



**WARDS AFFECTED
ALL WARDS (CORPORATE ISSUES)**

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:
Leader's Briefing
Cabinet**

**7 January 2002
28 January 2002**

Strategy for the Licensing of Hackney Carriages

Report of the Director of Environment & Development, Development and Commercial Services

1. Purpose of Report

This report proposes a strategy for licensing hackney carriages for adoption by the City Council.

2. Summary

The strategy and supporting policies are attached. The strategy aims to improve services in respect of:

- ◆ restricting the number of hackney carriages licensed,
- ◆ improving the quality of vehicles,
- ◆ increasing the supply of vehicles late at night,
- ◆ improving rank provision, and
- ◆ reducing vehicle emissions.

3. Recommendations

It is recommended that:

(a) The Strategy for Licensing Hackney shown in Appendix 4 is adopted;

(b) The following policies are adopted from 1 April 2001:

- (i) Policy on Restricting the Number of Hackney Carriages Licensed (Appendix 5);
- (ii) Policy on Age Limit for Hackney Carriages (Appendix 6);
- (iii) Policy on Hackney Carriages that Fail Mechanical Examinations (Appendix 7);

(c) Delegated authority is given to the Director of Environment, Development and Commercial Services to make minor amendments to the above policies where necessary in the light of practical experience of their implementation.

(d) Consultation is commenced with private hire operators on the application of comparable policies to the licensing of private hire vehicles.

4. Headline Financial and legal Implications

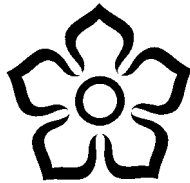
There are no direct financial implications for the City Council resulting from this report.

A local authority may only restrict the number of hackney carriage licences it issues, if it is satisfied that there is no *significant unmet demand* for hackney carriage services in its area. The consultant's report has confirmed that there is no significant unmet demand in Leicester and that they would be able to defend this finding against legal challenge.

Where proposals involve action to revoke or suspend a licence, safeguards have been built in to the procedure to enable the City Council to meet its obligations under the Human Rights Act. There will be a right to make representations to the Licensing Sub-Committee in addition to the right of appeal to the magistrates' court.

5. Report Author/Officer to contact:

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Leicester
City Council

WARDS AFFECTED
All Wards - City Wide

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:
Leader's Briefing
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Strategy for the Licensing of Hackney Carriages

SUPPORTING INFORMATION

1. Report

1.1 Background

The initial impetus for the development of a strategy for the improvement of hackney carriage services was an investigation carried out by the transport consultants Halcrow-Fox. In particular the investigation provided evidence that would enable the Council to impose a limit on the number of hackney carriages it licenses. A temporary limit is in place during the consideration of the strategy.

An outline for a strategy for improving hackney carriage services was presented to members in April 2001. This was followed by consultation with the trade on the outline. A proposed strategy and underpinning policies were then prepared and presented to members on 26 November 2001.

A final phase of consultation has now taken place with the trade, the police, the Vehicle Inspectorate and disability organisations. The Strategy is now before Cabinet for approval.

1.2 Strategy

The proposed strategy, which is shown in Appendix 4, identifies a number of key areas for improvement. The following provides a further discussion of each area.

1.2.1 Restricting the Number of Hackney Carriages Licensed

The conclusion of the survey carried out by the consultants, Halcrow-Fox was that there was no significant demand for hackney carriages that was unmet. In these circumstances a local authority may if it wishes limit the number of hackney carriages it licences.

The main advantage of limiting the number of vehicles licensed would be to prevent any further congestion at ranks and other City Centre locations.

If the number of vehicles licensed were allowed to increase, considering that the number of taxis which are already licensed are sufficient to meet existing demands, each taxi proprietor's income would reduce. This would be unhelpful to the City Council's aim of improving vehicle quality.

Restricting entry into the hackney carriage trade, by restricting licences, is likely to enable a premium to be charged by a current licence holder who wishes to sell their vehicle. It has not been possible to identify any means of preventing this. Even if it were possible, the likely result would be that ownership would change hands, but the licence holder would remain the same, complicating administration of the licence and enforcement action.

It is proposed that a waiting list will be maintained of those wishing to licence a vehicle. A new licence will be issued to the person on the top of the waiting list whenever a licence is surrendered, not renewed, or revoked by the Council.

The proposed policy to restrict the number of hackney carriages licensed to 318 is shown in Appendix 5.

