEHICLE</b>          Vehicle licence number  <b>0</b>          If you have any comments about this vehicle or the driver please send them in writing, to either:-          Tax Licensing, Arun District Council, Civic Centre,          Meltravers Road, Littlehampton, BN17 5LF          OR          Email: Taxli@arun.gov.uk  <b>PLEASE GIVE FULL DETAILS AND QUOTE THE NUMBER GIVEN ABOVE</b></p>
<p>Internal Complaint Card</p>	
	 <p><b>No Smoking Sign</b></p>
<p>No Smoking Sign</p>	 <p><b>WARNING!</b>  <b>No money? No ride!</b>          Travelling in this vehicle without the means to pay is a criminal offence. You will be reported to the Police for further action.</p> <p> </p>
<p>No Money, No Ride</p>	

## STYLE AND SIZE OF THE ARUN LOGO TO BE DISPLAYED ON HACKNEY CARRIAGE ROOF SIGNS

The Arun logo must be of the design shown below and placed on the front nearside of the hackney carriage roof sign.



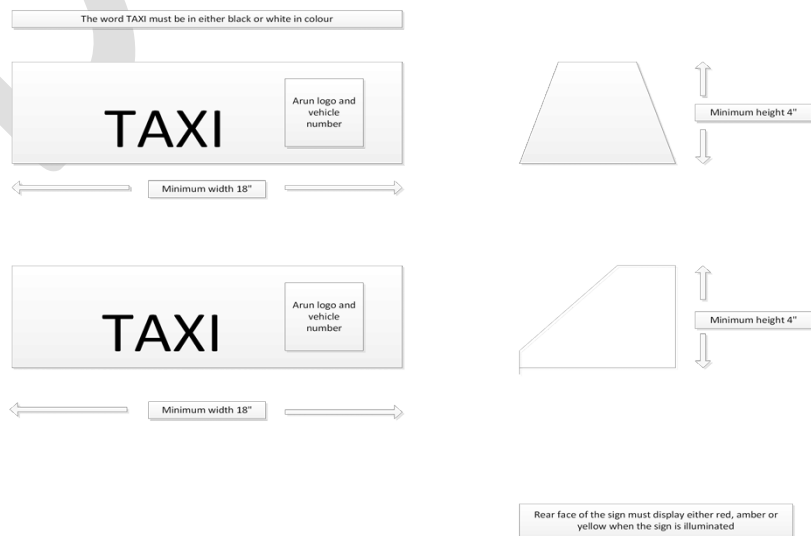
The hackney carriage roof sign must be of the dimensions stated below.

The roof sign shall show either red, yellow, or amber to the rear when it is illuminated.

The colour of the roof sign shall be at the discretion of owner.

The owner may display their telephone number and business name on the front of the sign but above the word 'TAXI'.

The rear of the sign may have the company or owners name and telephone number.



## Roof Signs

- 1 A hackney carriage must be fitted with an illuminated external roof sign (there is no requirement for a private hire vehicle to have a roof sign):
  - 2 The roof sign must have the word "Taxi" in black or white lettering.
  - 3 The Arun logo shall be displayed on the near side (passenger side) front face of the sign. The logo shall display the same number as the hackney carriage licence on which it is displayed.
  - 4 The remainder of the space on the front and rear of the roof sign may be used to display the name and/or telephone number of the company or proprietor of the
  - 5 vehicle.
  - 6 The sign may be of any colour the proprietor wishes but must not resemble any sign displayed by an emergency vehicle.
  - 7 The sign shall be a minimum of 18" wide and may be of slope or upright style.
  - 8 The rear of the roof sign must display either red, yellow, or amber when lit.
- The conditions relating to the roof sign do not apply to a sign which is in-built into the roof of a vehicle e.g., London style vehicle.

## Appendix 9 Conditions applicable to all wheelchair accessible vehicles

- 1 Hackney carriages and private hire vehicles that have wheelchair access must have sufficient space inside the vehicle to accommodate, safely and securely, the number of wheelchairs, which the proprietor designates.
- 2 All wheelchairs when placed inside a wheelchair accessible vehicle must be fixed securely to the appropriate fixing points within the vehicle.
- 3 There shall be suitable and sufficient passenger harnesses for those passengers who remain in the wheelchair during the journey. The harnesses must be kept in good condition.
- 4 There shall be enough fixing points in the vehicle for the wheelchair(s) to be secured correctly. The fixing points must be kept in good condition.
- 5 Wheelchair(s) must be secured so they only face forward or rearward when the vehicle is in motion.
- 6 A full set of restraints shall be available in the vehicle for each wheelchair capable of being carried as permitted by the vehicle licence. Each restraint shall be kept in good condition and be of sufficient strength to hold the wheelchair in place in any event.
- 7 If ramps are used for access and egress, there shall be suitable means of attaching them to the vehicle when in use.
- 8 The ramps shall be of sufficient strength to support the wheelchair and its user.
- 9 Ramps shall have an anti-slip covering which is kept in good condition.
- 10 When ramps are not in use there shall be a suitable means of securing them safely in the vehicle without causing damage or injury.
- 11 If a passenger lift is used for access and egress, it shall be of appropriate type to ensure the safe access and egress of the wheelchair and user.
- 12 Each lift shall be inspected under the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998 and shall be certified as safe to use.
- 13 Disabled passengers must be offered assistance.
- 14 Passengers may not be charged additional fees for the use of WAV or assistance provided.
- 15 A sign may be affixed to the outside of the vehicle indicating that it is able to convey passengers in wheelchairs provided that the vehicle has been manufactured or properly adapted for that purpose.

## Appendix 10 Conditions applicable for Licensing and use of trailers

1. Every trailer licensed by the Council and used with a private hire vehicle or hackney carriage shall be manufactured by a recognised commercial manufacturer of trailers.
2. The owner of the trailer shall be responsible for ensuring the trailer fully complies with the requirements, all the relevant legislation and standards adopted by the Council.
3. The use of a trailer is restricted to specific journeys as requested by the hirer.
4. The trailer will only be used for prior bookings and will not be used or attached to a hackney carriage when it is plying for hire or on a taxi rank.
5. The trailer must fully comply with and be operated within all weights and limits of the manufacturer's specifications.
6. The trailer must comply with and be operated within the requirements of the Road Traffic Acts as amended and applicable to the use of trailers.
7. The trailer must always be maintained in a fit and roadworthy condition and must be tested annually before a licence is granted.
8. All trailers must be tested and inspected by an Arun District Council Licensing Officer. In addition, the Council can require the owner to take the trailer for an interim inspection, at an approved test station, at any time during the year.
9. At all times, every trailer irrespective of weight shall carry, properly and safely secured to the trailer at least one spare wheel and properly and securely stowed the correct tools for changing the wheels.
10. Every trailer shall be fitted with a securely fastened cover which can be hardtop or soft-top but must be weatherproof to protect the luggage and goods contained within the trailer.
11. If the luggage and goods to be conveyed are above the carrying capacity of the licensed vehicle and a trailer is considered necessary, the trailer operator must inform the customer at the time of booking that a trailer will be used for the carriage of their luggage and goods.
12. The trailer operator must advise the customer if they are being charged, at the time of booking, for the use of the trailer.
13. The trailer must be suitably insured. Signs must be prominently displayed on the trailer and inside the hire vehicle that items of luggage are at owner's risk. This requirement should be made clear to anybody making a hiring which will involve the use of the trailer as part the hiring.

14. Only trailers which have been submitted to tests and plated by the Licensing authority can be used with a licensed hackney carriage or private hire vehicle. No substitute trailer can be used, and the trailer plate must not be transferred to any other trailer.
15. The trailer licence plate issued by the Licensing authority must be securely attached to the rear of the trailer for which it is issued and must always be visible.
16. The details on the trailer plate must not be obscured or altered in any way.
17. The registration number of the towing vehicle must be displayed on the rear of the trailer when it is in use. The number plate must be properly illuminated when the lights are switched on.
18. Every trailer must be licensed with the same Licensing authority as the private hire vehicle or hackney carriage which is used for towing the trailer.
19. Portable light boards must not be used on any licensed trailer. All lights and indicators must be integral to the trailer and be maintained in a working condition.
20. Every trailer used with a hackney carriage or a private hire vehicle must have a suitable 'brake-away' device fitted in case the trailer should become detached from the towing hook.

## Appendix 11 Additional conditions applicable to limousines

Stretched Limousines must comply with the vehicle licence conditions for private hire vehicles as stated in this policy as well as the conditions stated below.

1. A stretched limousine shall be purpose built by a manufacturer and be a vehicle of high quality generally driven by a chauffeur and with a suitable courtesy panel between the driver and passenger compartment. The chassis must not have been lengthened or altered after manufacture.
2. The logbook must indicate that the vehicle was originally built as a stretched vehicle.
3. A stretched limousine shall be licensed as a private hire vehicle only and shall comply with the private hire vehicle conditions in addition to these conditions.
4. Depending on the age and type of vehicle there shall be either:
  - a) A UK Single Vehicle Approval Certificate/Individual Vehicle Approval (SVA/IVA) or if the vehicle is manufactured after more than 3 months prior to 29<sup>th</sup> October 2010 a Certificate of Initial Fitness (COIF)
  - b) A European Whole Vehicle Approval certificate (EWVA)
  - c) UK Low Volume Type approval certificate (LVTA)
5. There shall be sufficient seating capacity to carry not more than eight passengers.
6. No passenger shall be permitted to travel in the front seat(s) next to the driver.
7. No intoxicating liquor shall be supplied from within the vehicle unless the premises where the booking is taken has an appropriate authorisation under the Licensing Act 2003, permitting the sale of alcohol. (Under the Licensing Act 2003 it is an offence to sell alcohol inside a moving vehicle (i.e., operate a bar).
8. The person selling the alcohol must be authorised by a person who holds a personal licence under the Licensing Act 2003.
9. The driver of the vehicle shall not permit to be played any video, DVD or other recorded image that is unsuitable having regard to the age of the passengers being conveyed. In deciding what is suitable, regard shall be had to the classification of the video, DVD, or recorded image by the British Board of Film Classification.
10. The proprietor of the vehicle shall hold a Performing Rights Society licence, where appropriate.
11. The following activities are prohibited within the vehicle:
  - a) Striptease; Lap dancing; Pole dancing
  - b) Showing of "R" rated films or films of a sexual nature or
  - c) Any activity or performance of a like kind.



## Appendix 12 Conditions applicable to Tuk-tuks and Quadcycles

Tuk Tuks may be licensed as either hackney carriages or private hire vehicles. The vehicle must comply with the conditions for hackney carriages and private hire vehicles as appropriate and the following conditions.

1. The vehicle may have a minimum of three road wheels.
2. The style of vehicle to be fixed and limited to 200cc.
3. The number of passengers shall be specified by the Council before a licence will be granted.
4. Doors shall be fitted to the sides of the passenger compartment of the vehicle. The doors are to be of solid construction and close securely.
5. The doors shall be capable of being opened from the inside and the outside.
6. The roof covering shall be weather tight and of suitable construction to hold the weight of an appropriate roof sign if the vehicle is licenced as a hackney carriage.
7. The passenger compartment shall have suitable protection from the weather.
8. All seats shall be properly secured to the vehicle structure.
9. The seats shall be of suitable construction and properly cushioned and covered.
10. All seats must be fitted with an appropriate and approved seat belt which is in working order.
11. The proprietor shall furnish the vehicle with a proper carpet or other suitable floor covering.
12. The proprietor shall cause the fittings and furniture to be kept in a clean and well-maintained condition and fit for public use.
13. The driver to be subject to additional specialist testing e.g., for motorcycles.
14. The vehicle shall be tested at a garage properly registered by VOSA for motorbike MOTs with qualified staff able to inspect motorbikes.
15. The test shall be carried out in accordance with the appropriate section in the MOT manual.
16. A test for the hackney carriage or private hire conditions shall be carried out by a Licensing Officer in addition to the garage test.

## Appendix 13 Standard conditions for Private Hire Operators

1. The premises relating to this licence must be situated within the boundaries of Arun District and must have a means of taking bookings whether by a mobile phone, internet or dedicated land line telephone number(s) that is specific to that address.
2. The Operator must notify the Council in writing of any change to directorship or management or control of the business, or any other matter affecting the validity of the licence within 7 days.
3. The holder of this licence will keep a clearly legible record of the particulars of any private hire vehicle operated by him/her under the licence, pursuant to Section 56(3) of The Local Government (Miscellaneous Provisions) Act 1976, and contain the following particulars, namely
  - a) make and type of vehicle
  - b) registration number
  - c) owner of vehicle
  - d) PHV licence number
4. The holder of this licence will keep a clearly legible record of every booking of a private hire vehicle invited or accepted, pursuant to Section 56(2) of The Local Government (Miscellaneous Provisions) Act 1976 and contain the following particulars:
  - a) date and time of hiring
  - b) date and time of booking
  - c) name of person taking a booking
  - d) name of hirer
  - e) name of driver or badge number, vehicle, or plate number
  - f) location of pick up and destination

When requested you must provide the customer with a full price for the journey at the time of the booking being made.

5. Manual records of bookings must be kept in a bound book, with consecutively numbered pages.
6. Computerised records must show the date and time an entry was made and have security systems in place to prevent alterations being made to any data that has been entered and stored on the program.
7. The computer clock must always be set to GMT or BST whichever is applicable at that time of year. The clock must not be advanced beyond the correct time for any reason.
8. A private hire operator will not permit vehicles operated by them to be stationed on the highway together unless they are at that moment in use for the purpose of carrying passengers for which a hire has been agreed. If it is necessary for a single private hire vehicle to wait on a road (other than awaiting a pre-booked passenger) it may not stand near or within sight of a hackney carriage rank, a railway station or a bus or coach station.
9. This licence authorises the holder to operate private hire vehicles only.

