

9 July 2026 at 7pm

Marconi Room , Civic Centre, Chelmsford

Membership

Councillor A. Thompson (Chair)
Councillor H. Clark (Vice-Chair)

and Councillors

N. Chambers, A. Davidson, S. Davis, D. Eley, J. Hawkins, R. Lee,
S. Manley, V. Pappa, S. Scott, S. Shah and S. Sullivan

Local people are welcome to attend this meeting, where your elected Councillors take decisions affecting YOU and your City. There will also be an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please email committees@chelmsford.gov.uk or telephone (01245) 606480

Regulatory Committee

9th July 2026

AGENDA

1. Apologies for Absence

2. Minutes

To consider the minutes of the meeting held on 20 November 2025.

3. Declaration of Interests

All Members are reminded that they must disclose any interests they know they have in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they become aware of the interest. If the interest is a Disclosable Pecuniary Interest they are also obliged to notify the Monitoring Officer within 28 days of the meeting.

4. Public Question Time

Any member of the public may ask a question or make a statement at this point in the meeting. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Committee is responsible.

The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to committees@chelmsford.gov.uk at least 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting.

Part II (Exempt Items)

To consider whether the public (including the press) should be excluded from the meeting during consideration of the following agenda items on the grounds that they involve the likely disclosure of exempt information specified in the appropriate

paragraph or paragraphs of Part 1 of Schedule 12A of the Local Government Act 1972 indicated in the Agenda item.

5. Local Government (Miscellaneous Provisions) Act 1976 –Hackney Carriage/
Private Hire Driver's Dual Licence Review

Category: Paragraph 1 of part 1 of Schedule 12A to the Local Government Act 1972

(Information relating to any individual)

Public interest statement: It is not in the public interest to disclose the content of this report because the information in it concerns the interests and circumstances of an individual who has an expectation that such information would not normally be released to the public. To do otherwise would establish a precedent for the future treatment of personal information.

6. Hackney Carriage (Taxi) Trade Tariff Review Petition Proposal by Chelmsford
Taxi Drivers' Association (CTDA)

7. Review of Taxi Licensing Policy 2026 – Approval for Consultation

8. Urgent Business

To consider any other matter which, in the opinion of the Chair, should be considered by reason of special circumstances (to be specified) as a matter of urgency.

MINUTES OF THE
REGULATORY COMMITTEE

held on 20 November 2025 at 7pm

Present:

Councillor D. Clark (Chair)

Councillors H. Clark, A. Davidson, S. Davis, J. Frasca, J. Lardge, R. Lee, S. Manley, S. Scott and P. Wilson

1. Apologies for Absence

Apologies for absence were received from Councillors Mascot and Pappa. Cllr Lardge substituted for Cllr Mascot.

2. Minutes

The minutes of the meeting held on 12 June 2025 were agreed as a correct record and signed by the Chair.

3. Declaration of Interests

All Members were reminded to declare any Disclosable Pecuniary interests or other registerable interests where appropriate in any items of business on the meeting's agenda. None were made.

4. Public Question Time

[Three public questions were asked at the meeting which can be viewed via this link.](#)

Members of the Taxi Trade made statements about Item 7, which highlighted that vehicles were subject to twice yearly checks, replacement vehicles were expensive and that many Euro 5 vehicles remained fit for purpose. Members of the trade also stated that some of the vehicles would naturally reach their end of life, before the 12 year period and that there were many other polluting vehicles on the streets of Chelmsford, than Euro 5 taxis.

Further questions were also asked about out of area licensed taxis operating in Chelmsford, commonly without doorplate stickers and concerns about a lack of control over those drivers from the Council and lost profits for Chelmsford based drivers. In response officers stated that any such instances that were reported to them, would be investigated accordingly and that enforcement action would be taken if appropriate. In response to other points raised about the length of operator licences and new private hire vehicles being first registered, when over four years old, it was noted that points such as these could be explored in a policy review, which was expected in 2026.

Exclusion of the Public

Resolved that under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for Item 5 on the grounds that it involved the likely disclosure of exempt information falling within paragraph 1 of Part 1 of Schedule 12A to the Act.

5. Local Government (Miscellaneous Provisions) Act 1976 – Application for a New Hackney Carriage/Private Hire Dual Driver's Licence

Public interest statement: It is not in the public interest to disclose the content of the report because the information in it concerns the interests and circumstances of an individual who has an expectation that such information would not normally be released to the public. To do otherwise would establish a precedent for the future treatment of personal information.

The Committee was informed that under the provisions of the Local Government (Miscellaneous Provisions) Act 1976, a district council should not grant a licence to drive a hackney carriage or private hire vehicle unless it was satisfied that the applicant, amongst other criteria, is a fit and proper person to hold such a licence. It was noted by the Committee that there is no statutory definition of what constitutes a fit and proper person, but that Chelmsford City Council had established its own guidelines which the Committee was required to have regard to when determining applications.

The Committee was informed that they were being asked to consider an application for a new Hackney Carriage/Private Hire Dual Driver's Licence by Mr X, whilst having regard to information contained on their enhanced DBS Certificate and DVLA driving record. The Committee noted that Mr X had six penalty points on their DVLA licence and a conviction on their DBS for the Common Law offence of outraging public decency. The Committee also noted that Mr X had misrepresented to Licensing Officers the nature of the conduct which led to the conviction for outraging public decency, in particular that the witness statement provided, which contained a formal statement of the truth on their part, was contradictory to the police record.

Mr X attended the meeting to speak to the Committee and answer questions about their history and application. They informed the Committee that the offence had taken place a long time ago, that it had been a mistake and that they had no other offences on their record. They stated that they wanted a licence to drive taxis in Chelmsford and apologised to the Committee for the offence. In response to questions from the Committee, they claimed that they had been confused about their caution for the offence and this had led to the witness statement, being at odds with the police record; however, they confirmed that the police statement setting out the factual background to the offence was indeed correct. The Committee also heard that they had been confused about the 6 penalty points on their licence and had thought that the penalty points had been imposed for driving without valid insurance.

RESOLVED that;

1. The application be refused as the Committee did not feel the applicant was a 'fit and proper person to hold such a licence.

2. A detailed decision notice with details of how to appeal the decision, be sent to the applicant.

(7.02pm to 7.37pm)

6. Hackney Carriage and Private Hire – Driver Convictions Policy (2025 Review)

The Committee considered a report that sought their approval of an updated Hackney Carriage and Private Hire – Driver Convictions Policy 2025, which strengthened safeguarding measures, aligned with National Guidance and enhanced transparency in driver suitability assessments. The Committee heard that full details of the proposed amendments were available as appendices to the report, alongside a tracked changes version and a copy of the old policy. The Committee noted that the updated policy offered a clearer, fairer and more transparent framework for assessing the suitability of licensed drivers, which would support consistent decision-making. It was noted that approval of the policy would help to demonstrate the Council's ongoing commitment to public safety and high professional standards in the licensed trade.

In response to questions from the Committee, officers confirmed that;

- The table of convictions, included both referral to the Regulatory Committee for certain offences, and to Legal Services for other offences.
- There had been a strengthening of the wording for some sexual offences, that would make issues clearer going forward.
- Despite the automatic checks of DBS certificates, drivers were still expected to inform officers of any convictions during their licence immediately.
- There were some drafting inconsistencies within the document that officers would pick up on after the meeting, to ensure consistency and remove any ambiguities.

Members of the Committee thanked officers for their hard work on the revised policy and stated that they were pleased with the changes.

RESOLVED;

1. That the Committee approved the revised Relevance of Convictions Policy 2025 for implementation, as set out in Appendix A of this report for implementation.
2. That the Committee delegated authority to the Lead Licensing Officer to make minor non-material amendments (such as formatting or statutory reference updates) to ensure ongoing legal and operational consistency, and that any substantive changes must be returned to the Committee for approval.
3. That the Committee delegated authority to the Lead Licensing Officer, to make any changes to the document related to drafting inconsistencies, to ensure consistency and remove any ambiguity in consultation with the Chair and Vice Chair of the Committee.

(8.45pm to 9.02pm)

7. Licensed Taxis – Policy Requirement for Euro 6 Compliance

The Committee considered a report that presented a request from some licensed drivers to extend the compliance date for Euro 6 Requirements for licensed vehicles. The Committee were reminded of a previous resolution in 2020, to require all licensed

vehicles to be Euro 6 compliant by 1st April 2024 and the revisiting of the issue in 2023 that had led to an extension to 1st April 2026. The Committee heard that in 2023, all licensed drivers had been made aware of the extension and that it would impact any newly licensed vehicles, as well as those issued with a licence since 1st April 2025.

The Committee heard that as a result of the impending requirement, those drivers with Euro 5 vehicles were made aware again that their vehicle would become non-compliant, to which eight requests for extensions had been received, due to replacement costs and the availability of replacement vehicles. The Committee heard that 29 vehicles would not benefit from the normal 12 year possible licence period, of which 23 were wheelchair accessible. The Committee also heard that since the 2023 decision, some owners had bought replacement vehicles as a result already. Members were asked to consider the requests and whether they wanted to amend the requirement as a result.

Members of the Committee highlighted concerns about the potential loss of important wheelchair accessible vehicles and the fact that the economic climate had not improved since 2023 and that if the vehicles were safe then they shouldn't be scrapped. Views were also expressed that enough notice had been given to drivers alongside the decision in 2023, which the minutes stated would be a final decision not to be revisited. It was also noted that many drivers had already changed their vehicles as a result of the decision and that the Council had taken an important decision to declare a Climate Emergency in 2019, that the Euro 6 requirement would be in line with.

In response to a question from the Committee, officers confirmed that if the Euro 6 Requirement was removed entirely, it was expected that 8 of the 29 currently licensed Euro 5 vehicles would still be on the road in 2028, 1 in 2029 with the rest reaching their 12 year expiration period earlier.

The Committee considered the options available to them and agreed to amend the policy to allow Euro 5 vehicles with licences expiring after 1st April 2026, to be permitted to use their full term and to ask officers to explore whether other Euro 5 licensed vehicles could be renewed earlier than the 1st April 2026 deadline to allow some usage ahead of 1st April 2027.

RESOLVED that;

1. The policy be amended to allow currently issued licences for Euro 5 vehicles to continue for their full annual period, even if this meant they would still be licensed after 1st April 2026, as long as they met other policy requirements and;
2. Officers be asked to investigate whether it was possible for Euro 5 licensed vehicles, to be renewed earlier than the usual renewal period and that if so, these vehicles should be allowed to renew for 12 months ahead of 31st March 2026, meaning that they could be licensed until 31st March 2027 as long as they met other policy requirements

(7.38pm to 8.44pm)

8. Pavement Licence Policy Review

The Committee considered a report that presented the consultation responses on the revised Pavement Licence Policy and were asked to make recommendations on the final reviewed policy. The Committee were reminded of their request at the June 2025 meeting for a review of the policy, following which an extensive public consultation had been carried out, to which two responses had been received. It was noted that one of these was a response of support from a local business and the other was from the Council's Planning Services covering a range of matters and included suggested clarifications and recommendations for amendments to the policy. The Committee heard that the revised policy had been further amended to take those comments into account and it was attached at Appendix 1 with detailed changes. It was noted that following approval, a detailed and scaled plan would be produced, to clearly show areas where tables and chairs would be permitted.

In response to questions from the Committee, officers confirmed that;

- There was not a requirement within the Council's City Centre Public Spaces Protection Order, that prohibited drinking alcohol on the street, rather that it prohibited street drinking which caused harassment, alarm, distress, nuisance or annoyance to other people. It was also noted that many high street business also had off-sales licences which allowed the consumption of alcohol on their outside tables and chairs.
- Street furniture was aligned with designated seating areas and extensive work had gone into maintaining a natural flow for pedestrians down the High Street, that had led to table and chairs areas at the Shire Hall end of the High Street, abutting premises, unlike further along the High Street.

Members of the Committee thanked officers for their hard work on the revised policy and stated that they were pleased with the changes.

RESOLVED that the revised Pavement Licence Policy be approved.

(9.03pm to 9.15pm)

8. Urgent Business

There were no matters of urgent business.

The meeting closed at 9.15pm

Chair



Chelmsford City Council Regulatory Committee

9th July 2026

Hackney Carriage (Taxi) Trade Tariff Review Petition Proposal by Chelmsford Taxi Drivers' Association (CTDA)

Report by: Director of Sustainable Communities

Officer Contact: Daniel.winter@chelmsford.gov.uk
01245 606317

Purpose

To consider a petition submitted by the Chelmsford Taxi Drivers' Association (CTDA) requesting a review and amendment of the Hackney Carriage (Taxi) tariff and to determine whether the proposed tariff changes should be approved, modified or refused.

Recommendations

Members are requested to consider the petition and supporting information and determine whether to:

- a) Approve the proposed tariff changes for public consultation.
 - b) Approve a modified tariff for public consultation.
 - c) Refuse the proposed tariff changes.
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1. Introduction

- 1.1 Section 16 of the District of Chelmsford Bye-laws approved on 22 January 1975 adopted the imposition of tariff charges in respect of fares levied by Hackney Carriages. Tariffs may be reviewed periodically, generally following a request from licensed Hackney Carriage proprietors or representative bodies.
- 1.2 The most recent tariff review took place in 2022 following a petition from the Chelmsford Taxi Drivers' Association. Following consultation and consideration by the Regulatory Committee, revised fares were approved and implemented.
- 1.3 The Council has now received a petition from the Chelmsford Taxi Drivers' Association requesting a review of the existing Hackney Carriage tariff structure. The petition is attached at **Appendix A**. The petition is accompanied by several pages of signatures from licensed Hackney Carriage drivers indicating support for the proposed review, which has been seen by officers, but is not included within this report for data protection purposes.
- 1.4 The CTDA state that the current tariff structure has remained unchanged since 2022 and contend that significant increases in operating costs, together with changing market conditions, have adversely affected the viability of Hackney Carriage operations within Chelmsford.
- 1.5 The petition and supporting submission state that drivers have experienced increasing operating costs including fuel, insurance, vehicle maintenance, servicing, vehicle acquisition costs and general inflationary pressures. The CTDA also refer to increased competition from private hire operators, including app-based operators and cross-border hiring arrangements, which they state have impacted driver earnings and reduced passenger demand.
- 1.6 The CTDA submission further states that drivers have reported reduced passenger numbers, fewer rank hires, increased waiting times between fares and declining turnover. The Association estimates that driver turnover has reduced by approximately 30–40% since the previous tariff review.

2. Proposed Tariff Changes

- 2.1 The CTDA has submitted a revised tariff proposal. The principal changes relate to Tariff 1 (day rate), with more modest percentage increases proposed across the remaining tariffs.
- 2.2 Examples of the proposed Tariff 1 changes are as follows:

Journey	Current Fare	Proposed Fare
Initial charge (pull off)	£3.60	£4.00
2 miles	£7.30	£8.20
3 miles	£10.20	£10.80
5 miles	£15.20	£16.00
10 miles	£27.60	£28.80

- 2.3 The Association also proposes that Tariff 1 waiting time charges be increased to align with the existing Tariff 3 waiting time rate, reflecting time spent stationary in traffic whilst hired.
- 2.4 The CTDA proposes average increases of approximately 3.84% for Tariff 2 and 5.12% for Tariff 3, with Tariffs 4, 5 and 6 adjusted proportionately.
- 2.5 A detailed comparison of the existing and proposed tariff tables is attached as **Appendix B**.
- 2.6 Members may wish to note that the Public Hire and Taxi Monthly (PHTM) National Hackney Fare Table currently places Chelmsford 125th nationally for a standard two-mile Tariff 1 journey. The current national average fare is reported as £7.46.
- 2.7 The Public Hire and Taxi Monthly (PHTM) Taxi Fare League Tables currently place Chelmsford 125th nationally. Whilst local tariff structures vary between licensing authorities, this provides an indication of Chelmsford's relative position when compared with other authorities across England, Scotland and Wales.

A comparison of current daytime Hackney Carriage fares operated by neighbouring licensing authorities is set out below:

Licensing Authority	2 Mile Daytime Fare
Brentwood	£8.90
Uttlesford	£8.90
Colchester	£8.40
Harlow	£8.00
Rochford	£7.80
Southend-on-Sea	£7.80
Chelmsford	£7.30
Basildon	£7.60

3. [Supporting Information Submitted by the Petitioners](#)

- 3.1 The CTDA states that approval of the proposed tariff changes would:
 - Support the continued viability of licensed Hackney Carriage businesses.
 - Improve driver retention.
 - Encourage continued investment in licensed vehicles.
 - Maintain service availability across Chelmsford.
 - Protect transport provision for elderly and vulnerable residents.
 - Support the long-term sustainability of Hackney Carriage services.

4. Fuel Price Relief Mechanism

- 4.1 In addition to the tariff review request, the CTDA has requested that the Council consider the introduction of a temporary fuel price relief mechanism.
- 4.2 The proposal would permit a temporary surcharge of 40 pence per journey when average diesel prices reach or exceed £1.60 per litre, with the surcharge removed when prices fall below that threshold.
- 4.3 The petitioners state that fuel prices have risen significantly and that such a mechanism would allow the trade to respond more quickly to exceptional fluctuations in fuel costs without requiring a full tariff review.
- 4.4 Members are advised that the statutory provisions governing Hackney Carriage fares provide for the setting of maximum fares through the tariff. If Members wish to explore the proposal further, separate legal advice may be required regarding the practical operation and implementation of any variable fuel surcharge mechanism.
- 4.5 Members should note that the proposal raises a number of practical and administrative considerations including how fuel prices would be monitored, how activation and removal of any surcharge would be authorised, how passengers would be informed, and how compliance would be monitored and enforced. Members should also note that the proposal differs from the current fixed tariff structure and may require further legal consideration before implementation could be considered.

5. Implications

- 5.1 If Members approve or modify the proposed tariff changes, the Council will be required to undertake the statutory consultation process prescribed by section 65 of the Local Government (Miscellaneous Provisions) Act 1976.
- 5.2 There will be administrative costs associated with advertising the proposed tariff changes and producing revised tariff cards should the changes ultimately be approved and implemented.
- 5.3 Any approved tariff increase may have financial implications for passengers whilst potentially improving the economic viability of Hackney Carriage services within Chelmsford.

6. Statutory Process

- 6.1 If Members approve the proposed tariff, or approve a modified tariff, the Council must publish notice of the proposed table of fares in accordance with section 65 of the Local Government (Miscellaneous Provisions) Act 1976.
- 6.2 The proposed fares will be advertised in a local newspaper and made available for public inspection for a period of not less than 14 days.

- 6.3 If no objections are received during the statutory consultation period, the revised tariff may be implemented on a date determined by the Licensing Authority following production of revised tariff cards.
- 6.4 If objections are received, the matter must be referred back to the Regulatory Committee for further consideration before any revised tariff can be implemented.
- 6.5 Members should note that approval of the recommendation does not itself amend the Hackney Carriage tariff. Any revised tariff can only take effect following completion of the statutory consultation process.

Appendices:

Appendix A – Petition submitted by Chelmsford Taxi Drivers' Association.

Appendix B – Comparison of existing and proposed tariff charges.

Background reading:

Petition and supporting submission from Chelmsford Taxi Drivers' Association.

Corporate Implications

Legal/Constitutional

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 permits the Council to fix maximum fares for Hackney Carriages. Any amendment to the table of fares must follow the statutory advertisement and consultation procedure.

Financial

There are administrative costs associated with advertising and implementing any revised tariff. Any increase in fares would be paid directly to Hackney Carriage proprietors and drivers and would not generate additional income for the Council.

Potential impact on climate change and the environment

Any increase in tariffs is unlikely to have a significant direct impact on climate change. However, maintaining a viable licensed taxi fleet may assist in supporting sustainable transport options within the city.

Contribution toward achieving a net zero carbon position by 2030

No significant direct impact identified.

Personnel

Implementation would require administrative support to complete the statutory process and issue revised tariff information.

Risk Management

Failure to maintain a sustainable licensed Hackney Carriage trade could impact service availability. Conversely, fare increases may generate public concern regarding affordability.

Equality and Diversity

Hackney Carriage services provide an important transport option for elderly, disabled and vulnerable residents. Members should balance the need to maintain service provision against any impact higher fares may have on affordability.

Health and Safety

No direct implications identified.

Digital

Revised tariffs would require updates to licensing records, website information and any associated digital documentation.

Other

None.

Consultees: The petitioners

Relevant Policies and Strategies: Taxi Licensing Policy

CHELMSFORD TAXI DRIVERS ASSOCIATION (CTDA)

APPLICATION FOR A REVIEW OF HACKNEY CARRIAGE (TAXI) TARIFFS

Submitted to: Chelmsford City Council Licensing Committee

1. Executive Summary

The Chelmsford Taxi Drivers Association (CTDA) respectfully requests that Chelmsford City Council undertake a review of the Hackney Carriage (Taxi) tariff structure and approve the tariff adjustments detailed within this proposal.

The current tariff structure has remained unchanged since 2022. During this period, the licensed taxi trade has experienced substantial increases in operating costs alongside a significant reduction in passenger demand and overall driver earnings.

The proposed tariff adjustments are intended to ensure the continued viability of the Hackney Carriage (Taxi) trade, support driver retention, and maintain the provision of a safe, reliable, and accessible public transport service for residents and visitors to Chelmsford.

A petition attached demonstrating substantial support from licensed Hackney Carriage drivers accompanies this submission.

2. Background

Hackney Carriage (Taxi) drivers provide an essential transport service within Chelmsford, serving residents, businesses, visitors, elderly passengers, vulnerable persons and those requiring accessible transport.

Since the last tariff review in 2022, the operating environment for the trade has changed considerably. Rising business costs, changing market conditions and increased competition from app-based operators have significantly impacted driver earnings and business sustainability.

The CTDA believes that a tariff review is now necessary to reflect these changes and to safeguard the future provision of Hackney Carriage services within the city.

3. Economic Pressures Affecting the Trade

The trade is currently facing a combination of challenges that have materially affected profitability and sustainability.

3.1 Reduced Demand

Drivers have experienced:

- Lower passenger numbers.
- Fewer rank pickups.
- Reduced average fare values.
- Increased waiting times between jobs.

Drivers regularly report waiting periods of between 45 minutes to over an hour for local journeys with a fare value of approximately £7. Whilst drivers remain committed to serving the local community, these levels of return are increasingly unsustainable.

3.2 Increased Operating Costs

Business costs have risen substantially since the last tariff review, including:

- Vehicle insurance premiums.
- Vehicle servicing and maintenance costs.
- Replacement parts and repairs.
- Fuel costs.
- Vehicle acquisition and finance costs.
- The dearth of available Wheelchair accessible Vehicles
- General inflation and increases in the cost of living.

These cost increases have not been matched by corresponding increases in tariff income.

3.3 Market Competition

The licensing of Uber within Chelmsford, together with continuing cross-border operations ,again in the main Uber, but not limited by other private hire operators, has had a significant impact on the Taxi trade.

Many drivers consider that app-based operators are targeting traditionally profitable work at rates that are difficult for licensed Hackney Carriage to compete with long term sustainably.

Therefore, many of drivers have chosen not to renew their vehicle licences and have exited the trade.

3.4 Declining Driver Earnings

Based on feedback gathered from drivers across the trade, overall turnover is estimated to have fallen by approximately 30–40% since the last tariff review.

Drivers are increasingly working longer, working split shifts and less sociable hours simply to maintain earnings at a viable level.

4. Justification for Tariff Review

The CTDA submits that there is clear justification for a tariff review based upon:

- No tariff review having taken place since 2022.
- Significant increases in operating costs.
- Reduced passenger demand.
- Increased competition within the licensed transport sector.
- Declining driver earnings.

- Concerns regarding driver retention and future recruitment whilst ensuring high licensing standards.

Without appropriate tariff adjustments, there is a risk of further reductions in licensed vehicle numbers and a decline in the availability of Taxi services.

5. Proposed Tariff Adjustments

5.1 Tariff 1 (Day Rate)

The Association proposes that the primary focus of any tariff adjustment should be Tariff 1, as this represents a large proportion of the journeys undertaken by Taxi drivers.

Proposed Tariff 1 Increases

(Based on a 2-mile journey)

Pull off charge increasing from £3.60 to £4.00

2-mile journey from £7.30 to £8.20

3-mile journey from £10.20 to £10.80

5-mile journey from £15.20 to £16.00

10-mile journey from £27.60 to £28.80

Waiting Time

The CTDA further proposes that Tariff 1 waiting-time charges be increased to align with the current Tariff 3 waiting-time rate.

This adjustment better reflects the increasing amount of time drivers spend stationary, whilst hired, in traffic at peak times.

5.2 Tariff 2 (Evening Rate)

A modest increase averaging approximately 3.84% is proposed to assist in recovering increased operating costs while maintaining affordability for passengers.

5.3 Tariff 3 (Sunday Rate)

A modest increase averaging approximately 5.12% is proposed to reflect increased operating costs and the unsocial nature of Sunday working.

5.4 Tariffs 4, 5 and 6

The CTDA proposes that Tariffs 4, 5 and 6 be adjusted proportionately in accordance with the increases applied to Tariffs 1, 2 and 3.

6. Benefits of Approval

Approval of the proposed tariff adjustments would:

- Support the continued viability of licensed Taxi businesses.
 - Improve driver retention within the trade.
 - Encourage continued investment in licensed vehicles.
 - Maintain service availability across Chelmsford.
 - Protect transport provision for vulnerable and elderly residents.
 - Help ensure the long-term sustainability of Taxi services.
-

7. Conclusion

The Taxi trade continues to provide an essential public transport service to the residents and visitors of Chelmsford.

However, the combination of rising operating costs, declining turnover, increased market competition, and the absence of a tariff review since 2022 has created significant financial pressures across the trade.

The CTDA therefore respectfully requests that Chelmsford City Council undertake a formal review of the Hackney Carriage tariff structure and consider the tariff adjustments outlined within this proposal.

The Association believes these proposals are reasonable, proportionate, and necessary to support the continued provision of a safe, reliable, and sustainable Hackney Carriage service within Chelmsford.

Please find attached the Taxi trade Tariff increase proposal for council consideration.

To demonstrate the interest in an application for a Tariff review, I attach a petition of the drivers the CTDA have been able to locate during their shift. There appears to be an overwhelming support for such request.

Fuel Cost Crisis – Fuel Price Relief Mechanism

Purpose

The purpose of this report is to seek the Regulatory Committee's consideration of a request from the CTDA and representatives of the licensed taxi trade for the introduction of a temporary fuel cost relief mechanism to address exceptional increases in fuel prices.

Background

The generated March 2026, presented June 2026, fare review reflected general increases in operating costs and trading conditions affecting the licensed taxi trade. However, it did not

fully anticipate the current rapid escalation in fuel prices which represents one of the largest operating costs for taxi drivers.

While it is hoped that the current increase in fuel costs will be temporary and that prices will reduce as global supply conditions improve, the CTDA believes it is prudent to establish a mechanism that can respond quickly to exceptional fuel price fluctuations should they arise in the future.