1.2.2 Improving the Quality of Vehicles

There have been a number of indications why an improvement in vehicle quality is necessary. There has been concern for some time amongst officers and the trade that the quality of hackney carriages was falling. The public response in the survey carried out by Halcrow-Fox, placed better vehicles high on the list of improvements they would like to see. However, the most significant indication of the need to improve vehicle quality is the results of inspections of licensed vehicles carried out in June and July of this year, by Licensing Officers in conjunction with the Ministry of Transport Vehicle Inspectorate and the police. Of 66 vehicles inspected, 31 were found to be unroadworthy to the extent that they would fail an MOT test.

The present enforcement regime consists of: -

- a pre-licensing test, consisting of a MOT style test with additional requirements, at the vehicle testing station,
- a repeat of this test after six months,
- spot checks at the roadside of the vehicles appearance and basic mechanical condition,
- spot checks when the vehicle is escorted by the police to the vehicle test station for a full mechanical test by the Vehicle Inspectorate.

The failure rate of the last type of test shows that vehicles are not being maintained between their pre-licence and six-month tests. It is therefore planned to continue with as full a programme of these tests as possible. The Vehicle Inspectorate and the police have also indicated that they consider this area of their work to be a priority. When vehicles fail examinations, once they have had repairs, then they are able to resume operation as a taxi. This means that unless the police take a prosecution, there is no sanction against licence holders who fail to maintain their vehicles. It is therefore proposed to introduce the new policy to deal with vehicles that fail mechanical examinations shown in Appendix 7. Vehicles that failed two mechanical examinations in a twelve-month period, or any vehicle over eight years old that failed a mechanical examination, would have its licence revoked. Appendix 9 provides information on the reasons vehicles failed in recent tests.

The City Council has a policy that it will not licence vehicles over eight years old unless they have been maintained in a practically faultless condition. The evidence for this is whether they pass their pre-licensing test first time. However, in the inspections carried out on licensed vehicles in June and July, the failure rate for vehicles over eight years old was 70% compared with 28% for vehicles less than eight years old.

The considerably higher failure rate for vehicles over eight years old suggests that the current policy needs to be reviewed. The proposed new age policy, which is shown in Appendix 6, reiterates the City Council's policy to only licence vehicles which are less than eight years old, and introduces new criteria to be considered when deciding whether a particular vehicle will be considered as an exception to the policy. It is also proposed to introduce a policy that when a vehicle is first licensed it must be less than a specific age. It was originally intended that this would be three years, however following the final consultation phase, it is proposed that this should be five years. This will mean that licensees who are replacing vehicles over eight years old will have a more manageable investment to make, but will still give vehicles a three year "life expectancy" from being first licensed. This will have the benefit of gradually reducing the age profile of the fleet as licensees replace older vehicles, and preventing Leicester becoming a home for older vehicles rejected by other local authorities.

It is also intended to work to ensure that the City Council's standards for hackney carriages are clearly stated and consistently applied. Work is therefore underway on a standards manual that will specify in detail how each of the requirements in the standards will be evaluated. Consideration has also been given, following consultation with the trade to appointing more than one test station. This would be something new in Leicester and the situation of other licensing authorities has been investigated. Of the 20 Authorities in Leicester's Audit Commission family group, 15 carry out tests in one council owned testing station, 3 (including Leicester) use one privately owned garage - all of which were previously council owned bus depots, and 2 - Derby and Portsmouth have multiple privately owned testing stations. Both Derby and Portsmouth have reported problems achieving consistency and are reviewing their arrangements. In view of this it is not proposed to appoint other testing stations at the present time.

The proposals to improve vehicle quality relate to hackney carriages as this has been the basis of the review. However, the proposals could apply equally to private hire vehicles and it is now intended to consult with the private hire trade on their introduction.

1.2.3 Control of Fares

One of the concerns in restricting the number of licences issued, is that if taxi proprietors pay a premium to buy or rent a vehicle, this will be passed on to the customer.

It is therefore proposed in the strategy to ensure fare increases are proportionate taking into account the rate of inflation and fares in other comparable areas.

1.2.4 Increasing the Supply of Vehicles Late at Night

The report by Halcrow-Fox identified that the scarcity of hackney carriages late at night resulted from the fact that few of the vehicles that are licensed operate at this hour, and that this would be unlikely to be resolved by issuing more licences. It was therefore proposed to introduce an enhanced night-time tariff to compensate drivers for the unsocial working hours and conditions. However, consultations with the trade showed that they were uniformly opposed to the proposal. They felt that it would be confusing, would be likely to make passengers believe they were being swindled and would lead to confrontations. They also felt that it would not encourage more drivers to work later hours. It is therefore not proposed to proceed with this option.