10. The holder of this licence is responsible for ensuring that all vehicles operated by them are licensed by the Council under Section 48 of the 1976 Act.
11. The holder of this licence is responsible for ensuring that all drivers employed by them or driving vehicles operated by them are licensed by the Council as Private Hire Drivers.
12. The holder of the licence is responsible for ensuring that there is in relation to all vehicles operated by them an insurance policy which complies with the relevant requirements in UK law. A copy of all valid insurance certificates must be held by the operator and be made available for inspection to authorised Council Officers immediately upon request.
13. The licence must be produced immediately for inspection if required by an authorised Council Officer or constable.
14. The holder of the licence must notify the Council of any convictions recorded against them. If the licensee is a company, then any of the partners or directors must notify the Council of any convictions recorded against them.
15. The holder of the licence must immediately notify the Council of any changes relating to the licence including:
  - a) company name
  - b) ownership
  - c) contact telephone numbers
  - d) premises
16. When the operator accepts a booking, they will unless prevented by some reasonable excuse ensure that a licensed private hire vehicle attends at the appointed time and place. The vehicle and driver shall both be licensed by Arun District Council.
17. When the operator accepts a booking, they shall immediately prior to the commencement of the journey enter all the details of the hiring into their records.
18. The operator will retain a copy of the private hire vehicle and private hire driver licences issued by the Council all the time they are controlled or employed by the operator.
19. The operator will notify the Council of any vehicle or driver which is taken out of their employ as and when they occur.
20. The operator will not:
  - a) tout or solicit on a road or other public place any person to hire or be carried for hire in any private hire vehicle; or
  - b) cause or procure any other person to tout or solicit on a road or other public place any person to hire or be carried for hire in any private hire vehicle
21. Where possible a deputy must always be present and in charge of the base when the licence holder is not there. The deputy manager must have means of contacting the licence holder when they are not at the base.

22. All staff must receive full training and be aware of the conditions of the licence.
23. A record must be kept of all complaints received. This will include the identity of the driver and vehicle involved, the date and time, details of the complainant and any other relevant details. The record must be kept for 12 months from the date of the event and be available to an authorised Officer of the Council or a police constable.
24. A record must be kept of all property found in vehicles with details of the driver who found the item and when it was found. Any items found in the vehicle must be returned to the owners within 24 hours or contact be made with [Licensing@arun.gov.uk](mailto:Licensing@arun.gov.uk) and arrangements made to hand the property to the Council.
25. The base must be kept clean, well lit, heated, and ventilated, with adequate seating for employees and drivers between bookings.
26. If the public have access to the base, there must be:
  - a) public liability insurance (minimum cover of £1m)
  - b) the operator licence displayed in any public waiting room
  - c) "No Smoking" signage required by the Health Act 2006
27. Only private hire drivers using private hire vehicles licensed by Arun District Council are permitted to work under the terms of this licence.
28. The licence holder (or company directors) must notify the Council in writing within 48 hours, providing full details of any conviction, caution, warning, summons, fixed penalty notices or behavioural order or arrest for any matter (charged or uncharged) imposed on them during the period of the licence.
29. The holder of this licence must notify the Council, when requested, of any suspension, revocation, or refusal to issue a licence by any other Council. Information provided must include date of decision, the name of the Council, the licence number(s) of the licenses suspended or revoked and provide us with a copy of the decision notice issued by the other Council giving grounds for their action.
30. If a booking is taken, staff should ask if there are any accessibility requirements in relation to the booking and send an appropriate vehicle or advise the requestor that one is not available. Booking websites should also be updated to accommodate this information.

## Appendix 14 Guidance for the vehicle compliance test (in addition to the MoT standard) and vehicle specifications

- 1.1 Hackney Carriages and Private Hire vehicles are required to undertake a vehicle inspection (Compliance test) which is equivalent to the MOT standard, but which also considers other requirements in addition to the MOT standard test which relate to licensed vehicles. Vehicles are tested to ensure they are compliant with the licence conditions and safe for public use.
  - 1.2 The vehicle compliance test must be carried out by one of the nominated garages (these are available on the website). The MOT may be carried out at any VoSA licensed testing station or a nominated garage. The vehicle compliance test must be carried out to coincide with the renewal of the vehicle licence.
  - 1.3 All vehicles are required to be tested twice a year; the tests shall be six months apart. One test must be the MOT.
  - 1.4 **If in the testers' opinion any of the requirements are not met or vehicle defects affect the safety, performance or appearance of the vehicle or the comfort or convenience of persons carried therein, the items or item should be noted on the inspection schedule and the vehicle failed. Should it be considered by the tester that the vehicle is unsafe to be used to carry members of the public the tester is requested to inform the Council's Licensing team immediately on 01903 737755 or [taxis@arun.gov.uk](mailto:taxis@arun.gov.uk)**
  - 1.5 The test will consider if the vehicle meets the specifications set out for vehicles and roof signs in addition to the criteria laid out below.
- 2 Proprietors are reminded that:**
- 2.1 They should arrange for their vehicles to be inspected as soon as possible prior to the current compliance certificate expiry date. However, in line with MOT tests the compliance test can be carried out not more than one month before the licence expires.
  - 2.2 The Contractor will be carrying out inspection work only. If any faults are found the Contractor may make repairs if requested only after the full inspection has been completed. Under no circumstances will any repair work be undertaken during the vehicle inspection.
  - 2.3 The Contractor's inspection will cover the mechanical condition of the vehicle, also its interior and exterior condition and appearance.
  - 2.4 All vehicles must have a vehicle compliance test inspection sheet indicating that the vehicle has passed the test. The test sheet will be issued from the testing garage upon vehicles being passed as fit to be licensed.
  - 2.5 The inspection fee must be paid when the vehicle is presented for inspection.
  - 2.6 No application for either a hackney carriage or private hire vehicle licence will be considered without a successful completion of the vehicle compliance test. The test will be valid for a year from date of the licence.

### **3 Vehicle Inspection**

3.1 The compliance test shall be carried out in line with the VOSA standard for MOT's and the following items which are in addition to the normal inspection criteria.

#### **3.2 Reversing lamps, fog lamps**

- 3.2.1 Reversing lamps fitted to a vehicle shall be fully functional and operate only when reverse gear has been engaged. The lamps shall extinguish when neutral or a forward gear is engaged.
- 3.2.2 Lenses of reversing and fog lamps shall be in good condition and secured correctly to the lamp housing.
- 3.2.3 Front fog lamps fitted to a vehicle shall be fully functional and operate on dipped or full beam.
- 3.2.4 The front fog lamps shall emit white or yellow diffused light only.
- 3.2.5 The fog lamp shall be properly secured and operate correctly.

#### **3.3 Battery**

- 3.3.1 The battery shall be in good condition and securely fastened in position.
- 3.3.2 The battery carrier shall be in good condition and able to hold the battery safely and securely in place.
- 3.3.3 Cables should be of the appropriate type, in good condition and securely attached to the battery. The cable must not be secured to any fuel line or in a position that will render the insulation ineffective.

#### **3.4 Steering controls**

- 3.4.1 The steering wheel and its components must be in good condition and properly secured to the steering column. The mechanism for locking the steering column in a fixed position must operate properly.
- 3.4.2 Any modifications to the steering wheel shall be to manufacturers' specification.

#### **3.5 Tyres**

- 3.5.1 The depth of tread on each tyre must not be less than 2mm throughout a continuous band comprising:
  - The central three quarter of the breadth of tread
  - Around the entire circumference of the tyre

#### **3.6 Vehicle structure, body, and general items**

### **3.6.1 Bumpers**

- 3.6.1.1 The bumper bars and mountings shall be in good condition and securely fixed to the vehicle. They shall not be secured with anything other than the correct fixing.
- 3.6.1.2 Bumpers shall be of original construction. Tape or other material which is not part of the manufacturers' specification is not permitted as a permanent repair. However, tape may be used as a temporary measure to cover damaged areas while awaiting repair.

### **3.6.2 Exterior Bodywork**

- 3.6.2.1 All bodywork shall be in good condition. All panels shall be properly secure and paintwork should not detract from the overall appearance.
- 3.6.2.2 Missing or insecure trim must be repaired or replaced within fourteen days.
- 3.6.2.3 Excessive damage which causes sharp edges or projections, stone chips, dents, or corrosion must be repaired within fourteen days. Tape or other material is not acceptable to permanently cover damaged areas. Tape may only be used as a temporary measure to cover damaged areas while awaiting repair.

### **3.6.3 Interior**

- 3.6.3.1 The interior of the vehicle, including the boot/luggage area shall be kept in a clean and tidy condition. Any damage to the interior trim, carpets or seat coverings shall be repaired within 14 days.
- 3.6.3.2 All interior trim shall be kept in good condition and replaced if damaged or missing or insecure.
- 3.6.3.3 All fitted switches, lights and controls must function properly.

### **3.3.4 Doors**

- 3.3.4.1 The vehicle must have a minimum of 4 side-opening doors (unless previously agreed with the Council). All doors, including the tailgate/door(s) on MPV type vehicles, shall be capable of being opened from inside and outside the vehicle.
- 3.3.4.2 MPV's with tailgate/door(s) must be marked with an "Emergency Exit" sign.
- 3.3.4.3 Doors on wheelchair accessible vehicles must open wide enough for the wheelchair to pass through. The doors must be capable of being held open with a suitable mechanism while the wheelchair is being loaded.
- 3.3.4.4 All doors must close and secure correctly.

### **3.3.5 Load security**

- 3.3.5.1 There shall be provided a means of safely securing the luggage without causing injury to passengers or driver. The luggage must not obstruct or restrict the drivers view through the rear window or hinder the operation of the vehicle.

### **3.3.6 Spare wheel and carrier**

- 3.3.6.1 The spare wheel and tyre shall comply with the conditions found in this document.
- 3.3.6.2 The spare wheel and the spare wheel carrier shall be capable of being secured properly and the carrier shall be of correct design to accommodate the spare wheel.
- 3.3.6.3 If the vehicle is designed not to have a spare wheel, there shall be kept in the vehicle a suitable means for inflating the tyres.

### **3.3.7 Gauges and other controls**

- 3.3.7.1 Any switch, gauge or other unit fitted in the vehicle must function to manufacturers specifications.
- 3.3.7.2 Air conditioning or climate control must work properly if the switch is fitted in the vehicle. If the air conditioning or climate control does not work the switch must be removed and a blanking plate placed in the gap so as to make it safe.
- 3.3.7.3 Only those lights that are permitted to show on the dashboard should be illuminated. Any light which controls or regulates any part of the engine management system and illuminates when there is a fault must be investigated and rectified before the vehicle can be used.

### **3.3.8 Gears and transmission**

- 3.3.8.1 The gears and transmission must operate correctly and without undue noise.
- 3.3.8.2 There shall be no excessive oil leaks from the units.
- 3.3.8.3 All mounting brackets and bolts are fitted correctly, and the unit is secure.

## **3.4 Tricycles and Quad cycles (see Appendix 12 for the requirements for Tuk Tuks)**

### **Other items to be checked.**

- |       |                                      |  |
|-------|--------------------------------------|--|
| 3.4.1 | Additional items to check.           | Standard expected  |
| 3.4.2 | Reversing lamps and front fog lamps. | <i>All lamps must be secure, emit the correct colour light and operate correctly when activated.</i>   |
| 3.4.3 | Wiring and battery                   | <i>The battery must be held securely, and the carrier not so corroded as to be unsafe. The wiring and cables must be properly secured and safe from chaffing and away from heat sources.</i> |
| 3.4.4 | Steering controls                    | <i>There should be no damage to the steering wheel, hub or spokes that will hamper proper control of the vehicle or likely to injure drivers' hands.</i>                                     |



- 3.4.5 Tyres *The tyres must be of the correct type for the wheel rim and suitable standard for the vehicle. The tread shall not be less than 2mm throughout a continuous band comprising the central three quarters of the breadth of tread and round the entire circumference of the tyre.*
- 3.4.6 A spare wheel shall be present together with a road worthy tyre (unless an inflation device is provided instead). *A spare wheel and road worthy tyre should be provided, or a fully charged inflation kit.*
- 3.4.7 The front and rear bumpers to see that they are undamaged and securely fixed to the vehicle. *Front and rear bumpers and their mounting brackets must be securely fitted to the vehicle and undamaged.*
- 3.4.8 The exterior of the bodywork, the underside of the vehicle and the engine compartment. *Must be in a clean condition to allow for proper inspection of these areas.*
- 3.4.9 The external body panels and trim for evidence of corrosion, damage, loose fitting, or unsatisfactory repairs. *No corrosion, damage, or loose panels, or missing or damaged trim to the vehicle body which adversely affects the appearance and/or safety of the vehicle.  
Tape or other material shall not be used to cover damaged areas.*
- 3.4.10 The external paintwork for damage or poor repairs which adversely affect the appearance of the vehicle. *No uneven, damaged, discoloured, or non-matching paintwork to the vehicle.*
- 3.4.11 All seats to ensure that they are properly secured to the vehicle, that they match, and that all seat cushions and back rests are clean and in good condition. *Seats must match, be clean, securely fitted, in good condition and provide proper support to passengers. Any seat covers must be well fitting, tailored to the shape of the seat, clean and in good condition.*
- 3.4.12 The floor carpets or lining, floor mats, upholstery and head linings must be clean, and in good condition. *Internal finishes and linings must be in good condition, clean and free from stains.*
- 3.4.13 The operation and fitting of all external doors and the boot lid/hatch to ensure they are aligned and can be securely closed, *Doors should fit flush with the bodywork; all handles and catches should operate easily and keep the door closed when it is shut. The doors/boot lid should operate as per manufacturer's instructions.*

easily opened, and held in place when fully opened.