Current Position

As an example, diesel fuel was readily available at approximately £1.46 per litre on 1 March. Current pump prices are now commonly reaching £1.95 per litre, representing an increase of approximately 34%.

These increases are placing significant financial pressure on licensed drivers and are not reasonably recoverable through the existing fare structure without impacting the viability of the trade.

Proposal

The CTDA proposes the introduction of a Fuel Price Relief Mechanism that would allow the temporary application of a fuel surcharge during periods of exceptionally high fuel costs.

The proposed mechanism would operate as follows:

- A temporary fuel surcharge of **40 pence per journey** would be introduced through the approved tariff extras.
- The surcharge would be triggered automatically when the average retail diesel price reaches or exceeds **£1.60 per litre**, representing an increase of approximately 10% above the baseline reference price.
- The surcharge would remain in force only while fuel prices remain at or above the trigger level.
- Once diesel prices fall below the £1.60 threshold, the surcharge would automatically be withdrawn.
- Activation and removal of the surcharge would be authorised by the Licensing Department and communicated to all licensed operators and drivers via group email and other established communication channels.
- Monitoring the correct use of the concession could be carried out by Chelmsford City Council by means of mystery shoppers.

Benefits

The proposed mechanism would:

- Provide immediate and proportionate relief to drivers during periods of exceptional fuel cost increases.
- Avoid the need for emergency tariff reviews each time fuel prices fluctuate significantly.
- Ensure transparency for both the trade and passengers.
- Allow the Licensing Authority to respond quickly to changing market conditions.

- Maintain the long-term stability and sustainability of the licensed taxi trade.

Recommendation

The Regulatory Committee is requested to consider and approve the introduction of a Fuel Price Relief Mechanism, enabling a temporary 40 pence fuel surcharge to be applied to licensed taxi journeys whenever average diesel prices exceed £1.60 per litre and removed when prices return below that threshold.

Conclusion

The CTDA and trade representatives recognise that current fuel price increases may be temporary. However, given the significant impact such increases have on drivers' operating costs, it is considered appropriate to establish a flexible Fuel Price Relief Mechanism that can be activated and withdrawn as circumstances require. This approach provides a balanced and transparent solution that protects the viability of the trade while ensuring any additional charge to passengers remains proportionate and temporary.

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71yds	8364	£21.75
71yds	8435	£21.90
71yds	8506	£22.05
71yds	8577	£22.20
71yds	8648	£22.35
71yds	8719	£22.50
71yds	8790	£22.65
71yds	8861	£22.80
71yds	8932	£22.95
71yds	9003	£23.10
71yds	9074	£23.25
71yds	9145	£23.40
71yds	9216	£23.55
71yds	9287	£23.70
71yds	9358	£23.85
71yds	9429	£24.00
71yds	9500	£24.15
71yds	9571	£24.30
71yds	9642	£24.45
71yds	9713	£24.60
71yds	9784	£24.75
71yds	9855	£24.90
71yds	9926	£25.05
71yds	9997	£25.20
71yds	10068	£25.35
71yds	10139	£25.50
71yds	10210	£25.65
71yds	10281	£25.80
71yds	10352	£25.95
71yds	10423	£26.10
71yds	10494	£26.25
71yds	10565	£26.40
71yds	10636	£26.55
71yds	10707	£26.70
71yds	10778	£26.85
71yds	10849	£27.00
71yds	10920	£27.15
71yds	10991	£27.30
71yds	11062	£27.45
71yds	11133	£27.60
71yds	11204	£27.75
71yds	11275	£27.90
71yds	11346	£28.05
71yds	11417	£28.20
71yds	11488	£28.35
71yds	11559	£28.50
71yds	11630	£28.65
71yds	11701	£28.80
71yds	11772	£28.95
71yds	11843	£29.10
71yds	11914	£29.25
71yds	11985	£29.40
71yds	12056	£29.55
71yds	12127	£29.70
71yds	12198	£29.85
71yds	12269	£30.00
71yds	12340	£30.15
71yds	12411	£30.30
71yds	12482	£30.45
71yds	12553	£30.60
71yds	12624	£30.75
71yds	12695	£30.90
71yds	12766	£31.05
71yds	12837	£31.20
71yds	12908	£31.35
71yds	12979	£31.50
71yds	13050	£31.65
71yds	13121	£31.80
71yds	13192	£31.95
71yds	13263	£32.10
71yds	13334	£32.25
71yds	13405	£32.40
71yds	13476	£32.55
71yds	13547	£32.70
71yds	13618	£32.85
71yds	13689	£33.00
71yds	13760	£33.15
71yds	13831	£33.30
71yds	13902	£33.45
71yds	13973	£33.60
71yds	14044	£33.75
71yds	14115	£33.90
71yds	14186	£34.05
71yds	14257	£34.20
71yds	14328	£34.35
71yds	14399	£34.50
71yds	14470	£34.65
71yds	14541	£34.80
71yds	14612	£34.95
71yds	14683	£35.10
71yds	14754	£35.25
71yds	14825	£35.40
71yds	14896	£35.55
71yds	14967	£35.70
71yds	15038	£35.85
71yds	15109	£36.00
71yds	15180	£36.15
71yds	15251	£36.30
71yds	15322	£36.45
71yds	15393	£36.60
71yds	15464	£36.75
71yds	15535	£36.90
71yds	15606	£37.05
71yds	15677	£37.20
71yds	15748	£37.35
71yds	15819	£37.50
71yds	15890	£37.65
71yds	15961	£37.80
71yds	16032	£37.95
71yds	16103	£38.10
71yds	16174	£38.25
71yds	16245	£38.40
71yds	16316	£38.55
71yds	16387	£38.70
71yds	16458	£38.85
71yds	16529	£39.00
71yds	16600	£39.15

8800yds = 5 mile

10560 = 6 mile

12320 = 7 mile

14080 = 8 mile

15840 = 9 mile

138yds	15667	£38.70
138yds	15805	£39.00
138yds	15943	£39.30
138yds	16081	£39.60
138yds	16219	£39.90
138yds	16357	£40.20
138yds	16495	£40.50
138yds	16633	£40.80
138yds	16771	£41.10
138yds	16909	£41.40
138yds	17047	£41.70
138yds	17185	£42.00
138yds	17323	£42.30
138yds	17461	£42.60
138yds	17599	£42.90
138yds	17737	£43.20
138yds	17875	£43.50
138yds	18013	£43.80
138yds	18151	£44.10
138yds	18289	£44.40
138yds	18427	£44.70
138yds	18565	£45.00
138yds	18703	£45.30
138yds	18841	£45.60

15840 = 9 mile

17600 = 10 mile

71yds	16671	£39.30
71yds	16742	£39.45
71yds	16813	£39.60
71yds	16884	£39.75
71yds	16955	£39.90
71yds	17026	£40.05
71yds	17097	£40.20
71yds	17168	£40.35
71yds	17239	£40.50
71yds	17310	£40.65
71yds	17381	£40.80
71yds	17452	£40.95
71yds	17523	£41.10
71yds	17594	£41.25
71yds	17665	£41.40
71yds	17736	£41.55
71yds	17807	£41.70
71yds	17878	£41.85
71yds	17949	£42.00
71yds	18020	£42.15
71yds	18091	£42.30
71yds	18162	£42.45
71yds	18233	£42.60
71yds	18304	£42.75
71yds	18375	£42.90
71yds	18446	£43.05
71yds	18517	£43.20
71yds	18588	£43.35
71yds	18659	£43.50
71yds	18730	£43.65
71yds	18801	£43.80
71yds	18872	£43.95

17600 = 10 mile

50.7yds	7747.3	£28.05	98 yds	14322	£49.20
50.7yds	7798	£28.20	98 yds	14420	£49.50
50.7yds	7848.7	£28.35	98 yds	14518	£49.80
50.7yds	7899.4	£28.50	98 yds	14616	£50.10
50.7yds	7950.1	£28.65	98 yds	14714	£50.40
50.7yds	8000.8	£28.80	98 yds	14812	£50.70
50.7yds	8051.5	£28.95	98 yds	14910	£51.00
50.7yds	8102.2	£29.10	98 yds	15008	£51.30
50.7yds	8152.9	£29.25	98 yds	15106	£51.60
50.7yds	8203.6	£29.40	98 yds	15204	£51.90
50.7yds	8254.3	£29.55	98 yds	15302	£52.20
50.7yds	8305	£29.70	98 yds	15400	£52.50
50.7yds	8355.7	£29.85	98 yds	15498	£52.80
50.7yds	8406.4	£30.00	98 yds	15596	£53.10
50.7yds	8457.1	£30.15	98 yds	15694	£53.40
50.7yds	8507.8	£30.30	98 yds	15792	£53.70
50.7yds	8558.5	£30.45	98 yds	15890	£54.00
50.7yds	8609.2	£30.60	98 yds	15988	£54.30
50.7yds	8659.9	£30.75	98 yds	16086	£54.60
50.7yds	8710.6	£30.90	98 yds	16184	£54.90
50.7yds	8761.3	£31.05	98 yds	16282	£55.20
50.7yds	8812	£31.20	98 yds	16380	£55.50
50.7yds	8862.7	£31.35	98 yds	16478	£55.80
50.7yds	8913.4	£31.50	98 yds	16576	£56.10
50.7yds	8964.1	£31.65	98 yds	16674	£56.40
50.7yds	9014.8	£31.80	98 yds	16772	£56.70
50.7yds	9065.5	£31.95	98 yds	16870	£57.00
50.7yds	9116.2	£32.10	98 yds	16968	£57.30
50.7yds	9166.9	£32.25	98 yds	17066	£57.60
50.7yds	9217.6	£32.40	98 yds	17164	£57.90
50.7yds	9268.3	£32.55	98 yds	17262	£58.20
50.7yds	9319	£32.70	98 yds	17360	£58.50
50.7yds	9369.7	£32.85	98 yds	17458	£58.80
50.7yds	9420.4	£33.00	98 yds	17556	£59.10
50.7yds	9471.1	£33.15	98 yds	17654	£59.40
50.7yds	9521.8	£33.30	98 yds	17752	£59.70
50.7yds	9572.5	£33.45	98 yds	17850	£60.00
50.7yds	9623.2	£33.60	98 yds	17948	£60.30
50.7yds	9673.9	£33.75	98 yds	18046	£60.60
50.7yds	9724.6	£33.90	98 yds	18144	£60.90
50.7yds	9775.3	£34.05			
50.7yds	9826	£34.20			
50.7yds	9876.7	£34.35			
50.7yds	9927.4	£34.50			
50.7yds	9978.1	£34.65			
50.7yds	10028.8	£34.80			
50.7yds	10079.5	£34.95			
50.7yds	10130.2	£35.10			
50.7yds	10180.9	£35.25			
50.7yds	10231.6	£35.40			
50.7yds	10282.3	£35.55			
50.7yds	10333	£35.70			
50.7yds	10383.7	£35.85			
50.7yds	10434.4	£36.00			
50.7yds	10485.1	£36.15			
50.7yds	10535.8	£36.30			
50.7yds	10586.5	£36.45			
50.7yds	10637.2	£36.60			
50.7yds	10687.9	£36.75			
50.7yds	10738.6	£36.90			
50.7yds	10789.3	£37.05			
50.7yds	10840	£37.20			
50.7yds	10890.7	£37.35			
50.7yds	10941.4	£37.50			
50.7yds	10992.1	£37.65			
50.7yds	11042.8	£37.80			
50.7yds	11093.5	£37.95			
50.7yds	11144.2	£38.10			
50.7yds	11194.9	£38.25			
50.7yds	11245.6	£38.40			
50.7yds	11296.3	£38.55			
50.7yds	11347	£38.70			
50.7yds	11397.7	£38.85			
50.7yds	11448.4	£39.00			
50.7yds	11499.1	£39.15			
50.7yds	11549.8	£39.30			
50.7yds	11600.5	£39.45			
50.7yds	11651.2	£39.60			
50.7yds	11701.9	£39.75			
50.7yds	11752.6	£39.90			
50.7yds	11803.3	£40.05			
50.7yds	11854	£40.20			
50.7yds	11904.7	£40.35			
50.7yds	11955.4	£40.50			
50.7yds	12006.1	£40.65			
50.7yds	12056.8	£40.80			
50.7yds	12107.5	£40.95			
50.7yds	12158.2	£41.10			
50.7yds	12208.9	£41.25			
50.7yds	12259.6	£41.40			
50.7yds	12310.3	£41.55			
50.7yds	12361	£41.70			
50.7yds	12411.7	£41.85			
50.7yds	12462.4	£42.00			
50.7yds	12513.1	£42.15			
50.7yds	12563.8	£42.30			
50.7yds	12614.5	£42.45			
50.7yds	12665.2	£42.60			
50.7yds	12715.9	£42.75			
50.7yds	12766.6	£42.90			
50.7yds	12817.3	£43.05			
50.7yds	12868	£43.20			
50.7yds	12918.7	£43.35			
50.7yds	12969.4	£43.50			
50.7yds	13020.1	£43.65			
50.7yds	13070.8	£43.80			
50.7yds	13121.5	£43.95			
50.7yds	13172.2	£44.10			
50.7yds	13222.9	£44.25			
50.7yds	13273.6	£44.40			
50.7yds	13324.3	£44.55			
50.7yds	13375	£44.70			
50.7yds	13425.7	£44.85			
50.7yds	13476.4	£45.00			
50.7yds	13527.1	£45.15			
50.7yds	13577.8	£45.30			
50.7yds	13628.5	£45.45			
50.7yds	13679.2	£45.60			
50.7yds	13729.9	£45.75			
50.7yds	13780.6	£45.90			
50.7yds	13831.3	£46.05			
50.7yds	13882	£46.20			
50.7yds	13932.7	£46.35			
50.7yds	13983.4	£46.50			
50.7yds	14034.1	£46.65			
50.7yds	14084.8	£46.80			
50.7yds	14135.5	£46.95			
50.7yds	14186.2	£47.10			
50.7yds	14236.9	£47.25			
50.7yds	14287.6	£47.40			
50.7yds	14338.3	£47.55			
50.7yds	14389	£47.70			
50.7yds	14439.7	£47.85			
50.7yds	14490.4	£48.00			
50.7yds	14541.1	£48.15			
50.7yds	14591.8	£48.30			
50.7yds	14642.5	£48.45			
50.7yds	14693.2	£48.60			
50.7yds	14743.9	£48.75			
50.7yds	14794.6	£48.90			
50.7yds	14845.3	£49.05			
50.7yds	14896	£49.20			
50.7yds	14946.7	£49.35			
50.7yds	14997.4	£49.50			
50.7yds	15048.1	£49.65			

8800yds = 5 mile

15840 = 9 mile

17600 = 10 mile

10560 = 6 mile

12320 = 7 mile

14080 = 8 mile

50.7yds	15098.8	£49.80	
50.7yds	15149.5	£49.95	
50.7yds	15200.2	£50.10	
50.7yds	15250.9	£50.25	
50.7yds	15301.6	£50.40	
50.7yds	15352.3	£50.55	
50.7yds	15403	£50.70	
50.7yds	15453.7	£50.85	
50.7yds	15504.4	£51.00	
50.7yds	15555.1	£51.15	
50.7yds	15605.8	£51.30	
50.7yds	15656.5	£51.45	
50.7yds	15707.2	£51.60	
50.7yds	15757.9	£51.75	
50.7yds	15808.6	£51.90	
50.7yds	15859.3	£52.05	15840 = 9 mile
50.7yds	15910	£52.20	
50.7yds	15960.7	£52.35	
50.7yds	16011.4	£52.50	
50.7yds	16062.1	£52.65	
50.7yds	16112.8	£52.80	
50.7yds	16163.5	£52.95	
50.7yds	16214.2	£53.10	
50.7yds	16264.9	£53.25	
50.7yds	16315.6	£53.40	
50.7yds	16366.3	£53.55	
50.7yds	16417	£53.70	
50.7yds	16467.7	£53.85	
50.7yds	16518.4	£54.00	
50.7yds	16569.1	£54.15	
50.7yds	16619.8	£54.30	
50.7yds	16670.5	£54.45	
50.7yds	16721.2	£54.60	
50.7yds	16771.9	£54.75	
50.7yds	16822.6	£54.90	
50.7yds	16873.3	£55.05	
50.7yds	16924	£55.20	
50.7yds	16974.7	£55.35	
50.7yds	17025.4	£55.50	
50.7yds	17076.1	£55.65	
50.7yds	17126.8	£55.80	
50.7yds	17177.5	£55.95	
50.7yds	17228.2	£56.10	
50.7yds	17278.9	£56.25	
50.7yds	17329.6	£56.40	
50.7yds	17380.3	£56.55	
50.7yds	17431	£56.70	
50.7yds	17481.7	£56.85	
50.7yds	17532.4	£57.00	
50.7yds	17583.1	£57.15	
50.7yds	17633.8	£57.30	17600 = 10 mile
50.7yds	17684.5	£57.45	
50.7yds	17735.2	£57.60	

COMPARISON = TARIFF 7 or b3

CURRENT TARIFF 7 (or b3) 2022

INCREMENTS	UP to YDS	PRICE TO PAY
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410yds		£7.05
71.6yds	481.6	£7.20
71.6yds	553.2	£7.35
71.6yds	624.8	£7.50
71.6yds	696.4	£7.65
71.6yds	768	£7.80
71.6yds	839.6	£7.95
71.6yds	911.2	£8.10
71.6yds	982.8	£8.25
71.6yds	1054.4	£8.40
71.6yds	1126	£8.55
71.6yds	1197.6	£8.70
71.6yds	1269.2	£8.85
71.6yds	1340.8	£9.00
71.6yds	1412.4	£9.15
71.6yds	1484	£9.30
71.6yds	1555.6	£9.45
71.6yds	1627.2	£9.60
71.6yds	1698.8	£9.75
71.6yds	1770.4	£9.90
71.6yds	1842	£10.05
71.6yds	1913.6	£10.20
71.6yds	1985.2	£10.35
71.6yds	2056.8	£10.50
71.6yds	2128.4	£10.65
71.6yds	2200	£10.80
71.6yds	2271.6	£10.95
71.6yds	2343.2	£11.10
71.6yds	2414.8	£11.25
71.6yds	2486.4	£11.40
71.6yds	2558	£11.55
71.6yds	2629.6	£11.70
71.6yds	2701.2	£11.85
71.6yds	2772.8	£12.00
71.6yds	2844.4	£12.15
71.6yds	2916	£12.30
71.6yds	2987.6	£12.45
71.6yds	3059.2	£12.60
71.6yds	3130.8	£12.75
71.6yds	3202.4	£12.90
71.6yds	3274	£13.05
71.6yds	3345.6	£13.20
71.6yds	3417.2	£13.35
71.6yds	3488.8	£13.50
71.6yds	3560.4	£13.65
71.6yds	3632	£13.80
71.6yds	3703.6	£13.95
71.6yds	3775.2	£14.10
71.6yds	3846.8	£14.25
71.6yds	3918.4	£14.40
71.6yds	3990	£14.55
71.6yds	4061.6	£14.70
71.6yds	4133.2	£14.85
71.6yds	4204.8	£15.00
71.6yds	4276.4	£15.15
71.6yds	4348	£15.30
71.6yds	4419.6	£15.45
71.6yds	4491.2	£15.60
71.6yds	4562.8	£15.75
71.6yds	4634.4	£15.90
71.6yds	4706	£16.05
71.6yds	4777.6	£16.20
71.6yds	4849.2	£16.35
71.6yds	4920.8	£16.50
71.6yds	4992.4	£16.65
71.6yds	5064	£16.80
71.6yds	5135.6	£16.95
71.6yds	5207.2	£17.10
71.6yds	5278.8	£17.25
71.6yds	5350.4	£17.40
71.6yds	5422	£17.55
71.6yds	5493.6	£17.70
71.6yds	5565.2	£17.85
71.6yds	5636.8	£18.00
71.6yds	5708.4	£18.15
71.6yds	5780	£18.30
71.6yds	5851.6	£18.45
71.6yds	5923.2	£18.60
71.6yds	5994.8	£18.75
71.6yds	6066.4	£18.90
71.6yds	6138	£19.05
71.6yds	6209.6	£19.20
71.6yds	6281.2	£19.35
71.6yds	6352.8	£19.50
71.6yds	6424.4	£19.65
71.6yds	6496	£19.80
71.6yds	6567.6	£19.95
71.6yds	6639.2	£20.10
71.6yds	6710.8	£20.25
71.6yds	6782.4	£20.40
71.6yds	6854	£20.55
71.6yds	6925.6	£20.70
71.6yds	6997.2	£20.85
71.6yds	7068.8	£21.00
71.6yds	7140.4	£21.15
71.6yds	7212	£21.30
71.6yds	7283.6	£21.45
71.6yds	7355.2	£21.60
71.6yds	7426.8	£21.75
71.6yds	7498.4	£21.90
71.6yds	7570	£22.05
71.6yds	7641.6	£22.20
71.6yds	7713.2	£22.35
71.6yds	7784.8	£22.50
71.6yds	7856.4	£22.65
71.6yds	7928	£22.80
71.6yds	7999.6	£22.95
71.6yds	8071.2	£23.10
71.6yds	8142.8	£23.25
71.6yds	8214.4	£23.40
71.6yds	8286	£23.55
71.6yds	8357.6	£23.70
71.6yds	8429.2	£23.85
71.6yds	8500.8	£24.00
71.6yds	8572.4	£24.15

half mile

1760yds = 1 mile

3520yds = 2 mile

5280yds = 3 mile

7040yds = 4 mile

PROPOSAL A			As suggested
PROPOSED TARIFF 7 (or b3)			
INCREMENTS	UP to YDS	PRICE TO PAY	
410yds		£7.30	
138yds	548	£7.60	
138yds	686	£7.90	
138yds	824	£8.20	
138yds	962	£8.50	half mile
138yds	1100	£8.80	
138yds	1238	£9.10	
138yds	1376	£9.40	
138yds	1514	£9.70	
138yds	1652	£10.00	
138yds	1790	£10.30	1760yds = 1 mile
138yds	1928	£10.60	
138yds	2066	£10.90	
138yds	2204	£11.20	
138yds	2342	£11.50	
138yds	2480	£11.80	
138yds	2618	£12.10	
138yds	2756	£12.40	
138yds	2894	£12.70	
138yds	3032	£13.00	
138yds	3170	£13.30	
138yds	3308	£13.60	
138yds	3446	£13.90	
138yds	3584	£14.20	3520yds = 2 mile
138yds	3722	£14.50	
138yds	3860	£14.80	
138yds	3998	£15.10	
138yds	4136	£15.40	
138yds	4274	£15.70	
138yds	4412	£16.00	
138yds	4550	£16.30	
138yds	4688	£16.60	
138yds	4826	£16.90	
138yds	4964	£17.20	
138yds	5102	£17.50	
138yds	5240	£17.80	
138yds	5378	£18.10	5280yds = 3 mile
138yds	5516	£18.40	
138yds	5654	£18.70	
138yds	5792	£19.00	
138yds	5930	£19.30	
138yds	6068	£19.60	
138yds	6206	£19.90	
138yds	6344	£20.20	
138yds	6482	£20.50	
138yds	6620	£20.80	
138yds	6758	£21.10	
138yds	6896	£21.40	
138yds	7034	£21.70	
138yds	7172	£22.00	7040yds = 4 mile
138yds	7310	£22.30	
138yds	7448	£22.60	
138yds	7586	£22.90	
138yds	7724	£23.20	
138yds	7862	£23.50	
138yds	8000	£23.80	
138yds	8138	£24.10	
138yds	8276	£24.40	
138yds	8414	£24.70	
138yds	8552	£25.00	
138yds	8690	£25.30	
138yds	8828	£25.60	
138yds	8966	£25.90	8800yds = 5 mile
138yds	9104	£26.20	
138yds	9242	£26.50	
138yds	9380	£26.80	
138yds	9518	£27.10	
138yds	9656	£27.40	
138yds	9794	£27.70	
138yds	9932	£28.00	
138yds	10070	£28.30	
138yds	10208	£28.60	
138yds	10346	£28.90	
138yds	10484	£29.20	
138yds	10622	£29.50	
138yds	10760	£29.80	10560 = 6 mile
138yds	10898	£30.10	
138yds	11036	£30.40	
138yds	11174	£30.70	
138yds	11312	£31.00	
138yds	11450	£31.30	
138yds	11588	£31.60	
138yds	11726	£31.90	
138yds	11864	£32.20	
138yds	12002	£32.50	
138yds	12140	£32.80	
138yds	12278	£33.10	
138yds	12416	£33.40	12320 = 7 mile
138yds	12554	£33.70	
138yds	12692	£34.00	
138yds	12830	£34.30	
138yds	12968	£34.60	
138yds	13106	£34.90	
138yds	13244	£35.20	
138yds	13382	£35.50	
138yds	13520	£35.80	
138yds	13658	£36.10	
138yds	13796	£36.40	
138yds	13934	£36.70	
138yds	14072	£37.00	
138yds	14210	£37.30	14080 = 8 mile
138yds	14348	£37.60	
138yds	14486	£37.90	
138yds	14624	£38.20	
138yds	14762	£38.50	
138yds	14900	£38.80	
138yds	15038	£39.10	
138yds	15176	£39.40	
138yds	15314	£39.70	
138yds	15452	£40.00	
138yds	15590	£40.30	
138yds	15728	£40.60	
138yds	15866	£40.90	
138yds	16004	£41.20	15840 = 9 mile
138yds	16142	£41.50	

	current	proposed A	rise of
start fare	£7.05	£7.30	3.6%
1 mile	£9.90	£10.30	4.1%
2 mile	£13.65	£14.20	4.1%
3 mile	£17.40	£18.10	4.1%
4 mile	£21.00	£22.00	4.8%
5 mile	£24.75	£25.90	4.7%
6 mile	£28.35	£29.80	5.2%
7 mile	£32.10	£33.40	4.1%
8 mile	£35.70	£37.30	4.5%
9 mile	£39.45	£41.20	4.5%
10 mile	£43.20	£45.10	4.4%

Average across the board
percentage increase
over 5 miles

4.23%

Average across the board
percentage increase
over 10 miles

4.37%

(notes on changes from current rates to proposed A)

