

<b>LICENSING COMMITTEE</b>	<b>AGENDA ITEM n/a</b>
<b>14 NOVEMBER 2013</b>	<b>PUBLIC REPORT</b>

Cabinet Member(s) responsible:	Cllr Marco Cereste	
Contact Officer(s):	Licensing Manager Adrian Day Strategic Regulatory Services Manager Peter Gell	Tel. 454437 Tel. 453429

## CHANGES IN THE LICENSING POLICY FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENSING

RECOMMENDATIONS	
<b>FROM : The Licensing Team Licensing Manager Adrian Day</b>	<b>Deadline date : N/A</b>
<p>The Committee is requested to approve the attached draft Conditions of Fitness and adopt these conditions as the "Peterborough Conditions of Fitness for Hackney Carriage Vehicles" as follows:</p> <ol style="list-style-type: none"> <li>1. To approve the above draft conditions with or without amendments; and</li> <li>2. To consider the possible exemptions available in relation to condition 13.3 (the requirement for the nearside occasional flip down seat to be of swivel type) as referred to in section 6 of this report and; <ol style="list-style-type: none"> <li>a. Agree the appropriate exemption/s; and</li> <li>b. Depending on the exemptions agreed, set a timeframe / implementation date.</li> </ol> </li> </ol>	

### 1. ORIGIN OF REPORT

- 1.1 This report is of a result of the Licensing Committees decision at a meeting held on Monday 29 July 2013 to approve specific models of the Peugeot E7 as suitable to be licensed as a Hackney Carriage Vehicle in Peterborough.
- 1.2 Following this decision there is a need for the council's Conditions of Fitness to be amended in order for the approved models of the E7 to be licensed.

### 2. PURPOSE AND REASON FOR REPORT

- 2.1 Following the approval from the licensing committee on 29 July 2013 for specific models of the Peugeot E7 to be licensed as Hackney Carriage Vehicles in Peterborough the existing Conditions of Fitness were amended and named the "Peterborough Conditions of Fitness for Hackney Carriage Vehicles" and are attached in draft form at (**Appendix A**).
- 2.2 In order for the Peugeot E7 to be licensed specific conditions within the existing Conditions of Fitness are required to be amended or removed to enable the vehicle to meet the specification required, the amended draft reflect the necessary changes.

- 2.3 It is essential that all policies are current and fit for purpose in order for any regulation to be effective. Therefore it is good practice to review policies on a regular basis in order for any policy to be appropriate and up to date and fit for purpose.
- 2.4 Officers have taken this opportunity to update the conditions in general to ensure that when adopted the “Peterborough Conditions of Fitness for Hackney Carriage Vehicles” will be appropriate and fit for purpose.
- 2.5 Following the committee’s decision the outcome will form part of the Peterborough City Council’s Taxi and Private Hire Licensing Policy and Guidance document.
- 2.6 This report is for the Committee to consider under its Terms of Reference No. 2.4.1.3 (a) “To exercise the functions of the authority as listed in Schedule 2.4.4, where these are not delegated to officers as listed at section 2.4.3, namely”, “hackney carriage and private hire vehicle licensing”.

**3. TIMESCALE**

Is this a Major Policy Item /Statutory Plan?	<b>No</b>
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**4. BACKGROUND INFORMATION**