One of the most often cited reasons by drivers for not working late at night is concern for their security. The strategy therefore includes an aim for the City Council to work with the police to identify ways to improve driver's security. One initiative currently being investigated is the installation of CCTV cameras in taxi's. The system being looked at also incorporates a panic button, linked to a control room from which the police can be alerted and a GPS system to identify the vehicles location at all times. The system will be an option not a requirement for drivers, who will be invited to be involved on the selection and design of an approved system.

1.2.5 Improving Rank Provision

The main benefit to be gained from restricting the number of vehicles licensed is that the problem of congestion at ranks and other City Centre locations will not be made worse. However, it will not in itself bring about improvements.

An ideal arrangement would be that there would be ranks spread throughout the City Centre of a suitable size to meet demand at that particular location. However, there are certain problems, which work against this. For instance in certain areas, drivers are unenthusiastic about using ranks because they believe there is little business in that location. On the other hand, if ranks do not have vehicles to serve them, it is unlikely that the public will become accustomed to using them. In many parts of the City, the demand for loading, bus stops, on street parking and disabled parking, means that kerb space is at a premium. This means that in locations where a rank would undoubtedly be

beneficial such as High Street there is difficulty finding space. The relative inaccessibility of this location and the likely numbers of vehicles that would want to use the rank would be likely to exacerbate overcrowding in this area.

It is therefore proposed to investigate a radical solution to more effectively manage existing ranks and make the introduction of new smaller ranks more feasible. This would involve a feeder centre where all taxis would wait for space to become available on ranks that they wished to use. When space became available at a rank that the vehicle had requested, it would be directed to the rank. It is envisaged that this would involve the use of new technology, the sophistication of which could be increased over time.

A further report will be brought back to the Cabinet on this issue.

1.2.6 Reducing vehicle emissions

Licensing controls on the hackney carriage fleet present an opportunity to reduce vehicle emissions particularly in the City Centre. However, any conditions that are imposed may be subject to appeal and therefore need to be reasonable.

The strategy aims to reduce emissions in three ways. Firstly, there will be the introduction of roadside emissions testing of hackney carriages to test compliance with national standards. Secondly, more effectively managed ranks will prevent the need for unnecessary journeys by hackney carriages in search of a rank space. Finally, the introduction of a stricter age policy will ensure that newer vehicles that have been manufactured to tighter emission standards will be licensed.

1.3 **Details of Consultation**

Extensive consultation with the hackney carriage trade took place on the outline of the strategy. This included two public meetings at the Holiday Inn which were attended by over 150 licence holders, and a meeting of the Taxi Forum to which trade representatives and the Cabinet Member for Arts, Leisure and the Environment attended. Comments and views expressed in this phase of the consultation were used to inform the development of a more detailed strategy.

There has also been consultation with the police, the Vehicle Inspectorate, disability organisations, Legal Services and Scrutiny Committee in preparation of the strategy and policies. Scrutiny Committee was particularly concerned at the lack of taxis late at night. Letters from the Police and Vehicle Inspectorate are included in Appendix 8.

The final phase of consultation with the trade took the form of a postal questionnaire to all current licence holders. The outcome of this is shown in Appendix 8. There is varying levels of support for each aspect of the strategy as might be expected. The level of support is also shown in terms of the age of the vehicle which the respondent owns.

1.4 **Purpose Built Policy**

Although not part of this review, the City Council's purpose built policy became part of the debate when consultations with the trade took place. In particular, some licensees requested that the Council relax its standards to allow the licensing of the Eurocab7, which is manufactured in various forms by several manufactures including Mercedes and Peugeot. However, other licensees were opposed to this proposal.

The City Council introduced its purpose built policy in 1990 and it became fully implemented in 1997. The policy was implemented in the form of a set of standards and only vehicles meeting those standards could be licensed. The standards were based on the Metropolitan Conditions of Fitness of the Public Carriage Office, which apply in London and many other areas of the country. Implementation followed extensive consultation with the hackney carriage trade, the public and interested organisations, including disability groups. All hackney carriage owners were required to withdraw vehicles that did not meet the standards and purchase vehicles that did. As a result, Leicester now has a completely purpose built fleet, which is fully wheelchair accessible.

At the time of their introduction, the standards were subject to legal challenge in both the magistrates' and crown courts. During the appeal the appellants put forward several other vehicles, which they believed were suitable, but which did not meet the standards adopted by the City Council. The appeals both failed and the Council's standards were held to be lawful.

The City Council presently licences vehicles from two manufacturers, London Taxi International and Metrocab. However, the Council does not specify any particular type of vehicle and will licence any vehicle that meets its standards.