- 3.4.14 Adequate room for luggage and appropriate means of securing the luggage. The luggage must not obscure the driver's rear view. *The vehicle must have adequate space to fit a reasonable amount of luggage, there must be a means of securing the luggage if it is carried in the passenger compartment*
- 3.4.15 The boot and boot floor covering to ensure that it is clean, free from articles that would restrict luggage space or stain any luggage coming into contact with it. *Clean and adequate boot space to accommodate a reasonable amount of luggage without any risk of soiling or damaging it.*
- 3.4.16 If a vehicle has wheelchair access there shall be sufficient room inside the vehicle to safely manoeuvre the wheelchair and have appropriate number of restraint points. *The internal layout should not hinder a wheelchair passenger or compromise their safety if they travel in the wheelchair. There shall be sufficient anchorage points in the vehicle to allow the wheelchair to be secured during the journey and the wheelchair user shall have an appropriate type of belt.*
- 3.4.17 Access ramps for wheelchair users must be available and of appropriate material and construction. *Ramps shall be of suitable construction to bear the weight of the wheelchair and user. The ramps shall be stowed in the vehicle so as not to compromise the safety of passengers.*
- 3.4.18 The front and rear number plates to be in good condition and clearly legible. *Front and rear number plates shall not be obscured; excessively damaged; deteriorated or delaminated. There shall be no background over printing. The rear number plate shall be properly illuminated.*
- 3.4.19 The wheels trims or alloy wheels, to ensure they all match and are in good condition. *All wheel trims should match and be undamaged. No major corrosion or damage should be present on the wheels.*

### **3.5 Appeal procedure for vehicles failing the Council's fitness test.**

- 3.5.1 Where a vehicle fails the compliance test the vehicle proprietor has a right of appeal. The proprietor must inform the Licensing Officer in writing within seven days of the original test, that an appeal test is required.
- 3.5.2 The appeal test will be conditional that the vehicle shall have covered no more than 25 miles and that no repairs or adjustments are made to the item(s) or system(s) which are subject of the appeal.
- 3.5.3 The vehicle will be tested at one of the nominated garages (but not where it was originally tested). The Licensing Officer will decide at which garage the test will be carried out.

3.5.4 The Inspector at the nominated testing garage will be accompanied by the Licensing Officer.

3.5.5 The vehicle proprietor, his/her engineer, the tester who failed the vehicle and the owner or a representative of the testing station will be given the opportunity to attend the appeal test.

**3.6 The adjudication of the Appeal Inspector will be final.**

3.6.1 Proprietors are reminded that a fee will be charged if an appointment is broken or cancelled with less than 48 hours' notice. In your own interests please ensure that your vehicle is in a clean and roadworthy condition before making the appointment for a test.

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## Appendix 15 – Standard vehicle specification for hackney carriages

- 1.1 All vehicles must comply with the Road Vehicles (Construction and Use) Regulations 1986
- 1.2 The specifications for the vehicle are agreed by the Licensing authority and are in addition to the Road Vehicles (Construction and Use) Regulations 1986
- 1.3 Vehicles used as hackney carriages may be of any make, model or colour but must comply with the vehicle licence conditions found in these appendices.
- 1.4 The size of seats in the vehicle shall be in accordance with the Road Vehicle (Registration and Licensing) Regulations 2002
- 1.5 All seats shall be fitted with suitable and appropriate seat belts.
- 1.6 All vehicles shall have four road wheels, unless agreed by the Council.
- 1.7 Vehicles converted from vans will not be licensed.
- 1.8 The vehicle design must allow passengers to speak directly and easily with the driver.
- 1.9 There shall be a minimum of four passenger doors unless previously agreed with the Council. All doors shall be capable of being opened and closed from the inside.
- 1.10 The vehicle shall be right hand drive only, except for Tricycles, Quadcycles and tuk tuks.
- 1.11 All hackney carriages shall be fitted with an approved taximeter.
- 1.12 All hackney carriages shall have fitted an approved roof sign.
- 1.13 Novelty vehicles may be licensed as hackney carriages only with the approval of the Council.
- 1.14 Vintage, classic, or antique vehicles may be licensed as hackney carriages only with the approval of the Council.
- 1.15 Any seats or seating over and above the number for which this vehicle is licensed shall be removed before the vehicle is used to carry passengers for hire or reward.
- 1.16 The company or trading name and telephone number may be displayed on the external surfaces below window level.
- 1.17 The vehicle and all its fittings and equipment must always, when the vehicle is in use or available for hire, be kept in a safe, tidy, and clean condition, maintained in satisfactory mechanical order, body condition and overall appearance, and must comply with all relevant statutory requirements (**see Appendix 22**).  
the exterior of the vehicle must:

- a) Be free from dents and damage to body parts and trim.
- b) Be free of areas of rust and/or damaged paintwork.
- c) Have all factory fitted bumpers and body mouldings in place and be in good order and repair.

the interior of the vehicle must:

- a) Be free from stains, tears, cuts and/or cigarette burns.
- b) Have all door and window mechanisms in good working order and the boot and luggage space must be kept clear for use by the passengers with certain exemptions (e.g., spare wheel and jack)

- 1.18 All new registration vehicles and second-hand vehicles must be presented for a compliance inspection at one of the nominated testing stations, before a licence will be issued.
- 1.19 Vehicles that are licensed as a hackney carriage do not require a MoT until they are one year old from the date of first registration. A MoT is required six months after the compliance test for renewal of the licence.
- 1.20 Where a taxi meter is fitted to a hackney carriage the taximeter and all the fittings shall be fitted to the vehicle with seals or similar so that it is not practicable for any person to tamper with the meter except by breaking, damaging, or permanently displacing the seals or other appliance.
- 1.21 The meter shall be sealed and calibrated so it cannot display more than the fares set by the Council. The meter must be of a type approved by the Council.

## **2 Seating**

- 2.1 All seats in the vehicle shall be properly cushioned and covered. The seats shall be firmly and securely fixed to the vehicle structure.
- 2.2 All seats shall have an appropriate type of seat belt. The seat belts shall be in working order and good condition. The belts shall be securely fixed to the vehicle structure.
- 2.3 In a vehicle with more than four passenger seats the seats shall be arranged so that passengers can exit the vehicle without having to tilt or lift any seat and shall only pass one person to get to the access route or doors (**see Appendix 17**).
- 2.4 Where a vehicle has more than four passenger seats there shall be an access route between seats or seats and the vehicle sides of not less than 11" in width. (**See Appendix 17**)

## **3 Fixtures and fittings**

- 3.1 All fixtures and fittings shall be kept in a clean condition, well maintained and in every way fit for public use.

3.2 Any fixtures or fittings that are damaged or do not work must be repaired as soon as possible. If any fixtures or fittings are found damaged or not working, during an inspection of the vehicle, it may render the vehicle unfit for public use until such time as the item has been repaired.

3.3 The floor shall be covered with a proper carpet, mat, or other suitable covering. This shall be kept clean and in good condition.

#### **4 Doors and windows**

4.1 Each side door shall have a window that can be properly opened and closed from the inside of the vehicle.

4.2 Each door shall be capable of being properly opened and closed from the inside and outside of the vehicle.

4.3 An MPV type vehicle shall have a tailgate or door(s) that must be capable of being opened from the inside and outside.

4.4 The tailgate or rear door(s) of an MPV must be marked as "Emergency Exit".

4.5 Windows may be of tinted glass but must comply with the standards in the Road Vehicle (Construction and Use) (as amended) Regulations 1986.

#### **5 Taxi Radio**

5.1 There is no requirement to fit a taxi radio in a hackney carriage, but if one is fitted it shall comply with the following conditions.

5.2 If a radio is fitted it shall be securely mounted to the structure of the vehicle

5.3 The radio and any of its components shall be placed so as not to cause obstruction to the driver or passengers view and not interfere with the drivers' controls.

5.4 All electrical wiring and cables shall be secured so as not to cause interference to passengers, driver, or vehicle controls.

#### **6 Fire Extinguisher**

6.1 A suitable and efficient 1KG fire extinguisher shall be carried and readily available.

6.2 The fire extinguisher shall be properly secured in the vehicle so as not to interfere with the drive or vehicle controls or cause damage or injury.

6.3 The fire extinguisher shall have a means of identifying whether it is properly charged for use.

#### **7 First Aid Kit**

7.1 If a first aid kit is carried in the vehicle it must comply with the First Aid at Work Regulations for travelling first aid kits.

7.2 The first aid kit shall be accessible for use in an emergency.

7.3 The contents of the first aid kit must be in date, properly sealed and clean.

## **8 Wheelchair Accessible Vehicles**

8.1 A wheelchair accessible hackney carriage shall have loading from the side or rear door.

8.2 Hackney carriages that have wheelchair access must have sufficient space inside the vehicle to accommodate, safely and securely, the number of wheelchairs, which the proprietor designates.

8.3 All wheelchairs when placed inside a wheelchair accessible vehicle must be fixed securely to the appropriate fixing points within the vehicle.

8.4 There shall be suitable and sufficient passenger harnesses for those passengers who remain in the wheelchair during the journey. The harnesses must be kept in good condition. All harness securing devices shall be kept in working order.

8.5 There shall be enough fixing points in the vehicle for the wheelchair(s) to be secured correctly. The fixing points must be kept in good condition.

8.6 Wheelchair(s) must only face forward or rearward when the vehicle is in motion.

8.7 A full set of restraints shall be available in the vehicle for each wheelchair capable of being carried as permitted by the vehicle licence. Each restraint shall be kept in good condition and be of sufficient strength to hold the wheelchair in place in any event.

8.8 If ramps are used for access and egress, there shall be suitable means of attaching them to the vehicle when in use.

8.9 The ramps shall be of sufficient strength to support the wheelchair and its user.

8.10 Ramps shall have an anti-slip covering which is kept in good condition.

8.11 When the ramps are not in use there shall be a suitable means of securing them safely in the vehicle without causing damage or injury.

8.12 If a passenger lift is used for access and egress, it shall be of appropriate type to ensure the safe access and egress of the wheelchair and user.

8.13 Each lift shall be inspected under the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998 and shall be certified as safe to use.

8.14 A sign may be affixed to the outside of the vehicle indicating that it is able to convey passengers in wheelchairs provided that the vehicle has been manufactured or properly adapted for that purpose.

## Appendix 16 – Standard vehicle specification for private hire vehicles

- 1.1 All vehicles must comply with the Road Vehicles (Construction and Use) Regulations 1986.
- 1.2 The conditions for the vehicle are agreed by the Licensing authority and are in addition to the Road Vehicles (Construction and Use) Regulations 1986.
- 1.3 Vehicles used as private hire vehicles may be of any make, model or colour but must comply with the vehicle licence conditions found in the appendices.
- 1.4 The size of seats in the vehicle shall be in accordance with the Road Vehicle (Registration and Licensing) Regulations 2002.
- 1.5 All seats shall be fitted with suitable and appropriate seat belts. All seat belts shall be in working order.
- 1.6 All vehicles shall have four road wheels, unless previously agreed with the Council.
- 1.7 London style cabs or similar purpose-built vehicles will not be licensed as a private hire vehicle.
- 1.8 Vehicles converted from vans will not be licensed.
- 1.9 The vehicle design must allow passengers to speak directly and easily with the driver.
- 1.10 There shall be a minimum of four passenger doors unless previously agreed with the Council. All doors shall be capable of being opened and closed from the inside.
- 1.11 The vehicle shall be right hand drive only, except for Tricycles, Quadcycles and tuk tuks.
- 1.12 Novelty vehicles may be licensed as private hire vehicles only with the approval of the Council.
- 1.13 Vintage vehicles may be licensed as private hire vehicles only with the approval of the Council.
- 1.14 Any seats or seating over and above the number for which this vehicle is licensed shall be removed before the vehicle is used to carry passengers for hire or reward.
- 1.15 Vehicles may carry signage on the side of the vehicle to a design agreed with the Council to indicate that they must be pre booked.
- 1.16 The words taxi, cab, or hire (the words private hire may be used) must not appear even if it forms part of the company name.
- 1.17 The company or trading name and telephone number may be displayed on the external surface and below the window line. The words 'advance booking only' must be included in lettering no less than 5cms and a maximum of 16cms in height near other wording.



- 1.18 When advertisements other than those mentioned above are displayed on the vehicle:
- a) The advertisements shall be approved by a Licensing Officer prior to display.
  - b) The advertisements shall be of a permanent nature.
  - c) There shall be displayed the words 'private hire vehicle' on the surface of the vehicle in letters no less than five centimetres in height and not exceeding 16cm in height.
- 1.19 No other advertisements save for those approved by the Council may be displayed on the vehicle.
- 1.20 The vehicle and all its fittings and equipment must always, when the vehicle is in use or available for hire, be kept in a safe, tidy, and clean condition, maintained in satisfactory mechanical order, body condition and overall appearance must comply with all relevant statutory requirements (**see Appendix 20**).

The exterior of the vehicle must:

- a) Be free from dents and damage to body parts and trim.
- b) Be free of areas of rust and/or damaged paintwork.
- c) Have all factory fitted bumpers and body mouldings in place and be in good order and repair.

The interior of the vehicle must:

- a) Be free from stains, tears, cuts and/or cigarette burns.
- b) Have all door and window mechanisms in good working order and the boot and luggage space must be kept clear for use by the passengers with certain exemptions (e.g., spare wheel and jack).

- 1.21 All new registration vehicles and second-hand vehicles must be presented for a compliance inspection at one of the nominated testing stations, before a licence will be issued.
- 1.22 Vehicles that are licensed as a private hire vehicle do not require a MoT until they are three years old from the date of first registration. A MoT is required six months after the compliance test for renewal of the licence.
- 1.23 Where a taxi meter is fitted to a private hire vehicle the taximeter and all the fittings shall be fitted to the vehicle with seals or similar so that it is not practicable for any person to tamper with them except by breaking, damaging, or permanently displacing the seals or other appliances. The meter shall be sealed and calibrated to the fares set by the operator. The meter must be of a type approved by the Council.

## 2 **Seating**

- 2.1 All seats in the vehicle shall be properly cushioned and covered. The seats shall be firmly and securely fixed to the vehicle structure.
- 2.2 All seats shall have an appropriate type of seat belt. The seat belts shall be in working order and good condition. The belts shall be securely fixed to the vehicle structure.