Increase start fare by 25p, and raise rate per mile

Change drop fare from 15ps to 30ps

current 71.6 yard drops in 15ps = £3.69 per mile

proposed 138 yard drops in 30ps = £3.82 per mile

£0.13 pence per mile increase

71.6yds	8644	£24.30		138yds	16280	£41.80	
71.6yds	8715.6	£24.45		138yds	16418	£42.10	
71.6yds	8787.2	£24.60		138yds	16556	£42.40	
71.6yds	8858.8	£24.75	8800yds = 5 mile	138yds	16694	£42.70	
71.6yds	8930.4	£24.90		138yds	16832	£43.00	
71.6yds	9002	£25.05		138yds	16970	£43.30	
71.6yds	9073.6	£25.20		138yds	17108	£43.60	
71.6yds	9145.2	£25.35		138yds	17246	£43.90	
71.6yds	9216.8	£25.50		138yds	17384	£44.20	
71.6yds	9288.4	£25.65		138yds	17522	£44.50	
71.6yds	9360	£25.80		138yds	17660	£44.80	
71.6yds	9431.6	£25.95		138yds	17798	£45.10	17600 = 10 mile
71.6yds	9503.2	£26.10		138yds	17936	£45.40	
71.6yds	9574.8	£26.25		138yds	18074	£45.70	
71.6yds	9646.4	£26.40		138yds	18212	£46.00	
71.6yds	9718	£26.55		138yds	18350	£46.30	
71.6yds	9789.6	£26.70		138yds	18488	£46.60	
71.6yds	9861.2	£26.85		138yds	18626	£46.90	
71.6yds	9932.8	£27.00					
71.6yds	10004.4	£27.15					
71.6yds	10076	£27.30					
71.6yds	10147.6	£27.45					
71.6yds	10219.2	£27.60					
71.6yds	10290.8	£27.75					
71.6yds	10362.4	£27.90					
71.6yds	10434	£28.05					
71.6yds	10505.6	£28.20					
71.6yds	10577.2	£28.35	10560 = 6 mile				
71.6yds	10648.8	£28.50					
71.6yds	10720.4	£28.65					
71.6yds	10792	£28.80					
71.6yds	10863.6	£28.95					
71.6yds	10935.2	£29.10					
71.6yds	11006.8	£29.25					
71.6yds	11078.4	£29.40					
71.6yds	11150	£29.55					
71.6yds	11221.6	£29.70					
71.6yds	11293.2	£29.85					
71.6yds	11364.8	£30.00					
71.6yds	11436.4	£30.15					
71.6yds	11508	£30.30					
71.6yds	11579.6	£30.45					
71.6yds	11651.2	£30.60					
71.6yds	11722.8	£30.75					
71.6yds	11794.4	£30.90					
71.6yds	11866	£31.05					
71.6yds	11937.6	£31.20					
71.6yds	12009.2	£31.35					
71.6yds	12080.8	£31.50					
71.6yds	12152.4	£31.65					
71.6yds	12224	£31.80					
71.6yds	12295.6	£31.95					
71.6yds	12367.2	£32.10	12320 = 7 mile				
71.6yds	12438.8	£32.25					
71.6yds	12510.4	£32.40					
71.6yds	12582	£32.55					
71.6yds	12653.6	£32.70					
71.6yds	12725.2	£32.85					
71.6yds	12796.8	£33.00					
71.6yds	12868.4	£33.15					
71.6yds	12940	£33.30					
71.6yds	13011.6	£33.45					
71.6yds	13083.2	£33.60					
71.6yds	13154.8	£33.75					
71.6yds	13226.4	£33.90					
71.6yds	13298	£34.05					
71.6yds	13369.6	£34.20					
71.6yds	13441.2	£34.35					
71.6yds	13512.8	£34.50					
71.6yds	13584.4	£34.65					
71.6yds	13656	£34.80					
71.6yds	13727.6	£34.95					
71.6yds	13799.2	£35.10					
71.6yds	13870.8	£35.25					
71.6yds	13942.4	£35.40					
71.6yds	14014	£35.55					
71.6yds	14085.6	£35.70	14080 = 8 mile				
71.6yds	14157.2	£35.85					
71.6yds	14228.8	£36.00					
71.6yds	14300.4	£36.15					
71.6yds	14372	£36.30					
71.6yds	14443.6	£36.45					
71.6yds	14515.2	£36.60					
71.6yds	14586.8	£36.75					
71.6yds	14658.4	£36.90					
71.6yds	14730	£37.05					
71.6yds	14801.6	£37.20					
71.6yds	14873.2	£37.35					
71.6yds	14944.8	£37.50					
71.6yds	15016.4	£37.65					
71.6yds	15088	£37.80					
71.6yds	15159.6	£37.95					
71.6yds	15231.2	£38.10					
71.6yds	15302.8	£38.25					
71.6yds	15374.4	£38.40					
71.6yds	15446	£38.55					
71.6yds	15517.6	£38.70					
71.6yds	15589.2	£38.85					
71.6yds	15660.8	£39.00					
71.6yds	15732.4	£39.15					
71.6yds	15804	£39.30					
71.6yds	15875.6	£39.45	15840 = 9 mile				
71.6yds	15947.2	£39.60					
71.6yds	16018.8	£39.75					
71.6yds	16090.4	£39.90					
71.6yds	16162	£40.05					
71.6yds	16233.6	£40.20					
71.6yds	16305.2	£40.35					
71.6yds	16376.8	£40.50					
71.6yds	16448.4	£40.65					
71.6yds	16520	£40.80					
71.6yds	16591.6	£40.95					
71.6yds	16663.2	£41.10					
71.6yds	16734.8	£41.25					
71.6yds	16806.4	£41.40					
71.6yds	16878	£41.55					
71.6yds	16949.6	£41.70					
71.6yds	17021.2	£41.85					
71.6yds	17092.8	£42.00					
71.6yds	17164.4	£42.15					
71.6yds	17236	£42.30					
71.6yds	17307.6	£42.45					

71.6yds	17379.2	£42.60
71.6yds	17450.8	£42.75
71.6yds	17522.4	£42.90
71.6yds	17594	£43.05
71.6yds	17665.6	£43.20
71.6yds	17737.2	£43.35
71.6yds	17808.8	£43.50
71.6yds	17880.4	£43.65
71.6yds	17952	£43.80
71.6yds	18023.6	£43.95
71.6yds	18095.2	£44.10
71.6yds	18166.8	£44.25
71.6yds	18238.4	£44.40
71.6yds	18310	£44.55
71.6yds	18381.6	£44.70
71.6yds	18453.2	£44.85
71.6yds	18524.8	£45.00
71.6yds	18596.4	£45.15
71.6yds	18668	£45.30
71.6yds	18739.6	£45.45
71.6yds	18811.2	£45.60

17600 = 10 mile

COMPARISON = TARIFF 8 (or b4)

CURRENT TARIFF 8 (or b4) 2022

INCREMENTS	UP to YDS	PRICE TO PAY
495 yds		£8.40
84.7yds	579.7	£8.70
84.7yds	664.4	£9.00
84.7yds	749.1	£9.30
84.7yds	833.8	£9.60
84.7yds	918.5	£9.90
84.7yds	1003.2	£10.20
84.7yds	1087.9	£10.50
84.7yds	1172.6	£10.80
84.7yds	1257.3	£11.10
84.7yds	1342	£11.40
84.7yds	1426.7	£11.70
84.7yds	1511.4	£12.00
84.7yds	1596.1	£12.30
84.7yds	1680.8	£12.60
84.7yds	1765.5	£12.90
84.7yds	1850.2	£13.20
84.7yds	1934.9	£13.50
84.7yds	2019.6	£13.80
84.7yds	2104.3	£14.10
84.7yds	2189	£14.40
84.7yds	2273.7	£14.70
84.7yds	2358.4	£15.00
84.7yds	2443.1	£15.30
84.7yds	2527.8	£15.60
84.7yds	2612.5	£15.90
84.7yds	2697.2	£16.20
84.7yds	2781.9	£16.50
84.7yds	2866.6	£16.80
84.7yds	2951.3	£17.10
84.7yds	3036	£17.40
84.7yds	3120.7	£17.70
84.7yds	3205.4	£18.00
84.7yds	3290.1	£18.30
84.7yds	3374.8	£18.60
84.7yds	3459.5	£18.90
84.7yds	3544.2	£19.20
84.7yds	3628.9	£19.50
84.7yds	3713.6	£19.80
84.7yds	3798.3	£20.10
84.7yds	3883	£20.40
84.7yds	3967.7	£20.70
84.7yds	4052.4	£21.00
84.7yds	4137.1	£21.30
84.7yds	4221.8	£21.60
84.7yds	4306.5	£21.90
84.7yds	4391.2	£22.20
84.7yds	4475.9	£22.50
84.7yds	4560.6	£22.80
84.7yds	4645.3	£23.10
84.7yds	4730	£23.40
84.7yds	4814.7	£23.70
84.7yds	4899.4	£24.00
84.7yds	4984.1	£24.30
84.7yds	5068.8	£24.60
84.7yds	5153.5	£24.90
84.7yds	5238.2	£25.20
84.7yds	5322.9	£25.50
84.7yds	5407.6	£25.80
84.7yds	5492.3	£26.10
84.7yds	5577	£26.40
84.7yds	5661.7	£26.70
84.7yds	5746.4	£27.00
84.7yds	5831.1	£27.30
84.7yds	5915.8	£27.60
84.7yds	6000.5	£27.90
84.7yds	6085.2	£28.20
84.7yds	6169.9	£28.50
84.7yds	6254.6	£28.80
84.7yds	6339.3	£29.10
84.7yds	6424	£29.40
84.7yds	6508.7	£29.70
84.7yds	6593.4	£30.00
84.7yds	6678.1	£30.30
84.7yds	6762.8	£30.60
84.7yds	6847.5	£30.90
84.7yds	6932.2	£31.20
84.7yds	7016.9	£31.50
84.7yds	7101.6	£31.80
84.7yds	7186.3	£32.10
84.7yds	7271	£32.40
84.7yds	7355.7	£32.70
84.7yds	7440.4	£33.00
84.7yds	7525.1	£33.30
84.7yds	7609.8	£33.60
84.7yds	7694.5	£33.90
84.7yds	7779.2	£34.20
84.7yds	7863.9	£34.50
84.7yds	7948.6	£34.80
84.7yds	8033.3	£35.10
84.7yds	8118	£35.40
84.7yds	8202.7	£35.70
84.7yds	8287.4	£36.00
84.7yds	8372.1	£36.30
84.7yds	8456.8	£36.60
84.7yds	8541.5	£36.90
84.7yds	8626.2	£37.20
84.7yds	8710.9	£37.50
84.7yds	8795.6	£37.80
84.7yds	8880.3	£38.10
84.7yds	8965	£38.40
84.7yds	9049.7	£38.70
84.7yds	9134.4	£39.00
84.7yds	9219.1	£39.30
84.7yds	9303.8	£39.60
84.7yds	9388.5	£39.90
84.7yds	9473.2	£40.20
84.7yds	9557.9	£40.50

half mile

1760yds = 1 mile

3520yds = 2 mile

5280yds = 3 mile

7040yds = 4 mile

8800yds = 5 mile

PROPOSAL A			As suggested
PROPOSED TARIFF 8 (or b4)			
INCREMENTS	UP to YDS	PRICE TO PAY	
495yds		£9.30	
166yds	661	£9.90	
166yds	827	£10.50	
166yds	993	£11.10	half mile
166yds	1159	£11.70	
166yds	1325	£12.30	
166yds	1491	£12.90	
166yds	1657	£13.50	
166yds	1823	£14.10	1760yds = 1 mile
166yds	1989	£14.70	
166yds	2155	£15.30	
166yds	2321	£15.90	
166yds	2487	£16.50	
166yds	2653	£17.10	
166yds	2819	£17.70	
166yds	2985	£18.30	
166yds	3151	£18.90	
166yds	3317	£19.50	
166yds	3483	£20.10	
166yds	3649	£20.70	3520yds = 2 mile
166yds	3815	£21.30	
166yds	3981	£21.90	
166yds	4147	£22.50	
166yds	4313	£23.10	
166yds	4479	£23.70	
166yds	4645	£24.30	
166yds	4811	£24.90	
166yds	4977	£25.50	
166yds	5143	£26.10	
166yds	5309	£26.70	5280yds = 3 mile
166yds	5475	£27.30	
166yds	5641	£27.90	
166yds	5807	£28.50	
166yds	5973	£29.10	
166yds	6139	£29.70	
166yds	6305	£30.30	
166yds	6471	£30.90	
166yds	6637	£31.50	
166yds	6803	£32.10	
166yds	6969	£32.70	
166yds	7135	£33.30	7040yds = 4 mile
166yds	7301	£33.90	
166yds	7467	£34.50	
166yds	7633	£35.10	
166yds	7799	£35.70	
166yds	7965	£36.30	
166yds	8131	£36.90	
166yds	8297	£37.50	
166yds	8463	£38.10	
166yds	8629	£38.70	
166yds	8795	£39.30	
166yds	8961	£39.90	8800yds = 5 mile
166yds	9127	£40.50	
166yds	9293	£41.10	
166yds	9459	£41.70	
166yds	9625	£42.30	
166yds	9791	£42.90	
166yds	9957	£43.50	
166yds	10123	£44.10	
166yds	10289	£44.70	
166yds	10455	£45.30	
166yds	10621	£45.90	10560 = 6 mile
166yds	10787	£46.50	
166yds	10953	£47.10	
166yds	11119	£47.70	
166yds	11285	£48.30	
166yds	11451	£48.90	
166yds	11617	£49.50	
166yds	11783	£50.10	
166yds	11949	£50.70	
166yds	12115	£51.30	
166yds	12281	£51.90	
166yds	12447	£52.50	12320 = 7 mile
166yds	12613	£53.10	
166yds	12779	£53.70	
166yds	12945	£54.30	
166yds	13111	£54.90	
166yds	13277	£55.50	
166yds	13443	£56.10	
166yds	13609	£56.70	
166yds	13775	£57.30	
166yds	13941	£57.90	
166yds	14107	£58.50	14080 = 8 mile
166yds	14273	£59.10	
166yds	14439	£59.70	
166yds	14605	£60.30	
166yds	14771	£60.90	
166yds	14937	£61.50	
166yds	15103	£62.10	
166yds	15269	£62.70	
166yds	15435	£63.30	
166yds	15601	£63.90	
166yds	15767	£64.50	
166yds	15933	£65.10	15840 = 9 mile
166yds	16099	£65.70	
166yds	16265	£66.30	
166yds	16431	£66.90	
166yds	16597	£67.50	
166yds	16763	£68.10	
166yds	16929	£68.70	
166yds	17095	£69.30	
166yds	17261	£69.90	
166yds	17427	£70.50	
166yds	17593	£71.10	
166yds	17759	£71.70	17600 = 10 mile
166yds	17925	£72.30	
166yds	18091	£72.90	
166yds	18257	£73.50	

Average across the board
percentage increase
over 5 miles

7.08%

Average across the board
percentage increase
over 10 miles

5.58%

(notes on changes from current rates to proposed A)

Increase start fare by 90p, and raise rate per mile

Change drop fare from 30ps to 60ps

current 84.7 yard drops in 30ps = £6.23 per mile

proposed 166 yard drops in 60ps = £6.36 per mile

£0.13 pence per mile increase

84.7yds	9642.6	£40.80	
84.7yds	9727.3	£41.10	
84.7yds	9812	£41.40	
84.7yds	9896.7	£41.70	
84.7yds	9981.4	£42.00	
84.7yds	10066.1	£42.30	
84.7yds	10150.8	£42.60	
84.7yds	10235.5	£42.90	
84.7yds	10320.2	£43.20	
84.7yds	10404.9	£43.50	
84.7yds	10489.6	£43.80	
84.7yds	10574.3	£44.10	10560 = 6 mile
84.7yds	10659	£44.40	
84.7yds	10743.7	£44.70	
84.7yds	10828.4	£45.00	
84.7yds	10913.1	£45.30	
84.7yds	10997.8	£45.60	
84.7yds	11082.5	£45.90	
84.7yds	11167.2	£46.20	
84.7yds	11251.9	£46.50	
84.7yds	11336.6	£46.80	
84.7yds	11421.3	£47.10	
84.7yds	11506	£47.40	
84.7yds	11590.7	£47.70	
84.7yds	11675.4	£48.00	
84.7yds	11760.1	£48.30	
84.7yds	11844.8	£48.60	
84.7yds	11929.5	£48.90	
84.7yds	12014.2	£49.20	
84.7yds	12098.9	£49.50	
84.7yds	12183.6	£49.80	
84.7yds	12268.3	£50.10	
84.7yds	12353	£50.40	12320 = 7 mile
84.7yds	12437.7	£50.70	
84.7yds	12522.4	£51.00	
84.7yds	12607.1	£51.30	
84.7yds	12691.8	£51.60	
84.7yds	12776.5	£51.90	
84.7yds	12861.2	£52.20	
84.7yds	12945.9	£52.50	
84.7yds	13030.6	£52.80	
84.7yds	13115.3	£53.10	
84.7yds	13200	£53.40	
84.7yds	13284.7	£53.70	
84.7yds	13369.4	£54.00	
84.7yds	13454.1	£54.30	
84.7yds	13538.8	£54.60	
84.7yds	13623.5	£54.90	
84.7yds	13708.2	£55.20	
84.7yds	13792.9	£55.50	
84.7yds	13877.6	£55.80	
84.7yds	13962.3	£56.10	
84.7yds	14047	£56.40	
84.7yds	14131.7	£56.70	14080 = 8 mile
84.7yds	14216.4	£57.00	
84.7yds	14301.1	£57.30	
84.7yds	14385.8	£57.60	
84.7yds	14470.5	£57.90	
84.7yds	14555.2	£58.20	
84.7yds	14639.9	£58.50	
84.7yds	14724.6	£58.80	
84.7yds	14809.3	£59.10	
84.7yds	14894	£59.40	
84.7yds	14978.7	£59.70	
84.7yds	15063.4	£60.00	
84.7yds	15148.1	£60.30	
84.7yds	15232.8	£60.60	
84.7yds	15317.5	£60.90	
84.7yds	15402.2	£61.20	
84.7yds	15486.9	£61.50	
84.7yds	15571.6	£61.80	
84.7yds	15656.3	£62.10	
84.7yds	15741	£62.40	
84.7yds	15825.7	£62.70	
84.7yds	15910.4	£63.00	15840 = 9 mile
84.7yds	15995.1	£63.30	
84.7yds	16079.8	£63.60	
84.7yds	16164.5	£63.90	
84.7yds	16249.2	£64.20	
84.7yds	16333.9	£64.50	
84.7yds	16418.6	£64.80	
84.7yds	16503.3	£65.10	
84.7yds	16588	£65.40	
84.7yds	16672.7	£65.70	
84.7yds	16757.4	£66.00	
84.7yds	16842.1	£66.30	
84.7yds	16926.8	£66.60	
84.7yds	17011.5	£66.90	
84.7yds	17096.2	£67.20	
84.7yds	17180.9	£67.50	
84.7yds	17265.6	£67.80	
84.7yds	17350.3	£68.10	
84.7yds	17435	£68.40	
84.7yds	17519.7	£68.70	
84.7yds	17604.4	£69.00	17600 = 10 mile
84.7yds	17689.1	£69.30	
84.7yds	17773.8	£69.60	
84.7yds	17858.5	£69.90	
84.7yds	17943.2	£70.20	

166yds	18423	£74.10
166yds	18589	£74.70

rate	Proposal A	
	5 miles%	10 miles %
1	7.08%	5.58%
2	3.91%	3.84%
3	5.55%	5.12%
4	7.10%	5.59%
5	8.66%	6.76%
6	3.81%	3.84%
7	4.23%	4.37%
8	7.08%	5.58%
	47.42%	40.68%
	divide by 8	divide by 8
	5.92%	5.08%

rate	Proposal B	
	5 miles%	10 miles %
1	7.20%	6.14%
2	2.70%	2.64%
3	4.16%	3.95%
4	5.05%	3.96%
5	6.76%	5.45%
6	3.06%	2.89%
7	3.01%	3.13%
8	5.05%	4.14%
	36.99%	32.30%
	divide by 8	divide by 8
	4.62%	4.03%



Chelmsford City Council Regulatory Committee

Review of Taxi Licensing Policy 2026 – Approval for Consultation

Report by: Director of Sustainable Communities

Officer Contact: Daniel Winter, Licensing Lead Officer 01245606317

Purpose:

To seek Members' approval to publish a revised draft Taxi Licensing Policy for consultation and to authorise officers to undertake consultation with relevant stakeholders prior to a final policy being presented to the Committee for adoption.

Recommendations:

1. That the Committee approves the draft Taxi Licensing Policy attached at **Appendix A** for public consultation.
 2. That the Committee approves a consultation period of six weeks commencing on a date determined by the Director of Sustainable Communities.
 3. That officers be authorised to consult with licensed drivers, vehicle proprietors, private hire operators, Essex Police, neighbouring licensing authorities, disability representative groups, safeguarding partners and other interested stakeholders.
 4. That a further report be presented to the Regulatory Committee following completion of the consultation setting out the responses received together with any proposed amendments prior to consideration of final adoption.
 5. That authority be delegated to the Lead Licensing Officer, in consultation with Legal Services, to make minor typographical, formatting and administrative amendments to the consultation draft prior to publication.
-

1. Background or Introduction

1.1 Chelmsford City Council is responsible for licensing Hackney Carriage Drivers, Private Hire Drivers, Hackney Carriage Vehicles, Private Hire Vehicles and Private Hire Operators within the district.

1.2 The Council's Taxi Licensing Policy was last comprehensively reviewed in 2021. Since that review, the policy has been subject to a number of specific amendments approved by the Regulatory Committee to address particular operational, legislative and policy issues.

1.3 The current draft represents a wider review of the policy as a whole. It is intended to ensure that the Council's approach remains clear, proportionate, legally robust and aligned with current guidance and operational practice.

1.4 The main objective of the taxi licensing regime is the protection of the public. This includes ensuring that licensed drivers, vehicle proprietors and private hire operators are suitable persons to hold licences, and that licensed vehicles remain safe, accessible and fit for public use.

2. Reason for the review

2.1 Since the policy was reviewed there have been developments in legislation, national guidance, licensing practice and operational experience.

The review has taken account of:

- The Department for Transport Statutory Taxi and Private Hire Vehicle Standards;
- Developments in safeguarding expectations and best practice;
- Changes in licensing procedures and operational requirements;
- Experience gained through enforcement activity and committee decision making;
- Policy developments across Essex licensing authorities; and
- The Council's wider environmental and accessibility objectives.

2.2 The purpose of the review is to ensure that the Council's policy remains legally robust, transparent, proportionate and effective in promoting public safety.

3. Consultation stage

3.1 Members are not being asked to adopt the revised policy at this stage.

3.2 The purpose of this report is to seek approval to consult on the draft revised policy.

3.3 Although there is no general statutory requirement to consult before adopting or amending a taxi licensing policy, consultation is considered appropriate due to the scope of the proposed changes and their potential impact on licence holders, applicants, operators, service users and other stakeholders.

3.4 Following consultation, officers will review the responses received and prepare a further report for the Committee. That report will identify the consultation responses, set out officers' comments, any recommended amendments and the proposed final version of the policy for adoption.

4. Summary of Proposed Changes

4.1 The proposed amendments are summarised in more detail at **Appendix B**. The principal areas of change are set out below.

4.2 Governance and Decision Making

4.2.1 The revised draft clarifies delegation arrangements, committee referral provisions, decision making principles and the way in which discretion may be exercised.

4.2.2 These changes are intended to improve transparency, consistency and legal robustness.

4.3 Safeguarding and Public Protection

4.3.1 The draft strengthens safeguarding provisions throughout the policy.

4.3.2 Proposed changes include updated Disclosure and Barring Service requirements, enhanced information sharing provisions, overseas criminal record requirements and clearer arrangements for responding to safeguarding concerns.

4.4 Driver Licensing

4.4.1 The draft includes amendments relating to driving licence eligibility, knowledge testing, English language competency, disclosure obligations, overseas residency checks, previous licensing history and expired licence procedures.

4.4.2 These amendments are intended to support the Council's assessment of whether applicants and existing licence holders are fit and proper persons.

4.5 National Register Checks

4.5.1 The draft expands provisions relating to the National Register of Taxi Licence Refusals, Revocations and Suspensions.

4.5.2 This is intended to support information sharing between licensing authorities and reduce the risk of unsuitable applicants moving between licensing areas.

4.6 Complaints and Enforcement

4.6.1 The draft updates complaint handling provisions, complaint recording requirements and enforcement wording.

4.6.2 These changes are intended to support proportionate enforcement and improve regulatory oversight.

4.7 Vehicle Standards

4.7.1 The draft contains proposed amendments relating to vehicle specifications, accessibility, signage, vehicle identification, environmental standards, age criteria and replacement vehicle arrangements.

4.7.2 The draft also includes a proposed approach for certain historic non-wheelchair accessible Hackney Carriage Vehicle Licences, where they cease to have effect, to be reallocated to fully electric vehicles. This is intended to support fleet modernisation and the Council's environmental objectives.

4.8 Operator Licensing

4.8.1 The draft strengthens provisions relating to operator management, booking records, complaint handling and safeguarding responsibilities.

4.9 General Drafting Amendments

4.9.1 A number of drafting amendments have been made to improve readability, remove outdated wording, correct inconsistencies and clarify ambiguous provisions.

5. Significant Policy Proposals

5.1 Officers consider that a number of proposals are likely to be of particular interest during consultation.

5.2 Vehicle Age Criteria

5.2.1 The draft policy proposes changes to vehicle age provisions and related vehicle licensing requirements.

5.2.2 These provisions may affect vehicle proprietors' future replacement decisions and are therefore considered suitable for consultation before final adoption.

5.3 Fully Electric Hackney Carriage Vehicles

5.3.1 The draft includes a proposed mechanism for certain historic non-wheelchair accessible Hackney Carriage Vehicle Licences to be reallocated to fully electric vehicles where those licences cease to have effect.

5.3.2 This proposal seeks to balance fleet modernisation, environmental considerations and the existing accessibility requirements within the Hackney Carriage fleet.

5.4 English Language Competency

5.4.1 The draft includes clearer requirements regarding English language competency for licensed drivers.

5.4.2 This reflects the need for drivers to communicate effectively with passengers, understand licence conditions and safeguarding responsibilities, and respond appropriately in emergency or vulnerable passenger situations.

6. Matters Considered but Not Adopted

6.1 Driver Penalty Points Scheme

6.1.1 Officers considered whether to introduce a local driver penalty points scheme.

6.1.2 Officers do not recommend introducing such a scheme at this stage. Existing enforcement powers are considered sufficient to address non-compliance through advice, warnings, suspension, revocation, prosecution or referral to the Regulatory Committee where appropriate.

6.2 Vehicle Inspection Frequency

6.2.1 Officers also reviewed the current frequency of licensed vehicle inspections.

6.2.2 Having regard to current testing arrangements, compliance history, vehicle standards and available resources, officers do not recommend changing the current inspection frequency at this time.

7. Proposed Consultation

7.1 Officers propose a six-week consultation period.

7.2 The consultation would be published on the Council's website and circulated directly to relevant stakeholders where contact details are held.

7.3 Consultees would include:

- Licensed drivers;
- Vehicle proprietors;
- Private hire operators;
- Essex Police;
- Neighbouring licensing authorities;
- Disability representative groups;
- Safeguarding partners;
- Relevant Council services;
- Members of the public and other interested parties.