The introduction of the purpose built policy has had many benefits. These include a stable and familiar fleet, vehicles which are easily recognisable as hackney carriages, added security to passengers, wheelchair accessibility, ease of use for ambulant disabled people, added security for drivers, the ability for hackney carriages to display advertisements and also to use bus lanes.

It would be possible for the City Council to relax its standards to allow the Eurocab to be licensed. However, to do so would risk many of the benefits that have resulted from the policy. If the standards were relaxed then it is probable that many other people carrier type vehicles would have to be licensed. The Council is not allowed under the Local Government (Miscellaneous Provisions) Act 1976 to licence vehicles of similar appearance as both hackney carriages and private hire vehicles. As it already licences people carriers, including the Eurocab for private hire, it would not be possible to licence them as hackney carriages.

The government is proposing to introduce taxi accessibility regulations under the Disability Discrimination Act. The original timetable for the introduction was for them to come into force during 2002. However, the Department of Transport has advised that this timetable has now slipped. Despite this delay it is still felt to be important to have Government backing for vehicles selected. To do otherwise would be to risk the introduction of new vehicles that could subsequently be found to be unsuitable.

FINANCIAL, LEGAL AND OTHER IMPLICATIONS

1. Financial Implications

There are no direct financial implications for the City Council resulting from this report.

2. Legal Implications

A local authority may only restrict the number of hackney carriage licences it issues, if it is satisfied that there is no *significant unmet demand* for hackney carriage services in its area. The consultant's report has confirmed that there is no significant unmet demand in Leicester and that they would be able to defend this finding against legal challenge.

Where proposals involve action to revoke or suspend a licence, safeguards have been built in to the procedure to enable the City Council to meet its obligations under the Human Rights Act.

Where proposals involve action to revoke or suspend a licence, safeguards have been built in to the procedure to enable the City Council to meet its obligations under the Human Rights Act. There will be a right to make representations to the Licensing Sub-Committee in addition to the right of appeal to the magistrates' court.

3. Other Implications

OTHER IMPLICATIONS	YES/NO	Paragraph References Within Supporting information
Equal Opportunities	Yes	Appendix 1
Policy	Yes	Throughout
Sustainable and Environmental	Yes	Para 1.2, Appendix 2
Crime and Disorder	Yes	Para 1.2.4, Appendix 3
Human Rights Act	Yes	Para 2
Elderly/People on Low Income	Yes	1.2.3

4. Background Papers – Local Government Act 1972

Leicester City Council – Hackney Carriage Report.

Halcrow Fox – January 2001

5. Report Author

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APPENDICES and SUPPORTING DOCUMENTS

Appendix 1	Equal Opportunity Implications
Appendix 2	Sustainability and Environmental Implications
Appendix 3	Crime and Disorder Implication
Appendix 4	Strategy for Licensing Hackney Carriages
Appendix 5	Policy on Restricting the Number of Hackney Carriages Licensed
Appendix 6	Policy on Age Limit for Hackney Carriages
Appendix 7	Policy on Hackney Carriages that Fail Mechanical Examinations
Appendix 8	Final Consultation
Appendix 9	Summary of Reason for Test Failures by Hackney Carriages

Appendix 1 Equal Opportunity Implications

Taxi services provide an important link in the transport system. This applies particularly to some disadvantaged groups including wheelchair users, and those who do not have access to a car.

Appendix 2 Sustainability and Environmental Implications

The availability of reliable taxi services has a positive influence on the use of public transport in terms of linking other systems and providing a fall back means of transport.

Over-provision of taxi services will have a negative impact on the environment and quality of the City.

Hackney carriages are a significant fleet operating within the City and the Council's policies should aim to reduce their emissions.

Appendix 3 Crime and Disorder Implication

Taxis provide a safe means of transport for vulnerable people. Taxis provide the only means of public transport for late night visitors to the City Centre. They have a recognised role in preventing disorder by helping to disperse crowds when night-clubs close. A future policy should seek to develop this role.



Strategy for Licensing Hackney Carriages

Introduction

This strategy aims to bring about improvements to hackney carriage services in Leicester in a number of key areas. It has been developed after consultation the hackney carriage trade.

Limiting the Number of Vehicles Licensed

The City Council aims to reduce the overcrowding of ranks and other city centre areas by hackney carriages, and to prevent the provision of hackney carriage services of an acceptable standard becoming unprofitable. This will be achieved by:

- ◆ Setting a limit on the number of hackney carriages licensed.
- ◆ Periodically reviewing the need to restrict the number of vehicles licensed, in response to changes in the market for hackney carriages or negative effects resulting from the restriction.