2.3 In a vehicle with more than four passenger seats the seats shall be arranged so that passengers accessing or exiting the vehicle shall not tilt, lift, or remove any seat and shall only pass one person to get to the access route or doors (**see Appendix 17**).

2.4 Where a vehicle has more than four passenger seats there shall be an access route between seats or seats and the vehicle sides of not less than 11" in width. (**See Appendix 17**)

### **3 Fixtures and fittings**

3.1 All fixtures and fittings shall be kept in a clean condition, well maintained and in every way fit for public use.

3.2 Any fixtures or fittings that are damaged or do not work must be repaired as soon as possible. If any fixtures or fittings are found damaged or not working, during an inspection of the vehicle, it may render the vehicle unfit for public use until such time as the item has been repaired.

3.3 The floor shall be covered with a proper carpet, mat, or other suitable covering. This shall be kept clean and in good condition.

3.4 The interior trim of the vehicle shall be to the manufacturers' standard and kept in good condition.

### **4 Doors and Windows**

4.1 Each side door shall have a window that can be properly opened and closed from the inside of the vehicle.

4.2 Each door shall be capable of being properly opened and closed from the inside and outside of the vehicle.

4.3 An MPV type vehicle shall have a tailgate or rear door(s) that must be capable of being opened from the inside and outside.

4.4 The tailgate or rear door(s) of an MPV must be marked as "Emergency Exit".

4.5 Windows may be of tinted glass but must comply with the standards in the Road Vehicle (Construction and Use) Regulations.

### **5 Taxi Radio**

5.1 There is no requirement to fit a radio in a private hire vehicle, but if one is fitted it shall comply with the following conditions.

5.2 If a radio is fitted it shall be securely mounted to the structure of the vehicle.

5.3 The radio and any of its components shall be placed so as not to cause obstruction to the driver or passengers view and not interfere with the drivers' controls.

5.4 All electrical wiring and cables shall be secured so as not to cause interference to passengers, driver, or vehicle controls.

## **6 Fire extinguisher**

- 6.1 A suitable and efficient 1KG fire extinguisher shall be carried and readily available.
- 6.2 The fire extinguisher shall be properly secured in the vehicle so as not to interfere with the driver or vehicle controls or cause damage or injury.
- 6.3 The fire extinguisher shall have a means of identifying whether it is properly charged for use.

## **7 First Aid Kit**

- 7.1 If a first aid kit is carried in the vehicle it must comply with the First Aid at Work Regulations for travelling first aid kits.
- 7.2 The first aid kit shall be accessible for use in an emergency.
- 7.3 The contents of the first aid kit must be in date, properly sealed and clean.

## **8 Wheelchair Accessible Vehicles**

- 8.1 A wheelchair accessible private hire vehicle may have side or rear loading access.
- 8.2 All wheelchairs when placed inside a wheelchair accessible vehicle must be fixed securely to the appropriate fixing points within the vehicle. The fixing points must be kept in good and safe condition.
- 8.3 There shall be suitable and sufficient passenger harnesses for those passengers who remain in the wheelchair during the journey. All harness securing devices shall be kept in working order.
- 8.4 A full set of restraints shall be available in the vehicle for each wheelchair capable of being carried, as permitted by the vehicle licence. Each restraint shall be kept in good condition and be of sufficient strength to hold the wheelchair in place in any event.
- 8.5 If ramps are used for access and egress, there shall be suitable means of attaching them to the vehicle when in use.
- 8.6 The ramps shall be of sufficient strength to support the wheelchair and its user.
- 8.7 Ramps shall have an anti-slip covering which is kept in good condition.
- 8.8 When ramps are not in use there shall be a suitable means of securing them safely in the vehicle without causing damage or injury.
- 8.9 If a passenger lift is used for access and egress, it shall be of appropriate type to ensure the safe access and egress of the wheelchair and user.
- 8.10 Each lift shall be inspected under the Lifting Operations and Lifting Equipment Regulations (LOLER) 1998 and shall be certified as safe to use.

- 8.11 Wheelchair(s) must only face forward or rearward when the vehicle is in motion.
- 8.12 A sign may be affixed to the outside of the vehicle indicating that it is able to convey passengers in wheelchairs provided that the vehicle has been manufactured or properly adapted for that purpose.

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## Appendix 17 Seating arrangements

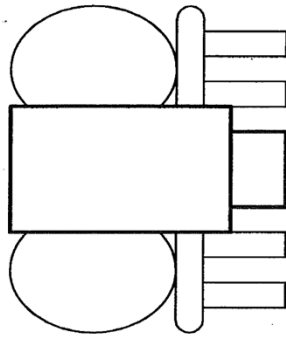
1 Vehicles where the number of passenger seats is not less than five and not more than eight are required to have access and egress from all seats without having to tilt, remove or lift any seat. Passengers shall pass only one person to get to the access route or doors.

**2 Example of seating arrangements from inside the vehicle**  
(See next page)

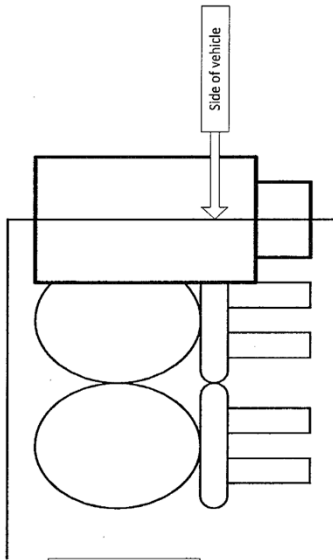
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Appendix A

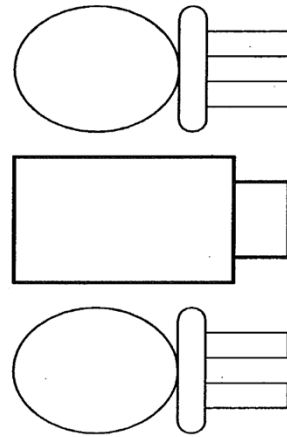
Examples of seating arrangements viewed from inside the vehicle looking from the front to the rear of the vehicle



**FAIL**  
Gap between seats  
is less than 11"  
(280mm)



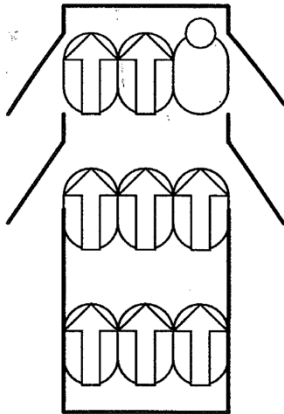
**FAIL**  
Gap between side of  
vehicle and passenger  
seat is less than 11"  
(280mm)



**PASS**  
Gap between seats  
is a minimum of 11"  
(280mm)

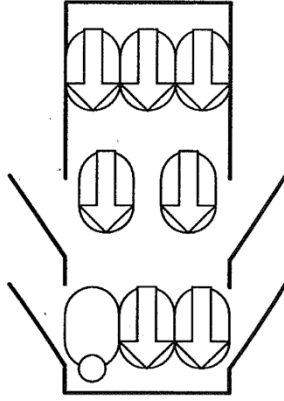
Appendix A

Examples of seating arrangements viewed from above the vehicle



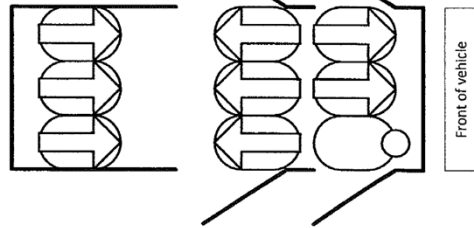
Front of vehicle

**FAIL**  
Access to the doors is blocked by the middle row of seats



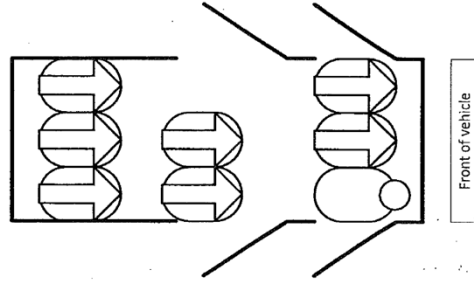
Front of vehicle

**FAIL**  
Access to the doors is blocked by the middle row of seats and the gap between the seats is less than 11" (280mm)



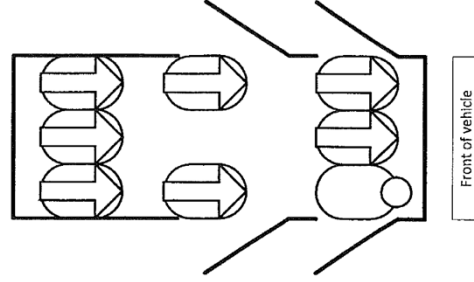
Front of vehicle

**PASS**  
Space between middle row and rear row is 11" (280mm) or more with clear access to the passenger doors



Front of vehicle

**PASS**  
Space between middle row of seats and side of vehicle is 11" (280mm) or more



Front of vehicle

**PASS**  
Space between seats in the middle row is 11" (280mm) or more

## IMPORTANT THINGS TO NOTE

- 1.1 **Applications for the grant of a first driver licence will only be valid for a period of one year. If an applicant has not responded to correspondence, or failed to make reasonable efforts to gain the licence it will be Officer's discretion to cancel the application.**
  - 1.2 Copies of the documents you provide to us will be retained on your records for future reference for as long as they are required for that purpose. The records will be kept in accordance with the requirements of General Data Protection Regulations and only used as the law allows.
  - 1.3 If an applicant indicates on the application form, they have held or currently hold a hackney carriage or private hire driver licence with another authority, we will contact that authority for information about them.
  - 1.4 After a driver licence has been issued, and you wish to return the licence before the expiry date, as you may no longer want to be a taxi driver, we may make a refund on a pro-rata basis less administration costs. **This will not apply if there is less than three full months to the expiry date. The refund will be at the Principal Licensing Officers discretion. A refund will not apply if the driver licence has been suspended or revoked.**
  - 1.5 The Enhanced Disclosure report from the National Disclosure and Barring Service will only be accepted if it is presented to an Officer within 28 days from date of issue. If the applicant is on the DBS 'update service' we will need to see the original DBS certificate.
  - 1.6 **You must produce the disclosure form within this time otherwise your application will not be granted.**
  - 1.7 All documents required can be uploaded to our application portal or emailed to [taxis@arun.gov.uk](mailto:taxis@arun.gov.uk). An Officer will verify original documents during the application process. **DOCUMENTS PROVIDED FOR VERIFICATION MUST BE THE ORIGINAL NOT A PHOTOCOPY.**
  - 1.8 The fee may be paid with the application or on grant of the licence. The fee for any part of the process which does not involve direct action by us must be paid directly to the person carrying out the action at the time it is undertake (e.g., medical). Your licence will not be issued until all fees have been paid.
- ## 2 Frequency of medical assessment
- 2.1 On first application for a driver licence a Group 2 medical must be undertaken irrespective of the applicant's age. The medical must be carried out by their own GP or practice,
  - 2.2 After the first medical, a driver will be required to undergo a Group 2 medical examination at age 45 then every 5 years up to age 65.



- 2.3 Applicants over 65 years of age will require a new Group 2 medical certificate each year.
- 2.4 Officers may request a driver to have further medicals, if they have any concerns about the driver's fitness. The medical shall be with a medical practitioner selected by the Council.

### **3 Frequency of DBS checks**

- 3.1 An applicant for a new driver licence must provide an enhanced criminal records disclosure, not more than 28 days after the date it was issued. Or if the applicant is on the DBS 'update service' we will need to see the original DBS certificate.
- 3.2 A new Enhanced Disclosure report will be required every 6 months, unless we request one to be carried out earlier. We will need to see each new certificate.
- 3.3 If you have signed up to the DBS Update Service, you will not have to provide a new DBS certificate after 6 months unless you allow your subscription to the Update Service to lapse or the information on the certificate has changed.

### **4 Renewal of a driver licence**

- 4.1 You may apply to renew a licence up to two months before your old one expires. ***IT IS YOUR RESPONSIBILITY TO MAKE SURE YOU APPLY FOR A RENEWAL OF THE LICENCE BEFORE THE EXPIRY DATE OF YOUR CURRENT ONE.*** Your application does not become our priority because you have not re-applied in time.
- 4.2 Your renewed licence comes into force on the expiry date of the old one.
- 4.3 You will have up to 14 days after the expiry of the licence to make a new application. If you fail to make an application within the 14 days after expiry of the licence it will be cancelled on our records and any application after that time will mean you will be treated as a first-time applicant.
- 4.4 As a result, you will be required to retake and pass the Knowledge test, medical, driving assessment and DBS check, before a licence will be granted.
- 4.5 You must not drive any licensed vehicle during the 14 days and until the new licence is issued. The start date of the new licence will be backdated to the day after the expiry of the old licence.

## Appendix 19 Vehicle licence application

1. **DOCUMENTS PROVIDED FOR VERIFICATION MUST BE THE ORIGINAL NOT A PHOTOCOPY.**
2. All documents required can be uploaded to our application portal or emailed to [taxis@arun.gov.uk](mailto:taxis@arun.gov.uk). An Officer will verify original documents during the application process.
3. Copies of the documents you provide to us will be retained on your records for future reference for as long as they are required for that purpose. The records will be kept in accordance with the requirements of General Data Protection Regulations and only used as the law allows.
4. Fees are payable upon grant of a licence. A licence will not be issued until the fee has been paid. After a vehicle licence has been issued, and you wish to return the licence before the expiry date, we may make a refund on a pro-rata basis less administration costs. **This will not apply if there is less than three full months to the expiry date. The refund will be at the Principal Licensing Officers discretion. A refund will not apply if the vehicle licence has been suspended or revoked.**
5. ***IT IS YOUR RESPONSIBILITY TO APPLY FOR A NEW LICENCE BEFORE YOUR CURRENT ONE EXPIRES.*** Your application does not become our priority because you have not re-applied in time.
6. You are advised to allow an absolute minimum of 14 days for the processing of an application. (Note: this is subject to change for certain times e.g., Christmas, Easter, bank holidays).
7. New licence applications may be made up to eight weeks before an existing licence expires, to ensure you can continue to trade.
8. Passing the vehicle test does not mean your vehicle can be used as a hackney carriage or private hire vehicle. This right only occurs when your licence application has been granted and you are issued with a plate, licence and the relevant vehicle signs are displayed on your vehicle.
9. The authority will grant a licence only when all the relevant documentation and fee has been received. You will need to provide:
  - a current MoT.
  - a garage test sheet showing the vehicle has passed the vehicle compliance test (VCT).
  - a current certificate of insurance showing it is insured as a hackney carriage or private hire vehicle or used for hire and reward.
  - inside and outside of the vehicle logbook (V5) or V5C if you do not have the logbook.
  - LPG certificate (if applicable).
  - LOLER certificate if the vehicle has a passenger lift.