8. Next Steps

8.1 If Members approve the recommendations, officers will publish the draft revised policy for consultation.

8.2 Following the close of consultation, officers will review the responses received.

8.3 A further report will then be brought back to the Regulatory Committee. That report will summarise the consultation responses, identify any recommended changes and ask Members to consider whether to adopt the final policy.

9. Conclusion

9.1 The draft revised Taxi Licensing Policy represents a comprehensive review of the Council's current taxi licensing framework.

9.2 The proposed amendments seek to strengthen safeguarding provisions, improve clarity, modernise standards and support consistent decision making.

9.3 Given the scope of the proposed changes, consultation is appropriate before Members are asked to consider final adoption.

9.4 Members are therefore asked to approve the draft policy for consultation.

List of appendices:

Appendix A, Draft Revised Taxi Licensing Policy

Appendix B, Summary of Proposed Changes to the Taxi Licensing Policy

Background papers:

Local Government (Miscellaneous Provisions) Act 1976

Town Police Clauses Act 1847

Department for Transport Statutory Taxi and Private Hire Vehicle Standards

Existing Chelmsford City Council Taxi Licensing Policy

Corporate Implications

Legal/Constitutional

The report relates to the Council's taxi licensing functions under the Town Police Clauses Act 1847 and Local Government (Miscellaneous Provisions) Act 1976. Consultation will assist in ensuring that the final policy is transparent, proportionate and consistent with public law principles.

Financial

The consultation can be undertaken within existing service budgets.

Potential Impact on Climate Change and the Environment

The draft policy includes proposals intended to support fleet modernisation and the use of lower emission vehicles.

Contribution Towards Achieving a Net Zero Carbon Position by 2030

The proposed vehicle standards support the Council's wider environmental objectives and the gradual transition towards cleaner vehicle technologies.

Personnel

No direct staffing implications have been identified.

Risk Management

Consultation will help identify any unintended consequences of the proposed policy changes and reduce the risk of implementation issues or legal challenge following adoption.

Equality and Diversity

The draft policy includes provisions relating to accessibility, equality of access to licensed transport services and safeguarding of vulnerable passengers. Consultation will allow relevant stakeholders to comment on those provisions.

Policy

This report relates to the proposed review of the Council's Taxi Licensing Policy.

Health and Safety

The policy review supports public safety through driver, operator and vehicle licensing standards.

Digital

The consultation will use the Council's existing digital consultation and communication platforms.

Other

None.

Consultees: Licensing Officers, Legal Services, Chair of Licensing & Regulatory Committee.

Relevant Policies and Strategies: Chelmsford City Council Taxi Licensing Framework

Taxi Licensing Policy

Hackney Carriage and Private Hire Vehicles

*A modern regulatory framework supporting public safety,
professional standards and accessible transport services.*

Document Information

Reference	Taxi & PHV Policy
Version Number	Version 1
Status	Adopted Policy
Approved By	Regulatory Committee
Date Approved	17 June 2021
Effective From	18 June 2021
Review Date	June 2026
Originating Officer	Daniel Winter
Service Area	Sustainable Communities

Policy Amendment history

Version	Date Approved	Effective Date	Approved By	Summary of Amendments
9.1	18 November 2021	22 November 2021	Regulatory Committee	Amendments to driver knowledge testing provisions at paragraph 2.8
9.2	18 November 2021	22 November 2021	Regulatory Committee	Amendments to complaint reporting and vehicle identification provisions at paragraphs 1.13.6 to 1.13.8
9.3	18 November 2021	4 January 2022	Regulatory Committee	Amendments relating to electronic payment requirements and associated vehicle licence conditions
9.4	27 January 2022	28 January 2022	Regulatory Committee	Amendments to licensed vehicle signage and livery requirements
9.5	17 March 2022	18 March 2022	Regulatory Committee	Amendments to driver and operator licensing provisions at paragraphs 2.2.2 and 4.1.7
9.6	13 July 2023	13 July 2023	Regulatory Committee	Amendment to Euro 6 compliance implementation date Extending the requirement from 1 April 2024 to 1 April 2026
9.7	[INSERT DATE]	[INSERT DATE]	Regulatory Committee	Comprehensive policy review including safeguarding provisions, operator standards, vehicle standards, signage, and advertising controls, executive exemption clarification, vehicle age extension provisions, accessibility updates, delegated authority clarification, complaints handling updates and full document modernisation

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Introduction

Chelmsford City Council is responsible for the licensing of Hackney Carriages and Private Hire Vehicles within the District boundary.

This policy draws together previously adopted policies relevant to this area of licensing and takes into account the statutory guidance issued by the Department for Transport in July 2020. In doing so the aim of this policy is to provide clear guidance as to how the Council will discharge its responsibilities. Accordingly, this policy explains how local regulation is achieved and decisions are taken in order to provide a consistent, transparent and proportionate licensing regime.

The Policy has been developed after consultation with interested parties. A period of consultation operated from 25/02/2021 until 06/04/2021. The list of consultees is maintained separately and is available from the Licensing Service.

In drafting the Policy, the Authority has had due regard to legislation, available guidance and given proper weight to the views of those it has consulted.

The policy is laid out in 4 main parts plus appendices:

PART 1 – includes background and the general principles that direct the priorities of Chelmsford City Council in consideration of its responsibilities as Licensing Authority for all aspects of this policy including arrangements for consideration of an application and enforcement.

PART 2 – additional policy and procedural matters relevant to the licensing of drivers of private hire vehicles and hackney carriages

PART 3 – additional policy and procedural matters that are relevant to licensing vehicles (Private Hire Vehicles or hackney carriages)

PART 4 – additional policy and procedural matters relevant to the issue of Operator's licences

When implementing the Policy, the Authority will maintain appropriate links with partner agencies and stakeholders to ensure the objectives laid out in this policy are met including:

- Essex Police
- Essex County Council
- Department for Transport
- ~~Vehicle Operator and services Agency (VOSA)~~
- Driver and Vehicle Standards Agency (DVSA)
- The vehicle testing station of the Council (Freighter House)
- The Hackney Carriage and Private Hire Trade Forum
- Appropriate Governmental departments
- Other licensing authorities in Essex or elsewhere

PART 1

Role of Chelmsford City Council as the Licensing Authority

1.1. Summary of licensing requirements

1.1.1 Chelmsford City Council is the Licensing Authority (the Authority) for the purposes of licensing vehicles and people regulated by this regime.

1.1.2 The activities subject to regulation under the licensing regime are as follows;

- Vehicles for up to 8 passengers provided for hire or reward
- Vehicles that can be hailed in the street i.e. vehicles that can 'ply for hire' (Hackney Carriage Licence)
- Those vehicles that need to be pre-booked in advance (Private Hire Vehicles)
- A person who drives a hackney carriage or a private hire vehicle (a licensed driver)
- A person who owns a licensed vehicle (vehicle owner/proprietor)
- A person who takes bookings for private hire vehicles (a Private Hire Operator)

1.1.3 Note: ~~Hackney Carriages and Private Hire Vehicle are always Hackney Carriages and Private Hire Vehicles~~ Hackney Carriages and Private Hire Vehicles remain subject to the licensing regime under which they are licensed at all times and as such cannot be driven by anyone other than a driver licensed by the same Authority that licenses the vehicles. In the case of Private Hire Vehicles, they must operate under the authority of an Operator who holds an Operator's Licence, also issued by the same licensing Authority. Vehicles, drivers and operators that are licensed by one licensing authority can operate in another local authority area provided the journey is booked and arranged in accordance with current legislation. ~~may undertake lawful private hire work within another local authority area where bookings are accepted and conducted in accordance with relevant legislation.~~

1.2. Legal Background and Policy Rationale

1.2.1 The operation of Hackney Carriages and Private Hire Vehicles has a specific role to play in an integrated transport system. They can provide services where public transport is not available (for example in rural areas, or outside "normal" hours of operation such as in the evenings or weekends), and for those with mobility difficulties. This Policy sets out the approach the Authority will take in the licensing of Hackney Carriages and Private Hire Vehicles, Drivers and Operators when considering and making decisions on applications made under this regime. The Authority will aim to apply this Policy in a consistent manner; ~~however, the Authority may depart from this Policy if it has reason to do so but will give justification for such departure.~~ However, the Authority may depart from this Policy where it considers there is good reason to do so and will provide reasons for any such departure.

- I.2.2 Nothing in this Policy will undermine the rights of any person to apply for a variety of authorisations under the licensing regime and have each application considered on its individual merits.. ~~However, outside of the legislation framework the Authority has absolute discretion in setting the requirements of this Policy and will expect all applicants and licence holders to abide by its content~~ ~~has absolute discretion in setting the requirements of this Policy and will expect all applicants and licence holders to abide by its content~~ **However, subject to the legislative framework and public law principles, the Authority retains discretion in setting and applying the requirements of this Policy and expects all applicants and licence holders to comply with its provisions**
- I.2.3 This Policy was approved by the Council on the 17th June 2021 and shall be effective from the 18th June 2021 and ~~shall remain in effect for five years;~~ **shall remain in effect until replaced or amended by the Authority;** The Policy will be reviewed from time to time?, and may also be subject to review in response to changes in regulation or guidance or other relevant significant issues which necessitate a review of Policy.
- I.2.4 The main legislation and guidance referred to in this policy is:
1. [Local Government \(Miscellaneous Provisions\) Act 1976](#) (the 1976 Act)
 2. [Town Police Clauses Act 1847](#) (The 1847 Act)
 3. [Department for Transport Statutory & Private Hire Vehicle Standards July 2020](#) (DfT guidance)
 4. Chelmsford Hackney Carriage [By-Laws](#)

Other references are shown throughout.

Common offences under items 1 & 2 above can be found [here](#)

I.3. **Scope**

I.3.1 This policy covers the following licences:

- Hackney Carriage and Private Hire Driver Licences (Driver Licences)
- Private Hire Vehicle Licence
- Private Hire Operators Licence (Operator Licence)
- Hackney Carriage Vehicle Licence

I.3.2 This Policy covers all permissions provided for in respect of the above licences. Including new applications, transfers, replacements and (where required) relicensing. This Policy also includes the review (where required) of any authorisation (Licence), which could lead to a range of sanctions available to the Authority including, where circumstances justify, the suspension or revocation of a Licence.

I.3.3 All relevant application forms and guidance are available via the Chelmsford City website or from the Council's licensing services at licensing@chelmsford.gov.uk or telephone 01245606606

I.4. New licence applications and 'renewal'; applications received after the introduction of this Policy will be expected to comply with all the relevant requirements. Aims and Objectives

I.4.1 The primary and overarching aim of the licensing regime governing hackney carriages and private hire vehicles is the protection of the public. In support of this aim, in carrying out its functions, the Authority will promote the following objectives:

- The protection of public health and safety;
- The promotion of a professional and responsible Hackney Carriage and Private Hire trade;
- Equality of provision and access to an efficient and effective Taxi and Private Hire transport service Reduce the impact of licensed vehicles on the environment.
- To promote effective regulatory oversight of all licensed operators, including those whose principal place of business is situated outside the Chelmsford district
-

At the core of the licensing regime is the need to ensure, more than anything else, the safety of passengers. Any complaint or other intelligence relating to driver's behaviour that puts passenger safety at risk will be investigated including working with other relevant and partner authorities. ~~Paramount will be the protection of children and vulnerable adults.~~ The protection of children and vulnerable adults will be treated as paramount.

I.5. Administration and Delegation of Functions

I.5.1 The Authority discharges its functions as described within the Council's Constitution. Licensing matters relating to this policy are discharged through the Regulatory Committee (The Committee) with delegations to The Director of Sustainable Communities and Protection Services Manager. Restrictions on the exercise of delegated functions are detailed in the scheme of delegation [under Part 03 \(Responsibility for Functions\)](#).

The full terms of reference for the various committees, the arrangements for delegation and officer functions are detailed in the Council's Constitution which is published on the Council's website

I.5.2 ~~The Committee determines policy, applications for licences and issues relating to existing licences where officers do not have the delegated authority to act. Any matter can be referred by the Director to committee for consideration.~~ The Committee considers licensing policy matters and determines applications, and enforcement matters within its remit. Any matter may be referred by the Director to the Regulatory Committee where considered appropriate, having regard to the circumstances of the individual case. This may include the following:

- ~~• Applications where any pre-licensing conditions are not met~~
- Applications where mandatory pre-licensing requirements have not been satisfied
- Matters falling outside policy guidance
- Matters giving rise to concern that the granting or the continuation of the licence may undermine policy objectives.

- I.5.3 Chelmsford City Council Directors have the authority (general power of competence) to act in relation to all matters within their area of responsibility with the exception of any matter expressed to be specifically delegated to a particular officer under any part of the Council's Constitution or following a decision of the Council, the Cabinet or any other Committee of the Council.
- I.5.4 Valid applications (those meeting all pre-licensing conditions and requirements), matters within policy parameters and any matters delegated by the Committee can be dealt with in full by Licensing Officers under authority of the Director of Sustainable Communities and Public Health and Protection Services Manager.

Summary of delegations

- I.5.5 **The Director of Sustainable Communities** has Responsibility for 'Licensing functions within the responsibility of the Authority', and the specific authority to;
- grant licences and consents
 - make onward delegation of any matter to another officer (subject to any statutory restriction or restriction contained in the Council's Constitution)
- I.5.6 **The Public Health and Protection Services Manager** have specific delegated authority to
- Refuse applications for Hackney Carriage and Private Hire Vehicle Driver's Licences ~~in case of four consecutive failed local knowledge tests and advise applicants that no further application is likely to be granted within twelve months~~ **where an applicant has failed four consecutive local knowledge tests and advise the applicant that a further application will not normally be considered within twelve months unless exceptional circumstances are demonstrated**
- I.5.7 **The following restrictions apply to the authority of the Director of Sustainable Communities and Public Health and Protection Services Manager and must be referred to the Regulatory Committee:**
- applications (including renewals) for hackney carriage and private hire licences where the applicant has more than 6 penalty points on his/her licence or does not meet the current policy requirements, save where the Regulatory Committee has previously determined that an application need not be referred back to it, and can instead be determined by officers under delegated powers;
 - applicants for private hire licences who have convictions or who ~~do not meet the current policy requirements;~~ **do not comply with the relevant requirements of this Policy** and
 - applications for renewal of private hire licences where the circumstances of the applicant have changed since the grant of the previous licence
- I.5.8 The scheme of delegations allows that in the absence of any officer to

whom a delegation is made, for that delegation to be made by that Officer's Manager.

1.6. Committee Hearings

- 1.6.1** Committee hearings are arranged to determine policy, any applications or existing licences that cannot be dealt with under delegated powers and any other matter that may be referred to by the Director. All matters presented to the Committee will be in the format of a written report, a copy of which will normally be provided or made available to the applicant or licence holder no later than 5 days before the Committee meeting, unless emergency procedures are required.
- 1.6.2** Each case will be determined on its individual merits, and the Authority will give appropriate weight to:
- The relevant legislation and/or relevant case law (if appropriate)
 - The information provided by parties at a hearing
 - Available and appropriate guidance
 - This policy
- 1.6.3** Unless an urgent matter requires determination, hearings are held at set dates throughout the year and published on the Council's website. Applicants and licence holders should therefore note that there may be a delay before their application or licence can be determined by Committee. The Committee will conduct a quasi-judicial consideration of the application based upon the evidence presented. The business of the Committee is dictated by the number of matters presented for determination at that time. Accordingly, the duration of each session can vary.
- 1.6.4** A legal advisor, advocate or friend may represent any applicant or licence holder where such person chooses not to represent themselves.
- 1.6.5** Unless it is determined by matters of policy, the Committee will usually meet in private in order to protect the personal and sensitive information relating to an applicant. To ensure impartiality, all Officers (apart from the Council's legal advisor and the Democratic Services Officer) are absent during the decision-making process.
- 1.6.6** Applicants and licence holders will be informed of the decision of the Committee on a date stated after the hearing, whereupon a written copy of the decision will be provided. The decision determined by the Committee will be accompanied with the reasons for that decision.
- 1.6.7** To make a fair decision, it is important that the Committee is aware of all of the facts relating to any given case. Accordingly, the Committee will need to understand why the applicant considers that they should be granted a licence or why an existing licence holder should keep their licence within the context of the matters brought before the Committee. The hearings procedure ensures that applicants and licence holders have the opportunity to present suitable and sufficient evidence to support their case.

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1.7. Ex-parte Hearings (Without the subject present)

- 1.7.1** In the unusual and rare event that a licence holder is unavailable for a hearing e.g. persistently refuses to engage, is on remand, or known to be out of the country for a prolonged period, a matter *may* be heard by the authority ex-parte (in their absence). This is expected to be a rare occurrence but it is acknowledged that it may legally be possible where a matter is so serious that it is considered justifiable to do so. In such a situation and assessment will be made as to whether such a hearing will take place and take account of the nature of the information/allegation, balancing the right of a fair hearing against whether or not it is in the public interest to hold the hearing ex-parte.

1.8. Decision making

- 1.8.1** In determining any application or considering a report relating to an existing licence the Authority has to satisfy its duty in respect of public safety and make a judgement as to whether the applicant or existing licence holder is a 'fit and proper' person to hold a licence. This judgement is based on the balance of probabilities, and the following tests are used for the basis of its decision:

Drivers

"Would you (as a member of the committee or other person delegated with the ability to determine the ongoing status of a Hackney Carriage / Private Hire Driver's licence) allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?"²

Private Hire Operators

"Would I be comfortable providing sensitive information such as holiday plans, movements of my family or other information to this person, and feel safe in the knowledge that such information will not be used or passed on for criminal or unacceptable purposes?"³

Vehicle Proprietors

"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?"⁴

- 1.8.2** Where a Hackney Carriage Driver, Private Hire Driver, Vehicle Proprietor or Private Hire Operator licence has been revoked by the Authority, the Authority will not normally accept a further application from that individual or entity within 12 months of the date of revocation. Any application received during this period will only be considered in exceptional circumstances, where the applicant can demonstrate to the satisfaction of the Authority that there are compelling reasons why the application should be determined.
- 1.8.3** Where the Authority is considering whether to suspend or revoke a licence, it will determine the most appropriate course of action based on the individual circumstances of

the case. Suspension may be appropriate where further information is required, or where there is a reasonable prospect that the matter can be resolved within a defined period. Revocation may be appropriate where the Committee is satisfied that the licence-holder is no longer a fit and proper person, or where the seriousness of the matter justifies immediate termination of the licence. The Authority will not ordinarily suspend a licence solely as a precursor to revocation where the available evidence is sufficient to support a final decision.

1.8.4 In determining any such application, the Authority will take into account the reasons for the previous revocation when assessing whether the applicant is a fit and proper person to hold a licence.

1.8.5 In determining an application referred to it, the committee may:

- Grant the licence as applied for
- Grant the licence with additional conditions
Require pre-conditions to meet before granting and delegate the authority to grant once those pre-conditions are met
- Grant the licence subject to a shorter expiry date
- Refuse the licence

1.8.6 In considering a report relating to an existing licence, the committee may

- Take no action
- Issue a warning
- Require the licence holder to undertake specific actions in order to keep the licence
- Apply additional conditions to the licence
- Suspend the licence pending particular actions being completed or until further information is received
- Revoke the licence

1.8.7 Members of The Committee are provided with appropriate training to undertake their duties as members of the regulatory committee.

1.9. Appeals

1.9.1 Following a hearing, the Authority will notify the applicant or licence holder of the decision. This will be done in writing on a stated date following the Committee meeting.

1.9.2 There is a statutory right of appeal against the decision. An appeal would normally be lodged with the Justices' Chief Executive of the Chelmsford Magistrates' Court within a period of 21 days, beginning from the day on which the Authority notified the applicant of the decision (i.e. the day the decision is provided).

1.9.3 Unless indicated otherwise the decision of the Regulatory Committee will not take effect until the application to appeal a decision has been decided.

1.9.4 On determining an appeal, the Magistrates' Court may:

- Dismiss the appeal;
- Substitute the decision for any other decision which could have been made by the Authority;
- Remit the case back to the Authority to dispose of it in accordance with the direction of the court;
- Make such order as to costs as it thinks fit.

1.9.5 As soon as the decision of the Magistrates' Court has been made, the Authority will not delay its implementation, and necessary action will be taken forthwith unless ordered by a higher court to suspend such action (for example as a result of a judicial review).

1.10. Emergency Procedures Relating to Existing Licence Holders

1.10.1 In certain circumstances, it may be necessary for the Authority to take urgent action.

- Driver and Operator licences: This would include where intelligence received by the Authority brings into question whether an existing licensed driver or Private Hire Operator is a fit a proper person to hold a licence. For example, allegations of ⁵ or convictions of ⁶ a serious offence
- Hackney Carriage licence or Private Hire Vehicle licence. Such circumstances may include where the vehicle is alleged to have been involved in criminal activity.

1.10.2 In such cases, the Director of Sustainable Communities or Public Health and Protection Services Manager have delegated authority to take emergency action to suspend. The matter may also be referred to Committee

1.10.3 A licence holder can appeal the decision of a local authority to the Magistrates Court where an application has been refused, or licence suspended or revoked. Information relating to any appeal procedure will be provided together with the notice of a decision.

1.10.4 If a licence has been suspended, the period of suspension may be reviewed, extended or reduced by the Director or Public Health and Protection Services Manager or be referred to by the Committee.

1.10.5 If an application for renewal of a suspended licence is received, the circumstances being changed from the original application, it will be referred to by the Committee for decision.

1.10.6 If an application has been received that relates to any licence that has previously been revoked, it will be referred to Committee for decision.

1.11. Enforcement and Compliance

1.11.1 The Authority undertakes a risk-based, intelligence-led approach to enforcement. This benefits both passengers and the responsible

members of the Hackney Carriage and Private Hire trades. The Authority intervenes where it is necessary and proportionate to do so, having regard to the objectives set out in this Policy

- 1.11.2 Well directed enforcement activity benefits not only the public, but also the people responsible in the Hackney Carriage and Private Hire trades. Therefore, the Authority will make arrangements to monitor drivers, vehicles (including proprietors) and operators and take appropriate enforcement action. Enforcement activity may be carried out as a response to a complaint(s) or as part of any proactive or targeted initiative.
- 1.11.3 Enforcement action will be in accordance with the [Regulators Code](#) issued by the Minister of State for Business and Enterprise in accordance with section 23 of the [Legislative and Regulatory Reform Act 2006](#). Regulators are obliged to have regard to this Code when developing policies and operational procedures that guide their regulatory activities.
- 1.11.4 The Authority may seek cross boundary agreements to enforce licensed vehicles from other local authority areas and may have reciprocal arrangements through the provision of cross border authority.
- 1.11.5 The following enforcement actions are available to the Authority:
- **Warnings** - In respect of minor breaches of licence conditions or complaints regarding the conduct or behaviour of a licence holder the Authority may issue a verbal, written or final written warning as may be appropriate to the circumstances;
 - **Production of relevant documentation** - An authorised officer (including those with cross-border authority) may require a licence holder to produce certain documentation upon request (or following a notice to supply), for example, any issued licence, driving licence or proof of insurance. Any failure to produce the requested documentation or within the time stipulated on any notice may result in prosecution;
 - **Suspension of vehicle licences** - Licensed vehicles shall be kept at all times in a safe, tidy and clean and reasonably efficient condition. Compliance with the vehicle specifications and conditions of licence is essential and will be enforced by periodic, random vehicle inspections by the Authority;
 - **Vehicle Defect Rectification Notice** – Where any vehicle is not being properly maintained and/or reveals a defect(s), a rectification notice shall be served on the Vehicle Proprietor and/or driver who must have the vehicle repaired and produce the vehicle to be rectified at the testing station (Freighter House). Depending on the nature and extent of the defect(s), the vehicle may be suspended until the defect(s) have been remedied. A suspension will not be lifted until the vehicle has undergone a further test at the proprietor's expense and been passed as fit for use and returning the rectification notice to the Authority confirming the same. If defects subject to a "rectification notice" have not been remedied within the period specified, the vehicle may be suspended. Such notice may be issued by a test centre vehicle examiner. Where a suspended vehicle remains suspended after a period of two months the licence is deemed to be revoked⁷. Any breach of the suspension may be subject of prosecution.

- **Revocation and suspension of driver licences** - Unless action is taken under the emergency action procedure; where a licence holder has been referred to the Committee, the Committee may order the revocation or suspension of the licence. Such action may be taken with immediate effect dependent upon the individual circumstances of the case;
- **Prosecution** - The Authority may prosecute licence holders for relevant offences in accordance with the statutory Regulators Compliance Code and its own Enforcement Policy. An offence may be referred to for consideration for prosecution in addition to any other matters that might be heard by the Committee.

1.12. Information Sharing

- 1.12.1 The Council encourages partnership working alongside many other enforcement agencies such as the Police, HM Revenue and Customs, the Home Office, DVSA, Department of Work and Pensions, fraud etc. The Council will ensure that information is shared lawfully and fairly in accordance with its information sharing agreement. The Council is legally required to provide information if lawfully requested to do so, which is normally pursuant to the investigation of a criminal offence, or to detect fraud, or investigate immigration offences.
- 1.12.2 Our primary source of information will come from the DBS (Disclosure and Barring Service). However, the Council will lawfully share and seek information elsewhere where it is justified and necessary to do so under common law police disclosure in order to receive timely and relevant information as it might relate to an arrest, charge, caution etc. where there might be significant risk to the public in not doing so swiftly. The Authority may also look at any history of complaints and concerns raised by the public or others when considering the 'fit and proper person test'. In the interests of public safety, Chelmsford City Council will not issue a licence to any individual that appears on the barred lists for children or adults.
- 1.12.3 The Licensing Authority maintains close ties with all local authorities across the county of Essex through an established Licensing Officers Forum. Through this group we will seek to further share information, align policy and develop best practice in order to reduce attractiveness of being licensed outside of our area and thereby maintain the objectives of this policy.
- 1.12.4 In some circumstances it may be appropriate under the Safeguarding and Vulnerable Groups Act 2006 for licensing authorities to make referrals to the DBS. ***A decision to refuse or revoke a licence as the individual is thought to present a risk of harm to children or vulnerable adults, should be referred to the DBS.*** The power for the licensing authority to make a referral in this context arises from the undertaking of a safeguarding role. DBS recommends that licensing authorities should make referral to the DBS when it is thought that:
- An individual has harmed or poses a risk of harm to a child or vulnerable adult;
 - An individual has satisfied the 'harm test'; or

- Received a caution or conviction for a relevant offence and;
- The person they are referring to is, has or might in future be working in regulated activity.

If the above conditions are satisfied, the DBS may consider it appropriate for the person to be added to the barred list.

1.12.5 These referrals may result in the person being added to the barred list enabling other licensing authorities to make informed decisions.

1.12.6 The Authority expects all licensed operators, regardless of where they are based, to cooperate fully with requests for information from Chelmsford City Council and other relevant licensing authorities where reasonably required for the purposes of licensing, safeguarding or enforcement

1.13. Complaints

1.13.1 Complaints which are pursued by the Council are based upon the driver's fitness to hold a licence and/or the condition of the licensed vehicle or offences alleged to have been committed (including breach of licence conditions). Accordingly, any complaints about crime or driving manner will be directed to Essex Police.