Improving the Quality of Vehicles

The City Council aims to improve the quality of licensed vehicles. This will be achieved by:

- ◆ Licensing vehicles that are no more than eight years old.
- ◆ Taking appropriate action when vehicles fail examinations.
- ◆ Ensuring the appropriate standard is clearly stated and consistently applied when vehicles are examined.

Control of Fares

The City Council aims to prevent the cost of premiums charged for the sale or rent of vehicles in an entry-restricted market by:

- ◆ Ensuring fare increases are proportionate taking into account the rate of inflation and fares in other comparable areas.

Increasing the Availability of Taxis Late at Night

The City Council aims to increase the proportion of licensed vehicles operating late at night by:

- ◆ Working in partnership with the police to identify and implement measures to improve drivers security.

Improved Rank Provision

The City Council aims to improve the provision of ranks by investigating in cooperation with the hackney carriage trade the use of innovative systems to manage the use of ranks by:

- ◆ Providing new ranks where there is likely to be customer need.
- ◆ Distributing the supply of hackney carriages around the City Centre.
- ◆ Minimising the need for kerb-side space.

Reducing Vehicle Emissions

The Council aims to reduce emissions from hackney carriages by:

- ◆ Minimise unnecessary travel by hackney carriages by effectively managing ranks.
- ◆ Carrying out road side checks on vehicle emissions, to ensure that vehicles are properly maintained.

Policy on Restricting the Number of Hackney Carriages Licensed

Purpose

This policy aims to secure the quality of hackney carriage services by preventing the overcrowding of ranks and other City Centre locations.

Policy

The City Council will limit the number of hackney carriages it licenses to 318. Existing licensees may transfer their licence to a different vehicle, or renew their licence within 30 days of its expiry.

A waiting list will be kept of persons wishing to be granted a licence in the order of receipt of their request. A licence will be issued to the person on the top of the waiting list whenever:

- a licence is surrendered, or is not renewed, by an existing licence holder,
- a licence is revoked by the City Council,
- the City Council decides to increase the number of licences it issues.

Where a licence is revoked by the City Council because of the condition of the vehicle the owner will be allowed a period of sixty days to transfer the licence to another vehicle that meets the Council's age policy.

Implementation

This policy will be implemented from 1 April 2002.

Approval

This policy was approved by Cabinet Committee on 28 January 2002.

Policy on Age Limit for Hackney Carriages

Purpose

This policy aims to secure the quality of hackney carriage services in respect of:

- the mechanical condition of vehicles at the time of the licence is granted and the likely condition during the period of the licence,
- the level of emissions from the vehicle,
- the reliability of vehicles,
- the level of safety provided for passengers and the driver,
- the internal and external appearance of vehicles,
- the level of comfort provided for passengers,
- the image the vehicles present of the City.

Policy

The City Council will only grant a licence for the first time to vehicles that are less than five years old from the date of first registration. Licences will be renewed for vehicles up to eight years old, from the date of first registration.

Q-plated vehicles will be treated as being over eight years old, unless sufficient evidence can be provided of the age of the entire vehicle.

Exceptions to the Policy

If an applicant makes representations, the Director of Environment and Development will decide on a case-by-case basis, whether a vehicle should be treated as an exception to the policy, taking into account:

- the maintenance records of the vehicle,
- the vehicles present condition,
- the records of any examinations or enforcement action in respect of the vehicle,
- the proposed preventative maintenance programme proposed by the applicant,
- any evidence of the level of emissions from the vehicle.

Implementation

This policy will be implemented from 1 April 2002 for new applicants and 1 July 2002 for renewals and transfers by the existing licensee.

Approval

This policy was approved by Cabinet on 28 January 2002.

Policy on Hackney Carriages that Fail Mechanical Examinations

Purpose

This policy aims to secure the quality of hackney carriage services in respect of:

- the mechanical condition of vehicles at the time of the licence is granted,
- the maintenance of vehicles in a satisfactory condition during the period of the licence,
- the level of safety provided for passengers and the driver.

Policy

The City Council will take the following against vehicles that fail mechanical examinations because of defects that could significantly affect the safety of the vehicle:

- if the vehicle was over eight years old when the licence was granted, revoke the licence,
- if the vehicle is not licensed and is over eight years old, refuse to grant a licence,
- if the was under eight years old when the vehicle was licensed and has failed two tests within the last twelve months, revoke or refuse to renew the licence.

Mechanical examinations include examinations at the appointed vehicle testing station before or during the period of the licence, and tests carried out by Ministry of Transport Vehicle examiners or Licensing Officers as part of enforcement operations.