## Byelaws for Hackney Carriage Taxis

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

### Interpretation

1. Throughout these byelaws “the Council” means the Arun District Council and “the district” means the Arun District.

Provisions regulating the manner in which the number of each hackney carriage corresponding with the number of its licence, shall be displayed and the manner in which the number of persons to be carried by such hackney carriage is to be shown on such carriage.

2.


- a. The proprietor of a hackney carriage shall cause the identification plate issued by the Council, bearing the number of the licence granted in respect of the carriage, to be securely fixed to the outside of the offside rear of the carriage in such a position that it shall be clearly visible from the rear of the vehicle.
- b. A proprietor or driver of a hackney carriage shall: -
  - i. not wilfully or negligently cause or suffer any such plate to be concealed from public view while the carriage is standing or plying for hire;
  - ii. not cause or permit the carriage to stand or ply for hire with any such plate so defaced that any figure or material particular is illegible.

3. The proprietor of a hackney carriage shall cause the interior plate, issued by the Council, bearing the number of passengers prescribed in such licence, to be securely fixed in the interior of the vehicle in such a position that it shall be clearly visible at all times to passengers conveyed therein.

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

4. The proprietor of a hackney carriage shall: -

- a. provide sufficient means by which any person in the carriage may communicate with the driver;
- b. cause the roof or covering to be kept water-tight;
- c. provide adequate windows and a means of opening and closing not less than one window on each side;
- d. cause the seats to be properly cushioned and covered;
- e. cause the floor to be provided with a proper carpet, mat, or other suitable covering;
- f. cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;
- g. provide an efficient dry powder or vaporising liquid fire extinguisher which shall be carried in a position in the vehicle as to be readily available for use at all times;
- h. provide a suitable First Aid Kit, to be approved by the Council, such equipment to be carried in such a position in the vehicle to be readily available for use at all times;
- i. provide means for securing luggage if the carriage is so constructed as to carry luggage.



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

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

6. A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for the purpose.

7. The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.

8. The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall,

unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.

9. A proprietor or driver of a hackney carriage shall not: -

- a. convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the inside of the carriage.
- b. allow there to be conveyed in the front of the carriage: -
  - i. any child below the age of ten years;
  - ii. more than one person above that age;
- c. without the consent of the hirer of a vehicle convey or permit to be conveyed any other person in that vehicle.

10. The driver of a hackney carriage shall not whilst the carriage is hired convey in a hackney carriage any animal belonging to or in the custody of himself or the proprietor of the vehicle. Any animal belonging to or in the custody of any passenger which in the driver's discretion may be conveyed in the hackney carriage, shall only be conveyed in the rear of the vehicle.

11. The driver of a hackney carriage shall, when standing or plying for hire, and when hired, wear the driver identity badge provided by the Council in such position and manner as to be plainly visible.

12. The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:

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

**Provisions securing the safe custody and re-delivery of any property accidentally left in hackney carriages.**

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

14. The proprietor or driver of a hackney carriage shall, if any property accidentally left therein by any person who may have been conveyed in the carriage, be found by or handed to him, carry it as soon as possible and in any event within 48 hours, if not sooner claimed by or on behalf of its owner, to the nearest Police Station and leave it in the custody of the officer in charge.

## **Penalties**

15. Every person who shall offend against any of these byelaws shall be liable on summary conviction to a fine not exceeding One Hundred Pounds and in the case of a continuing offence to a further fine not exceeding Five Pounds for each day during which the offence continues after conviction thereof.

## **Repeal of Byelaws**

16. The byelaws relating to hackney carriages which were made by the Council on the 14th day of September 1984 and which were confirmed by the Secretary of State for Transport on the 19th of November 1984 are hereby repealed.

GIVEN under the COMMON SEAL of)  
the ARUN DISTRICT COUNCIL this)  
31st day of October 1986)  
DAVID DONGRAY for Solicitor to the Council

The foregoing Byelaw is hereby confirmed by the Secretary of State and shall come into operation on the 1st day of April 1987

H. FAWCETT An Assistant Secretary in the Department of Transport on behalf of the Secretary of State for Transport.

16th January 1987

This is a true copy of the byelaws as confirmed by the Secretary of State for Transport.

K.P. Hunt, Director of Environment and Leisure

Byelaws made by the Arun District Council by virtue of the powers conferred on the Council by Section 68 of the Town Police Clauses Act 1847 and Section 171 of the Public Health Act 1875 with respect to hackney carriages.

The series of Byelaws relating to hackney carriages made by Arun District Council on 31st October 1986 and confirmed by the Secretary of State on 16th January 1987 are hereby amended by the addition of the following Byelaw which shall be read and construed as one of the aforesaid series: -

“17. The driver of a hackney carriage shall not smoke whilst conveying any person in such hackney carriage for hire, except with the permission of the hirer.”

GIVEN under the COMMON SEAL of)  
ARUN DISTRICT COUNCIL this)  
26th day of June 1990)  
DOUGLAS HAMILTON Solicitor to the Council

The foregoing byelaw is hereby confirmed by the Secretary of State and shall come into operation on the 15th day of October 1990

R. ATKINS An Assistant Secretary in the Department of Transport on behalf of the Secretary of State for Transport.

Byelaws made by Arun District Council by virtue of the powers conferred on the Council by Section 68 of the Town Police Clauses Act 1847 and Section 171 of the Public Health Act 1875 with respect to hackney carriages.

The series of Byelaws relating to hackney carriages made by Arun District Council on 31st October 1986 and confirmed by the Secretary of State on 16th January 1987 are hereby amended by the addition of the following Byelaws which shall be read and construed as part of the aforesaid series: -

18. The proprietor of a hackney carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the following requirements, that is to say

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

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

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

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

20. The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hire of the hackney carriage the rate or fare prescribed by the



Council the rate of fare being calculated by distance unless the hirer expresses at the commencement of the hiring his desire to engage by time.

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

21.

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

•  
GIVEN under the COMMON SEAL of)  
ARUN DISTRICT COUNCIL this)  
first day of February 1991)  
DOUGLAS HAMILTON Solicitor to the Council

The foregoing Byelaw is hereby confirmed by the Secretary of State and shall come into operation on the 8th day of April 1991

An Assistant Secretary in the Department of Transport on behalf of the Secretary of State for Transport.

Byelaws made by the Arun District Council by virtue of their powers conferred on the Council by Section 68 of the Town Police Clauses Act 1847 and Section 171 of the Public Health Act 1875 with respect to hackney carriages.

The series of Byelaws relating to hackney carriages made by Arun District Council on 31st October 1986 and confirmed by the Secretary of State on 16th January 1987 are hereby amended by the addition of the following Byelaw which shall be read and construed as one of the aforesaid series: -

22. The driver of a hackney carriage shall not keep the engine of the carriage running whilst the same is standing for hire.

GIVEN under the COMMON SEAL of)  
ARUN DISTRICT COUNCIL this)  
27th day of November 1992)  
DOUGLAS HAMILTON Solicitor to the Council  
Seal book No: 377/92

The foregoing Byelaw is hereby confirmed by the Secretary of State and shall come into operation on the 22nd day of February 1993

An Assistant Secretary in the Department of Transport on behalf of the Secretary of State for Transport.





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## Appendix 21 “Higher Standard” fair wear and tear guide

The picture information below is for guidance only and it will be at the Officer’s discretion whether a vehicle fits the “Higher Standard” criteria.

### May be acceptable

### Not acceptable

<p><b>WINDSCREEN &amp; LENSES</b></p> <p>Small scratches outside of the driver’s line of sight.</p>	<p><b>WINDSCREEN &amp; LENSES</b></p> <p>Any damage within the driver’s direct line of sight. Any chips, cracks, or holes in glass or lenses.</p>	
<p><b>WHEELS &amp; TYRES</b></p> <p>Minor scuffing is acceptable up to 25 mm in length. Tyres must meet minimum legal requirements.</p>	<p><b>WHEELS &amp; TYRES</b></p> <p>Scoring and other damage to wheel surface. Damage to side walls or uneven tread wear.</p>	
<p><b>DOOR MIRRORS</b></p> <p>Minor scuffing, providing paint is not broken.</p>	<p><b>DOOR MIRRORS</b></p> <p>Missing, cracked or damaged door mirrors.</p>	
<p><b>BUMPERS</b></p> <p>Minor scuffing up to 25 mm in length.</p>	<p><b>BUMPERS</b></p> <p>Dented or cracked areas. Deep scuffs where paint surface has been broken.</p>	

<p><b>BODYWORK</b></p> <p>Small areas of chipping. Light scratches up to 25 mm in length, relative to the vehicle's age. Dents up to 10mm. providing paint is not broken.</p>	<p><b>BODYWORK</b></p> <p>Stone chips or scratches over 25 mm in length that have exposed the bare metal or primer. or have rusted. Any impact damages. Multiple dents on a single panel.</p>	
<p><b>DECALS</b></p> <p>All decals need to be removed and all glue residue removed.</p>	<p><b>DECALS</b></p> <p>Any damage caused by the removal of such badges and advertising.</p>	
<p><b>UPHOLSTERY</b></p> <p>Should be clean and tidy, with only slight wear and soiling through normal use.</p>	<p><b>UPHOLSTERY</b></p> <p>Burns, tears or permanent staining. Any damage caused by the fitting of equipment such as mobile phones.</p>	

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## EQUALITY IMPACT ASSESSMENT

<b>Name of activity:</b>	Taxi and private hire licensing policy revision	<b>Date Completed:</b>	13/10/23		
<b>Directorate / Division responsible for activity:</b>	Growth	<b>Lead Officer:</b>	Chris Arm		
<b>Existing Activity</b>	Y	<b>New / Proposed Activity</b>	N	<b>Changing / Updated Activity</b>	Y

### What are the aims / main purposes of the activity?

Revision of policy. The policy document will help to regulate and ensure a consistent approach to taxi licensing within the district.

### What are the main actions and processes involved?

The policy is to ensure an agreed consistent and standardized approach to the administration of the taxi and private hire regimes. The main purpose of licensing is to ensure the safety of the public.

### Who is intended to benefit & who are the main stakeholders?

The taxi trade, customers of the trade, trade businesses and local residents and users of Arun taxi and private hire services

### Have you already consulted on / researched the activity?

Yes. Consultation was with the taxi trade and with the general public through the website.

### Impact on people with a protected characteristic (What is the potential impact of the activity? Are the impacts high, medium, or low?)

Protected characteristics / groups	Is there an impact (Yes / No)	If yes, what is it and identify whether it is positive or negative
Age (older / younger people, children)	yes	Measures in relation to young persons in vehicles restrict the carriage of children in the front seat of a vehicle. This measure was introduced some years ago by the authority on grounds of public safety and protection of children.

<b>Disability</b> (people with physical / sensory impairment or mental disability)	yes	Consideration has been given to those with needs and mobility issues to ensure there is provision to ensure that they can be assisted where this is possible. We have also reviewed, and updated vehicle specifications and conditions relating to wheelchair accessible vehicles and reviewed the conditions and policy in relation to those who travel with assistance dogs.
<b>Gender reassignment</b> (the process of transitioning from one gender to another.)	no	
<b>Marriage &amp; civil partnership</b> (Marriage is defined as a 'union between a man and a woman'. Civil partnerships are legally recognized for same-sex couples)	no	
<b>Pregnancy &amp; maternity</b> (Pregnancy is the condition of being pregnant & maternity refers to the period after the birth)	no	
<b>Race</b> (ethnicity, colour, nationality or national origins & including gypsies, travellers, refugees & asylum seekers)	no	
<b>Religion &amp; belief</b> (religious faith or other group with a recognised belief system)	no	
<b>Sex</b> (male / female)	no	
<b>Sexual orientation</b> (lesbian, gay, bisexual, heterosexual)	no	
Whilst <b>Socio economic</b> disadvantage that people may face is not a protected characteristic; the	yes	The policy does not have an impact on this group in general, however Ensuring the district has a well-regulated and successful taxi fleet provides transport links for those in more isolated places in the district and for those without personal transport.

potential impact on this group should be also considered		
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<b>What evidence has been used to assess the impacts?</b>
Legislation and Guidance, officer insight and experience. Any further relevant comments from public consultation will be considered.

