Brighton & Hove City Council

Licensing Committee (Non-Licensing Act 2003 Functions)

Title:	**Licensing Committee (Non Licensing Act 2003 Functions)**
Date:	**1 March 2018**
Time:	**3.00pm**
Venue	**Hove Town Hall, Council Chamber - Hove Town Hall**
Members:	**Councillors:** O'Quinn (Chair), Morris (Deputy Chair), Hyde (Opposition Spokesperson), Deane (Group Spokesperson), Bell, Cattell, Cobb, Gilbey, Hill, Horan, Lewry, Page, Phillips, Simson and Wares
Contact:	**Penny Jennings** Democratic Services Officer 01273 291065 penny.jennnings@brighton-hove.gov.uk

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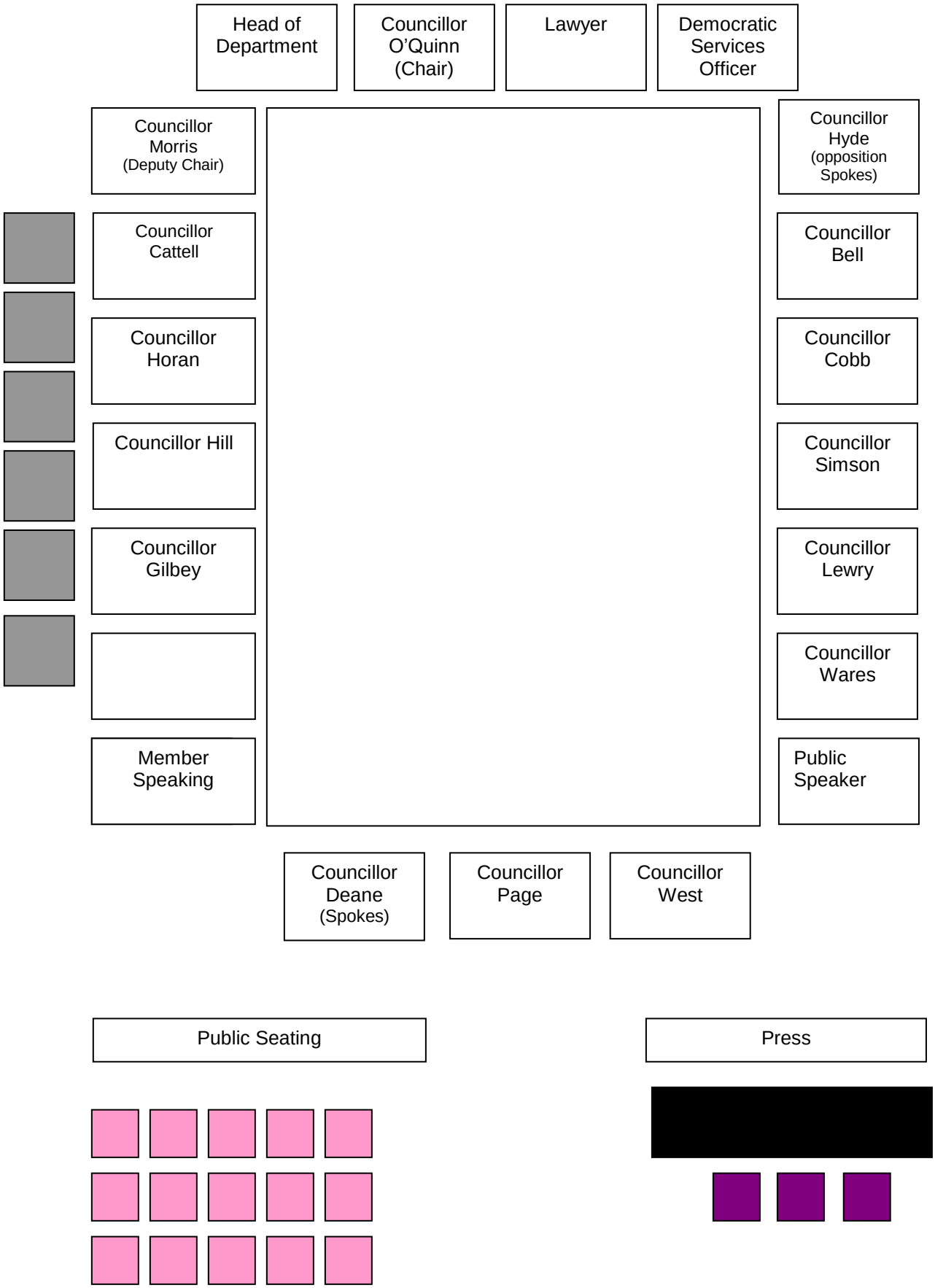

AGENDA

Part One **Page**

21 PROCEDURAL BUSINESS

(a) Declaration of Substitutes: Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.