Right to Make Representations

An applicant, who wishes to make representations about the City Council's intention to revoke, refuse to grant or refuse to renew a licence, may do so to the Licensing Sub-Committee. The Sub-Committee will decide whether to confirm, vary or withdraw the intended action.

Where the vehicle is licensed, the license will be suspended, pending the Sub-Committee's decision.

Implementation

This policy will be implemented from 1 April 2002.

Approval

This policy was approved by Cabinet Committee on 28 January 2002.



Please ask for
Telephone
Our Ref
Date

Mr M Broster
(0116) 2526408
EH/AR/MB

Appendix 8

name
address

Dear Licensee

Strategy for Improving Hackney Carriage Services

In June, the City Council held a series of meetings, to which all licence holders were invited, to discuss a strategy for improving hackney carriage services in Leicester. A lot of positive ideas and suggestions were put forward by the trade.

Since these meetings, City Council officers have had further discussions with trade representatives, other local authorities and organisations such as the police, and have now developed firm proposals for a strategy. I am writing to you as a hackney carriage licensee, to give you a further opportunity to make your views on the strategy known.

I am enclosing a summary of the proposed strategy, and a form and pre-paid envelope for you reply.

If you would like to have a copy of the strategy itself and the policies behind it, please contact me at the above office.

Yours sincerely

Mike Broster - Head of Public Safety



Leicester
City Council

Summary of Consultation on Proposed Strategy for Improving Hackney Carriage Services - December 2001

Proposal Details		All Vehicles	Vehicles up to 8 years old	Vehicles up to 5 years old
Restricting Numbers				
The Council will limit the number of licences to the present level, with a review every two years,	support	90%	92%	92%
	don't support	10%	8%	8%
There will be a waiting list for new licences to be issued,	support	86%	90%	88%
	don't support	14%	10%	12%
When a licence is not renewed, or the Council revokes a licence, or increases the number issued, a licence will be granted to the person on the top of the list.	support	85%	90%	86%
	don't support	15%	10%	14%
Control of Fares				
The City Council will ensure fare increases are realistic taking into account inflation and fares in other areas	support	44%	50%	64%
	don't support	56%	50%	34%
Improving Quality				
The Council's policy, to only licence vehicles less than eight years old, will be applied more rigorously. Vehicles over eight years old will only be licensed in the most exceptional circumstances	support	24%	38%	64%
	don't support	76%	62%	36%
A vehicle must be less than 3 years old when it is first licensed. This will also apply when a licence holder transfers a licence from one vehicle to another.	support	22%	35%	54%
	don't support	78%	65%	46%

Proposal Details		All Vehicles	Vehicles up to 8 years old	Vehicles up to 5 years old
Improving Quality (continued)				
If a vehicle receives two immediate prohibitions from the Vehicle Inspectorate within twelve months, or if the vehicle is over eight years old one immediate prohibition, the licence would be revoked. The licence holder will have an opportunity of explaining to the Licensing Sub-Committee why the licence should not be revoked, or offering to provide a higher standard of vehicle.	support	18%	27%	52%
	don't support	82%	73%	48%
Increasing the Supply of Vehicles Late Night				
The Council aims to help to improve drivers' security, by for example helping them to install CCTV and monitoring systems in their cabs	support	84%	82%	52%
	don't support	16%	18%	48%
Improved Rank Provision				
It has proved difficult to find sufficient space for suitably located ranks in the City Centre. There is a concern that providing even small ranks in congested locations would make congestion worse as drivers tried to find rank spaces. The Council wants to work with drivers to develop innovative solutions to this problem, such as a marshalling area where taxi's would wait before being called up to a rank chosen by the driver. Such a solution would enable more, smaller ranks to be provided in difficult locations such as High Street.	support	34%	42%	52%
	don't support	66%	58%	48%

Proposal Details		All Vehicles	Vehicles up to 8 years old	Vehicles up to 5 years old
Reducing Vehicle Emissions				
The Council aims to improve vehicle emissions by requiring newer vehicles to be licensed through its age policy and by reducing the distance taxis have to travel in search for a rank space. Reducing emissions from taxis will help to ensure that Leicester meets the national air quality standards in the City Centre as part of Leicester's Air Quality Action Plan.	support	23%	31%	45%
	don't support	77%	69%	55%
The City Council intends to introduce roadside emission testing of taxis to ensure they meet emission standards.	support	17%	26%	36%
	don't support	83%	74%	74%
Total Responses (from 319)		126	62	25



Vehicle Inspectorate

Road Transport Enforcement Division
40 Cannonock Street
Leicester
LE4 9HT

Mr M Broster
Leicester City council
Environment & Development
Block A New Walk Centre
Welford Place
Leicester
East Midlands
LE1 6ZG

10 October 2001

Dear Mike

Strategy for Licensing Hackney Carriages

Thank you for the opportunity to read the draft report. As an enforcement Agency our main concern is that all vehicles used on the public highway are maintained in a road worthy condition. Any proposals you adopt in excess of the minimum requirements contribute to ensuring that the mechanical condition of hackney carriages is improved within the Leicester area.