<b>Decision following initial assessment</b>			
<b>Continue with existing or introduce new / planned activity</b>	<b>Y</b>	<b>Amend activity based on identified actions</b>	<b>Y</b>

<b>Action Plan</b>			
<b>Impact identified</b>	<b>Action required</b>	<b>Lead Officer</b>	<b>Deadline</b>

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<b>Monitoring &amp; Review</b>	
<b>Date of last review or Impact Assessment:</b>	01.04.2017
<b>Date of next 12-month review:</b>	
<b>Date of next 3-year Impact Assessment (from the date of this EIA):</b>	

<b>Date EIA completed:</b>	13/10/23
<b>Signed by Person Completing:</b>	CA

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ID	Please select the option that best describes yourself.	Do you believe CCTV should be a mandatory requirement in all taxi and private hire vehicles licensed by Arun District Council?	If you answered no to question 4, please add a comment or reason below	Do you have any comments in relation to wheelchair accessible vehicles (WAVs) that you feel we should consider in making our policy?  WAVs are covered in part 4.7 (page 24) and appendix 10 (page 6...	Do you agree with the vehicle age and emissions proposals that will assist the council in licensing a more environmentally friendly fleet?  The vehicle age policy is covered in part 4.4 (page 23...	Do you have any comments in relation to the proposed convictions policy?  The convictions policy is found in Appendix 2 (page 44) of the document.	Are there any additional relevant comments with a view to the safety of the public in respect of this proposed policy you would like to make?
1	Arun licence holder	No	GPRD and human rights	Not really	No	Everyone should have a choice	Give more safety to the driver as well as the public
2	Arun licence holder	No	More unnecessary expense if you don't think their good passengers don't pick them up	No	Yes	No	No
3	Arun Hackney Carriage office or Private Hire operator	No	I agree vehicles that are Hackney carriages should have CCTV because it is an unknown quantity and there is no paper trail of anybody that picks up a car from a rank private hire vehicles and limousines have paper trails of clientele telephone numbers where from and where to and also when dealing with high-end clientele I think it is a conflict of interest and their privacy and we we should not be required to have this	No	Anything that's euro-6 onward is probably cleaner than any electrical vehicle which will take 80000 Miles before it becomes as green as a diesel on the market or a petrol car	No	Roof signs of Hackney taxis have become a bit relaxed over the last few years they are not clear and visible to see their plate number on their roof signs also plates in rear windows at started to be reappearing

4	Arun licence holder	Yes		No	No it's ridiculous as long as it passes the Hackney and the mot it shouldn't matter what age the vehicle is. In this climate the prices of cars are going up so is already a massive expense to the licensee doing this will raise the costs for newer vehicles and potentially lose licensees as they will not to be able to afford them	No	No
5	Arun licence holder	No	Although this would be for safety reasons, I feel in some cases this may be seen as being against human rights	None	No	No	No
6	Arun licence holder	No	More expense. Job becoming to expensive to do	Each taxi firm should have at least 1 wheel accessible vehicle to obtain an operator's licence	Yes but when you buy a new vehicle not existing as I have just invested 9k in a new taxi. This should be phased in.	No	I also so think when buying new taxi it should be colour coded to a Arun Like Brighton taxis. As so many Chichester private hires driving about.
7	An Arun Resident	No	no need ?	No	yes	enhanced DBS for all drivers	shoud be a national policy
8	Arun licence holder	Yes		N	Y	N	Don't understand why Hackney Drivers had to do the recent awareness course that I found very informative ( thanks) but you allowed certain companies in Bognor to have out of area PH drivers to continue plying there trade (?) without having to do same course .... bit concerned for the safety of customers
9	Arun licence holder	Yes		Are you saying that Hackney can now load from the rear	None	None	This is all good for the public but who is looking at our safety. With knife crime on the rise. What are we allowed to do to defend ourselves
10	Arun licence holder	No	Don't need	No	No	No	No
11	Arun Hackney Carriage and Private Hire Licence Holder.	No	Advisory		Age is irrelevant if the vehicle passes the stringent hackney carriage test. I suggested many years ago to remove the 5-year rule. I said that doing so would encourage owners to purchase quality vehicles such as mercedes and BMW etc		
12	Arun licence holder	No	Not required	No	No	No	No

13	Arun Hackney Carriage office or Private Hire operator	Yes		No	NO	No	If you bring in the age policy for new vehicles you will loose even more drivers. There is already a shortage of hackney drivers in the area. This policy should only cover new vehicles! If a car is already plated and passes all the relevant tests it should carry on been plated
14	Arun licence holder	No	The price	No	No	No	No
15	Arun licence holder	Yes		Not all cars are wheelchair accessible	No	No	Not at this moment
16	Arun licence holder	No	Not necessary	No	No, fine as it is	No	No
17	Arun licence holder	No	Should be personal choice.	No	No. How can you go from a taxi can be any age to no more that 10 years. I only brought my taxi 2 years ago, a low mileage 2014 prius for 10 grand. Now it won't be any good by 2024. Wouldn't have wasted all that money on it if I had known the rules would change. I work for Crown Taxis and if this goes ahead every taxi on the company will need replacing. Absolutely ridiculous.	No	No
18	Arun Hackney Carriage office or Private Hire operator	Yes		No	No. Sadly it's going to take more drivers off the road. We have no new drivers coming into the taxi trade because the test is to difficult. Previous drivers have failed the test. Crown taxis would probably lose there whole fleet so not only would you be making drivers unemployed, you will actually close my business completely. I've worked hard to maintain my business. Drivers will retire early and others will get employment elsewhere. Changing the age limit isn't fare on drivers that have recently brought Prius hybrid. All cars are tested and hackney with 2 MOT so safe to be on the road. This whole thing is going to cause complete mayhem to Bognor Regis which is a town struggling to meet the demand for service already. It will open the gate further for private hire more of them and Uber so hackney drivers will be a thing in the past. Resulting in less revenue for the council and no business for me.	No	Please see comments

19	Arun licence holder	No	It should be a choice, many drivers use a dashcam in the hope it may help in any crash report, traffic incident etc or even bad behaviour of customers for the drivers safety, (but because the privacy of filming the public seems to be more of an issue}, although most dashcams wipe over and re-record, some drivers choose not to bother.	The vast majority of customers are able bodied and some elderly people have mobility issues and insist on a low comfortable vehicle, not a van, that they find a struggle to enter, many wheelchair users also insist on a car, finding it much more suitable, people who can not get out of a mechanised or electric wheelchairs often have their own vehicle supplied through government schemes. WAVs are extremely expensive and not practical for the everyday customer or job.	No I do not agree this is necessary at all. we already adhere to your strict hackney/private hire rules and tests, We did not operate in urban city centre environments where pollution and air quality is of utmost concern, Bognor Regis and Littlehampton have one pedestrianised high street each, we are not city centres, The cost of replacing vehicles now in the space of a year is not realistic for many owners, with only just recovering from the pandemic, not working and people just returning to work and hospitality only struggling to regain trade, plus soaring fuel costs and the economic climate hitting hard, this is totally unfeasible, The council may not be aware of the current situation in the motor trade, new vehicles are very hard to come by with long waiting lists causing an over inflated price for used vehicles, especially hybrid and EVs as again cities are causing a problem with their introduction of ULEZ, Our fares policy is not in line with a constant upgrading of overly expensive vehicles, you are forcing more drivers off the road and possibly into unregulated lift-sharing schemes. its showing the council to be uncaring, unrealistic and out of step with our communities priorities.	Far too complex and varied and should be reviewed on the individual case.	The council seem to be intend on makings things much more difficult, more expensive and more unattractive to drivers and focusing on revenue, ... you mention the safety of the public, but there are fewer and fewer drivers catering for the publics needs and many drivers will not work late nights because of danger, safety and the dysfunctional behaviour of the public, I realised a long time ago there is little value or respect towards taxi drivers and operators, perhaps a more realistic consideration and consultation would encourage more to the trade. Also a five year phasing in of newer vehicles may be more realistic, remember its a fine balance of keeping fares affordable, for our community (many of retired and pension age) or massive fare hikes passed on to customers to ride in expensive vehicles that no one can afford, financially crippling drivers and taxi operators is not the best way forward.
20	Arun licence holder	Yes		No	No	No	No
21	An Arun Resident	No	Do you think CCTV should be mandatory in all council offices and the houses of those WFH? Let the taxi companies decide, if people want it then it will give them a comeercial advantage. There is no need to regulate all these additional requirements, make public transport and taxis too expensive and people will continue to use their private cars.	None	Yes	No	None

22	Arun Hackney Carriage office or Private Hire operator	Yes		no	no	no	no
23	Arun licence holder	Yes		No	I partly agree with the vehicle age policy in that a new licence shouldn't be issued to a vehicle over 10 years old but I think the vehicle should then be allowed to be licenced until the age of 15 years possibly with more tests for older vehicles. I strongly disagree with the emissions policy and believe it is extreme. At the time of this consultation I am enquiring about various hybrid vehicles and electric vehicles and the infrastructure simply isn't in place. The cost to purchase an electric car is a massive investment and isn't affordable to most drivers. If this policy is implemented I believe it will result in more unlicensed drivers working illegally in the area and possibly pushing drivers to work on other platforms such as uber where you could simply be licensed by a council elsewhere with more realistic licencing policies. I feel that the taxi trade in Arun benefits from not being over run with Uber drivers and gives valuable service to the local community, the emissions policy would cause drivers to leave the licenced trade because its simply unaffordable to licence an electric car and charging an ev in the area for 10 hours per day would be impossible with the current infrastructure. My research into plug in hybrid tells me a full charge would only achieve up to 30 miles per day so I would simply be driving around 80% of the time with a petrol engine running, simply not worth it!	No	No
24	Arun licence holder	No	It should be a personal choice	No	No unless the council are subsidising the vehicles , vehicles less than ten years old happened a few years ago not everyone can afford a new vehicle but that doesn't mean the cars not well maintained , with very few new drivers coming though this may make a few more leave	Everyone should declare their convictions and common sense should prevail when making decisions	I feel that we try are best as drivers to keep the public safe but their has to be some limits where we can not be held accountable for some things
25	Arun licence holder	No	Because it's an added expense	No	No	No	No

26	Arun licence holder	Yes		No comments	Emissions yes, age, no. My vehicle is 10yrs old now, the engine is classified as an eco friendly engine due to the low road tax cost. I think all cars should be eco friendly but as taxis are well maintained and serviced regularly as long as they are below a specified g/km co2 emissions then I don't believe age of the vehicle is practical. I believe that most taxi drivers would have to leave the job as the cost of replacing a vehicle would be too expensive. A car used for a taxi has a very low trade in value due to the higher mileage even though it's usually in a far better condition mechanically and aesthetically than most cars in general	No	No
27	Arun licence holder	No	Only in cars working nights	No	No cars are much more reliable now from the last time you had similar rules. My car is 5 years old and is as good as a new car. I will expect to use it for many more years than the 5 that you are discussing.	No	No
28	Arun licence holder	No	Don't feel the need for privacy reasons	No	No	No	No
29	Arun licence holder	Yes		Hackney loading from the rear ?	Yes and No Only a qualified engineer should be able to make the decision on a vehicle suitability. This is covered in the vehicle hackney test.	If you have convictions you should be screened	With regards to Assisting disabled people. We are not trained in this area. This would leave us open to accusations of inappropriate behaviour. Also some of our drivers are not permitted to touch women religious grounds. There would also be issues with our insurance on what we are permitted to do. With regards to taking dogs. If a driver dose not take dogs in his normal day to day business then why should he be forced to take guide dogs. We also have the right to refuse any job without giving a reason.
30	Arun licence holder	No	For personal privacy reasons	No	I don't think 18 months is long enough notice for me to have to buy a new car. Maybe new cars should have this restriction but give renewals a bit longer. The cost of second hand cars has vastly increased lately. I believe doing this so soon will force drivers off the road to follow other jobs.	No	No
31	Arun licence holder	No	Not all drivers are affected by bad customers. Some drivers like myself have cctv at home so when the car is not in use it's under cctv	No	No, I think it should be phased out. I myself have recently bought a car which is in good condition. To buy another now would be a struggle and I believe it will be a struggle to other drivers with all the uncertainty around the world e.g. cost of living	No	No

32	Arun licence holder	No	Should be drivers discretion	No	No. I do not agree with it, it seems to be ahead of government regulations a necessary step but too soon in line with government dates, many many drivers will struggle to buy let alone charge these vehicles and the whole infrastructure needs improving before enforcing this. Agreed changes to be made but the dates are too soon.	No	No
33	Arun licence holder	Yes		WAV vehicles are a great deal more expensive to buy, run and maintain than the normal saloon or estate cars we commonly use in this district. To encourage the use of such vehicles, and there is a demand for them, their must be some financial incentive offered. This could be by way of a grant offered by the council or by granting drivers the right to charge a price nearer the market value for this type of vehicle. I would be more than happy to discuss this further.	I agree with the Euro 6 omissions policy on new vehicles for 2024 and all vehicles for 2026. But I have concerns on the 'exceptional condition' policy. The reason for this is the way mechanic workshops arrange testing and repairs to gain a higher rate of efficiency for their customers, and a higher rate of productivity for themselves. It is common for vehicles to be tested with known problems to ensure there is nothing else wrong first before repairs commence. This could easily affect a drivers chance of passing this test through no fault of his or her own. I would also like to see an age restriction for new vehicles from 2026. I would suggest no older than 7 years at first license. In 2026 the oldest euro 6 vehicles will be approximately 8 years old so this should economically be fairly seamless and still give the proprietor 8 years potential service.	No	No

34	Arun licence holder	Yes		No	<p>I disagree with this. As a taxi driver it's a hard business at the moment. Every driver would love to be driving a new car but the expense is a big factor in this not being the case. If this was to come into effect it would almost certainly bring illegal taxis being on the road. I agree in time something needs to be done but what your proposing is going to affect alot of drivers. At the moment it's near impossible to get a taxi at the weekend and by doing this would take more off the road and make more people vulnerable due to having to walk home. Maybe from 2026 any vehicle application for a new plate should fall into a lower emissions category. That way it gives us 4 years to save for this and keep plating there currant vehicle past that date until they have to change there car. As for electric cars there isn't the infrastructure in arun for taxis to be charged up on a regular basis and for people that are in flats it's going to be near impossible to charge there taxi over night. I think there needs to be a meeting so all taxi drivers can attend and this can be discussed properly. I'm not sure how many taxis are plated in the Arun area but it's got to be a very low percentage to the amout of cars on the road in Arun. With this policy change would it also include all of the Arun Council's vehicles and out of curiosity how many staff members that work for Arun have low emission cars.</p>	No	<p>If this policy went ahead public would be at risk there would definitely be less taxis in Arun and illegal taxis due to alot of drivers having there own customer base and continuing to operate due to needing to work.</p>
35	Arun licence holder	No	<p>Although a good idea this would need to be part funded by the council, taxi drivers and unable to foot any more costs, due to cost of living crises and the recession.</p>	No	<p>Fully understand the good the council is trying to do, but this would put taxi drivers out of work, we can't afford to buy newer cars, I would love to be driving around in an electric car and doing my bit for the environment, but we operate in a rural area not a city, the revenue is just not there and that's with a lack of drivers, This is not the time to drive even more people out of the industry.</p>	No	No