- 4.1 All councils have different policies in relation to Hackney Carriage and Private Hire Vehicles in order to regulate the service in accordance with local requirements. A policy which is deemed appropriate in one locality may not meet the requirements or expectations within another locality.
- 4.2 It is good practice to review all policies from time to time in order to ensure that the policy adopted remains fit for purpose, takes in to account any changes in legislation, or to consider any other factors that may have an affect on the service to which the policy relates.
- 4.3 Peterborough City Council has various individual policies relating to Taxi and Private Hire Licensing many of which have remained unchanged for many years. Some of the aspects of licensing have been reviewed recently such as the vehicle age policy and the testing requirements for new driver applications.
- 4.4 Officers received a request from Allied Vehicles Ltd to review its policy in relation to the conditions of fitness for hackney carriage vehicles in order for the Peugeot E7 to be considered as suitable and fit for purpose to be licensed as a hackney carriage vehicle in Peterborough.
- 4.5 On 29 July 2013 after consideration the Licensing Committee approved the Peugeot E7 Short Wheel Base (SWB) SE and XS models as suitable to be licensed as Hackney Carriage Vehicles. The committee specified that the E7 must also be fitted with a hearing loop system and that the nearside occasional flip down seat must be of a swivel type to the physically impaired.
- 4.6 In order for the approved Peugeot E7 models to meet the councils criteria for Hackney Carriage Vehicles it is necessary to amend the Current Conditions of Fitness removing or changing those specifications where the E7 cannot comply.
- 4.7 The council originally adopted the Transport for London’s Condition of Fitness, formally known as the Public Carriage Office (PCO), vehicles only equipped with suitable wheelchair facility ramps and securing straps are approved; these vehicles being the LTI TX1, TX2, TX4, the Metro Triple T and the steering rear axle Mercedes-Benz Vito.
- 4.8 The newly drafted “Peterborough Conditions of Fitness for Hackney Carriage Vehicles” reflects the changes required in order to enable the Peugeot E7 to satisfy the criteria

required. In addition to this the conditions have been modernised and made appropriate to current regulatory requirements.

- 4.9 In order for a vehicle to be licensed as a Hackney Carriage in Peterborough it has to be of an approved type. Vehicles will need to meet the criteria set out in the “Peterborough Conditions of Fitness for Hackney Carriage Vehicles” and suitably equipped with wheelchair facility ramps and securing straps.

## 5. RELEVANT CONDITIONS OF FITNESS FOR APPROVAL

- 5.1 The conditions below are those which have been amended in order for the Peugeot E7 to be approved and licensed as a Hackney Carriage Vehicle. The condition number directly relates to the condition number in the newly drafted “Peterborough Conditions of Fitness”

### Condition 12.9

Where seats are placed facing each other, there must be a minimum space of 350mm (**previously 425mm**) between any part of the front of a seat and any part of any other seat which faces it, provided adequate foot room is maintained at floor level.

### Condition 16.1

The windows should maximise passenger visibility into and out of the vehicle. The top of the window line for front and side windows, when measured vertically to the top of the visible portion of the glass, must not be less than 750mm (**previously 780mm**) on any glass panel forward of or beside the seated passenger. The vertical distance is to be measured from the top of the uncompressed rear forward-facing passenger seat cushion to the first point of totally obscured glass.

### Condition 13.2

Occasional seats must be so arranged as to rise automatically when not in use. When not in use, they must not obstruct doorways.

*(previously read) Occasional seats must be so arranged as to rise automatically when not in use. They must be placed at least 40mm apart. When not in use, they must not obstruct doorways.*

- 5.2 The condition below has been removed as the turning circle requirement no longer exists follow the committees previous decision to approve the Peugeot E7.

*“The vehicle must be capable of being turned on either lock so as to proceed in the opposite direction without reversing between two vertical parallel planes not more than 8.535 metres apart”.*

## 6. OCCASIONAL FLIP DOWN SEAT – SWIVEL TYPE

- 6.1 The Licensing Committee’s decision on the 29 July 2013 to approve the Peugeot E7 as suitable to be licensed as a Hackney Carriage Vehicle included the requirement for the vehicle’s nearside occasional flip down seat to be of a swivel type. Therefore an appropriate condition has been added as below;

### Condition 13.3

The near-side occasional seat must be of swivel type in order to accommodate the needs of passengers with physical impairments

- 6.2 Occasional flip down swivel type seats are available on both the Peugeot E7 and newer models of the LTI vehicle, however they are not available on the Mercedes-Benz Vito. These are the 3 types of vehicles approved as suitable to be licensed as Hackney carriage Vehicles in Peterborough.
- 6.3 Due to the structural changes required and the costs involved it is unlikely that the

Mercedes-Benz Vito will be redesigned to provide this feature as an option in the near future, if at all. There are currently 9 Mercedes-Benz Vito's licensed as Hackney Carriage Vehicles in Peterborough.