There are currently sanctions applied by the Vehicle Inspectorate when PG9 Prohibitions are issued by our enforcement officers. It is a legal requirement for a prohibited hackney carriage must be submitted for an MOT test after the date of issue of the prohibition. The new MOT certificate is then presented at any Police station for the issue of a PG10 - removal of Prohibition. Failure to obtain the required clearance document before the vehicle is used could result in further offences being committed and further enforcement action.

Where an Immediate PG9 prohibition is issued and the issuing officer considers there to have been a "significant failure" in the maintenance system prosecution would normally follow and be taken by our officers.

Like yourselves we were extremely concerned at the high percentage of hackney carriage vehicles which attracted prohibition action during the recent spot checks and are keen to utilise our resources where they will best achieve an improvement in road safety. We are therefore keen to participate in future checks with your officers, and the police, to achieve an improvement in the standard of vehicles operated. We are willing to share intelligence and spot check results with yourselves to target known or repeat offenders.

Thanking you for your continued co operation. If I can be of any further help please do not hesitate to contact me.

Yours Sincerely

Pat Bonser - Area Manager RTE division



INVESTOR IN PEOPLE





Leicestershire
Constabulary

Traffic
St. Johns, Narborough
Leicester
LE19 5BX

Tel: 0116 222 2222

Our Ref: KG766/MD
Your Ref: EH/DS/MB
Ask for: Ch Insp. K Goodhead BA (Hons)
15th October 2001

Dear Mike,

STRATEGY FOR LICENSING HACKNEY CARRIAGES

Thank you for your draft copy concerning strategy for dealing with hackney carriage licensing.

The report is comprehensive and should be effective but I would ask the following to be also considered.

- A copy of the proposals be sent to the Vehicle Inspectorate for their consideration and comments.
- Vehicles found with an "S" rated fault (a significant fault) be brought before a committee to justify retention of their licence.
- Consider building into policy, local powers to allow Police to take taxis in for checks when working in conjunction with the Leicester City Council.

Concerning a meeting, I do not consider that a formal meeting is necessary at this stage.

Yours sincerely

**Keith Goodhead BA (Hons)
Chief Inspector
Traffic**

**Mr Mike Broster
Leicester City Council
Environment and Development
Block A
New Walk Centre
Welford Place
Leicester LE1 6ZG**



Awarded for excellence

Internet = <http://www.leics.police.uk>

Appendix 9

Reasons for Prohibition of Hackney Carriages November 2000 - 2001

HC48	Delayed Prohibition	Fuel leak from line Front axle bottom trunion worn Front axle offside trunion worn Offside rear subframe mount perished
HC98	Delayed Prohibition	Rear nearside axle stud fractured Nearside front bottom wishbone pin/bush worn and dislocated No brake pedal rubber reducing grip Insufficient reserve travel on brake pedal Service and parking brake not to C&U efficiency standards Service and parking brake not operative on offside rear wheel
HC26	Immediate Prohibition	Offside rear brake drum oil leak
HC269	Delayed Prohibition	Brake pipe not properly supported Significant chafing on nearside anti-roll bar link
HC59	Immediate Prohibition	Front axle bottom trunions worn to excess, offside and nearside
HC65	Immediate Prohibition	Parking Brake not efficient to C&U requirements
HC11	Delayed Prohibition	Excessive smoke
HC266	Immediate Prohibition	Suspension arm weakened by damage adversely affecting control Front nearside top wishbone pin loose Axle 1 tyre tread worn on nearside
HC26	Immediate Prohibition	Steering gear housing insecure, failure imminent
HC304	Immediate Prohibition	Steering gear housing insecure Excessive wear of king pin/bushes likely to affect steering front offside axle Brake servo insecure Excessive smoke
HC98	Immediate Prohibition	Coil spring attachment fractured (front nearside spring seat) Rear offside brake hydraulic cylinder leaking Rear offside service brake efficiency low Rear offside parking brake efficiency low
HC125	Immediate	Excessive smoke