36	Arun Hackney Carriage office or Private Hire operator	No	CCTV is expensive to buy & install, there a plenty of Dashcams that are cheaper & have the same functionality	No	No we feel that in the present climate with the prices of the second hand car market & the cost of living crisis & fuel & energy prices this is simply just not a realistic expectation. Many drivers will have just bought 2014 or older cars because the prices of 3/4yr old cars has rocketed to unaffordable prices. Prices dependant on model have gone up between 30% to 70% There is already a shortage of drivers in the Arun area we feel this policy will force many more drivers to seek other jobs. A much more sensible policy would be to allow drivers with diesel cars 2014 or older to keep these cars whilst they are road worthy ie pass mot & Hackney tests until such times they buy a new car which would then have to be 2015 or newer (which are ULLEZ compliant). We don't see the need or see that in practice it is necessary to put a restriction on how long a driver keeps their car. If it is road worthy & in good condition it will pass mot & Hackney & therefore be fit to be used as a taxi. Any car irrespective of age can fail either test we feel as long as it can be put right and passes subsequent retest that is sufficient. We would also like to see any changes whatever they maybe to have a longer lead in time to allow those who may need to make changes to their vehicles do so. We would suggest 3 years or at least a minimum of 2 years. We would respectfully ask you to consider these changes or we feel this could have a detrimental effect on all associated with the taxi industry in the Arun area.	No	No
37	Arun licence holder	No	No there should be a personal choice.	There are enough WAVs to cater for their needs. No	No	To complexed.	No
38	Arun licence holder	Yes		I believe that they must have automated hoists / Entry ramp	Maybe input a 5 year age limit, or move towards hybrids / electric vehicles	I believe it needs tightening up	Drink driving should not be allowed to have a taxi licence neither drug driving
39	Arun licence holder	No	Unless it's affordable	No	No	No	Will these proposed changes be required for Chichester private hire
40	Arun licence holder	No	Cctv should be the driver's choice. If you deem it necessary are you going to pay for it.	No	No	No	In regards of the maximum vehicle age being proposed as 10 years surely you realise how expensive vehicles are, especially at the present time. Also the misfits we pick up and have to deal with on a daily basis and you want us to have even newer vehicles and at an even greater cost to us, things are hard enough at the moment. Is it your wish for us all to give up and then you can just move uber in.

41	Arun licence holder	No	It's common Sense but it should be up to the driver	Depending on the size of the car and the size of the wheelchair	I changed my car six months ago at a cost of £27,000.00 It is a top of the range Mercedes with a full Mercedes main dealer service history, with a very low mileage of less than 30,000 miles. It has a Mercedes 12 month warranty and a Mercedes four year service plan. It is probably the highest specked taxi in Arun I most certainly would not have laid out this sort of money had I known about your proposal of an eight year rule. and I am concerned about this forthcoming eight year rule that may be brought into effect. The the reason being that my car will be six years old in December. I most certainly would not have laid out this sort of money had I known about your proposal of an eight year rule. Furthermore I advised, you in advance, of my intentions of changing my car. I can find no reference from you warning of a possible eight-year rule. I have spoken to my solicitor and I hereby advise you that If this eight-year-old is brought into effect I hear by give notice that I will challenge it in the court.	Common sense	Cleanliness and the general presentation of Taxi should be monitored at all times
42	Arun licence holder	Yes		Yes, I do agree that we need more wheelchair accessible vehicles in service	Yes, it will be the right decision in quality public service and to protect the environment.	Contributing to community transport services with a focus on behavior, security and quality service experience	Regular training and educational cooperation will be beneficial for safe and quality community service
43	Arun licence holder	No	Not at all necessary on safety grounds. It doesn't stop violence or anti social behaviour. Both of which are non existent in our district.	None	No I don't agree	None	Public safety is every taxi drivers goal already. Your proposals don't change anything as far as I can see. Be more proactive about encouraging new drivers would be a better idea.
44	Arun licence holder	Yes		No comment	Disagree	No comment	No comment
45	Arun licence holder	No		I had many wavs and it hardly got used	No	No	Yes bring in the 10 year limit there be less taxis then there is now so more danger to the public

46	Arun licence holder	Yes	N/A	N/A	Vehicle age is going backwards. This was the policy a long time ago. If the vehicle passes the Vehicle test then why should it not be used.	N/A	With reference to assisting as a long time taxi driver I would always help where it was safe to do so. Safe for both myself and the customer. I would never touch the customer as safeguarding is there for both myself and the customer. To assist as you are suggesting would put me in a difficult position. A position the safeguarding course has said we should not put ourselves in. Due to me having COPD and Osteoarthritis I could trigger both conditions as any strong scented disinfectant or Antiseptic cream used by the customer could trigger COPD. Also any customer who grabs the wrong joint could get a reaction. So I offer my forearm a safe way. Could you let me know who's Disability is more important. The ULEV statement of having all taxi's as ULEV by 2026 is a bold statement. Its not possible as the Arun town has no charging point's. Also although I agree with all emission's should be as low as possible there is no vehicle capable of running the miles required. With light's, Heater, wiper's. It is unrealistic for the council to expect the driver's to get these vehicle's. The council will be getting complaint's about the cost as the fare will have to go up to cover the cost of any of these vehicles. If the euro 6 engine is acceptable in London and cities around the country why can they not be accepted in the Arun area. I think its a type error It should be ULEZ compliant Vehicles.
47	Arun licence holder	No	I do not believe CCTV should be a mandatory. It is depends on drivers personal safety and security. It is going to be extra cost for installation and maintenance.	No comment	I do not agree with the vehicle age and emissions proposal. I feel that in the present climate with the price of the second hand car market & the cost of living crisis & fuel energy prices this is simply just not a realistic expectation.many drivers will have just bought 2014 older cars because the prices of 3/4yrs old cars has rocketed to unaffordable prices. Prices dependant on model have gone up between 30% to 70%. A much more sensible policy would be to allow drivers with diesel cars 2014 or older to keep these cars whilst they are road worthy ie pass MOT & Hackney tests until such times they buy a new car which would then have to be 2015 or	No comment	No comment
48	Arun licence holder	Yes		No	Yes	No	No
49	Representative of a statutory body or other organisation	Yes		No.	I think we need to think about the balance of the cost on the taxi drivers	No.	The policy doesn't seem to cover emergency health regulations such as during covid, and I notice from my use of taxis that it isn't consistent

50	Arun licence holder	No	This should be for the individual driver to decide if he wants and can afford to put cctv in his car.	No	The age of a vehicle should be irrelevant if a car passes a MOT and Hackney test. Imposing a no older than 10 year and euro 6 ruling will not improve the journey for the public in anyway but will add thousands to the cost of drives who would have to change there cars. I only see this forcing some drivers out of taxing and stopping people from coming into taxing. With the current economical crisis and a very high risk that everyone financially situations will get a lot worse before it gets any better. I feel any change to the existing policy that would have a financial impact on the drivers would be a extremely bad idea.	No	No
51	Arun licence holder	No	No because the average age of our customers is 80 plus !	No	No I don't ! All you seem to be doing is punishing the drivers again and costing them money we haven't got let alone killing the industry.	Yes I think this is harsh when it's a drivers livelihood.	Yes we need more policing of the ranks as more and more people are parking on them to go shopping.
52	Arun licence holder	No	It's an invasion of my privacy when I have no passenger.	No	No. Us taxi drivers can't afford to replace our cars to electric one. As a lot of us had to change or adapt our cars due to COVID-19	No	If this goes ahead the council will lose 60% of it taxis. This will NOT be profitable to us drivers or the council
53	Arun licence holder	No	Should be discretionary	No	No	No	No
54	Arun Hackney Carriage office or Private Hire	No	Hackney carriages only private hire vehicles have name addresses telephone	Hackney carriages	No	No	No
55	Arun Hackney Carriage office or Private Hire operator	No	Should be by choice	N	No, as long as the vehicle passes the Hackney carriage test it should be left. We will lose even more drivers.	No	No
56	Arun licence holder	Yes	None	None	Yes	No comment	None
57	Arun licence holder	No	Damage to vehicle when fitted I have removed a few systems and all leave holes with cables passing by airbags there is a safety risk	No	The environment cost of making new car's out ways anything else and I drive a hybrid.	Only that you need to check better many drivers have over 6 points on there car license	No
58	Arun licence holder	No	If drivers feel the need to have CCTV installed it should be optional	No comment	I do not agree with the vehicle age proposal as a vehicle can up to standard regardless of the age of the vehicle. And also it can be expensive to have a car that need to meet an age requirement	No comment	No comment
59	Arun licence holder	No	If it's subsidised and affordable to each driver	No	No	No	No

60	in process of getting licence at the moment	No	it will add extra cost and admin to running a taxi ,	i am going to be running	no . if a car meets current emission laws set by central government this should be enough.	no	no
61	Arun licence holder	No	The cost is to much	No	No	No	No
62	Arun Hackney Carriage office or Private Hire operator	Yes	I'll make a comment on this one because of my experienced, as a driver we need to protect my self from arrogant, aggressive and rude passenger. CCTV can testify the action and behaviour for both side. I once be a victim of this kind of treatment so I really appreciate if you consider to push the mandatory implementation on it.	no comment	yes	no	no
63	Arun licence holder	Yes	For the safety of the drivers and passengers	There is no need for this coz we hardly get any customers who needs wheelchair accessible vehicle	Yes	Not really	No
64	Arun licence holder	No	Not all customers would be happy to have it in cars	Need to be able to charge	No	None	None
65	Arun Hackney Carriage office or Private Hire operator	No	Because it's another expense for already struggling drivers to pay out for	No	Not at all!!! Have you any idea how expensive second hand cars cost nowadays!! To expect drivers to buy a car even newer than they already do is going to add thousands of pounds to what we would have been paying for a decent car . This is just going to make the job unviable!!! Due to the mileage we do ( most of it dead , may I add) any car we buy is only realistically going to be able to do 200/250 k miles so even if you were to buy a newer car you are only going to be able to cab it for the same amount of years. I don't understand what you are trying to do to us to be honest , you are going to lose so many taxi drivers if you go ahead with this and there is already a massive shortage of drivers in this area!! We are running a terrible service already and having to turn down so much work as we can't get drivers and this will just make an already bad situation absolutely awful. It's only a matter of time before Uber will be stepping in and taking over!!	No	No

66	Arun licence holder	No	More unwanted expenses	No	No	No	No
67	Arun licence holder	No	not all hackney carriages work at times where they would be vulnerable or need CCTV	no comment	I do not agree with age or emission policy. it is the interest of the owner to insure his hackney carriage is in perfect condition for as long as it is owned. maybe random inspections of Hackney carriages is carried out to insure vehicles are kept road worthy. also smoking by drivers is very common while working.	no comment	council officials should be seen out on the streets and checking cars on the authorised ranks. drivers are completely ignoring bylaws.
68	Arun licence holder	Yes		No	No it means a lot of cars that are OK at the moment will just have to stop. With the current economic climate I will not be continuing as a taxi driver having spent a lot of money buying a minibus to be told it will have to come off the road. I do understand the emissions is a problem for the environment. There is already a shortage of drivers and it will kill the trade	No	No
69	Arun licence holder	No	Not needed	No	I think 10 years for a vehicle is ridiculous if a vehicle passes a hackney test and mot it is perfectly good for the job.I don't think electric vehicles are ready for the job yet.	No	No
70	Arun licence holder	No	Left to the discretion of the driver	No	No , there's enough red tape restricting taxi drivers atm. There's a nationwide shortage of taxi drivers.You will be compounding the problem by making further rules regarding vehicle age. Many drivers have already left and others I've spoken to won't be renewing in April 2024. Customers are already complaining they can't get a taxi at the weekend. None of this is helpful for drivers.Personally I've just spent 1100 pound on a new clutch for my 09 mondeo. I'm happy to continue using it , paying a ulez charge and a road tax increase.	No	No
71	Arun licence holder	No	I've removed my cctv in my taxi ,it's an unnessary cost ,it has not helped in R.T.A.s	No comments	Yes	No	No
72	Arun Hackney Carriage office or Private Hire operator	No	we only operate airports and docks and have never needed CCtv in 30 years	very expensive and little demand	no	The point system could be used vindictly by people to cost a driver there job	a meeting should be had with Arun drivers or company owners by the council licencing team

73	Arun licence holder	No	Should be a choice! dashcams are for everyones safety but some feel its is an infringement on privacy.	Majority of customers are able bodied and older people with mobility issues prefer cars not WAVS or vans, they are uncomfortable, expensive, and inaccessible to most customers, wheelchairs users often request cars , rarely is a WAV required for people who cannot get out of a wheelchair or have a mechanical wheelchair.	NO NO NO! Plug in and electric vehicles are too expensive, not practical or suitable and we have no infrastructure to support these vehicles, we are not in inner-city environments and our customer base could not afford a huge fare increase to enable us to pay for these vehicles. Our current vehicles have to meet your strict tests already and maybe hybrid cars should still be considered.	Should be judged on individual cases, far too complicated.	Instead of thinking up more ways to reduce the available taxis, perhaps support the taxi trade more and encourage younger and new drivers, the public are commenting on how difficult it is to get taxis now, getting home safely is a bigger priority than air quality at the moment.
74	Arun licence holder	No	Average age of customer is 80 years of age so not required	No	No	No	None
75	Arun licence holder	Yes		No	Not entirely	No	No
76	Arun licence holder	No		NO some earlier cars are better and more roomier	Not really	No	No
77	Arun licence holder	No		No	No	No	No
78	Arun licence holder	Yes		No	No!	No	No