(b) Declarations of Interest:

(a) Disclosable pecuniary interests
(b) Any other interests required to be registered under the local code;
(c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare
(i) the item on the agenda the interest relates to;
(ii) the nature of the interest; and
(iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

(c) Exclusion of Press and Public: To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: *Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.

22 MINUTES OF THE PREVIOUS MEETING **1 - 8**

Minutes of the meeting held on 23 November 2017 (copy attached)

23 CHAIR'S COMMUNICATIONS

24 CALLOVER

(a) Items (25 – 28) will be read out at the meeting and Members

invited to reserve the items for consideration.

(b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

25 PUBLIC INVOLVEMENT **9 - 12**

To consider the following matters raised by members of the public:

(a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself;
(b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on the 22 February 2018;
(c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 22 February 20118(to consider and note the Deputation received from the Secretary of the GMB Taxi Division in respect of Wheelchair Accessible Vehicles).

Note: Mr Peters will have the opportunity to speak for 5 minutes in support of the above Deputation.

26 MEMBER INVOLVEMENT

To consider the following matters raised by councillors:

(a) **Petitions:** to receive any petitions submitted to the full Council or at the meeting itself;
(b) **Written Questions:** to consider any written questions;
(c) **Letters:** to consider any letters;
(d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

27 HACKNEY CARRIAGE & PRIVATE HIRE EMISSIONS AND AGE POLICY **13 - 36**

Report of the Executive Director, Neighbourhoods, Communities and Housing (copy attached)

Contact Officer: Martin Seymour Tel: 01273 296659
Ward Affected: All Wards

28 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT & MONITORING **37 - 46**

Report of the Executive Director, Neighbourhoods, Communities and Housing (copy attached)

Contact Officer: Martin Seymour Tel: 01273 296659
Ward Affected: All Wards

29 ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to Council for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

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For further details and general enquiries about this meeting contact Penny Jennings, (01273 291065, email penny.jennnings@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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Date of Publication - Wednesday, 21 February 2018

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)	Agenda Item No 22 Brighton and Hove City Council

BRIGHTON & HOVE CITY COUNCIL

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

3.00PM 23 NOVEMBER 2017

HOVE TOWN HALL, COUNCIL CHAMBER - HOVE TOWN HALL

MINUTES

Present: Councillors O'Quinn (Chair), Morris (Deputy Chair), Hyde (Opposition Spokesperson), Deane (Group Spokesperson), Bell, Cattell, Cobb, Gilbey, Hill, Horan, Lewry, Page, Phillips, Simson and Wares

PART ONE

9 PROCEDURAL BUSINESS

9a Declarations of Substitutes

9.1 There were none.

9b Declarations of Interest

9.2 There were no declarations of interest in respect of any matter set out on the agenda.

9c Exclusion of Press and Public

9.3 The Committee considered whether the press and public should be excluded from the meeting during the consideration of any of the items listed on the agenda.

9.4 **RESOLVED:** That the press and public not be excluded from the meeting during consideration of any items contained in the agenda.

10 MINUTES OF THE PREVIOUS MEETING

10.1 **RESOLVED** – That the minutes of the Licensing Committee (Licensing Act 2003 Functions) Meeting held on 29 June be agreed and signed as a correct record.

11 CHAIR'S COMMUNICATIONS

Uber Update

11.1 The Chair, Councillor O'Quinn, confirmed that a decision had been made in respect of Uber by officers in consultation with herself and the two lead members, Councillor Hyde and Councillor Deane. The decision had been made to renew the licence for 6 months as they had considered it was necessary to see what transpired between TfL and Uber regarding Uber's appeal. A decision would be taken in the New Year on how to approach the licence renewal for Uber and it seemed likely that this would be decided by a panel, which meant it would be a public hearing. In the meantime it had been pleasing to see the large number of joint taxi enforcements that have been carried out between TfL and the Brighton and Hove Licensing team.