	Prohibition	Shock absorber loose, front offside
HC11	Delayed Prohibition	Excessive smoke Radius arm insecure, front offside axle Rear under radius arm bush worn to excess Steering gear housing insecure, fracture to chassis of 1 of 4 mounting bolts
HC118	Delayed Prohibition	Excessive smoke Restricted tyre travel, front nearside wheel
HC6	Immediate Prohibition	Subframe displaced and moving with steering
HC222	Immediate Prohibition	Footbrake pedal "creeps" to floor
HC319	Immediate Prohibition	Brake pad detached front offside, locking pin missing Excessive corrosion of load bearing member within 30cm of body mounting – no immediate risk of steering box becoming detached
HC76	Delayed Prohibition	Driver's seatbelt inoperative
HC100	Delayed Prohibition	Excessive movement in steering joint Diesel leak
HC139	Delayed Prohibition	Diameter of brake components excessively worn Parking brake defective
HC189	Delayed Prohibition	Front top swivel ball joint worn Both front brake discs worn
HC211	Delayed Prohibition	Significant fuel leak from tank Load bearing panel fractured 30cm from brake control mount
HC150	Delayed Prohibition	Fracture within 30cm of brake control mounting
HC305	Immediate Prohibition	Propshaft rear flange bolts loose Unbalanced service brake, front Low effort on service brake indicating rear nearside fault Low effort on parking brake indicating same
HC173	Delayed Prohibition	Brake component excessively worn Excess movement in steering column Brake light not working Brake fluid leak
HC287	Immediate Prohibition	Front nearside brake oil leaking Major oil leak from engine
HC324	Immediate Prohibition	Offside front coil spring fractured
HC30	Delayed Prohibition	Fuel tank unsecured
HC86	Delayed Prohibition	Fluid leak at steering box Subframe bushes worn; significant movement

		Front brakepads worn
HC101	Delayed Prohibition	Excess exhaust emissions (10%)
HC123	Delayed Prohibition	Steering arm insecure
HC130	Delayed Prohibition	Significant fuel leak
HC323	Delayed Prohibition	4 out of 4 propshaft bolts loose Internal security screen broken Rear nearside panel dented
HC294	Immediate Prohibition	No extinguisher Bald tyres
HC24	Immediate Prohibition	Offside front headlamp inoperative Front brakes imbalanced
HC26	Immediate Prohibition	Parking brake inefficient
HC299	Immediate Prohibition	Nearside rear brake component excessively worn Offside rear brake component excessively worn, failure imminent
HC35	Delayed Prohibition	Excessive smoke (10%)
HC55	Delayed Prohibition	Nearside passenger door handle missing Interior ceiling trim loose Steering box insecure
HC116	Delayed Prohibition	Nearside king pin excessive play Excessive play on handbrake
HC252	Delayed Prohibition	Propshaft flange bolts loose (front and rear) Excessive smoke (10%)
HC024	Immediate Prohibition	Foam fire extinguisher Offside lower fulcrum pin and bush dislocated Nearside track rod end loose
HC119	Immediate Prohibition	Steering arm loose Brake performance defect
HC158	Immediate Prohibition	Handbrake cannot be set Low effort at rear offside wheel when parking brake applied Offside spring seat cracked
HC302	Immediate Prohibition	Brake fluid leak
HC156	Delayed Prohibition	Foam fire extinguisher Severely corroded front to rear brake line
HC207	Delayed Prohibition	Rear wheel – very little brake effort when parking brake applied
HC263	Delayed Prohibition	Crack around steering box mount bolt hole Halon fire extinguisher
HC271	Delayed	Exhaust mount broken and system blowing

	Prohibition	
HC9	Immediate Prohibition	No fire extinguisher Locknuts on parking brake rod insecure Service brake binding and overheated Fuel leak
HC50	Immediate Prohibition	Foam fire extinguisher Brake servo not working
HC305	Immediate Prohibition	Excessive wear of king pin/bushes, offside front axle lower trunnion Foam fire extinguisher
HC52	Delayed Prohibition	Suspension axle pin worn, rear offside axle
HC170	Delayed Prohibition	Halon fire extinguisher Fuel leak
HC215	Delayed Prohibition	Fire extinguisher required Handbrake worn, reduction in strength
HC154	Immediate Prohibition	Halon fire extinguisher Front parking brake locking device missing – front brake forward link
HC323	Immediate Prohibition	Offside front tyre worn illegally
HC38	Delayed Prohibition	Halon extinguisher Steering gear housing insecure Parking brake insufficient effort rear offside
HC234	Delayed Prohibition	Suspension anchor pin/bush worn rear nearside Suspension anchor pin/bush worn rear offside