79	Arun licence holder	Yes		No	No	No	No
80	Arun licence holder	No	I'm not completely against the idea of CCTV inside vehicles, but I do not believe it should be mandatory unless Arun District Council will be footing the bill for the cost of the 'council approved' CCTV system and loss of the days earnings the drivers incur due to having the system fitted. There may be drivers who cannot afford either of these things and due consideration has not been afforded to any drivers in this position. Point 3 of Appendix 3 is also deeply offensive to drivers, in the respect that the council is admitting they will display bias against a driver if no recording is available. What a slap in the face for decent, honest drivers who look to the council to serve and protect them.	None	No I do not agree with the vehicle age policy. All taxis are required to submit an MOT and garage hackney test. These tests inform the council whether a vehicle is fit to be a taxi regardless of the vehicle age. There is no reasonable or fair-minded reason for an age limit on vehicles to be introduced when both of these things are already in place.	None	None
81	Arun licence holder	Yes		No	Yes	No	No
83	Arun licence holder	No	Cost is the main issue	No	No I brought a car a year ago for 10 000 pounds that would last me 5 to 7 years under the new proposal I would have to get rid off it in 18 months I won't be able to afford another in such a short time	No	The Hackney test that's already in place keeps the cars safe and in good condition no matter what the age of the vehicle
84	Arun Hackney Carriage office or Private Hire operator	No	Feel it's not needed in our area	No	No do not agree my car can be more road worthy than a more updated car. And have less mileage are u trying to loose even more drivers we are getting lesser in numbers each year and our profession is becoming more costly with our overheads we can not all be in the position to put our selves in even more dept in these costly times when our car is in very good condition why change	No	No



85	Arun licence holder	No	All drivers and customers have a right to be dropped off and picked up with out a camera Olin there face , most people that are trouble play up when they see the cctv	I don't have a wheelchai	No	No	Help keep the taxis drivers safe
86	Arun licence holder	No	Left to the discretion of the driver	No	No	No	Yes. Appendix 2.7 paragraph c. Designation of taxi ranks. The taxi rank opposite sheiks nightclub. ( Waterloo Square, esplanade). I've asked the adc to stop staff at sheiks, members of the public from using this rank. I've also sent in pictures. These cars are parked here illegally between 7pm to 7am. Could a traffic warden be designated to fine cars parked here. All taxis have to double park at the moment and are blocking one lane of the road. This is a particular problem Saturday night. As your policy reads ' it's an offence for any person to cause or permit any vehicle other than a Hackney carriage to wait or stand on these designated ranks ' . Thankyou. I look forward to receiving a reply from you about this point ?
87	Arun licence holder	No	Privacy issues	No	No, if a vehicle is still fit for purpose.	No	No
88	Arun licence holder	Yes		No	Disagree	Agree	No thank you
89	Arun licence holder	No	No need to for the amount it is used	No	No	No	No
90	Arun licence holder	No	Unnecessary if working days	Unnecessary to have every vehicle to be a WAV	No, so long as it still passes garage test it should be allowed to stay	No	No
91	Arun licence holder	Yes		NO	No providing the car is clean undamaged passes the emission tests and is passed fit for use then Why? I personally at the age I am would simply retire because it would not be a viable business commitment. This I know would be the case for many older Arun badge holders that I have spoken to.	NO	NO
92	Arun licence holder	Yes		No	No	No comment	No comment
93	Arun licence holder	No	To expensive to install and pay for	No	Yes	No	No

94	Arun licence holder	No	Too expensive	No	Yes	No	None
95	Arun licence holder	Yes		Sorry I don't have any comments about this.	Yes	No	No
96	Arun licence holder	Yes		Not for all vehicles.	Current vehicle policy is fine as vehicle have inproved in the last ten years !	No	No
97	Arun licence holder	Yes		No	I think that an age restriction of ten years on any taxi would suffice whether it is diesel or electric	No	No
98	An Arun Resident	Yes		no	I feel that April 2024 is too soon to bring in the 10 year policy. Many honest hard working license paying drivers have invested many thousands of pounds in the last 18 months on vehicles that may now only have a limited taxi life. If a vehicle passes its 6 monthly mot and it's annual Hackney garage test this should be enough to determine its roadworthy ness and age immaterial. Whilst I agree there are potentially some much older cars that do not reach the required standards these should be looked at individually. I feel there should be a 5 year phasing in period for any such changes.	no	no
99	Arun licence holder	No	Should be a choice. Its usually a dashcam, not CCTV	WAVs are far too expensive, impractical, totally unsuitable for 99% of able bodied and elderly customers and are requested NOT to be sent , majority of wheelchair users prefer a normal car.	NO, unworkable and unnecessary at this time, asking drivers to pay out thousands of pounds during the cost of living crisis is a disgrace, especially for unsuitable vehicles, there are hundreds of reasons why plug-in and electric vehicles do not work as taxis at the moment.	Should be judged on individual cases, far to complicated.	Listening to customers, there is a huge concern of a severe lack of available taxis and drivers, taking more cars off the road is not a viable solution.
100	Arun licence holder	Yes		no	I feel that April 2024 is too soon to bring in the 10 year policy. Many honest hard working license paying drivers have invested many thousands of pounds in the last 18 months on vehicles that may now only have a limited taxi life. If a vehicle passes its 6 monthly mot and it's annual Hackney garage test this should be enough to determine its roadworthy ness and age immaterial. Whilst I agree there are potentially some much older cars that do not reach the required standards these should be looked at individually. I feel there should be a 5 year phasing in period for any such changes.	no	no
101	Arun licence holder	No	Never needed could aggravate the customer	We have two on our company sometimes not even use once a month	No I think if the vehicle passes two m o t each year and are kept up together this should be fine .the outlay on hybrid and electric vehicles will lose you 40/50 of your drivers	No Agree with this	I think with the courses we do after 34 years of taxi driving everything is fine

102	Arun licence holder	No	Depends who has control of footage as vehicles are used for own private use as well.	Extended Licencing years as not many wav in arun	No if wav and in really good condition should have extended years	Depends on conviction	No
103	Arun licence holder	Yes		No	Although I agree with emissions proposals, I am against vehicle age proposals. If the car is passing emissions and two mot's a year it should in my opinion be allowed as a taxi. This is quite a recent proposal and I know a number of drivers who have recently invested in older vehicles that will potentially be unable to be used. I think if this proposal goes ahead then the date should be later than 2024 and maybe 2030 when new diesel and petrol cars will know longer be produced. .	No	No
104	Arun licence holder	Yes		There are enough WAVS already	No, because at the moment the burden of living in the current economic crisis is to high	No	N
105	Arun licence holder	No	Low income business. Increasing cost to driver reduces already low earnings.	No	No. It drives up the cost of operating a taxi to point where a driver must work 70+ hours per week to earn reasonable money.	Once a person has paid for their crime they should be allowed to move on and reintegrate into society. Crimes of a sexual or violent nature should be exceptions to this.	Driving up costs forces drivers to work dangerously long hours increasing chance of accidents. Drivers should be limited to a sensible number of hours per day/week, with costs kept low enough that a liveable wage can be earned.
106	Arun licence holder	Yes		No	Agree	Agree with them	None
107	Arun Hackney Carriage office or Private Hire operator	No	I feel it would intrude on mine and passenger privacy	Never had a problem with people getting into car who use wheelchair	As long as the car is in good condition and the emissions are ok I can't see it being a problem	No	No
108	Arun licence holder	Yes		Agree	Vehicle age is an issue as this is a small town, A massive cost will be incurred, We have many older taxis in town which conform to emissions policy, However upgraded is a big cost. Emissions policy i agree with	N	On paper this is good, However some help would be appreciated such as a revised minimum fare , Also on several occasions we cannot drop customers in some of the taxi ranks as this is used as a car park at peak times. we
109	Arun licence holder	Yes		N/A	No	No	No
110	Arun Hackney Carriage office or Private Hire operator	Yes		N/A	No	No	No
111	Arun Hackney Carriage office or Private Hire operator	Yes		No	I think it's better to keep same age of vehicles because of the cost.	No	No

112	Arun licence holder	Yes		No	I have some reservations that the cost of up-to-date clean air cars would be out of reach of both younger drivers and older taxi drivers who may only have 2 or 3 years until retirement. Although you do mention possible grants to help	No	A courteous., comfortable, safe drive with an appropriate social interaction with customers should always be the standard. It is always helpful when a customer needing assistance requests when booking as this is passed on to the driver who would then be prepared
113	Arun licence holder	No	Never have had the need to have cctv	No	No	No	No
114	Arun licence holder	No	Don't think it should be compulsory, it should be the drivers choice, in other parts of the uk you are given a choice, there has been reports of drivers taking legal action if it is made mandatory.	No	Yes	No	To protect the public more, more must be done to stop cross border private hire vehicles picking up in Bognor, it happens every weekend and there is never any checks. When this happens surely the passenger is in a uninsured vehicle.
115	Arun licence holder	No		No	No	Yes	Please could you explain : (i) why it is suggested that there is no point in drivers talking amongst themselves about issues of concern regarding the policy? (ii) why is it only acceptable for "thoughts" to be submitted through the link on the original email rather than by email? (iii) what opportunity will there be for any discussion/consultation on "thoughts" submitted for consideration which result in amendments to the draft policy? (iv) and, similar to (iii) above, what opportunity will there be for any discussion/consultation on "thoughts" submitted which do not result in changes to the draft policy? (v) Given the paucity of the responses so far, would not be better to extend the consultation period to afford an opportunity for a meeting to be arranged to which all Hackney/PH drivers can be invited to attend in order that the poor response may be considerably improved?

116	Arun licence holder	No	Because I it another expense that I don't think it necessary. Whoever feels it will make a difference to them, they can fit it themselves.	My vehicle is not wheel	I know that more than a quarter of current drivers will have to change their vehicles if this was to be introduced. The government just announced that the country is in the recession. Vehicle prices and finance costs soared up. Used car prices have risen nearly 30%. The interest on car finance is going up as Federal Reserve is increasing interest rates. People are nor going out as much as they were hit with an extortionate electricity and gas bills and increase in cost of living. This makes my job less busy which means I am not earning as much. Fuel prices have gone up more than 30% and yet our fare has not changed to reflect the fuel price increase. I have been a taxi driver for last 5 years. I love the job and I got to know my customers. Taxi drivers help a lot of elderly people in the area with their shopping. I drive #####. With the proposed changes I would not be able to afford to change my car to remain the taxi driver. The easier and cheeper option for me will be to become a courier driver. This way I will also have free weekends to spend with my family. Some of our drivers moved on to do this job during covid lockdown and never came back. I think the proposed changes will put most of our drivers in the position to have to think about changing the job. Taxis do a lot of school runs for the council and it gets harder to get enough drivers to cover all of the school runs. It will be more difficult if Arun will loose more drivers. I believe with the recession, increased cost of living and interested rates there could not be a WORST time to introduce proposed changes.	No comments	I think it will be safer for the public late in the evening specially when it is dark to call the taxi and get the taxi in a few minutes instead of getting the reply 'Sorry, we are very short of the taxi drivers due to new changes a lot of out drivers left you would not be able to get a taxi until the morning.'
117	Arun licence holder	No	Personal choice of taxi drivers	No	No	No	No

118	Arun licence holder	No	Having conducted a literature /evidence review regarding this,I would only support introduction of mandatory cctv in Hackney carriages and certain private hire vehicles. The evidence suggests that cctv in vehicles that pick up passengers not known to them or vetted, would be effective to deter violence,prevent theft,and provide evidence that facilitates prosecution.In the case of BBCars Chauffeur Service,There is a process in place to verify the clients identity and business details in advance of a journey taking place. BBCars is a luxury and plate exempt Chauffeur Service dealing with high net worth clients who require a discreet and confidential service. It is therefore our view that cctv should not be mandatory in our vehicles for these reasons.	Not applicable	No	No	No
119	Arun licence holder	No	Cost Implication to the operator.	None.	In principle yes.	No.	Does any of this take into account the safety of the driver?
120	Arun licence holder	Yes		No	I agree it us the way forward but ulez cars and electric cars are far too expensive at the moment. If you enforce this the all that will happen is drivers will get into a large amount of debt purchasing new cars. Some of the older drivers will just not bother as it would not be worth their while. Electric cars do not have the range required to do our job properly unless we buy Tesla. Which at around £50000 this is simply not a viable option. My car is ten years old next year and still in very good condition, I would have to get rid of it next year or scrap it due to the high mileage. That's not very environmentally friendly is it. I think the policy has valid points but its just too early to be viable. All that will happen is more and more drivers will leave the industry when there is already a shortage of drivers nationwide. You will be inviting Uber to come in and take over. Unless that's what you want.	No	Get in the real world.

121	Arun licence holder	No	As technology keeps improving it would require constant upgrades	No	The time given ie 2024 is not long enough to enable drivers to replace their vehicle,there is a very long waiting time at the moment to supply new vehicle and the price of 2nd hand vehicles has increased dramatically	No	No
122	Arun Hackney Carriage office or Private Hire operator	No	I believe that it should be up to the driver to make this decision.	This is fine as it is.	I think the rules should stay the same. As long as the vehicle is tested Mot And Hackney test six monthly.	No Comments	No comments

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Licensing Committee	Report Title	Report Author	Date of Meeting	Full Council Meeting Date
Karl Roberts Nat Slade				
	Licensing Hearing Procedures Q4 KPI Report	Neil Williamson	<b>23 June 23</b>	19 July 23
	Q1 KPI Report		<b>15 Sept 23</b>	8 Nov 23
	Q2 KPI Report Taxi Policy & Byelaws	Neil Williamson	<b>15 Dec 23</b>	10 Jan 24
	Taxi Fare Setting Licensing Fee Setting Q3 KPI Report	Neil Williamson Neil Williamson	<b>23 Feb 24</b>	13 March 24

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