11.2 A training session had taken place with the highly regarded Jim Button at the end of October, this had been an especially helpful session which had been highly informative and had given all who had attended a greater insight into the current issues regarding taxi legislation.

11.3 The consultation carried out in relation to street trading with both the general public and street traders had received a good response and was to be considered elsewhere on the agenda for that days meeting. She had received 3 complaints in the last week about a food vending street trader parking on double yellow line in Goldstone Villas so she hoped that this matter, and others like it, would be resolved when that item was considered.

11.4 The Chair went on to say that she hoped members had noted the further information which had been provided on driver enforcement and monitoring matters. It had now been established that the most difficult matters would come to her as Chair and to the two lead members for discussion. If a matter was really serious and required immediate suspension then officers would come to members as soon as possible after they had taken action. She felt that this would allow members to have more insight into how enforcement, revocations etc. were dealt with.

11.5 An emergency taxi forum was to be held on the 20 December to discuss the emissions policy, as was of considerable significance for taxi drivers.

11.6 **RESOLVED –** That the content of the Chair's Communications be received and noted.

12 CALLOVER

12.1 All items on the agenda were reserved for discussion with the exception of Items 18, "Hackney Carriage Unmet Demand Survey and Consultation on Wheelchair Accessible Vehicle Provision" and 19, "Hackney Carriage and Private Hire Driver Enforcement and Monitoring" which were agreed without discussion.

13 PUBLIC INVOLVEMENT

13a Petitions

13.1 There were none.

13b Written Questions

13.2 There were none.

13c Deputations

13.3 There were none.

14 MEMBER INVOLVEMENT

14a Petitions

14.1 There were none.

14b Written Questions

14.2 There were none.

14c Letters

14.3 There were none.

14d Deputations

14.4 There were none.

15 STREET TRADING POLICY REVIEW

15.1 The Committee considered a report of the Executive Director of Neighbourhoods, Communities and Housing detailing the Street Trading Policy Review which had been undertaken.

15.2 It was noted that The Council's Street Trading Policy had been set by Members of Licensing Committee after extensive consultation in November 2009 and had last been considered at Licensing Committee at its meeting on 21 November 2013. At its meeting in June 2017, the Committee had considered a report requesting that consideration be given to re-designating some of the streets in Zones A & B and to prohibiting trading on yellow lines and where there were parking restrictions. The committee had noted the contents of report at that time and had recommended that officers should consult on amending conditions to prevent trading taking place on yellow lines and/or to otherwise contravene TROs (Traffic Regulation Orders) including parking restrictions. Legislation allowed for the Council to vary the conditions of a street trading consent as they consider reasonably necessary. Conditions might specify trading restrictions on yellow lines or parking restrictions.

15.3 Councillor Wares referred to the minutes where reference had been made to setting up a Member Working Group querying what the status of this now was. The Public Health, Licensing Lead, Jim Whitelegg confirmed that in the light of the consultation process, no changes were currently proposed. This would be monitored however and a Working

Group would be set up if changes were proposed. The Chair stated that she considered that the decision taken had been to review the conditions rather than to revisit the zones at the present time.

15.4 Councillor Wares stated that he considered it would be appropriate to continue with the existing arrangements but to monitor the situation and to make consider making further amendments to them in the light of the outcome of the monitoring being undertaken. He remained of the view that there should be the ability to set up a Cross Party Working Group should that be deemed appropriate.

15.5 Councillor Deane sought clarification regarding whether pizza vans and similar vehicles which were parked in order to trade fell within the sui generis class and it was confirmed that they did.

15.6 Councillor Morris sought clarification regarding the position if a trader parked on a pay and display bay with no plate on display. It was confirmed that constituted a highways offence and that the trader could be removed.

15.7 Councillor Simson enquired regarding renewal of licences and it was confirmed that they were renewable annually. The general consensus of the Committee was that pro-tem it would be appropriate to retain the existing arrangements in respect of Zone B, but to allow dispensations to be given in instances where this was considered appropriate.

15.8 A vote was taken and the Committee voted unanimously to the recommendations as set out.

15.9 **RESOLVED -** That the Committee approves the suggested varied conditions as listed below, in light of the consultation responses contained in Appendix B to the report. In relation to Zone B Members are in agreement that the existing time limits remain and that special dispensations may be given in instances where that is considered appropriate.