- 6.4 It should be mentioned that many of the currently licensed Hackney Carriage Vehicles do not have the swivel seat fitted and it would be un-realistic to request a retrofit due to cost and practicality.
- 6.5 The committee is therefore requested to consider the above information and if they see fit issue exemptions to condition 13.3 where deemed appropriate or relevant.
- 6.6 The committee may decide to exempt all vehicles from this condition that were licensed prior to the new Conditions of Fitness being adopted, where the swivel seat is not installed. All existing licensed Hackney Carriage Vehicles that do not have a swivel seat will be able to remain in service.
- 6.7 The committee may decide to offer an exemption for the Mercedes-Benz Vito for a specific time frame which would allow time for the manufacturers / suppliers to explore the possibility of providing the swivel seat. If this is the case the committee should agree a timeframe in months.

The committee may decide to offer a permanent exemption which would allow new Mercedes-Benz Vito's to be licensed indefinitely and not comply with the condition; however it should be noted that this decision would most likely be seen as a commercial advantage in favour of Mercedes by the other manufacturers / suppliers and therefore this decision may be changed.

The committee may decide not to issue an exemption for the Mercedes-Benz Vito, this would mean that following the adoption of the new Conditions of Fitness newly presented Mercedes-Benz Vito's would no longer be suitable for licensing as a Hackney Carriage Vehicle.

- 6.8 Condition 13.3 including the suggested options for exemptions are listed below, exemption a. relates to existing licensed vehicles, exemption's b. and c. relate to the Mercedes-Benz Vito and should be either or, not both.

### **Condition 13.3**

The near-side occasional seat must be of swivel type in order to accommodate the needs of passengers with physical impairments, unless;

*THE FOLLOWING EXEMPTIONS ARE TO BE CONSIDERED BY THE LICENSING COMMITTEE AND WILL BE AMENDED OR DELETED AS APPROPRIATE*

- a. the vehicle was licensed prior to these Conditions of Fitness being adopted and this facility was not installed.*
- b. the vehicle is newly presented for licensing and this facility is currently not available as an option; where this is the case this condition will not be implemented for [ENTER NUMBER] months, and will apply to all newly presented vehicles for licensing from [ENTER DATE] (allowing manufacturers / suppliers time to comply).*
- c. the vehicle is newly presented for licensing and this facility is currently not available as an option; where this is the case this condition will not apply.*

## **7. RISKS**

- 7.1 Although there have been no risks identified with the adoption of the "Peterborough Conditions of Fitness for Hackney Carriage Vehicles" in general, it should be noted that particular consideration should be taken by the committee when agreeing any exemptions in relation to condition 13.3; insofar as creating any commercial advantages or disadvantages to vehicle suppliers.

## **8. ANTICIPATED OUTCOMES**

- 8.1 The Licensing Committee to formally adopt the “Peterborough Conditions of Fitness for Hackney Carriage Vehicles” and this will form part of the Taxi and Private Hire Licensing Policy / Guidance document.

## **9. REASONS FOR RECOMMENDATIONS**

- 9.1 To comply with statutory requirements regarding the regular review of licensing policies.
- 9.2 To consider the request received from Allied Vehicles Ltd to review the policy.
- 9.3 To ensure that the policies and procedures continue to be fit for purpose.

## **10. ALTERNATIVE OPTIONS CONSIDERED**

- 10.1 Retain the status quo.

## **11. IMPLICATIONS**

- 11.1 Financial – There are costs associated with undertaking a public consultation exercise, however there are also costs associated where a policy is challenged due to it not being fit for purpose.
- 11.2 Legal – Legal support has been provided by the council’s legal team regarding the provision of advice and guidance on taxi licensing matters and the requirements of the consultation. Some advice has also been provided by counsel.