1.13.2 Each step of any complaint investigation will be recorded as there is potential for the complaint to progress to being heard in Court and / or may be disclosable in connection with any police investigation.

1.13.3 The public can submit concerns about licensed drivers, vehicles (including proprietors) and operators online at

[Feedback about a taxi \(chelmsford.gov.uk\)](https://chelmsford.gov.uk/feedback-about-a-taxi)

In order to progress an investigation a complainant should aim to provide the following information where available:

- Date and time of the incident;
- Vehicle identification (plate number, description of vehicle etc.);
- Identification of Licensed Operator (if applicable);
- Identification of the driver (licence number, personal description);
- Description of the incident

1.13.4 The investigating officer may require the complainant to confirm information in writing.

1.13.5 A formal response outlining the conclusion of an investigation will be provided to the complainant. Where a matter has been reported to the police - in order to avoid compromising any investigation - licensing officers will usually wait for the outcome of that investigation before considering any further action.

- I.13.6 In order to help customers correctly identify and report a driver who may give cause for complaint, the Authority requires that certain information is to be displayed inside all licensed vehicles in the form of an internal vehicle notice.
- I.13.7 The format of the notice will be provided by the licensing authority and shall be clearly displayed and visible from the rear seating area of the vehicle. Driver identification can additionally be found either worn by the driver or on the dashboard of the vehicle
- I.13.8 The notice is to include:
- a photograph of the driver,
 - the vehicle licence plate number
 - a QR code that connects to a Council URL address;
 - the licence number of the driver; and
 - the email address of the Licensing Authority
- I.13.9 Complaints that are made anonymously unless of a serious nature may be recorded for intelligence purposes only and may not be investigated unless substantiated by a secondary source.
- I.13.10 Complaints of a minor nature may be recorded for intelligence purposes only but may not be pursued unless a history of complaints indicates a potential matter of wider concern.
- I.13.11 Complaints will not be investigated if they are made with vexatious intention, frivolous or have been made repeatedly and previously been subject of investigation.
- I.13.12 Where a complaint potentially indicates a criminal offence enforced by the police or another regulatory body or authority, the information relating to that complaint may be shared with that body or authority.

Complaints Received by the Licence Holder

- I.13.13 Complaints recorded in respect of a licence holder of any description will be retained on their record for the duration that they are licensed by this authority. As matters are considered 'on the balance of probability' and the safety of the public is of prime importance - depending on the nature of any current consideration - appropriate weight will be given to those complaints that may be considered as irrelevant, not sufficiently proven or have already been taken into consideration and determined in conjunction with any previous matter.
- I.13.14 Where a journey is pre-booked and digital technology exists, the vehicle details including licence plate number and how to make a complaint are to be sent to the customer when the booking is confirmed.
- I.13.15 Proprietors and Operators who operate via a website must provide

information about how to make a complaint on their website or mobile App. This requirement is incorporated as a condition of the operator's licence.

1.13.16 All Proprietors and Operators must maintain a record of all complaints received. This may be electronic or written. If written it will comprise of bound numbered pages. Each complaint contains the following information:

- Date and time of incident
- Location of incident
- Details of complainant ***including contact details***
- Driver details and licence number
- Details of the complaint
- Outcome of investigation

1.13.17 Where the nature of the complaint amounts to an offence e.g. public order, traffic violation, assault, taxi related offence etc, the licensing authority must be informed as soon as possible.

1.13.18 Proprietors and Operators are legally obliged⁸ to co-operate with any enquiry by the Authority and disclose records relating to complaints where lawfully required to do so. Any refusal, undue delay or obstruction to that investigation may bring into question the suitability of the licence holder to remain so which may lead to prosecution, suspension or revocation of the licence or referral to the Regulatory Committee.

~~1.13.19 Where an operator is under a contract to provide services in respect of children and vulnerable persons, they will inform the Licensing Authority of any complaint in respect of the driver or the vehicle as soon as possible, howsoever received.~~

1.13.19 All licensed Private Hire Operators must notify in writing the Licensing Authority as soon as reasonably practicable of any complaint, allegation, incident or concern received by the operator which may reasonably be considered relevant to public safety.

For the purposes of this paragraph, matters relevant to public safety include, but are not limited to:

- allegations of unsafe driving;
- allegations of assault, harassment, discrimination or threatening behaviour;
- safeguarding concerns involving children or vulnerable adults;
- allegations involving the misuse of alcohol or drugs;
- allegations of dishonesty or criminal conduct;
- concerns regarding vehicle safety or roadworthiness; and
- any matter which calls into question whether a licensed driver, vehicle proprietor or operator remains fit and proper to hold a licence.

The notification must include sufficient details to enable the Authority to assess any risk and determine whether further investigation or regulatory action is required. This requirement applies whether or not the complaint has been substantiated and

regardless of whether the matter has also been reported to the police or another enforcement agency.

1.14. Whistleblowing

- 1.14.1 Chelmsford City Council is committed to the highest possible standards of openness and accountability, and anyone can report any suspected malpractice or wrongdoing. Our Whistleblowing policy (Public Interest Disclosure Act 1998 (PIDA) and further information can be found at: <https://www.chelmsford.gov.uk/your-council/have-your-say/report-wrong-doing/>

1.15. Policing and Crime Act 2017

- 1.15.1 The Council will give full regard to any guidance issued by the Secretary of State regarding the protection of children, and vulnerable individuals who are 18 or over, from harm. If any changes to any parts of this policy or related appendices are necessary following the formal adoption of this policy, then this policy will be amended at the earliest opportunity. Failure to update this policy will not amount to a defense.

1.16. Taxi Ranks

- 1.16.1 The Authority shall work with the Hackney Carriage trade and other stakeholders to keep taxi ranks under constant review. Details of the locations of all taxi ranks in the Borough [can be found here](#)

1.17. Fees and fee setting

- 1.17.1 Legislation provides that fees charged to applicants should be sufficient to cover the costs of the application process and [where permitted by legislation] administering the regulation of, and provisions for, the Hackney Carriage and Private Hire trades. The Authority cannot make a surplus or deficit from licensing fees.
- 1.17.2 Fees for any given year are normally set from the 1st of April. A schedule of the proposed fees for any given year will be advertised in the local press if there are any proposed changes and any comments received will be presented to the Committee for determination. Details of current licence fees are available at [Chelmsford.gov.uk/licensing](https://www.chelmsford.gov.uk/licensing)
- 1.17.3 The preferred method of payment is by debit/credit card. (Note: a charge may be levied for some debit/credit card transactions). Payment by cheque is accepted only in exceptional circumstances and by prior agreement with licensing officers. Licences will not be issued until a cheque has been cleared for payment. Cash payments are no longer accepted.
- 1.17.4 Fees that are required on application will be refunded where a licence is either not granted or the application is withdrawn. In the case of a driver's licence application a suitable deduction will be made in respect of services provided to enable a knowledge test.

PART 2

Driver Licences

- 2.1. The Authority is empowered⁹ to attach such conditions to a Driver's licence as are considered necessary. These are supported by:
- Driving licence [preconditions](#) and [by-laws](#) requirements must be met in order for the application to be considered and
 - Conditions attached to the licence issued. [The Dual Driver Licence conditions](#) as set out are considered reasonable, necessary and appropriate to maintain passenger safety although further conditions may be added to a licence on a case-by-case basis by the Committee.
- 2.2. **Hackney Carriage and Private Hire Dual Driver Licence**
- 2.2.1 This Authority currently issue a Dual Driver Licence that authorises the holder to drive both Hackney Carriages and Private Hire Vehicles. Presently, for the purposes of this Policy, the Hackney Carriage and Private Hire Dual Driver Licence is referred to using the term 'Dual Driver Licence'.
- 2.2.2 A Dual Driver Licence is issued for a maximum period of 3 yrs. Someone applying for a Driver Licence must:
- Submit of completed, signed application and pay the application fee
 - Be at least 21 years of age;
 - ~~• Hold a full UK or European driving licence for at least 2 years and held a full UK licence for at least one year;~~
 - Applicants must hold a full driving licence that is recognised by the Driver and Vehicle Licensing Agency (DVLA) for use in the United Kingdom, for a continuous period of not less than two years prior to the date of application.
- Where an applicant relies on a licence issued outside Great Britain, the applicant must provide evidence that the licence is valid and recognised for exchange or use in the United Kingdom in accordance with DVLA requirements.
- Complete a signed statutory declaration (see below);
 - Be legally allowed to work in the UK (immigration status)
 - Must register with HM Revenue and customs and provide the licensing authority with a tax check code (This is an absolute legal requirement, and the licensing authority are unable to grant a licence without this information) *
 - Satisfy the Council's criteria for a 'fit and proper person' This is described in detail separately, but in summary requires:
 - a satisfactory result from an advanced search undertaken by

the Disclosure and Barring Service (DBS) Enhanced Disclosure provided for the purpose of the application, (to be checked every six months)

- If submitted with the application, the enhanced DBS certificate must be appropriate *and* issued not more than 28 days before date of application
- If sought on application (or following a successful knowledge test) there may be a delay in processing the application
- All applicants will be required to register for the DBS Update Service, which requires an annual fee to ensure continuation of the service;
- Fees associated with applying for a DBS check are born entirely by the applicant and do not form part of the application fee.
- a satisfactory return from the Driver and Vehicle Licensing Agency (DVLA) licence history, required on application (which will be checked annually)
- a satisfactory medical certificate
 - The form is supplied by the Authority and completed by the applicant's own general practitioner or qualified medical health practitioner.
 - ☐ (The medical practice may charge for this service which must be borne by the applicant);
- Completion of the approved training course together with a test at the completion of the course,
 - ☐ the cost of any training has to be met separately by the applicant and does not form part of the application fee. (The training must be provided by the Council's approved training provider).
- Passing a driver topographical test in addition to the test at the end of the training course.
 - ☐ the first and second test attempts are included within the training fee. The costs of any subsequent tests must also be met separately by the applicant
 - ☐ An application is only permitted to attempt the training and topographical test 4 times. If they fail after 4 attempts, their application will be refused - no new application may be made within 12 months.

* Guidance is provided on the Council's website Taxi application pages. As part of the determination process the validity of the tax check code will be verified.

2.2.3 Once issued the licence holder is subject to annual medical certification and 6 monthly DBS checks

2.3. Existing Licence holders

2.3.1 An existing driver licence holder may apply to 'renew' their existing driving licence. It should be noted that the term 'renewal' has no legal status and that each application is a new application. For administrative purposes the term renewal enables the fee to be slightly reduced and involves marginally less processing.

2.3.2 Renewals can only be made within one month **PRIOR TO** the expiry of the previous licence and **before** its expiry. Where that application is valid and complete (see also 2.3.4 below) a new licence will be issued, and the previous licence surrendered. Licence holders will not be able to operate with an expired licence without the authority of the Licensing Authority. It is therefore the responsibility of the applicant to make the application in suitable time, allowing at least 3 complete working days for the issue of a further licence after all information has been received.

2.3.3 It will not be the responsibility of the Authority to remind a licence holder that a licence is due to expire although it will endeavour to do so.

2.3.4 Where an application to 'renew' a licence is incomplete or submitted AFTER the expiry date of the existing licence it will expire on the date shown. The Driver will have to apply for a new application and will be unable to drive a licensed vehicle until or unless a new licence is issued.

2.3.5 In order to make a **valid** application to re-apply for a Dual Driver Licence from a previously held licence holder the applicant must:

- complete driver licence application form and submit with the relevant fee
- Continue to be assessed as a 'fit and proper person':
 - have a current appropriate DBS disclosure certificate or be signed up to the update service (accessible by the licensing authority),
 - have a satisfactory DVLA licence (the Authority can access this information separately)
 - submit a valid medical certificate
 - Provide a current certificate in respect of the required training
- Provide specific Immigration status documentation if applicable (para. 2.5.2)

2.3.6 Where an application is made to re-licence but fails to meet the policy criteria (DBS or DVLA checks) it may be granted without prejudice and referred to the Regulatory Committee for a decision e.g. domestic driving licence endorsements exceed 6 points. A licence will not be granted if there are serious or significant concerns that relate to public safety.

2.4. Incomplete Driver Licence Application Process

- 2.4.1 Where an application for a driver licence is incomplete within a period of two years (for example due to repeated failure of the knowledge test) the application will be deemed to have been withdrawn and the application fees refunded by the same means as payment with reasonable deductions in respect of the first knowledge test (if undertaken) and any other expenses incurred by the Authority e.g. DBS/DVLA checks if applicable.

2.5. Fit and Proper Person Criteria

- 2.5.1 The assessment of the applicant as being 'Fit and Proper' for the purposes of determining an application for a Driver's Licence and/or the suitability of a driver to keep a Driver Licence includes the following:

- Immigration status
- Driver knowledge
- Assessment of criminal and other offences
- Previous history as a licensed driver
- Completion of related training
- Medical certification
- Adherence to [a code of driver conduct](#)
 - including compliance with requirements relating to assistance of wheelchair passengers and vulnerable clients and the acceptance of assistance dogs
- Adherence to an appropriate [dress code](#)

2.6. Immigration Status

- 2.6.1 Licences will not be granted to applicants and will be removed from existing licence holders by reason of their immigration status if:

- The person requires leave to enter or remain in the UK and has not been granted it; or
- The person's leave to enter or remain in the UK:
 - Is invalid;
 - Has ceased to have effect (whether by reason of curtailment, revocation, cancellation, passage of time, or otherwise); or
 - Is subject to a condition preventing the person from doing work of that kind.

- 2.6.2 Licences will not be granted to applicants and will be removed from

existing licence holders if they are subject to a condition on their permission to be in the UK that prevents them from holding such a licence, for example, they are subject to an immigration restriction that does not permit them to work.

- 2.6.3 Specific documentation is required to demonstrate immigration status on application and then on each renewal of the licence. Please contact the Licensing Service using the details at licensing@chelmsford.gov.uk for more information. Further information is also available from the Home Office www.gov.uk/government/publications/licensing-authority-guide-to-right-to-work-checks

2.7. Applicants who have lived outside the United Kingdom

- 2.7.1 ~~If the applicant has, from the age of 10 years, spent six continuous months or more living outside of the United Kingdom, they are required to provide evidence to the Authority of a criminal record check to a similar standard to the DBS Enhanced Disclosure from the county/countries covering the relevant periods required. Where required, please note that any such information must be produced with an English translation. Please contact the Licensing Service for further information.~~ Where an applicant has lived outside the United Kingdom for a continuous period of three months or more since reaching the age of 18 years, they must provide a Certificate of Good Conduct, certificate of good character, criminal record certificate, or equivalent document issued by the relevant country or countries covering the period of residence.

- 2.7.2 The Licensing Authority must be satisfied that the document provided is genuine, relevant and sufficient to assist in determining whether the applicant is a fit and proper person to hold a licence. Where a criminal record certificate or equivalent document cannot reasonably be obtained, the applicant must provide evidence of the steps taken to obtain it and any alternative evidence requested by the Authority.

- 2.7.3 Any document submitted under this section must be provided in English or accompanied by an official English translation at the applicant's expense

- 2.7.4 Failure to provide the required documentation, without reasonable explanation, may result in the application being refused.

2.8. Driver knowledge testing

- 2.8.1 Following the training required under paragraph 2.10 the training providers will test the knowledge of delegates before issuing a pass certificate. The test will comprise of all elements contained within the syllabus. In addition, applicants will also need to complete a topographical (or 'geographical') element, testing their knowledge of roads, places of interest and routes.

- 2.8.2 An applicant must pass the test requirements within 2 years of the date of completing the training and will be allowed 4 attempts (including one test directly following the training). Where an applicant fails to pass the tests, they will be required to wait a period of at least one calendar year before reapplying.

- 2.8.3 Where an applicant has failed to achieve a pass within the permitted number of attempts set

out in paragraph 2.8.2, the Authority will not normally grant a licence. Applications will only be considered in exceptional circumstances where the applicant can demonstrate that they possess an adequate level of knowledge and competence.

- 2.8.4 The cost of the initial training course includes the first and second assessment attempts. Any subsequent assessment attempts will be chargeable, and the cost must be met by the applicant.
- 2.8.5 Any such decision will be made by an officer under delegated authority and must be supported by clear evidence that the applicant meets the required standard, having regard to the overall performance in the assessment.
- 2.8.6 In the event that an applicant is found undermining the integrity of the test they will be considered as having disqualified themselves from any further attempts and not fit and proper to be the holder of a licence and the application refused as if failing the tests.
- 2.8.7 By prior arrangement, candidates who are dyslexic or have other need for special arrangements may apply to the training provider to make suitable and reasonable adjustments arrangements to accommodate their needs. Tests are supervised by officers or trainers.
- 2.8.8 Applicants are advised not to apply for an enhanced DBS disclosure certificate or undergo a medical examination until the tests have been passed. A DBS disclosure certificate must be no older than 30 days at the time an application process is completed. The applicant must also sign up to the DBS 'update service'.

2.9. Assessment of criminal and other offences

2.9.1 Disclosure and Barring Service

- 2.9.1.1 A criminal record check of a driver is seen as an important safety measure. Enhanced Disclosure through the DBS is required as these disclosures provide details of any convictions, Police Cautions and other relevant information. The Authority carries out these checks using the electronic service (eDBS) to ensure accuracy, security and to minimize delays for applicants. The Authority will process the eDBS disclosure application and applicants will be charged an appropriate additional fee.
- 2.9.1.2 The applicant for an eDBS Enhanced Disclosure will be sent a disclosure certificate to their home address from the DBS. The Authority does not receive a copy of the report, but the Authority is informed of the content and of any relevant information. Where necessary the applicant may be requested to produce the original certificate to the Authority. The Authority will not process an application where it is not satisfied with the outcome of that disclosure.
- 2.9.1.3 Whilst it is the responsibility of the applicant to ensure the eDBS application process is correctly completed, Licensing Officers will follow the progress of that enquiry. Applicants should be aware that incorrectly processed enquiries may delay their application as licences will not be issued until the process is correctly completed (with satisfactory results).

- 2.9.1.4 No application shall be processed where the eDBS Enhanced Disclosure is older than 28 days.
- 2.9.1.5 All applicants for a licence requiring an enhanced DBS check will be required to subscribe to the DBS update service via the Authority's third-party checking service. Licence holders **must** register with the DBS update service, which involves paying an annual fee to ensure continuation of that service. The service must be signed up to before the expiry of 28 days following the **issue** of the disclosure certificate. Failure to maintain a subscription to this service will involve a further full eDBS check at the applicants' own expense. Provided the update service fee is kept up to date there will be no further DBS charges. Through the update service, disclosure status is checked on behalf of the Authority a minimum of every *six months*.
- 2.9.2 **Relevance of convictions, cautions etc. for applicants**
- 2.9.2.1 In assessing whether the applicant is a fit and proper person to hold a licence, the Authority shall consider each case on its merits. It will take account of the details of the DBS enhanced disclosure report, but only in so far as they are relevant to the application for a licence.
- 2.9.2.2 Accordingly, upon receipt of a DBS Enhanced Disclosure Licensing Officers will assess whether any or all of the conviction(s) and/or any additional information received is capable of having any relevance to the application as to whether the applicant is a 'fit and proper' person to hold a licence. Licensing Officers will refer an application before the Committee where the number and/or nature of the convictions, formal cautions and/or other information relating to the applicant raise doubts as to whether that individual is a fit and proper person to hold the respective Driver licence. Where any applicant has been charged with any offence and is awaiting trial, the Authority may defer the determination of the application until that outcome has been established.
- 2.9.2.3 The Committee determines applications that do not meet the pre-licensing criteria. Whilst each case is judged on its merits, matters revealed by an enhanced DBS check will be of particular concern if they may impact on the safety of passengers. For the information of applicants and the general public, the Authority has regard to its '[Convictions Policy](https://www.chelmsford.gov.uk/business/licensing/taxis/driver-licence/)' which is published on the Council website at:
<https://www.chelmsford.gov.uk/business/licensing/taxis/driver-licence/>
- 2.9.2.4 When deciding what action is appropriate, the Committee need only consider an evidential argument that the applicant is not a 'fit and proper person' on the 'balance of probabilities', rather than 'beyond reasonable doubt'. Accordingly, the Committee is not restricted to taking action **only** where an applicant has been convicted of an offence. The Committee may also take account of formal cautions, criminal charges, police intelligence or any other material provided during the application process. Furthermore, it is **not** the responsibility of the Committee to determine the innocence or guilt of an applicant in relation to any offence or to be considered appearing to re-try an offence. The consideration of the Committee is on a balance of probabilities whether the applicant is a 'fit and proper person' to hold a

Driver's Licence and satisfy the Authority's duty in respect of public safety. When determining such matters, the Committee will use the following test as the basis for its decision:

"Would you (as a member of the Regulatory Committee or other person delegated with the ability to grant Driver's Licence) allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?"¹⁰

2.9.3 Statutory Declaration

2.9.3.1 The Rehabilitation of Offenders Act 1974 does not apply to applicants for Hackney Carriage and Private Hire Drivers' licences by virtue of the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975 at Schedule 2 paragraph 4. Therefore, all applicants are required to disclose all convictions and/or cautions. This means the applicant must disclose each and every conviction and/or caution recorded against them during their lifetime on initial application and then confirmed on every subsequent renewal application.

2.9.3.2 Where an applicant fails to declare any convictions and/or cautions this may result in prosecution or referral to the Committee, or both. For renewal applications only: if an applicant fails to declare any convictions and/or cautions that have not already been declared on a previous renewal application, they will be issued with a written warning on one occasion only. If the same applicant fails to declare any convictions and/or cautions on any subsequent renewal application following the issue of a written warning, this may result in prosecution or referral to the Committee, or both. If that omission is relevant for the purpose of the application, it will be given consideration and processed according to our policies.

2.9.3.3 Convictions, formal cautions or other matters during the period of the licence

2.9.3.4 An enhanced DBS certificate is required on application and at 6-month intervals during the life of the licence. In order for this to be managed in an effective way, the Authority requires drivers to do this electronically with an "eDBS" Enhanced Disclosure on application with the licensed driver being required to subscribe to a DBS Update Service, whereby the Licensing Authority can be made aware of any relevant offences leading to conviction, formal caution and/or charge

2.9.3.5 The DBS update Service will allow an Authority to check the DBS status of licensed drivers during the period of licence. In addition to this requirement, drivers who are arrested and released, charged or convicted, must disclose the arrest, conviction, caution and/or charge of any sexual offence, any offence involving dishonesty or violence and any motoring offence as well as any penalty imposed in writing to the Authority without delay, and in any event within **48 hours**. [For these purposes a fixed penalty motoring offence amounts to a conviction].

2.9.3.6 If a licensed driver ceases to have a valid DVLA driving licence their

Private Hire driver's licence issued by this Authority is automatically invalid.

2.9.3.7 Where any driver fails to notify the Authority of any convictions and/or formal cautions this may result in prosecution or referral to the Committee, or both as failure to notify calls into question their status as a 'fit and proper person'.

2.9.3.8 Where the Authority is made aware of any matter that would question a driver's on-going status as a fit and proper person this may result in prosecution or referral to the Committee, or both. Furthermore, it is **not** the responsibility of the Committee to determine the innocence or guilt of an existing licensed driver in relation to any offence and/or issue of concern, but instead on a balance of probabilities whether the existing licensed driver is still a fit and proper person to be licensed as a Private Hire Driver and satisfy the Authority's duty in respect of public safety. When determining such matters, the Committee will use the following test as the basis for its decision:

"Would you (as a member of the Regulatory Committee or other person delegated with the ability to determine the ongoing status of a Hackney Carriage / Private Hire Driver's licence) allow your son or daughter, spouse or partner, mother or father, grandson or granddaughter or any other person for whom you care, to get into a vehicle with this person alone?"¹¹

2.9.4 ~~Previous History as a Licensed Driver~~ **Previous Licensing History and NR3 Checks**

2.9.4.1 ~~All new applicants are required to declare whether they have previously had any application for a driver licence refused by any other local authority and/or whether they have had any previously held driver licence revoked by any other local authority. To this end, the Authority may verify this information with the National Anti-Fraud Network (NAFN) National Register of Taxi Licence Revocations and Refusals database – known as [the] NR3. The Authority also contributes where an application has been refused or licence revoked by the Authority and will provide 28 days' notice to the licence holder or applicant before doing so.~~ **All applicants for a Hackney Carriage or Private Hire Driver licence are required to declare whether they have previously had an application for a driver licence refused, suspended or revoked by any licensing authority.**

2.9.4.2 **Failure to disclose a previous refusal, suspension, revocation or any other relevant licensing history, or the provision of false, misleading or incomplete information during the application process, may itself be taken into account when determining whether an applicant is a fit and proper person to hold a licence and may result in the application being refused.**

2.9.4.3 **The Authority will record details of refusals, suspensions and revocations of Hackney Carriage and Private Hire Driver licences on the National Register of Taxi Licence Refusals, Revocations and Suspensions (NR3), which is operated by the National Anti-Fraud Network (NAFN).**

2.9.4.4 **The Authority will make enquiries of the NR3 register when determining applications for**

Hackney Carriage and Private Hire Driver licences.

2.9.4.5 Applicants are required to provide all information reasonably requested by the Authority to enable NR3 checks to be undertaken. Failure to disclose previous licensing history or the provision of false or misleading information may be taken into account when determining whether an applicant is a fit and proper person to hold a licence.

2.9.4.6 The Authority will process information in accordance with relevant data protection legislation and will normally provide 28 days' notice before recording details on the NR3 register.

2.10. Training

2.10.1 All drivers must undertake equality, diversity, disability, and safeguarding training and produce a certificate of completion with our training provider. Applicants must complete this training before a licence is issued. During training, account will be taken of language proficiency in addition to a geographical knowledge test if required. The knowledge test referred to at para 2.8 will form part of the training.

2.10.2 English Language Proficiency

2.10.3 The Authority requires all applicants for a Hackney Carriage and Private Hire Driver's Licence to demonstrate sufficient spoken and written English language proficiency to enable them to safely and effectively undertake the role of a licensed driver.

Applicants must be able to:

- Communicate effectively with passengers;
- Understand and respond appropriately to verbal instructions and enquiries;
- Read and understand licence conditions, policies, road signs and other written information relevant to the role;
- Communicate appropriately with emergency services, enforcement officers and other agencies where required; and
- Understand and implement safeguarding responsibilities.

All new applicants must successfully complete the Authority's approved English language proficiency assessment before a driver's licence will be granted.

The English language proficiency assessment may be incorporated within the Authority's approved driver training and assessment programme.

Failure to demonstrate the required standard of English language proficiency will result in the refusal of an application or, where appropriate, the review, suspension or revocation of an existing licence.

