

**REGULATORY AND APPEALS COMMITTEE 16 APRIL 2009**

<b>Title of paper:</b>	Hackney Carriage Vehicles – Peugeot E7 and TW200	
<b>Director(s)/ Corporate Director(s):</b>	Michael Williams Corporate Director Community and Culture	<b>Wards affected:</b> All
<b>Contact Officer(s) and contact details:</b>	Jim Mortell 0115 9156543 <a href="mailto:Jim.mortell@nottinghamcity.gov.uk">Jim.mortell@nottinghamcity.gov.uk</a>	
<b>Other officers who have provided input:</b>	Ann Barrett Senior Solicitor	
<b>Relevant Council Plan theme(s):</b>		
Choose Nottingham		X
Respect for Nottingham		
Transforming Nottingham's Neighbourhoods		
Supporting Nottingham People		X
Serving Nottingham Better		X
<b>Summary of issues (including benefits to customers/service users):</b>		
<p>Members are asked to determine whether the Councils current Hackney Carriage specification should be amended to include two additional types of vehicle, the Peugeot E7 and TW200. The vehicles are supplied with equipment levels which vary according to the model specified. Brochures for both vehicles will be available for Members to view at the meeting. Vehicles can be supplied in the Councils required hackney carriage colour of British Racing Green</p>		
<b>Recommendation(s):</b>		
<b>1</b>	The Councils Hackney Carriage specification be amended to include the Peugeot E7 and TW200 (both short and long wheelbases) where the vehicles have a registration date of no earlier than the date of this meeting and are supplied with an underfloor ramp	
<b>2</b>	That in order to assess the impact of these vehicles on the service provided, a minimum period of 12 months elapse before this Committee consider amending the hackney carriage specification further to allow any other type of vehicle to be licensed as hackney carriages.	

## **1 BACKGROUND**

- 1.1 Under Section 47 of the Local Government (Miscellaneous Provisions) Act 1976 a Council may require the hackney carriages it licences to be of such design and appearance or bear such distinguishing marks as shall clearly distinguish it as a hackney carriage.
- 1.2 In 1990 the Council first introduced its policy requiring all Hackney Carriages licensed by the City Council to be of a type approved by the London Public Carriage Office, wheelchair accessible and British Racing Green in colour. This policy withstood a challenge by way of appeal and was phased in over a number of years with all hackney carriages conforming to this requirement since 1995. This policy has been varied once to allow Jubilee Automotive Group Mercedes and Fiats (which are not approved by the London Public Carriage Office) to be licensed as in all other respects these vehicles were felt to meet the needs of the travelling public and the Council and to be suitable as wheelchair accessible hackney carriages. In effect this means that the Council now licence London Taxis International, Metrocab and specified Jubilee Automotive Group vehicles.
- 1.3 The E7 and TW200 vehicles have been seen by Officers and it is felt that it is possible to maintain current high standards whilst providing a wider choice of vehicles both for proprietors and the public. The E7 and TW200 can both seat up to 6 passengers. They are available in short wheel base (4805mm) and long wheelbase (5135mm) versions and are 2194mm wide (including mirrors) and have European Whole Type Approval. Wheelchair bound passengers can gain access via side doors, colour coded handles for visually impaired passengers and an induction loop for those with hearing difficulties are all provided. There is also a full partition separating the driver and passenger compartments for comfort/security of drivers/passengers, For these reasons the vehicles are felt to be acceptable despite the fact that they are not approved by the London Public Carriage Office as long as the vehicles are supplied with an underfloor ramp for the purpose of wheelchair access.

## **2 REASONS FOR RECOMMENDATIONS (INCLUDING OUTCOMES OF CONSULTATION)**

- 2.1 Additional models of vehicles licensed as hackney carriages will provide both passengers and proprietors with an increased choice of vehicle to hire/purchase. Whilst the vehicles do not have London Public Carriage Office approval the Council is entitled to depart from its policy if it has good reason to, and the Council has already done so in the past. These vehicles are felt to adequately meet the needs and safety requirements of the travelling public so as to enable a departure from the Policy to be justified.
- 2.2 The vehicles have European Whole Type approval
- 2.3 Comments from trade representatives will be added here.

## **3 OTHER OPTIONS CONSIDERED IN MAKING RECOMMENDATIONS**

- 3.1 Retaining current licence requirements is an option. However, the Metrocab vehicle which is currently included in the Council's specification is no longer manufactured. It is felt that the inclusion of the two new vehicle types in the Council's specification will therefore maintain a choice of vehicle available for the Trade to purchase whilst

meeting the needs and safety requirements of the travelling public.

**4 FINANCIAL IMPLICATIONS (INCLUDING VALUE FOR MONEY)**

4.1 There are no direct financial implications or value for money issues arising from this report.

**5 RISK MANAGEMENT ISSUES (INCLUDING LEGAL IMPLICATIONS, CRIME AND DISORDER ACT IMPLICATIONS AND EQUALITY AND DIVERSITY IMPLICATIONS)**

5.1 Wheelchair bound passengers can gain access via side doors, colour coded 'grab' handles for visually impaired passengers and an induction loop for those with hearing difficulties are available. There is also a full partition separating the driver and passenger compartments for comfort/security,

**6 LIST OF BACKGROUND PAPERS OTHER THAN PUBLISHED WORKS OR THOSE DISCLOSING CONFIDENTIAL OR EXEMPT INFORMATION**

6.1 None

**7 PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT**

7.1 None