## **12. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985)

The Local Government (Miscellaneous Provisions) Act 1976

The Town and Police Clauses Act 1847

Equality Act 2010

# **PETERBOROUGH CONDITIONS OF FITNESS FOR HACKNEY CARRIAGE VEHICLES**

## **Hackney Carriage Vehicle Specification and Type Approval**

### **SECTION A. APPROVED VEHICLES**

- 1.1 The following vehicles are approved by Peterborough City Council (the Licensing Authority) to be licensed as Hackney Carriage Vehicles: LTI TX1, TX2, TX4, Metro Triple T, the steering rear axle Mercedes-Benz Vito Mercedes Vito, and the Peugeot E7 SE and XS short wheelbase models.

### **SECTION B. VEHICLE APPROVAL**

- 2.1 No vehicle will be authorised as a Hackney Carriage Vehicle unless it conforms with the requirements as set out within this document unless; where justifiable reasons exist the committee may decide to approve the vehicle.
- 2.2 A vehicle must be new or under 3 years old (36 months) at the time it is first licenced and may be licensed up to 15 years of age; calculated from the date on which the vehicle was first registered under the Vehicle and Excise Registration Act 1994. The operating period being subject to compliance with the council's standard of fitness.
- 2.3 An application for the approval of a new type of Hackney Carriage vehicle must be made in writing to the Licensing Authority.
- 2.4 The applicant must study the Conditions of Fitness set out in Section C of this document and provide detailed specifications of the proposed vehicle, or vehicle conversion demonstrating that the vehicle meets the requirements of the Conditions of Fitness. It will also be necessary to arrange a preliminary inspection of the vehicle.
- 2.5 The applicant should address any current guidance issued by the Department for Transport (DfT) [or any replacement body if this should change] for the design of Hackney Carriage Vehicles and indicate to the Licensing Authority the extent to which those guidelines have been accommodated. In particular, applicants should demonstrate that they have taken account of current DfT guidance as regards ergonomic requirements for accessible taxis.
- 2.6 Arrangements must then be made to present the completed vehicle for inspection by the Licensing Authority. When presented, all associated equipment must be present for the inspection and testing of the vehicle; i.e. wheelchair ramps, straps etc. A declaration must be provided by the manufacturer or authorised person that the vehicle conforms to the law and is safe for use as a public carriage, together with a certificate of registration and summarised documentary evidence that the vehicle meets the Conditions of Fitness as stated in Section C of this document.
- 2.7 Any proposed structural alterations to the original specification must be submitted to the Licensing Authority for approval.
- 2.8 The approval of the vehicle will be determined by the Licensing Committee who will consider each application under its own merits. Although a vehicle may meet the criteria as set out by the Conditions of Fitness, where justifiable reasons exist the committee may decide after consideration not to approve the vehicle. Where a vehicle does not completely comply with the Conditions of Fitness, however justifiable reasons exist the committee may decide after consideration to approve the vehicle.

### **SECTION C. CONDITIONS OF FITNESS**

The Conditions of Fitness contained in Section C below became effective on (ENTER DATE), following the approval to adopt the conditions by the Local Authorities Licensing Committee at a meeting held on 14 November 2013.

### **3. General Construction**

- 3.1 Every new type of Hackney Carriage Vehicle must comply with the requirements of any Acts and Regulations relating to motor vehicles in force at the time of approval including the Motor Vehicle (Type Approval) Regulations 1980, and the Motor Vehicles (Construction and Use) Regulations 1984.
- 3.2 Every new type of Hackney Carriage Vehicle offered for approval must comply in all respects with British and European vehicle regulations and be “type approved” to the requirements of the M1 category of European Whole Type Approval Directive 70/156/EEC as amended. Those Hackney Carriage Vehicles which have not been “type approved” to the M1 category (e.g. conversions) must be presented with approved certification that the specific vehicle meets the requirements of those categories.
- 3.3 Vehicles offered for Hackney Carriage approval must be constructed in a way as to allow the carriage of disabled persons and must accommodate as a minimum a disabled person in a Department of Transport reference wheelchair in the passenger compartment.
- 3.4 No equipment and/or fittings, other than those approved by the Local Authority may be attached to, or carried on the inside or outside of the vehicle.
- 3.5 No modification may be carried out to a Hackney Carriage Vehicle without prior approval from the Licensing Authority.
- 3.6 Before considering any modification to a Hackney Carriage Vehicle, approval must be sought from the Licensing Authority.