2.10.4 Existing holders of a driver's licence will complete the training within a period of 18 months following the formal adoption of this policy. Where a licence is allowed to expire before re-application, full training will be required. A further licence will not be issued until the training has been completed.

2.10.5 The holder of an issued driver's licence will be expected to undertake

refresher training prior to each application to re-licence thereafter (or renew).

2.10.6 The Authority may require drivers to undertake other specified training during the life of the licence where it is proportionate and necessary to do so e.g. as directed by the Regulatory Committee following a formal hearing.

2.10.7 All licensed drivers and applicants may be required to undertake additional safeguarding, personal safety, vulnerability awareness, or similar training approved by the Authority from time to time.

Such training may include awareness of initiatives, campaigns or schemes adopted or supported by the Authority relating to public safety, violence against women and girls, harassment prevention, or the protection of vulnerable persons.

Failure to complete any training required by the Authority within the specified period may result in the refusal, suspension, or non-renewal of a licence.

2.11. Driving Proficiency

2.11.1 The Driving Standards Agency (DSA) provides a driving assessment specifically designed for both Private Hire and Hackney Carriage Drivers. This Authority believes that the standard DVLA driving test provides sufficient evidence of driving competency for drivers of Private Hire and Hackney Carriage vehicles within the area of Chelmsford City Council. It is considered that introducing a requirement that drivers pass the specific DSA test would not produce benefits, which are commensurate with the costs involved.

2.12. Driver Qualification

2.12.1 At present there are no additional requirements for a driver qualification. The Authority wishes to support drivers so they can offer a high standard of service throughout the City. It may be necessary on occasion for the Regulatory Committee to consider recommending specific driver training as part of their determination.

2.13. Medical Certification

2.13.1 The Authority requires Group 2 Standards of Medical Fitness to Drive, as applied by DVLA to the licensing of HGV and PSV drivers, as the appropriate standard for licensed Private Hire Drivers to be carried out by a suitably qualified medical practitioner. Exemptions and grandfather rights available to HGV and PSV are not available to applicants for taxi licences.

2.13.2 Applicants are required to undertake a medical examination at each application. Medical examinations will be required at the licence holders 65th birthday and annually thereafter. Licences will be issued for three years duration.

2.13.3 Licence holders shall advise the Authority of any deterioration in their health that may affect their driving capabilities. Where there is no doubt as to the medical fitness of the applicant, the Authority may require the applicant to undergo and pay for a further medical examination by a

medical Doctor appointed by the Authority. Where there remains any doubt about the fitness of any applicant, the Committee will review the medical evidence and decide based upon the evidence made available. No licence shall be issued until satisfied that the medical requirements have been met.

2.14. Code of Driver Conduct, Dress Code and Operational Conduct.

2.14.1 Only applicable when a licensed driver is operating a licensed vehicle; The standards expected of drivers are set out in the [code of conduct](#) which should be read in conjunction with the other statutory and policy requirements set out in this document. The code ensures maintaining a standard of behavior that is considered 'fit and proper'.

2.14.2 Drivers must behave in a professional, courteous and respectful manner at all times. Drivers must not initiate or engage in unsolicited discussion with passengers on political or religious matters where this may reasonably be considered likely to cause offence, discomfort or distress. Drivers must also refrain from engaging in discussions or making comments of a personal, intimate or sexual nature that may reasonably be considered inappropriate or unwelcome.

2.14.3 Drivers must not express personal views in a manner that is discriminatory, intimidating, or likely to undermine passenger confidence in the safety and neutrality of the service provided.

2.14.4 Drivers must comply with all parking, waiting and stopping restrictions and must not cause obstruction, nuisance, danger or disruption when operating a licensed vehicle.

2.14.5 Hackney Carriage drivers may only ply for hire in accordance with relevant legislation and must not wait or position vehicles in locations where parking or waiting restrictions apply or where doing so may create a public safety risk or nuisance.

2.14.6 Private Hire Vehicles must not ply for hire and may only undertake journeys that have been pre-booked through a licensed operator.

2.15. Assistance to restricted mobility passengers

2.15.1 S.165 of the Equality Act 2010 places duties on drivers of designated wheelchair accessible Hackney Carriages and Private Hire Vehicles.

2.15.2 Those duties are:

- To carry the passenger in the vehicle whilst in the wheelchair;
- Not to make an additional charge for doing so;
- If the passenger chooses to sit in a passenger seat to carry the wheelchair;
- To take such steps as are necessary to ensure that the passenger is carried on the vehicle in safety and reasonable comfort;
- To give the passenger such mobility assistance as is reasonably required.

2.15.3 S.167 of the [Equality Act 2010](#) allows the Authority to maintain a list of "designated vehicles" - i.e. a list of wheelchair accessible Hackney Carriages and Private Hire Vehicles licensed in its area. The consequence

of being on this list is that the driver must undertake the duties detailed in Section 165.

2.15.4 S. 167 of the Equality Act 2010 gives designated vehicles statutory effect. Any owner of a designated vehicle has the right to appeal against the Authority's decision to include his or her vehicle on the list. The appeal will be heard by the Magistrates' Court. All Hackney carriage licences numbered 077 onwards are to be designated as wheelchair accessible and therefore considered to be designated vehicles for the purpose of s.167 of the Equality Act 2010.

2.15.5 S.166 of the Equality Act 2010 allows the Authority to exempt drivers from the duties to assist passengers in wheelchairs, but only if they are satisfied that it is appropriate on medical grounds or because the driver's physical condition makes it impossible or unreasonably difficult for him or her to comply with the duties.

2.15.6 Drivers of designated wheelchair accessible Hackney Carriages or Private Hire Vehicles can apply to the Authority for exemption to assist passengers in wheelchairs on either a temporary or permanent basis. In summary, an application will require a supporting letter from the applicant's own general practitioner and a Temporary Exemption Notice may be issued for up to a maximum period of 3 months. Where a longer period of exemption is requested, the applicant must obtain a detailed report from their GP and make an appointment with the Authority's appointed medical advisor. All costs of the medical report and consultations are to be borne by the applicant. If approved, the Authority will provide the driver with an Exemption Certificate and Exemption Notice. The Notice must be displayed in the vehicle. The form and manner of the Notice must be in accordance with relevant regulations. If an application for exemption is refused, the applicant has the right of appeal to the Magistrates' Court. A similar exemption can be applied for on medical grounds for the driver to refuse the acceptance of guide and assistance dogs to travel in their vehicle.

2.16. Guide dogs and assistance dogs

2.16.1 S.168 to 171 of the Equality Act 2010 address the carriage of guide dogs and other assistance dogs. Under this legislation, Hackney Carriage and Private Hire Vehicle Drivers (and Private Hire Vehicle Operators) have a duty to accept assistance dogs.

2.16.2 This process is designed to ensure a smooth transition from the assistance dog's provisions in the Disability Discrimination Act 1995 to those contained in the Equality Act 2010. Therefore, the legislation will ensure that:

- The Exemption Notice Regulations (i.e. the Disability Discrimination Act 1995 (Hackney carriages) (Carrying of Guide Dogs etc.) (England and Wales) Regulations 2000 (SI2000/2990) (as amended) and The Disability Discrimination Act 2003 (Private Hire Vehicles) (Carriage of Guide Dogs etc.) (England and Wales) Regulations 2003 (SI 2003/3122) (as amended)) made under Sections 37 and 37A of the Disability Discrimination Act 1995 will continue to have effect – as though they had been made under the Equality Act 2010;

- Hackney Carriage and Private Hire Vehicle Drivers who were previously exempt from the duty to carry guide/assistance dogs can continue to rely on their certificate of exemption issued by the Authority even though the certificate refers to the Disability Discrimination Act 1995;
- The Authority must issue a driver with a certificate exempting the driver from the offence under s.170(3) (an 'exemption certificate') of the Equality Act 2010;

2.16.3 The Authority will assess applications for exemption certificates in line with Regulations and approved Policy. If granted, the Authority will provide the driver with an Exemption Certificate which must be displayed in the vehicle. If an application for exemption is refused, the applicant has the right of appeal to the Magistrates' Court.

2.16.4 Common Law Police Disclosure will also be sought in order to establish an applicant's status as a 'fit and proper person' through the lawful sharing of information.

2.16.5 In line with relevant legislation, the code of conduct contains requirement that prohibits drivers smoking in their vehicle. This legislation applies equally to passengers using the vehicle. This includes e cigarettes (or similar devices).

2.17. **Re-Licensing of an Expired Drivers Licence**

2.17.1 It is not the responsibility of the Licensing Authority to remind a licence holder that a licence is due to expire, however Chelmsford City Council will endeavour to issue a 'reminder' to existing licence holders that their licence(s) are due for renewal. Application forms, can be down-loaded from the Council's website at <https://www.chelmsford.gov.uk/business/licensing/taxis/driver-licence/> or requested from the licensing team who can also provide information relating to fees and supporting documentation It is the licence holder's responsibility to ensure that licences are renewed prior to their expiry.

2.17.2 Not being sent or not receiving a reminder is not an acceptable reason for late application for a 'renewal'.

2.17.3 Licences will not be extended beyond the expiry of the previous one where a licence holder fails to make a valid application to renew their licence on or before the respective expiry date. Where they fail to do so the licence will lapse and become invalid. Licence holders that allow their licence to expire will be required to make a new application in full (including knowledge test) and unable to drive as a licensed driver for hire or reward until a new licence can be issued. This may involve a considerable time delay and have cost implications in being unable to work. Licence holders are therefore strongly advised to ensure that they renew their licences prior to the expiry date. The pre-existing licence holder may apply for re-licensing as a continuation of the previous licence to the regulatory committee only in exceptional circumstances and may not operate until that determination has been made. If the licence holder is aware of any good reason why they may not be able to renew their licence before expiry, they must inform the Licensing team as

soon as possible and before the expiry date.

PART 3

Proprietors and Licensed Vehicles

3.1. Vehicle Proprietors who are not licensed drivers

- 3.1.1 In relation to both Hackney Carriages and Private Hire Vehicles (generically referred to as 'taxis' and 'PHVs'), the Authority has an absolute discretion over granting the licence¹² and this policy is equally applicable on applications to transfer or replace a vehicle as it is in respect of grant applications. The Licensing Authority considers its discretion to be more involved than considering the vehicle itself, and therefore any person who owns and/or operates a Hackney Carriage or Private Hire Vehicle (who is not also a licensed Hackney Carriage, Private Hire Driver or Private Hire Operator) must provide the required information as part of an application for the vehicle itself.
- 3.1.2 No powers exist for Licensing Authorities to limit the number of PHVs that they licence and there is no limit in Chelmsford on the number of Taxis. However, currently all Hackney Carriage vehicles from plate number 77 onwards must be wheelchair accessible vehicles (WAV).
- 3.1.3 Proprietors are required to meet the 'suitable person' criteria and will need to be at least 18yrs of age. In many cases they may also be licensed as drivers themselves. Where they are not licensed as drivers, they will need to provide a Basic DBS certificate annually. Relevant convictions will be considered from among the following:
- Any unspent convictions for serious offences, for example theft, burglary etc.;
 - Any unspent convictions for violence or threats of violence, for example assault, grievous bodily harm, wounding etc.;
 - Any unspent convictions for sexual and/or indecency offences;
 - Any unspent convictions for serious aggravated offences, for example manslaughter, murder etc.;
 - Any unspent convictions related to the supply of drugs;
 - Any unspent convictions for deception and/or fraud;
 - Any other unspent conviction that would suggest that the applicant is not a fit and proper person to hold the respective licence.

3.2. Vehicle Specification and Conditions

- 3.2.1 Local Authorities have a wide range of discretion over the types of vehicle that they can licence as taxis and PHVs. Government guidance suggests that local licensing authorities should adopt the principle of specifying as many different types of vehicle as possible

and encouraged to make use of the “type approval” rules within any specifications they determine. Accordingly, the Authority will require European Whole Vehicle Type Approval for all new licensed vehicles.

3.2.2 A vehicle presented for first licensing as a Hackney Carriage with Chelmsford City Council is not required to be newly registered or to have not been previously licensed by another licensing authority.

3.2.3 Vehicles that have previously been licensed elsewhere will be considered as new applications and must meet all vehicle specifications, safety standards, and pre-licensing requirements set out in this policy at the time of application.

3.2.4 Imported vehicles may be considered for licensing provided that the vehicle meets all relevant legal requirements applicable within the United Kingdom together with all vehicle specifications, safety standards, inspection requirements, and licence conditions prescribed by the Authority.

The proprietor must provide any documentation reasonably required by the Authority to verify the vehicle’s age, specification, construction, type approval status, insurance classification, and roadworthiness.

The Authority reserves the right to require additional inspection, certification, or expert evidence where considered necessary to determine the suitability of an imported vehicle for licensing.

3.2.5 Vehicles recorded as Category S insurance loss vehicles, or any equivalent classification relating to structural damage, will not normally be accepted for licensing by the Authority.

The Authority reserves the right to require documentary evidence relating to a vehicle’s insurance history, structural condition, repair history, and roadworthiness where considered necessary to determine the suitability of a vehicle for licensing.

3.2.6 Vehicles designed to load wheelchair users from the rear will not normally be accepted for licensing due to concerns relating to passenger safety, accessibility and the practicalities of loading and unloading wheelchair users safely on the public highway.

The Authority may consider applications for rear-loading wheelchair accessible vehicles in exceptional circumstances where the applicant can demonstrate that the vehicle provides significant accessibility benefits or operational advantages, including vehicles specifically designed to accommodate multiple wheelchair users safely and appropriately.

3.2.7 The Authority maintains a public register of designated wheelchair accessible vehicles in accordance with relevant legislation.

3.2.8 For the purpose of assisting disabled passengers to identify and access suitable licensed vehicles, the Authority may publish relevant business contact details, booking information or website details relating to designated wheelchair accessible vehicles and operators.

Proprietors and operators of designated wheelchair accessible vehicles may be required to provide and maintain accurate contact information for this purpose.

- 3.2.9 The Authority shall impose such conditions, as it considers reasonably necessary in respect of taxis and PHVs. These vehicles provide a service to the public, so it is appropriate to set criteria for the standard of the external and internal conditions of the vehicle, provided that these are not unreasonably onerous. A list of [vehicle preconditions](#) [Private Hire Vehicle conditions](#), and [Hackney Carriage vehicle conditions](#) can be found on our website or by clicking the relevant link.
- 3.2.10 All vehicles will in general be licensed for the carriage of up to four passengers, but applications in relation to larger vehicles that can accommodate up to eight passengers shall be accepted, provided that there is compliance with the specification applicable to such vehicles.
- 3.2.11 Where a vehicle is not equipped with a spare wheel by the manufacturer, it must be provided with an appropriate manufacturer approved alternative, such as a tyre inflation or repair system.
- 3.2.12 Any such equipment must be maintained in good working order and available for use at all times whilst the vehicle is licensed.

3.3. Vehicle Accessibility

- 3.3.1 The aim of the Council is to enable an accessible public transport system where people with reduced mobility have the same opportunities to travel as other members of the community. The Council expects Proprietors, Drivers and Operators to ensure that they provide a service to all members of society, without discrimination.
- 3.3.2 The Authority is committed to social inclusion and ensuring a wide variety of opportunities is available to those with mobility difficulties in order to enjoy a high quality of life. It fully supports the view of the Equality and Human Rights Commission that,
- “Making successful journeys is critical to the social inclusion of disabled people. Without the ability to travel, disabled people are denied access to life opportunities. Their access to education, shopping, employment, healthcare, as well as social and family life is significantly improved when journeys become accessible.”
- 3.3.3 For this reason, the Authority considers it important that people with disabilities have access to all forms of public transportation and encourages Hackney Carriage proprietors and Private Hire Operators and Drivers to use vehicles that will assist those passengers with mobility difficulties, making it compulsory for all hackney carriages from HC077 onwards as being WAV's.
- 3.3.4 It is arguable that different accessibility considerations should apply between Hackney Carriage and Private Hire Vehicles in that Hackney Carriages can be hired directly in the street or at a Hackney Carriage stand (“taxi rank”), by the customer dealing directly with a licensed driver.

However, Private Hire Vehicles can only be booked through a licensed Private Hire Operator. It is, therefore, considered particularly vital that a person with disabilities should be able to hire a Hackney Carriage on the spot with the minimum delay or inconvenience and requiring a substantial number of these being WAV's achieves that aim.

- 3.3.5 Vehicle proprietors and Drivers should be aware of a good practice guide produced by the Equality and Human Rights Commission, as drivers have a duty under the Equality Act 2010 to ensure disabled people are not discriminated against or treated less favourably.
- 3.3.6 All licensed vehicles must convey assistance dogs at no additional charge. It is a breach of the Equality Act to refuse to carry an assistance dog, unless the driver has applied for, and been issued with an exemption certificate.
- 3.3.7 The Council encourages all Private Hire Operators to include wheelchair accessible vehicles amongst the fleet and to ensure that no additional costs are levied for conveying passengers with reduced mobility and/or their assistance dogs.
- 3.3.8 Private Hire Vehicles fitted with a tail lift for wheelchairs must provide a valid LOLER (Lifting Operations Lifting Equipment Regulations) certificate of compliance to prove that the tail lift has been tested and checked to the required standards. The Tail lift must be re-tested every six months as per HSE (Health and Safety Executive) requirements.
- 3.3.9 When a vehicle has been modified post manufacture to provide access or special facilities for reduced mobility passengers, the vehicle must have all modifications and adaptations (including all seats, seat belts and anchorages), retested or approved to meet either European Whole Type Approval or the UK Low Volume Type Approval (ESVA or IVA) that meets the required standard. Prior to the first licensing of the vehicle, the proprietor and/or driver **must produce certification** that the vehicle meets the required standards. The insurers must be made aware of any modifications to the manufactured vehicle.
- 3.3.10 S.167 of the Equality Act 2010 allows the Authority to maintain a list of "designated vehicles" - i.e. a list of wheelchair accessible Hackney Carriages and Private Hire Vehicles licensed in its area (para. 12.2). The consequence of being on this list is that the driver must undertake the responsibilities detailed in s.165 of the Equality Act 2010. See Paragraphs 12.46-12.55.
- 3.3.11 S.167 of the Equality Act 2010 gives such a list of designated vehicles statutory effect. Any owner of a designated vehicle has the right to appeal against the Authority's decision to include his or her vehicle on the list. The appeal will be heard by the Magistrates' Court. Those designated vehicles have specific obligations under s.165 of the Equality Act 2010. Whilst not on a specific 'list' all Hackney Carriages numbered 78 onwards are classed as 'designated vehicles' under this legislative requirement.

3.4. **Maximum age of vehicles / environmental considerations**

- 3.4.1 PHVs and Taxis are an essential form of transport in the Chelmsford City Council area. Many people depend on both for travel that other forms of transport are incapable of making. It is, however, clearly important that emissions from all licensed vehicles are reduced as far as possible.

3.4.2 The Authority is ambitious to continually improve air quality and has taken account of how emissions impact on this issue and consider how far this Policy can and should support any local environmental initiatives to reduce emissions. This would include the use of low emission vehicles (and the encouragement of their use), setting vehicle emissions standards or promoting cleaner fuels, as well as ensuring a modern standard of its licensed vehicles.

3.4.3 Current emission requirements for all mass-produced new cars sold after September 2015 are contained in the Euro 6 emissions standard. This standard builds on previous versions to reduce harmful pollutants from petrol and diesel vehicle exhausts, with different emissions standards for each fuel, which reflects the different pollutants the two fuels produce.

3.4.4 All vehicles presented for first licensing or as a replacement vehicle must meet the Euro 6 emissions standard, or such higher standard as may be specified by the Authority at the time of application.

No vehicle will be licensed where it does not meet this requirement.

3.4.5 The Authority supports the use of ultra-low emission and fully electric vehicles within the licensed fleet.

Where an electric or ultra-low emission vehicle is presented for licensing, it must meet all relevant safety, accessibility, and vehicle specification requirements set out in this Policy.

The Authority will keep the suitability and availability of electric vehicles, including wheelchair accessible vehicles, under review and may amend its requirements where appropriate.

3.4.6 ~~A Hackney Carriage Vehicle shall not be older than (1) one year from the date of first registration at the date of first being licensed and no more than (6) six years from date first registered on replacement (during the life of the licence).~~

A Hackney Carriage vehicle shall not be older than three years from the date of first registration at the point of first licensing by the Authority.

A replacement Hackney Carriage vehicle shall not be older than eight years from the date of first registration at the time the replacement application is made and must comply with the Authority's emissions standards and all other vehicle licensing requirements in force at the time of application.

3.4.7 ~~A PHV shall not be older than (4) four years at the date of first registration and (6) years from date first registered on replacement, and if plate exempt no older than (4) four years on replacement.~~

A PHV shall not be older than six years from the date of first registration when first licensed by the Authority and must comply with the minimum emissions standards prescribed by this Policy at the time of application.

A replacement PHV shall not be older than eight years from the date of first registration at the time of application and must comply with the Authority's emissions standards and all other vehicle licensing requirements in force at the time of application.

Plate exempt vehicles shall not be older than four years from the date of first registration at the time of application.

- 3.4.8 ~~Neither a taxi nor a PHV will be licensed beyond 12 years from date of first registration at the time it was last renewed.~~ A Hackney Carriage or Private Hire Vehicle will not normally be licensed beyond 12 years from the date of first registration.
- 3.4.9 Applications to licence or renew the licence of a vehicle beyond 12 years from the date of first registration may be determined by officers under delegated authority.
- 3.4.10 Such applications will only be granted where the Authority is satisfied that exceptional circumstances apply and that the vehicle remains suitable for continued licensing.
- 3.4.11 In determining whether exceptional circumstances exist, the Authority may have regard to:
- the vehicle's overall condition and appearance;
 - maintenance and service history;
 - mileage;
 - compliance and inspection history;
 - vehicle test results;
 - whether the vehicle is of a specialist type, including wheelchair accessible vehicles where suitable replacement vehicles may be limited;
 - any other factor relating to the vehicle's continued suitability for licensing.
- 3.4.12 Personal, financial, business or hardship circumstances relating to the proprietor will not normally constitute exceptional circumstances.
- 3.4.13 Where a taxi or PHV is considered by the Authority to be a vehicle of exceptional quality, specialist design or historic significance, the application may be referred to the Regulatory Committee for consideration of any extension beyond the maximum vehicle age prescribed by this Policy.
- 3.4.14 The Council may provide incentives, financial or otherwise, to encourage electric vehicles within the fleet. Such vehicles may be exempt from the requirement to be wheelchair accessible taking into account ~~equality and diversity requirements.~~ the Equality Act 2010 duties.
- 3.4.15 Legacy Non-Wheelchair Accessible Hackney Carriage Vehicle Licences**
- 3.4.16 A limited number of Hackney Carriage Vehicle Licences exist that are not subject to the Authority's current requirement for newly licensed Hackney Carriage vehicles to be wheelchair accessible.
- 3.4.17 Where a Hackney Carriage Vehicle Licence within this category is surrendered, lapses, expires, is revoked or otherwise ceases to have effect, the Authority may determine that the

licence is suitable for reallocation in accordance with this policy. Where reallocated, priority will normally be given to applicants proposing to licence a fully electric Hackney Carriage vehicle in order to support the Authority's environmental objectives.

- 3.4.18 Where the Authority determines that such a licence is to be reissued, priority may be given to applicants proposing to licence a fully electric Hackney Carriage vehicle, subject to any waiting list, allocation scheme or eligibility criteria in operation at the time.
- 3.4.19 Any Hackney Carriage Vehicle Licence issued pursuant to paragraph 3.4.15 above, shall remain restricted to a fully electric vehicle. Where a licensed vehicle is replaced, the replacement vehicle must also be fully electric and comply with all vehicle licensing requirements in force at the time of application.
- 3.4.20 Applications to replace a vehicle licensed under this provision with a petrol, diesel, hybrid or any other non-fully electric vehicle will not normally be granted.
- 3.4.21 The Authority may maintain and operate a waiting list for applicants wishing to licence fully electric Hackney Carriage vehicles under this provision. Inclusion on any waiting list does not guarantee the grant of a licence.
- 3.4.22 The purpose of this provision is to support the Authority's environmental objectives, promote the uptake of fully electric Hackney Carriage vehicles, reduce vehicle emissions and make effective use of existing Hackney Carriage Vehicle Licences whilst maintaining an appropriate balance of wheelchair accessible vehicles within the licensed fleet.
- 3.4.23 Nothing in this policy shall require the Authority to reissue any surrendered, expired, revoked or lapsed Hackney Carriage Vehicle Licence.

3.5. MOT's & Mechanical Vehicle Inspections

- 3.5.1 Taxis and PHVs are used for hire and reward purposes and as such are subject to much higher annual mileages, and more arduous driving than normal private vehicles. Therefore, in the interests of passenger and other road user's safety, a more stringent maintenance and inspection regime is required. This Policy considers the MOT Inspection Manual for Car & Light Commercial Vehicle Testing issued by VOSA as the basic inspection standard for both types of vehicle. However, the standards contained in the Hackney Carriage and Private Hire [Vehicle Inspection Standards](#) are in addition to those in the MOT Inspection Manual.

Therefore, when assessing the mechanical condition of a vehicle, it is more likely an item which would ordinarily pass an MOT test with an advisory note, might fail the Hackney Carriage and Private Hire Vehicle inspection standards. In addition to any statutory MOT inspection requirement, ~~Hackney Carriages will be required to be MOT compliant one year from date of first registration and PHVs three years from date of first registration, and annually for both thereafter.~~ **Hackney Carriages must hold a valid MOT certificate from one year after first registration. Private Hire Vehicles must hold a valid MOT certificate from three years after first registration. Thereafter, both vehicle types must maintain continuous MOT compliance.**

- 3.5.2 In addition to the MOT test inspection, both Taxis and PHVs will be subject to a separate and distinct mechanical and compliance inspection at the

Council Vehicle Testing Station, Freightier House, Chelmsford at the time of first being licensed and every six months thereafter except where licensed as a brand new vehicle where only a compliance check will initially be required.

- 3.5.3 All Taxis and PHVs must be maintained to no less than the standards set out in the ~~VOSA~~ publication '~~MOT Inspection Manual – Private Passenger and Light Commercial~~' **DVSA** publication '**MOT Inspection Manual – Private Passenger and Light Commercial Vehicles**' (as amended) and the Chelmsford City Council Hackney Carriage and Private Hire [Vehicle Inspection Standards](#).
- 3.5.4 All tyres fitted to a licensed vehicle must comply with the relevant legal requirements relating to tyre condition and safety.
- At all times whilst licensed, tyres must maintain a minimum tread depth of 2mm across the continuous central three-quarters of the breadth of the tyre and around the entire outer circumference.
- Any tyre displaying cuts, bulges, exposed cords, or other defects likely to affect safety is not permitted.
- 3.5.5 The purpose of the Taxi and PHV inspection is to confirm vehicles meet the more stringent standards set out in this Policy. Vehicles must be submitted fully prepared for the inspection. It is not intended that the test be used in lieu of a regular preventative maintenance program. It is an offence under the Road Traffic Regulations to use a vehicle that is not roadworthy on the public highway. Hackney Carriage and Private Hire Vehicle licence holders who fail to maintain their vehicles in a safe and roadworthy condition may have their licence(s) suspended or revoked by the Authority.
- 3.5.6 The inspection regime for vehicles has not been designed to create obstacles for the Taxi and PHV trades but primarily to promote vehicle safety for the protection of passengers and not for the benefit of operators. The Authority therefore considers the inspection requirements to be justified by the risks it aims to address.
- 3.5.7 If mechanical inspections are undertaken within one month of the expiry of the previous certificate the six-month period will be deemed to commence from the date of expiry of the previous one, much like an MOT.
- 3.5.8 Where considered justified, necessary and proportionate to do so, licensing officers may require a third mechanical inspection of any Taxi or PHV within any calendar year at the expense of the licence holder.
- 3.5.9 Where a vehicle fails the mechanical inspection, vehicle examiners at Freightier House have the authority to issue a vehicle defect rectification notice in respect of defects of a minor nature that are not detrimental to its safety, requiring the vehicle defect to be rectified within 10 days. Where the vehicle is not retested before the due date the vehicle licence will be suspended by officers. The process for rectifying a mechanical fault and/or subsequent suspension can be found [here](#).

- 3.5.10 The Authority may require a licensed vehicle to undergo a compliance check at any time to ensure that it continues to meet the requirements of this Policy and licence conditions. A compliance check may include an inspection of the vehicle's condition, safety, cleanliness, and documentation. Where a compliance check is required, the proprietor must make the vehicle available at a time and place specified by the Authority. Failure to present a vehicle for a compliance check without reasonable excuse may result in the suspension of the vehicle licence. A fee may be payable for such checks in accordance with the Council's approved fees and charges.
- 3.5.11 Where a vehicle fails the mechanical inspection test and in the opinion of the examiner presents a significant risk to road users and passengers, they may suspend the vehicle forthwith and require it to be presented for a retest. If the vehicle is not presented for retest of the mechanical inspection within 2 months the licence will be 'deemed' as revoked¹³.
- 3.5.12 Licensed vehicles are not permitted Driver Protection screens or CCTV equipment installed unless these were examined as part of an inspection. In order to be considered approved they must be fitted at the time of undergoing the mechanical inspection
- 3.5.13 Vehicles that fail the test, deemed unsafe and suspended shall not be re-presented for test with unaccountable mileage of more than 150 miles on the odometer.
- 3.5.14 If the vehicle is damaged by any means during the period of licence, the Driver in charge of the vehicle at the time the damage occurred, or the Proprietor must report this to the Licensing Service within 72hrs¹⁴.

3.6. Vehicle Appearance and Presentation

3.6.1 Overall Appearance

- 3.6.1.1 Vehicles must be safe and comfortable, the passenger compartments must be clean and dry – including upholstery – without rips, tears or sharp protrusions. Proprietors, Drivers and Operators must ensure that the vehicles that they use meet the expectations of the council and their passengers.
- 3.6.1.2 The exterior of the vehicle must be kept clean to a standard that allows passengers to enter and exit the vehicle without coming into contact with dirt or causing damage to clothing. Drivers must also ensure that the licence plate and registration plate remain clean, visible and undamaged.

3.6.2 Licence Plates

- 3.6.2.1 All licensed vehicles must display the licence plate externally at the front and rear of the vehicle, unless it is a private hire vehicle and has applied for and is authorised not to display these through a Plate Exemption Certificate.
- 3.6.2.2 A licence plate must be securely fixed to the bracket which should be bolted

or screwed to the outside rear of the vehicle in such a manner that the plate is not obscured from view by fixtures or fittings and the plate does not obscure the vehicle registration plate. The plate must also be able to be easily removed by an authorised council officer or police officer: magnetic fittings are not permitted.

3.6.3 Signage, Livery and Advertising

3.6.3.1 It is important that the public should be able to identify and understand the difference between a Hackney Carriage and a Private Hire Vehicle. Private Hire Vehicles shall not display roof-mounted signs of any description.

3.6.3.2 No licensed vehicle shall display any signage, symbol, written material or other visual representation of a political or religious nature that may reasonably be considered offensive, discriminatory, or inappropriate for a public service vehicle

3.6.3.3 Advertising, vehicle wraps or other promotional material may only be displayed on a licensed vehicle with the prior written approval of the Authority and in accordance with any applicable licence conditions, standards, policies, or guidance approved by the Authority from time to time.

The Authority may prohibit or require the removal of any advertising, signage or livery considered inappropriate, unsafe, offensive, misleading or otherwise unsuitable for display on a licensed vehicle.

3.6.3.4 Taxi's and PHVs shall display door signs as provided by the Authority. These will not be fitted using magnetic backings.

3.6.3.5 Licensed vehicles must display registration plates that comply with all relevant legal requirements and are clearly visible and legible at all times.

Vehicles fitted with tinted, obscured, stylised, three-dimensional (3D), four-dimensional (4D) or other non-standard registration plates that, in the opinion of the Authority, may impair identification or readability will not normally be accepted for licensing.

Proprietors must not fit, use, or permit the use of any registration plate that may hinder the identification of a licensed vehicle by passengers, enforcement officers, police, or automatic recognition systems.

3.6.3.6 It is not permissible to display any written or other material on any window of a vehicle with the exception of those permitted by the conditions of licence.

~~3.6.3.7 It is not permissible to display or advertise written or other material on a Private Hire Vehicle's bodywork. However, express permission may be obtained on a case by case basis in accordance with the conditions of licence.~~

3.6.3.8 Hackney Carriages shall be black in colour.

3.6.3.9 PHVs will have affixed on the rear passenger doors in a prominent location signage stating, 'Private Hire Vehicle – Pre-booked Hirings Only'.

3.6.3.10 The term 'Taxi' must not be used/displayed anywhere on a PHV.

3.6.3.11 Private Hire Vehicles shall display in a prominent position details identifying the licensed Private Hire Operator through whom bookings are accepted, including the operator's trading name and contact telephone number or other contact method approved by the Authority.

3.6.3.12 Licensed vehicles must not be fitted with or display decorative, illuminated, or coloured lighting that, in the opinion of the Authority, is likely to cause distraction, confusion, nuisance or detract from the professional appearance of the vehicle.

This includes, but is not limited to, neon lighting, underbody lighting, and coloured lighting visible externally from the vehicle, other than lighting fitted by the manufacturer or otherwise required by law.

~~3.6.3.13 Advertising is specifically covered under the Councils [vehicle pre-licensing criteria](#)~~

3.7. Security/CCTV

3.7.1 The Council permits the installation of CCTV within a licensed vehicle but does not require it to be installed as mandatory and only where inspected as part of the mechanical inspection. The presence of audio and visual data may help both identify and prosecute offences but its installation as a compulsory requirement is considered disproportionate and unjustifiable in accordance with Data Protection guidance on this matter. It is important that the Authority keep this matter under review, and it consult on the mandating of audio and visual recording during the life of the Policy.

3.7.2 The installation of CCTV in licensed vehicles can be both a deterrent to would-be troublemakers and a source of evidence in the case of disputes between drivers and passengers, other incidents and accidents. If fitted correctly, it can assist the police and insurance companies with their investigations and must be recording at all times when working as a licensed vehicle but this is a matter for each owner to assess and document the need in accordance with data protection legislation. Further information can be obtained at <https://ico.org.uk/for-organisations/data-protection-self-assessment/CCTV-checklist/>

3.7.3 Where fitted, proprietors and/or operators will become 'data controllers' and must notify the Council prior to installation and register with the ICO (Information Commissioners Office) - where required - and comply with all aspects of data protection and the CCTV codes of practice, including clear signage that the vehicle uses CCTV. Further information can be found on the following link <https://ico.org.uk/>

3.7.4 Where audio/ audio visual recording equipment is fitted within a licensed vehicle, it may be subject to specific conditions on a case by case basis.

3.7.5 CCTV (and where applicable, dashcams) must be installed by a competent person to ensure no interference with other equipment and in such a manner that it does not increase the risk of injury or discomfort to the driver

and passengers, or affect any other safety system or in any way breach the motor vehicle construction and use regulations. It must be regularly checked and maintained, be clearly visible and the vehicle must display the required signage. It is not the intention of the authority to limit approval of devices and equipment to specific suppliers, only to ensure the safety of passengers and compliance with legislation.

3.7.6 CCTV must not routinely be used to record conversations of passengers. Sound must only be used by way of a panic switch as specified by the ICO and can be activated by either the driver or passenger which can be used in extreme circumstances such as in response to a threat of physical violence. The footage may only be accessed by the Police or authorised officer of the council, not by either the proprietor or driver. Footage must be kept for no longer than necessary and in accordance with the owner's own data retention policy.

3.7.7 Where CCTV (including audio recording) is in use there must be appropriate signage visible externally that informs passengers before they alight the vehicle.

3.8. Driver protection screens

3.8.1 The Council does not require driver protection screens to be fitted as mandatory. However, where these are fitted, the following requirements will apply and may be required as licence conditions. If a licenced vehicle is subsequently fitted with a driver protection screen, the Proprietor is required to notify the Authority as a significant alteration to the vehicle so that appropriate conditions can be attached to the licence.

3.8.2 Where a vehicle owner decides to have a protection screen fitted, they must do so at their own expense and:

- Inform their insurance company of the modification
- Ensure that the screen is certified as safe and meets appropriate safety standards.
- Should be of the solid polycarbonate type and not plastic sheeting
- Ensure that the screen does not interfere with the vision of the driver through the windscreen or left and right of the vehicle
- Ensure that the screen does not interfere with the airbags
- Ensure that any fixtures and fittings do not protrude such that they affect the safety of passengers
- Ensure that the screen is fitted by a competent person

Before having a driver protection screen fitted, if there is any doubt as to whether it will meet safety standards, proprietors should seek advice from our vehicle testers/examiners at Freightier House, Chelmsford before having one fitted. Evidence that the above criteria will be met will be via the mechanical inspection and otherwise as must be provided to the Authority. The licence may be amended and re-issued to

reflect additional conditions if added during the life of the licence.

- 3.8.3 The Licensed Private Hire Car Association secured government guidance on the matter of protection screens. That guidance can be found at following website address:

<https://www.gov.uk/government/publications/coronavirus-covid-19-safety-screens-for-taxis-and-phvs/coronavirus-covid-19-safety-screens-for-taxis-and-phvs>

3.9. Hackney Carriage and Private Hire Vehicle Application Procedure

- 3.9.1 Application procedures for a Taxi or PHV is not prescribed but shall be made using the specified application forms available on the Council Website are as provided by our Licensing service at licensing@chelmsford.gov.uk

3.10. Consideration of applications

- 3.10.1 The Authority shall consider all applications on their own merits once it is satisfied that all appropriate mandatory criteria have been met and the application form and supporting documents are validated. In the case of re-licensing (renewals), where officers are unable to grant due to limitations in respect of delegated authorities and in respect of Policy or pre-conditions e.g. age of vehicle, the licence may be '*granted without prejudice*' and referred to the Committee for determination. The applicant may need to show a compelling or special reason why the Committee should depart from policy in doing so. In the case of a new application the matter will be referred to the Committee to consider where officers are unable to grant.
- 3.10.2 The Authority will endeavour to issue a 'reminder' to licence holders that their licence(s) are due for relicensing. Application forms, appropriate fees, and supporting documentation shall be submitted to the Authority in good time before the expiry of the preceding licence. It will remain the licence holder's responsibility to ensure that licences are re-licensed prior to their expiry. **Incomplete** applications will be considered invalid and not be processed. In which case a new application will need to be completed before the vehicle may continue to be used and fail policy requirements in respect of vehicle age.
- 3.10.3 It is advised that vehicles should be examined and tested at the Authority's approved testing station within one month prior to the application in case the vehicle examination identifies the need for repair work and re-testing which can then be undertaken prior to the expiry of the licence.
- 3.10.4 Where a mechanical inspection is undertaken within one month of the expiry of the previous certificate the six-month period will be deemed to commence from the date of expiry of the previous one, much like an MOT.
- 3.10.5 Licences will not be renewed after expiry unless an application is made to re- licence the vehicle with effect from the date of expiry of the previous

licence. If a licence holder fails to renew their licence before the respective expiry date (e.g. they are out of the UK), the licence will lapse and become invalid. Licence holders should note that if they allow their licence to expire, they will be required to make a new application in full and ***the vehicle licence number cannot be protected***. This may obviously incur a potentially significant time delay, and dependent upon the age of the existing vehicle, it ***may require a change in vehicle to meet the age requirements*** set out in this Section. The cost implications of failing to renew a licence could therefore be significant, and licence holders are therefore strongly advised to ensure that they renew their licences prior to the expiry date. If the licence holder is aware of any reason that they may not be able to renew their licence before expiry, they must inform the Licensing Service immediately and explore options available.

3.11. Stretched Limousines and specialty vehicles

- 3.11.1 Stretched limousines are elongated saloon cars that have been increasingly used for mainstream private hire work. The number of stretched limousines being imported - particularly from the USA - has been increasing. Their use generally includes all private hire work plus special occasions such as days at the races, stag and hen parties and children's birthday parties. This section also includes specialty vehicles that may be vintage or of a special nature.
- 3.11.2 Licensing Authorities have generally considered there to be some problems preventing stretched limousines from being licensed including:
- Some of the vehicles being capable of carrying more than eight passengers;
 - Many of them are left hand drive;
 - Many are fitted with all round darkened glass;
 - Many have been converted or modified after manufacture;
 - Seating space per passenger is 460mm and could give a greater capacity than eight persons; and
 - Due to their origin many parts may not be available making adequate maintenance difficult.
- 3.11.3 Most limousines are imported for commercial purposes and are therefore required to take an Individual Vehicle Approval (IVA) test. The IVA test verifies that the converted vehicle is built to a certain safety and environmental standards. When presented for IVA the vehicle is produced with a declaration that it will never carry more than eight passengers. The importer must inform any person who may use it of this restriction. Any subsequent purchasers must also be informed of the restriction.
- 3.11.4 The 1976 Act defines a Private Hire Vehicle as a motor vehicle constructed or adapted to carry fewer than nine passengers, other than the Hackney Carriage or public service vehicle, which is provided for Hire with the services of the

driver for the purposes of carrying customers. Section 48 of the 1976 Act requires that before a licence is granted the Authority must be satisfied that the vehicle is compliant with its requirements.

3.11.5 Any stretched limousines, which are offered for Private Hire require a licence. Some operators of these vehicles have a wedding car licence insurance policy on the basis that the vehicle will be used largely during daylight hours, once or twice per week. Before licensing for Private Hire a full policy for Private Hire purposes will, therefore, be required. Applications to licence stretched limousines as Private Hire Vehicles will be treated on their merits. It is, however, proposed that imported stretched limousine type vehicles:

- Be granted an exemption from the requirement under the conditions of licence for Private Hire Vehicles to be right hand drive;
- Be authorised as plate exempt Private Hire Vehicles;
- Be approved for licensing as Private Hire Vehicles subject to [addition al conditions](#)

3.11.6 Limousine and specialty vehicles used for the purpose of hire and reward are required to be licensed as private hire vehicles, with a seating capacity for **not more** than 8 **passengers** or less, and all bookings must be made via a licensed operator.

3.11.7 These are specialist types of vehicles with their own set of pre-conditions, in addition to the standard conditions. Where there is any inconsistency between the standard conditions and these specialist conditions, then these specialist conditions shall prevail. The pre-conditions can be found [here](#)

3.11.8 The Council strongly recommends that anyone wishing to purchase and license a specialty vehicle or limousine, contacts the licensing team **prior to purchase**, to ensure that the vehicle will meet the conditions applied. Each application will be determined on its own merits.

3.12. Funeral and Wedding vehicles¹⁵

3.12.1 Funeral Vehicles

3.12.1.1 A vehicle does not need to be licensed when it is used in connection with a funeral or is being wholly or mainly used by someone carrying out a business as a Funeral Director.

3.12.2 Wedding vehicles

3.12.2.1 A vehicle does not need to be licensed whilst being used in connection with a wedding. The exemption only applies to journeys directly relating to the wedding

3.13. Plate Exempt Vehicles

- 3.13.1 The Road Safety Act 2006 requires vehicles used for a contract with an organisation or company for carrying passengers for Hire or reward under a contract to be licensed as Private Hire Vehicles. As a general guide this includes executive Hire, chauffeur services, park and ride for private car parks, airport travel, stretch limousines and novelty vehicles.
- 3.13.2 Proprietors of executive type vehicles licensed as Private Hire Vehicles may seek the permission of the Authority to waive certain conditions of licence. The details of these requirements are provided [here](#). Those wishing to licence an executive vehicle should contact the [Licensing Service Licensing Department](#)), ideally prior to purchasing a vehicle, so as to avoid any unnecessary expense should the vehicle or business model not be appropriate to be licensed as executive type or granted plate exempt status.
- 3.13.3 The Local Government (Miscellaneous Provisions) Act 1976 requires that private hire vehicles display an identification plate (licence plate) and drivers of those vehicles wear a driver's badge. The same legislation also allows The Authority to exempt vehicles from the need to display an identification plate and, where that exemption applies, the requirement to wear a private hire driver's badge (plate exemptions).
- 3.13.4 Some vehicle Proprietors request that the Council exercises its authority to exempt individual vehicles from the need to display licence plates if the vehicle is intended to be used for executive work, airport transfers or other contract work.
- 3.13.5 Ultimately, vehicles licensed by this authority should be readily identifiable should a passenger or other member of the public have a complaint about standards or driver conduct. It is therefore not the intention of Chelmsford City Council that vehicles be plate exempt as a matter of course. However, in certain circumstances it may be beneficial for requests to be granted both for commercial reasons, and to maintain a more balanced fleet in Chelmsford which can offer a wider variety of vehicles to suit public need. Plate exempt vehicles should evidence a specific customer base and will not be permitted to be involved in other general Private Hire work if they are not easily identified by the travelling public as vehicles licensed by this Authority
- 3.13.6 Chelmsford City Council will consider requests for plate exemptions made in accordance with this policy in relation to individual vehicles only and each application will be considered on its own merit.
- 3.13.7 ~~Vehicles that are issued with an exemption certificate are primarily expected to undertake executive chauffeur work and not normally be used for general daily private hire work e.g. normal airport transport. Exempted vehicles found to be carrying out standard private hire work will be subject to enforcement action and the exemption certificate may be revoked.~~ Vehicles issued with an exemption certificate are expected to be used predominantly for executive, chauffeur or other specialist pre-booked services consistent with the basis upon which the exemption was granted.

- 3.13.8 Exempted vehicles must not display any advertisements, signage, logos, or insignias advertising the operating company inside or outside the vehicle.
- 3.13.9 Operators and proprietors who wish to apply for an exemption certificate must complete an application form, pay the required fee **and** provide sufficient supporting documentation e.g. intended contracts, business cards, advertising materials, web address etc. to establish that the vehicle will be solely used for executive bookings or work as described and the Council may request further supporting information before a determination is made. ~~Plate exempt vehicles will not be permitted to undertake a mixture of both types of hiring's.~~ **Plate exempt vehicles will not normally be permitted to undertake a mixture of executive hire and standard private hire work**
- 3.13.10 **Vehicles seeking plate exempt status should be of a high-quality executive standard and will not normally be granted exemption where the vehicle exceeds four years from the date of first registration at the time of application.**

The Authority may depart from this requirement where satisfied that exceptional circumstances apply and the vehicle remains suitable for executive use having regard to its condition, appearance, specification and intended use.

- 3.13.11 The decision whether to grant 'Plate Exempt' status is determined by the Licensing Lead Officer on behalf of the licensing authority and the decision may be reviewed by the Public Health & Protection Services Manager should the application be refused. There is a presumption that the exemption will not be granted **unless** the applicant can demonstrate a business case that the benefit is mainly one of privacy, safety and security of the customer. This status is unlikely to be granted where the benefit is considered to be solely that of the operator.
- 3.13.12 In granting vehicle plate exemption there is a significant risk – should the vehicle be used other than as intended – that the public will be unable to identify the vehicle and driver in the event of complaint or allegation and that the main safety feature of licensed vehicles is that they are readily recognisable.
- 3.13.13 Examples of the type of services that might benefit from 'plate exempt' status are:
- Contracts with national or local government personnel conveyed on official business
 - Contracts associated with VIP and close protection
 - Weddings
 - Contracted services with large companies to convey personnel and clients
- 3.13.14 Examples of the services that may not be considered suitable for 'plate exempt' status are:

- Council school and social services contracts
- Routine journeys to airports, seaports or railway stations (where the provision of door stickers etc. are considered a safety feature upon arrival)
- Routine theatre journeys and sporting events
- Routine work within the nighttime economy to bars, restaurants and those facilitating 'stag' and 'hen' parties
- Journeys to school proms (other than specialty vehicles)

The lists are not exhaustive and intended only to be indicative.

3.13.15 Limitations may be placed on the exemption licence allowing only **certain** types of work to be undertaken without displaying the otherwise required vehicle and driver licences

3.13.16 Additional conditions are applicable to exempted vehicles in addition to the standard conditions. Where there is any inconsistency between the standard conditions and these extra conditions, then these extra conditions shall prevail. The plate exemption conditions can be found [here](#).

3.13.17 If an exemption certificate has been issued and the vehicle will no longer be used for the purpose for which initially applied for then the exemption plate and certificate must be surrendered and returned to the council. If the vehicle is still licensed, it will be supplied with and required to display plates and door stickers as required by the conditions for all private hire vehicles. There will be a fee for the replacement plate and door stickers.

3.14. Transfer of and Replacement of a Licensed Vehicle

3.14.1 Transfer

3.14.2 **Existing owner:** If a Proprietor of either a Hackney Carriage or Private Hire Vehicle transfers their interest in a licensed vehicle to another person, they must complete the required application, providing full details of the new owner of the vehicle as soon as practicably possible, and in any case within 14 days¹⁶. A proprietor who fails to give such notice, without reasonable excuse, is guilty of an offence. The licence holder must return the paper part of the licence to the Authority.

3.14.3 **New owner:** Where an application is made by a new owner to transfer the licence ownership into their name the new owner will need to provide proof of ownership (bill of sale) and the consent of the existing licence holder to transfer the licence (confirming the transfer). The new owner will need to provide a Basic DBS check. The vehicle is not to be used for hire or reward until the new licence is issued. The licensing authority retains discretion not to issue or transfer the licence if the proprietor is not deemed a suitable person¹⁷. There is an administration charge for this process to cover the cost of issuing an amended licence, the cost of which is borne by the new owner.

- 3.14.4 The transfer must be supported with either a Bill of sale or a V5 registration document in the name of the new owner. A licence holder must notify a transfer within the statutory 14 days and will consider the question of prosecution where offences are revealed.
- 3.14.5 There is no ability to transfer only the licence itself (including the number). The licence always remains the property of the Council and therefore the number is issued at the discretion of the Authority¹⁸. The Licence and vehicle are one.
- 3.14.6 The licence of a 'transferred' vehicle expires 12 months from the date that the licence was initially issued and not from the date of transfer. The transfer of a vehicle does not extend the licence period.
- 3.14.7 The transfer of a licence and the vehicle is generally a private business transaction between two parties. The Authority will seek to maintain the same licence number with the transfer but cannot be held liable where this might not be possible, or the new owner deemed unsuitable as a proprietor. For this reason, it is recommended that the parties seek approval in principle from the Council that the licence number will be transferred before concluding any agreement.

3.15. Replacement Vehicles

- 3.15.1 Although the substitution of a vehicle is not mentioned in legislation the process is regarded as similar to a transfer of the licence. Where an existing licensed vehicle is replaced (accident or major repairs), the replacing vehicle must meet all policy requirements in respect of its age and Euro 6 compliance. A replacement fee will be required.
- 3.15.2 At the discretion of the Council (including where the issued plates are inaccessible or damaged beyond use), where a vehicle is replaced, the licence plates for the new vehicle will not be issued until the old plates have been returned to the Authority. Effectively the old licence is surrendered, and a new licence is issued although in practice this tends to be an amended vehicle licence. This process will assign the original plate number to the replacement vehicle.
- 3.15.3 Where the previously licensed vehicle needs to be returned back onto the original licence (for example, the replacement vehicle was a temporary arrangement due to accident damage or major repair to the original vehicle) then following further application it can be reinstated onto the original licence with the age restrictions applied using the same previous criteria. The reinstatement will not be subject to a further replacement vehicle fee; however, fees may be levied where new licences, plates or door stickers have been damaged and require replacement.
- 3.15.4 This process is not be used to specifically circumvent the vehicle age policy and applications may be refused if this is considered to be the case.

3.16. Fares – Hackney Carriages & Private Hire

- 3.16.1 A [Table of Fares](#) (“the tariff”) is set by the Authority for Hackney Carriages, but this control does not apply to fares set by Private Hire Vehicle operators unless a taximeter is fitted.
- 3.16.2 Hires that end outside of the City boundary can be negotiated prior to the commencement of the journey but not exceed the maximum tariff.
- 3.16.3 A Table of Fares (“the tariff”) must be displayed within the vehicle fitted with a taximeter.
- 3.16.4 Requests for the review or amendment of Hackney Carriage fares should be submitted in writing and should include sufficient supporting information to enable the Authority to properly consider the request.

Any request should normally demonstrate a reasonable level of support from the Hackney Carriage trade and include details of the proposed tariff changes together with the reasons for the request, including where appropriate evidence relating to operational costs or market conditions.

The submission of a request does not oblige the Authority to undertake an immediate tariff review. The Authority will determine whether a review is appropriate having regard to relevant considerations including administrative resources, the frequency of previous reviews and the wider public interest.

3.16.5 Receipts

- 3.16.6 Drivers shall, if requested by the passenger, provide a written receipt for fares paid.

3.16.7 Electronic payments

- 3.16.8 Vehicles must be fitted with means to accept electronic payments in addition to cash.
- 3.16.9 Where payment is accepted by electronic or cashless means, the payment record or receipt must contain sufficient information to identify the licensed driver and vehicle involved in the journey.
Such information must include either the driver's badge number or the vehicle licence number.