### **4. Steering**

- 4.1 The steering wheel must be on the offside of the vehicle.

### **5. Tyres**

- 5.1 All tyres must comply with the relevant legislation and be marked accordingly.
- 5.2 Tyres must be of the designated size, speed and weight rating for that make and model of vehicle as prescribed by the vehicle manufacturer.

### **6. Brakes**

- 6.1 An anti-lock braking system is to be fitted.

### **7. Interior lighting**

- 7.1 Adequate lighting must be provided for the driver and passengers.
- 7.2 Separate lighting controls for both passenger and driver must be provided. In the case of the passenger compartment, an illuminated control switch must be fitted in an approved position. This must be within reach of wheelchair passengers. Lighting must also be provided at floor level to each passenger door and be activated by the opening of the doors.

### **8. Electrical Equipment**

- 8.1 Any additional electrical installation and/or after-market components to be used within the taxi must meet the requirements of the relevant Automotive Electro Magnetic Compatibility (EMC) Directive, as amended, and be marked accordingly.

## **9. Fuel Systems**

- 9.1 Any engine powered by liquid petroleum gas (LPG), compressed natural gas (CNG), liquid natural gas (LNG), petrol or any combination of these fuels must be fitted with an automatic inertia fuel cut off device.

## **10. Exhaust emissions standards**

- 10.1 New taxi models must meet the current and relevant EC Directive for exhaust emissions, i.e. the respective Euro standard. Current, approved, taxi models must meet prescribed emissions standards.

## **11. Body**

- 11.1 The body must be of the fixed head type with a partially glazed partition separating the passenger from the driver.
- 11.2 The overall length must not exceed 5 metres. This is essential for determining the size of taxi ranks, other pick-up points in Peterborough's city centre.

## **12. Facilities for the disabled**

- 12.1 Every taxi must be equipped to approved standards in order that wheelchair passengers may be carried.
- 12.2 Approved anchorages must be provided for wheelchair tie downs and the wheelchair passenger restraint. These anchorages must be either chassis or floor linked and capable of withstanding approved dynamic or static tests. Restraints for wheelchair and occupant must be independent of each other.
- 12.3 Anchorages must also be provided for the safe stowage of a wheelchair when not in use, whether folded or otherwise, if carried within the passenger compartment. All anchorages and restraints must be so designed that they do not cause any danger to other passengers.
- 12.4 The door and doorway must be so constructed as to permit an unrestricted opening across the doorway of at least 75cm. The minimum angle of a hinged door when opened must be 90 degrees.
- 12.5 The clear height of the doorway must be not less than 1.2 metres.
- 12.6 Grab handles must be placed at door entrances to assist the elderly and disabled. All grab handles must be in a contrasting colour.
- 12.7 The top of the tread for any entrance should normally be at floor level of the passenger compartment and comply with the following requirements:
- a. be not more than 380 mm from the ground, (measured at the centre of the tread width);
  - b. the surface shall be covered in a slip-resistant material;
  - c. have a band of colour across the entire width of the edge which shall contrast with the remainder of the tread and floor covering.