Part 4

Private Hire Operators

- 4.1.1 Any person who operates a Private Hire service (who is also not a Hackney Carriage proprietor who permits Hackney Carriages to be used for Private Hire) must apply to the Authority for a Private Hire Operator's Licence. An Operator's Licence shall be issued for a maximum of 5 years. Applications can be obtained via the Council website or from our licensing services at licensing@chelmsford.gov.uk

- 4.1.2 The Authority will normally only grant a Private Hire Operator's Licence where the applicant's principal operating base is situated within the administrative area of Chelmsford City Council. Applications where the principal operating base is situated outside the district will not normally be granted unless the applicant can demonstrate exceptional circumstances and satisfy the Authority that effective regulation, inspection and enforcement can be maintained.
- 4.1.3 The principal operating base is the address from which bookings are accepted, records maintained and the private hire business is principally operated.
- 4.1.4 Applicants must provide evidence of their operating base as part of the application process.
- 4.1.5 Applicants for a Private Hire Operator's Licence must provide a Basic Disclosure and Barring Service (DBS) certificate issued no more than one month prior to the application being submitted, unless the applicant is subscribed to the DBS Update Service and the Authority is able to verify their current status.
- 4.1.6 Where the applicant is a company, partnership or other organisation, the Authority may require Basic DBS certificates from directors, partners, company secretaries, or any other person involved in the management, control or day-to-day operation of the business.
- 4.1.7 Private Hire Operators must ensure that any person involved in the taking of bookings, dispatch of vehicles, handling customer information or otherwise exercising responsibility for the operation of the business is subject to an appropriate Basic DBS check. Operators must maintain records confirming that the DBS certificate has been obtained and verified and make such records available to the Authority upon request
- 4.1.8 The Authority may undertake periodic DBS status checks or require updated Basic DBS certificates at intervals determined by the Authority. Where an applicant's or licence holder's DBS status cannot be verified, or where concerns arise regarding suitability, the Authority may require the production of a new Basic DBS certificate.
- 4.1.9 Private Hire Operators must notify the Authority in writing within 7 days of any conviction, caution, reprimand, warning, police investigation, charge or other matter that may affect their fitness and propriety to hold an Operator's Licence.
- 4.1.10 ~~Private Hire Vehicle licensed by this Authority shall only be dispatched to a customer by a Private Hire Operator who holds an Operator's licence issued by this Authority. Such a licence permits the operator to make provision for the invitation or acceptance of bookings for a Private Hire Vehicle. A Private Hire Operator shall ensure that every Private Hire Vehicle is driven by a person who holds a Private Hire Driver's licence issued by this Authority.~~ Where a Private Hire Operator licensed by this Authority accepts a booking and undertakes that booking directly, the booking must be allocated to a Private Hire Vehicle and Private Hire Driver licensed by Chelmsford City

Council.

Nothing in this Policy shall prevent the lawful subcontracting of bookings in accordance with the Local Government (Miscellaneous Provisions) Act 1976 and any subsequent legislative amendments.

Where a booking is subcontracted to another licensed Private Hire Operator, the original operator should take reasonable steps to inform the person making the booking that the booking has been subcontracted and provide sufficient information to assist the passenger in identifying the vehicle and driver attending the booking.

- 4.1.11 Applications for Operator's licences shall be made on the prescribed form, together with the appropriate fee. The Authority will decide whether the applicant is a 'fit and proper person' to hold an Operator's Licence based on the information provided in support of the application.
- 4.1.12 Where the Operator is a limited company, all Directors and partners must be considered individually as being fit and proper to hold an operator's licence. Once a licence has been issued, the Operator must notify the Council in writing of any change in partnership, directorship, ownership, management or control of the business within 5 working days of that change taking place.
- 4.1.13 A licence cannot be transferred to another individual/company at any time. A new Private Hire Operator application will be required.
- 4.1.14 Before an application for a Private Hire Operator's licence is granted, the applicant shall produce evidence that they have appropriate public liability insurance. The minimum value of the cover provided by the insurance must be £5 million.
- 4.1.15 Directors and partners must register with HM Revenue and Customs and provide the licensing authority with a tax check code as proof (~~This is an absolute legal requirement and the licensing authority are unable to grant a licence without this information~~). **The Authority cannot grant an Operator's Licence where a tax check code is required by law and has not been provided.** Requirement criteria can be found on our website application pages.

4.2. Fit and Proper Person (Operator)

4.2.1 Immigration Status

- 4.2.1.1 Where relevant, licences will not be issued to applicants or will be removed from existing licence holders, by reason of their immigration status if:
- The person requires leave to enter or remain in the UK and has not been granted it; or
 - The person's leave to enter or remain in the UK;
 - Is or becomes invalid;
 - Has ceased to have effect (whether by reason of curtailment, revocation, cancellation, passage of time, or

otherwise); or

- Is subject to a condition preventing the person from doing work of that kind.

4.2.1.2 Licences will also not be issued to applicants or will be removed from existing licence holders if they are subject to a condition on their permission to be in the UK preventing them from holding such a licence, for example, they are subject to an immigration restriction that does not permit them to work.

4.2.1.3 Specific documentation is required to demonstrate immigration status on application and upon each further application for a licence. Please contact Licensing officers for further information.

4.2.1.4 Further information is also available from the [Home Office](#).

4.2.2 Disclosure and barring service (DBS) disclosures

4.2.2.1 Similar to licensed drivers, a criminal record check on an Operator is seen as an important safety measure. Whilst Operators do not normally have the same frequency and nature of contact with the travelling public as a licensed driver, the risks and related safeguards for the public are equally as important and their employees have access to large amounts of sensitive information held in respect of their customers. To this end, the Authority will adopt the 'fit and proper' test to Operators. However, unlike Hackney Carriage and Private Hire Drivers, Private Hire Operators are not exempt in respect of the Rehabilitation of Offenders Act 1974 and therefore a Basic (rather than an Enhanced) Disclosure is required as part of the application process. Applicants can obtain their own Basic DBS disclosure certificate via the DBS and the Authority will not process an application without one.

4.2.2.2 If an operator is also a licensed driver, they will not be required to produce a Basic disclosure in addition to the enhanced checks to obtain the driving licence. Where the operator is a driver their DBS status will be checked six-monthly. Where not a licensed driver a basic DBS will be required annually. Financially an operator might therefore benefit from subscribing to the update service.

4.2.2.3 Should a licensed driver who is also a licensed Operator have their driver licence suspended or revoked this does not have automatic effect on their eligibility to continue holding an Operator's licence. That decision will be an independent one for the Regulatory Committee to consider and based on all relevant information i.e. it should not consider information that might only have been available via an enhanced DBS check and that that information may only be used for the specific purpose for which it was requested and for which the applicants full consent was given. Operators will otherwise be required to produce an annual Basic DBS disclosure, and this will be a requirement of each company director and/or business partners. The licensing authority shall be informed where there are any business changes that might affect this requirement.

4.2.2.4 Only the applicant for a DBS Basic Disclosure will be sent a disclosure

report to their home address from the DBS. The Authority is informed of any relevant information contained on the disclosure report. Where necessary, it is the responsibility of the applicant to provide the DBS Basic Disclosure report to the Authority or provide access to it electronically.

4.2.2.5 No application shall be processed where the DBS Basic Disclosure is older than 28 days. Furthermore, DBS Disclosures are not transferable from one organisation to another. For example, a Disclosure undertaken as part of an application with another Local Authority will not be accepted by this Authority.

4.2.2.6 Operators will be required to undertake their own Basic disclosure checks in respect of all staff engaged in the booking or dispatch of vehicles and evidence those checks to licensing officers as and when required to do so.

4.2.2.7 Operators must submit a copy of their policy where it allows for the employment of ex-offenders alongside their application.

4.2.3 Relevance of convictions, cautions etc. for applicants

4.2.3.1 In assessing whether the applicant is a 'fit and proper person' to hold an Operator's licence, the Authority shall consider each case on its own merit. It will take account of the details of the DBS Basic Disclosure report, but only in so far as they are relevant to an application for a licence. When deciding what action is appropriate, the Committee will have regard to the convictions policy previously referred to and found on our website. The Committee need only consider an evidential argument that the applicant is not a 'fit and proper person' on the 'balance of probabilities', rather than 'beyond reasonable doubt'.

4.2.3.2 Accordingly, upon receipt of a DBS Basic Disclosure report from the applicant, Licensing Officers will assess whether any or all of the conviction(s) are capable of having real relevance to the issue of whether or not the applicant is a 'fit and proper person' to hold an Operator's licence. Licensing Officers will only bring a case before the Committee where the number and/or nature of the convictions relating to the applicant raise doubts as to whether that individual is a 'fit and proper person' to hold that respective licence.

4.2.3.3 Whilst each case is determined on its own merit, the following matters would be likely to result in an application being presented to the Committee for determination:

- Any unspent convictions for serious offences, for example theft, burglary etc;
- Any unspent convictions for violence or threats of violence, for example assault, grievous bodily harm, wounding etc;
- Any unspent convictions for sexual and/or indecency offences;
- Any unspent convictions for serious aggravated offences, for example manslaughter, murder etc;

- Any unspent convictions related to the supply of drugs;
- Any unspent convictions for deception and/or fraud;
- Any other unspent conviction that would suggest that the applicant is not a fit and proper person to hold the respective licence.

4.2.3.4 When deciding what action is appropriate, the Committee will have regard to the Authority's [convictions policy](#). When deciding what action is appropriate, the Committee need only consider an evidential argument that the applicant is not a 'fit and proper person' on the 'balance of probabilities', rather than 'beyond reasonable doubt'. Accordingly, the Committee is not restricted in taking action only where an applicant has been convicted of an offence. The Committee may also take account of formal cautions, criminal charges, police intelligence or any other material provided during the application process. Furthermore, it is **not** the responsibility of the Committee to determine the innocence or guilt of an applicant in relation to any offence and/or issue of concern, but instead on a balance of probabilities whether the Applicant is a fit and proper person to be licensed as a Private Hire Operator and satisfy the Authority's duty in respect of public safety. When determining such matters, the Committee will use the following test as the basis for its decision.

"Would I be comfortable providing sensitive information such as holiday plans, movements of my family or other information to this person, and feel safe in the knowledge that such information will not be used or passed on for criminal or unacceptable purposes?"¹⁹

4.2.3.5 All committee reports are reviewed by the PHPS Manager and a representative of the Councils legal services to ensure compliance with this policy and ensure a consistent approach is being taken.

4.2.4 Convictions during the period of a licence

4.2.4.1 Where offences leading to conviction are committed by licensed Operators, it is important, in the interests of consistency and transparency that a procedure is in place to consider what effect this should have on their licence.

4.2.4.2 Accordingly, Operators who are convicted for any criminal offence during the period of their licence, must disclose the conviction as well as any penalty imposed, in writing to the Authority without delay, and in any event within 72hrs.

4.2.4.3 Where any Operator fails to notify the Authority of any convictions this may result in prosecution or referral to the Committee, or both.

~~4.2.4.4 Where the Authority is made aware of any matter that would question an Operator's on-going status as a fit and proper person this may result in prosecution or referral to the Committee, or both. Furthermore, it is not the responsibility of the Committee to determine the innocence or guilt of an existing licensed Operator in relation to any offence and/or issue of concern, but instead on a balance of probabilities whether the existing licensed driver is still a 'fit and proper person' to be licensed as a Private Hire Driver and~~

~~satisfy the Authority's duty in respect of public safety. When determining such matters, the Committee will use the following test as the basis for its decision:~~ The authority may review whether an Operator remains a fit and proper person at any time during the period of the licence. In making that assessment, the Authority may have regard to compliance with licence conditions, cooperation with lawful enquiries, safeguarding arrangements, complaints, management systems, record keeping and any other information relevant to the protection of the public. It is not the responsibility of the Committee to determine the innocence or guilt of an existing licensed Operator in relation to any offence or issue of concern, but instead to determine, on the balance of probabilities, whether the Operator remains a fit and proper person to hold an Operator's Licence and whether the Authority's duty to protect the public continues to be satisfied.

"Would I be comfortable providing sensitive information such as holiday plans, movements of my family or other information to this person, and feel safe in the knowledge that such information will not be used or passed on for criminal or unacceptable purposes?"²⁰

4.2.4.5 Failure to cooperate with lawful enquiries, investigations or requests for information made by the Licensing Authority, or any other relevant enforcement or regulatory body acting within its statutory functions, may be taken into account when determining whether an Operator remains a fit and proper person to hold an Operator's Licence.

4.2.4.6 An Operator's licence is issued for up to 5 years, therefore, in order to avoid undue delay in applying this policy ('the DBS policy') to existing licence holders, it will be applied from the anniversary of the issue of the licence following adoption of this policy and annually thereafter. The DBS policy will apply to all new applicants following the formal adoption of the policy.

4.3. Management of a business operated by a licensed Private Hire Vehicle Operator

4.3.1 A licensed Operator must notify the Council in writing within 7 calendar days of any material change affecting the licence during its validity, including a change in financial circumstance which may impact on the future viability of the business.

4.3.2 The operator must not at any time operate more private hire vehicles than are specified on his/her licence without the prior consent of the council and by applying to increase the number of vehicles allowed to be operated on his/her licence. Each licensed vehicle must be formally attached to the PHO licence before it commences work for that business.

4.3.3 A licensed operator must inform the council in writing if they are going to be absent from the day to day running of the operator's business for a period of 1 month or more. In doing this, the operator must give the name of the person that will be responsible for the running of the business on their behalf. The individual named must have relevant experience and understanding of private hire law and the Council's private hire licensing policy to ensure effective running of the business.

4.4. Employees

4.4.1 Given the amount of sensitive information Operators hold about their customers it is appropriate that any person employed or otherwise used by

the Operator (based within the UK) in the conduct of their business is also subject to scrutiny. To this end, all Operators shall maintain an up to date list of the names of persons where employed or otherwise under their direct control and used in connection with

bookings or vehicle deployment, and maintain that list for a minimum period of one year. This list must be accompanied by a signed declaration from the Operator that he/she is satisfied that they have taken the appropriate steps (carried out Basic DBS checks etc.) to ensure those persons employed are safe and suitable to undertake work for the Operator, taking account of the potential risks to the travelling public outlined above. That list must be made available to licensing officers upon reasonable request.

- 4.4.2 In providing this information, the Operator takes responsibility to ensure his/her employees are safe and suitable to undertake duties on behalf of the Operator in ensuring the safety of the travelling public. The Operator will remain ultimately accountable in this regard. It is not the responsibility of the Authority to undertake any checks and/or attest to the safety and suitability of any persons employed or otherwise used by an Operator.
- 4.4.3 The list must be constantly updated as any changes to personnel occur.
- 4.4.4 If any person named on the list is found not be safe or suitable to carry out the work of the Operator, the matter will be referred to the Committee for determination. The Operator will be held accountable and required to demonstrate that they undertook all reasonable steps to ensure the person was safe and suitable to carry out work on behalf of the Operator. Whether a person is deemed safe and/or suitable will be determined on its merits taking account of the principles contained in Paragraphs 4.2.3.1 to 4.2.3.3. In addition, the Authority considers appropriate training for such persons as an important factor in demonstrating their safety and suitability. Such training should include safeguarding issues and customer care.

4.5. Recording of Bookings

- 4.5.1 Being a licensed PHV Operator is a legal provision for the invitation or acceptance of bookings, provided by a driver, for hire or reward. The acceptance of bookings may be provided for through a variety of methods, such as, in person, by telephone, text, email, internet, smart phone app, in writing, or by any other communication means (it should be noted that 40% of bookings are currently made via an App). **Where bookings are accepted or managed electronically, including by means of a website, smartphone application or automated dispatch system, the Operator remains responsible for ensuring that all records required by this policy are accurately created, retained and capable of being produced to the Licensing Authority upon request.**
- 4.5.2 As an operator a record will need to be maintained of all bookings that before the commencement of a journey must show, as a minimum:
 - 1. The time of the request and booking
 - 2. The name of the passenger

3. The pickup point
4. The destination
5. Details of the driver (full name and driver licence number)
6. The vehicle registration number
7. The method of booking and where so employed the name of any individual that responded to the booking request.
8. The method of dispatch and where so employed The name of any individual that dispatched the vehicle.
9. Booking reference
10. The date and time at which the booking was allocated or dispatched to the driver.
11. Where a booking has been subcontracted to another licensed Private Hire Operator pursuant to section 55A of the Local Government (Miscellaneous Provisions) Act 1976, the identity of the receiving operator and the date and time the booking was subcontracted.
12. Sufficient records to demonstrate that any subcontracting arrangement was undertaken lawfully.

4.5.3 ~~All such records must be retained for a minimum of 6 months and made available to an authorised officer for inspection.~~ All such records must be retained for a minimum of **12 months** and must be capable of being produced to an authorised officer of the Licensing Authority within a reasonable period upon request. Records may be maintained electronically or in hard copy, provided they are readily accessible and capable of being reproduced in a legible format.

4.6. Re-Licensing of an Operator's Licence (renewal)

- 4.6.1 It is not the responsibility of the Licensing Authority to remind a licence holder when their licence is due to expire, however, Chelmsford City Council will endeavour to issue a 'reminder' to existing licence holders when a licence is due for renewal. However, in all cases, it is the licence holder's responsibility to ensure that licences are renewed prior to their expiry.
- 4.6.2 If a licence holder fails to reapply for the Operator's Licence on or before the respective expiry date, the licence will lapse and become invalid. Licence holders should note that if they allow their licence to expire, they will be required to make a new application in full. This will obviously incur a potentially significant time delay and therefore the cost implications of failing to renew a licence could be significant as the business would be unable to operate until the licence is granted. Licence holders are therefore strongly advised to ensure that they seek to relicence their operation prior to the expiry date. If the licence holder is aware of any reason that they may not be able to renew their licence before expiry, they must inform Licensing officers immediately.

Appendix A

Glossary

Applicant	Person or business who has submitted an application for either a grant or renewal of a licence
Assistance Dog	A dog which is trained to assist people with disabilities to help them with their day to day life
Authorised Officer	A council officer who is authorised by the Council to exercise powers and duties conferred by legislation on their behalf
Badge	Issued to all licensed drivers and must be worn when working as a licensed driver
Byelaws Carriage drivers	Locally adopted 'conditions' applicable to Hackney
Conditions	Mean the conditions of licence applied by the council to a Driver's licence, an Operator's licence or a vehicle licence.
Controlled District	Boundary area of a local authority which has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976 or the Town Police Clauses Act 1847
Date of First Registration	Date shown as the date of first registration on the vehicles V5 registration document issued by DVLA
DBS & eDBS Barring Service	Disclosure & Barring Service & Electronic Disclosure
DfT Department for Transport	
Driving licence	Full GB driving licence issued by DVLA or, EEA driving licence or, acceptable equivalent as defined by DVLA or appointed agency
DVLA Driver and Vehicle Licensing Agency	
DVSA Driver and Vehicle Standards Agency (which replaced VOSA in 2014)	
Ex-parte	Without one party being present
Tariff Card	A card that must be displayed in vehicles that are fitted with a taximeter that indicates the maximum authorised fare to be charged for distance travelled, waiting time and soiling charge and the licence plate number
Hackney Carriage Vehicle	A vehicle licensed under the 1847 Act commonly referred to as a taxi
ICO Information Commissioners Office	
IOL Institute of Licensing	
Issues log	A log to record matters arising that highlight need for policy or that seek clarification

LGA Local Government Association

Licensing Authority Council Licensing	Means the licensing function within Chelmsford City
Regulatory Committee	The committee which determine licensing matters as set out in the council's constitution
Licensed Driver	A driver licensed by the Council under the 1847 Act to drive a Hackney Carriage vehicle or under the 1976 Act to drive a Private Hire vehicle
Licence Plate	The plate a licensed vehicle must display which shows the licence number, the maximum number of persons permitted to be carried, expiry date, vehicle registration number, and make and colour of vehicle
Licensed Vehicle	A vehicle which is licensed by the council under 1847 Act as a Hackney Carriage or licensed under the 1976 Act as a private hire vehicle
Operator	The business, which invites and accepts bookings A person or business licensed to accept and dispatch bookings for private hire journeys for private hire work
PHPS Public Health & Protection Services	
PIDA Public Interest Disclosure Act 1998 (whistleblowing)	
Private Hire Door Stickers	Door stickers that must be affixed to the rear doors of private hire vehicles that displays 'Private Hire vehicle – Must be pre- booked'
Private Hire Vehicle	A vehicle licensed under the 1976 Act
Proprietor	Registered owner or part owner of a vehicle
PSV Public Service Vehicle	
Quasi-Judicial	A non-judicial body which can interpret law A decision-making body exercising functions similar to those of a court or tribunal. For example the Regulatory Committee.
Road Traffic Acts	Including all associated legislation
Taxi	Usually refers to Hackney Carriage but can be generic term to include Private Hire vehicles
Taximeter	Device used for calculating the fare to be charged for the journey, by measuring distance travelled plus any time waiting. Fitted in all hackney carriage vehicles and some private hire vehicles
The 1847 Act	The Town and Police Clauses Act 1847 and the provisions

within

The 1976 Act	The Local Government (Miscellaneous Provisions) Act 1976 and the provisions within
The Council	Chelmsford City Council
The Equality Act	Equality Act 2010 in it reference to disabled persons Equality Act 2010, particularly in relation to disabled persons and accessibility duties.
Unitary Authority	A self-governing local authority that is not a part of the County Council
Update Service	A service a licence holder signs up to giving authorisation for multiple checks to the licensing Authority on paying an annual fee. authorisation for multiple DBS status checks by the licensing Authority upon payment of an annual subscription fee
WAV	Wheelchair Accessible Vehicle

APPENDIX B

The following documents support this policy and may be amended from time to time with or without reference to the Regulatory Committee. These documents are hyperlinked throughout the policy where read as an electronic version or can be found on the Council website.

Legislation & Guidance

- [Chelmsford City By-laws](#)
- [Miscellaneous provisions](#)
- [Deregulation Act](#)
- [DfT Guidance July 2020](#)
- [Summary of Common offences](#)

Licence conditions

- [Operator's Licence](#)
- [Hackney carriage vehicles](#)
- [Private Hire Vehicles](#)
- [Dual Driver Licence](#)
- [Vehicles – pre-licence criteria](#)
- [Limousine and specialty vehicles Conditions](#)
- [Private Hire plate exempt conditions](#)
- [Dual licence pre-licence criteria](#)
- Convictions policy

Vehicles

- [Mechanical Inspection Standards](#)
- [Mechanical Inspection process chart](#)

Drivers

- [Dress code](#)

- [Code of conduct](#)

General Information

- [Taxi rank locations](#)
- Contact information
- [Current table of fares \(Tariff\)](#)

Summary of Proposed Changes to the Taxi Licensing Policy

1. Purpose of the Review

The policy was last comprehensively reviewed in 2021. Since adoption there have been legislative developments, updates to national guidance, operational learning from enforcement activity, and policy developments across Essex licensing authorities. The review seeks to ensure the policy remains effective, legally robust, proportionate and aligned with current best practice.

2. Governance and Decision Making

Changes include:

- Clarification of the Authority's discretion when applying policy provisions.
- Clarification of circumstances where matters may be referred to the Regulatory Committee.
- Updated delegation provisions to reflect current management structures.
- Clarification of suspension and revocation decision making principles.
- Clarification of circumstances where previous licence revocations may affect future applications.
- General modernisation of committee hearing and appeal procedures.

Reason for change:

To improve transparency, consistency of decision making and legal robustness.

3. Safeguarding and Public Protection

Changes include:

- Strengthened wording confirming that protection of children and vulnerable adults is paramount.
- Additional safeguarding related information sharing provisions.
- Updated Disclosure and Barring Service requirements.
- Expanded requirements relating to overseas criminal record checks.
- Clarification of reporting obligations where concerns arise regarding licensed drivers.
- Additional provisions supporting referrals to safeguarding partners and the Disclosure and Barring Service where appropriate.

Reason for change:

To reflect current Department for Transport Statutory Taxi and Private Hire Vehicle Standards and reinforce public protection objectives.

4. Driver Licensing

Changes include:

- Clarification of driving licence eligibility requirements.
- Updated requirements relating to applicants who have lived outside the United Kingdom.
- Revised knowledge testing provisions.
- Clarification of English language competency requirements.
- Updated requirements relating to convictions, cautions, charges and disclosure obligations.
- Clarification of renewal and expired licence arrangements.
- Strengthened requirements concerning disclosure of previous licensing history.

Reason for change:

To ensure applicants are assessed against clear and consistent standards and to support the fit and proper person assessment.

5. National Register Checks (NR3)

Changes include:

- Expansion of policy provisions relating to use of the National Register of Taxi Licence Refusals, Revocations and Suspensions (NR3).
- Clarification of applicant disclosure requirements.
- Clarification of circumstances in which information may be recorded and checked.

Reason for change:

To align with national safeguarding expectations and reduce opportunities for unsuitable applicants to move between licensing authorities.

6. Complaints and Enforcement

Changes include:

- Updated complaints recording and investigation provisions.
- Clarification of anonymous and vexatious complaint handling.
- Strengthened obligations on operators and proprietors to maintain complaint records.
- Clarification of notification requirements where complaints indicate criminal conduct.
- Modernisation of enforcement provisions and associated wording.

Reason for change:

To improve regulatory oversight and support proportionate enforcement activity.

7. Vehicle Standards

Changes include:

- Review and modernisation of vehicle specification requirements.
- Amendments relating to vehicle appearance, signage and identification.
- Clarification of accessibility requirements.
- Updated provisions relating to replacement vehicles and licence administration.
- Review of vehicle age and environmental standards.
- Introduction of a new policy allowing certain historic non-wheelchair accessible Hackney Carriage Vehicle Licences that are surrendered, revoked, expired or lapsed to be reallocated to fully electric vehicles, including provisions requiring future replacement vehicles to remain fully electric.

Reason for change:

To ensure licensed vehicles remain safe, accessible and suitable for public use, whilst supporting fleet modernisation, encouraging the uptake of fully electric vehicles and contributing towards the Council's environmental objectives.

8. Operator Licensing

Changes include:

- Updated operator management requirements.
- Clarification of responsibilities regarding complaints and record keeping.
- Review of booking and business management standards.

- Additional safeguarding related responsibilities where vulnerable passengers are transported.

Reason for change:

To ensure operators maintain appropriate systems and controls.

9. General Drafting Amendments

Changes include:

- Removal of outdated references.
- Correction of typographical inconsistencies.
- Improved formatting and readability.
- Clarification of ambiguous wording.
- Improved consistency of terminology throughout the policy.

Reason for change:

To improve clarity and ease of interpretation.

Matters Considered During the Review but Not Recommended for Adoption

Driver Penalty Points Scheme

A driver penalty points scheme, similar to that operated by Brentwood Borough Council, was considered as part of the review.

Following consideration, officers do not recommend introducing such a scheme at this time. Existing enforcement powers already allow officers and the Regulatory Committee to take proportionate action ranging from advice and warnings through to suspension or revocation of licences. The introduction of an additional points-based enforcement mechanism is not considered necessary to achieve the policy objectives.

Vehicle Inspection Frequency

The frequency of licensed vehicle inspections was also reviewed.

Officers considered whether inspection frequencies should be increased. Having regard to the Authority's existing testing arrangements, vehicle standards, compliance history and available resources, no changes are proposed at this time.

Existing inspection arrangements are considered proportionate and continue to provide an appropriate level of assurance regarding vehicle safety and condition.

Once you've uploaded the full draft or I can search through the remainder of the document, I would tighten this considerably and convert it into a final committee-ready appendix cross-referenced to the specific paragraphs that have changed. That version would be suitable for direct inclusion in the Regulatory Committee agenda pack.