Should any entrance be more than 380 mm from the ground, an external interim step must be made available when the associated passenger door is opened and comply with the following requirements-

- a. not be more than 380 mm in height from the ground, (measured at the centre of the step width);
- b. not be less than 250 mm deep;
- c. the surface shall be covered in a slip-resistant material;
- d. have a band of colour across its leading edge which shall contrast with the remainder of the step and floor covering;
- e. not be capable of operation whilst the vehicle is in motion;
- f. if automatic or powered, be fitted with a safety device which stops the motion of the step if the step is subject to a reactive force not exceeding 150N in any direction and if that motion could cause injury to the passenger;
- g. can fold or retract so that it does not project beyond the side face of the vehicle and the vehicle is not capable of being driven away unless the step is so folded or retracted.

12.8 The vertical distance between the highest part of the floor and the roof in the passenger compartment must not be less than 1.3 metres.

12.9 Where seats are placed facing each other, there must be a minimum space of 350mm between any part of the front of a seat and any part of any other seat which faces it, provided adequate foot room is maintained at floor level.

12.10 Where all seats are placed facing to the front of the vehicle, there must be clear space of at least 66cm in front of every part of each seat squab, measured along a horizontal plane at the centre of the cushion.

12.11 A ramp for the loading of a wheelchair and occupant must be available at all times for use, as a minimum, at the nearside passenger door on all new vehicles presented for licensing. The ramp must have a safety lip, be 70cm wide, as a minimum, and comprise a single non-slip surface. It is desirable for this facility to be available at the offside passenger door also. An adequate locking device must be fitted to ensure that the ramp does not slip or tilt when in use. Provision must be made for the ramp to be stowed safely when not in use.

### **13. Passenger compartment**

13.1 Occasional seats must be at least 40cm in width and the distance from the back of the upholstery to the front edge of the seat must be not less than 35.5cm.

13.2 Occasional seats must be so arranged as to rise automatically when not in use. When not in use, they must not obstruct doorways.

13.3 The near-side occasional seat must be of swivel type in order to accommodate the needs of passengers with physical impairments, unless;

*THE FOLLOWING EXEMPTIONS ARE TO BE CONSIDERED BY THE LICENSING COMMITTEE AND WILL BE AMENDED OR DELETED AS APPROPRIATE*

- d. the vehicle was licensed prior to these Conditions of Fitness being adopted and this facility was not installed.*
- e. the vehicle is newly presented for licensing and this facility is currently not available as an option; where this is the case this condition will not be implemented for [ENTER NUMBER] months, and will apply to all newly presented vehicles for licensing from [ENTER DATE] (allowing manufacturers / suppliers time to comply).*
- f. the vehicle is newly presented for licensing and this facility is currently not available as an option; where this is the case this condition will not apply.*

13.4 The rear seat dimensions must be adequate to carry the appropriate number of adult passengers comfortably.

13.5 Suitable means must be provided to assist persons to rise from the rear seat with particular attention to the needs of the elderly and disabled.

- 13.6 Lap and diagonal seatbelts must be fitted on all seats (including rear facing seats).
- 13.7 Colour contrasting sight patches are required on all passenger seats.
- 13.8 Head restraints must be fitted for all (forward and rear facing) seats. The design of headrests should maximise rear sightlines for the driver when any of the passenger seats are not occupied.
- 13.9 An induction loop system (or equivalent) must be fitted.

#### **14. Driver's compartment**

- 14.1 The driver's compartment must be so designed that the driver has adequate room, can easily reach, and quickly operate, the controls.
- 14.2 The controls must be so placed as to allow reasonable access to the driver's seat and, when centrally placed, controls must be properly protected from contact with luggage.
- 14.3 Every vehicle must be provided with an approved means of communication between the passenger and the driver. If a sliding window is fitted on the glazed partition, the maximum width of the opening must not exceed 11.5cm.
- 14.4 Where a single-piece glazed partition is fitted, a facility must be provided for making payment to the driver.

#### **15. Visibility - Driver**

- 15.1 A single-piece, full width rear window must be fitted. The design of headrests should maximise rear sightlines for the driver when any of the passenger seats are not occupied.

#### **16. Visibility - Passenger**

- 16.1 The windows should maximise passenger visibility into and out of the vehicle. The top of the window line for front and side windows, when measured vertically to the top of the visible portion of the glass, must not be less than 750mm on any glass panel forward of or beside the seated passenger. The vertical distance is to be measured from the top of the uncompressed rear forward-facing passenger seat cushion to the first point of totally obscured glass.
- 16.2 The bottom of the window line for front and side windows must be low enough to afford passengers adequate visibility out of the vehicle.
- 16.3 A proportion of the window area in the passenger compartment must be available for opening by the seated passenger.
- 16.4 Windows must permit maximum visibility into, and out of, the vehicle. They must have no more than 25% tint value.
- 16.5 Passenger windows must be capable of being opened easily by passengers, including those in wheelchairs, when seated. The control for opening a window must be clearly identified to prevent it being mistaken for any other control.

#### **17. Heating and ventilation**

- 17.1 An adequate heating and ventilation system must be provided for the driver and passengers and means provided for independent control by the driver and the passengers. All switches must be within easy reach of seated passengers, including those in wheelchairs.

#### **18. Door fittings**

- 18.1 An approved type of automatic door securing device must be fitted to passenger doors to prevent them being opened when the vehicle is in motion.
- 18.2 When the vehicle is stationary, the passenger doors must be capable of being readily opened from the inside and outside of the vehicle by one operation of the latch mechanism.
- 18.3 The door must not open from the inside if the driver has the foot brake depressed.
- 18.4 The interior door handle must be clearly identified to prevent it being mistaken for any other control.

**19. Fare table and number plate**

- 19.1 A frame must be provided for the fare table and fixed in an approved place. A position for an interior number plate is to be provided with the words "The number of this taxi is...." shown immediately above the position of the plate.

**20. Floor covering**

- 20.1 The flooring of the passenger compartment must be covered with a slip resistant material, which can be easily cleaned.
- 20.2 The floor covering must not impede the movement of wheelchairs. The colour of the floor covering must contrast with any up-stand areas around it and with the colour of the seats.

**21. Luggage**

- 21.1 Suitable dedicated provision for the secure carriage of luggage must be made, separated from the passenger compartment and proportionate in size to the number of passengers carried.

**22. Taximeter**

The vehicle shall be provided with a taximeter which must be so constructed, attached and maintained as to comply with the requirements of the Council:-

- a. all taximeters must be calendar controlled, approved and sealed by the City Council Taxi Enforcement Section.
- b. the taximeter shall be fitted with a key, flag, or other device, the turning of which will bring the machinery of the taximeter into action and cause the word "HIRED" to appear on the face of the taximeter and cancel any external "For Hire" sign;
- c. such key, flag or other device shall be capable of being locked in such a position that the machinery of the taximeter is not in action and that no fare is recorded on the face of the taximeter;
- d. when the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in clearly legible figures a fare not exceeding the rate or fare which the proprietor or driver is entitled to demand and take for the hire of the vehicle by distance/time;
- e. the word "FARE" shall be printed on the face of the taximeter in plain letters so as clearly to apply to the fare recorded thereon;
- f. the taximeter shall be so placed that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the vehicle and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring;
- g. the taximeter and all the fittings thereof shall be so affixed to the vehicle with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances;
- h. the taximeter affixed to the vehicle shall be appropriately set to ensure that the Council's hackney carriage fare scale currently in force in the City is recorded thereon.

**23. Taxi Roof Sign**

- 23.1 A "Taxi" roof sign approved by the council must be fitted and be clearly visible daytime and night time when the taxi is available for hire.

**24. Radio Equipment**

- 24.1 Where equipment for the operation of a two-way radio system is fitted to a taxi, no part of the apparatus may be fixed in the passenger compartment or in the rear boot compartment if LPG tanks or equipment are situated therein.
- 24.2 Any other radio equipment, either in the passenger or driver compartment, must be approved by the council.

**25. Electrical Equipment**

- 25.1 Any additional or non-standard electrical installation to the original vehicle must be installed and tested by a professional installer and be protected by a suitably rated fuse. Any additional installation must comply with all relevant regulations.