F The Trader shall operate in a manner which causes no nuisance, obstruction or danger to the Council or to the general public;

L The Trader shall be prohibited from trading on double yellow lines;

M The Trader shall be prohibited from trading in residential and shared pay display parking bays.

N The Trader shall be permitted to trade from pay and display parking bays providing they abide by any specified maximum waiting times and display a valid ticket for that bay.

In addition the suggested Time Limits for Zone B be removed or remain as a standard (8am-6pm) but we may accept special dispensation to depart from these times upon application in individual cases.

The above conditions to take effect immediately for new applications and upon renewal for existing traders.

16 LICENCE FEES 2018/2019

16.1 The Committee considered a report of the Executive Director of Neighbourhoods, Communities and Housing setting out for approval proposed licence fees and charges for 2018/19 relating to Street Trading, Sex Establishments and Sex Entertainment Licences, Gambling premises, taxi licensing and other licensing functions.

16.2 It was explained that in order to ensure that council tax payers were not subsidising work concerning licensing administration, income was raised by licence fees with the aim of covering the cost of administration of each regime within the constraints of regulation. Licence fees should not be used to raise surplus revenues. Officers had undertaken a further review of the way charges were calculated so that they were now based on the most recent detailed analysis of officer time in processing the different respective licences. The regulations applicable when setting fees was detailed as were the changes required to reflect changes in legislation and the outcome of relevant test cases.

16.3 Councillor Cobb sought clarification of how the figures set out had been arrived at given that some of the percentage increases arrived at seemed high, notwithstanding that she understood that the authority needed to ensure that council tax payers were not subsidising licensing administration.

16.4 Councillor Wares stated that whilst understanding the rationale for the proposed fees and generally supportive of it, he considered that the requirement for I year licence fees to increase by 20%, could be onerous, Councillor Simson concurred in that view. In answer to questions it was confirmed that this represented a very small number of drivers and on that basis, the view of Members was that the recommendations should be amended to reflect this.

16.5 In answer to questions, the Legal Adviser to the Committee, Rebecca Sidell, confirmed that the report did not need to be referred directly to Council; however, the Committees' decisions in respect of fees payable would be fed through to Full Council as part of the budget setting process.

16.6 In order to reflect the discussions which had taken place the Chair asked whether Members wished the first line of the officer recommendations to be amended and the first line deleted so that it now read:

"Hackney Carriage Vehicle Licence fee to increase by approximately 7%, all other fees to remain unchanged". Members confirmed that was their wish and voted unanimously in agreement with the revised recommendations as set out below.

16.7 **RESOLVED –** That the Committee approves the following licence fees:

(i) Hackney Carriage Vehicle Licence fee to increase by approximately 7%, All other fees to remain unchanged;

(ii) Sex entertainment venues and sex establishments fees – fees remain unchanged;

(iii) Street trading fees– remain unchanged; and

(iv) All Gambling Act 2005 fees – remain unchanged.

A list of agreed fees for 2017-18 and proposed fees for 2018-19 are included in Appendices 1-and 2 to the report.

17 PRIVATE HIRE PLATE EXEMPTION POLICY

17.1 Before proceeding to the formal consideration of the report at her discretion the Chair permitted Mr Andy Peters to speak on behalf of the GMB with reference to the proposed Private Plate Exemption Policy. With regards to the intention that a “generic” door sign be used, the trade at its last meeting with officers had specifically asked that the design include a telephone number, it did not appear that this would be the case and he requested clarification of any apparent discrepancy as it had been understood by the trade that this would be the case.

17.2 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing requesting that consideration be given to adoption of a formal policy with regard to determining applications for exemption from the requirement to display private hire vehicle licence plates also, approval of new door signs as allowed by section 75 of the Local Government (Miscellaneous Provisions) Act 1976.

17.3 It was explained that The Local Government (Miscellaneous Provisions) Act 1976 required Private Hire Vehicles to display an identification plate and for drivers of those vehicles wear a driver’s badge. The same legislation also allowed Brighton & Hove City Council to exempt vehicles from the need to display an identification plate and, where that exemption applied, there was a requirement to wear a Private Hire Driver badge. The council had seen an increase in the number of applications for Private Hire Vehicles (PHV) to be exempt from the requirement to display PHV Licence identity plates. Therefore a policy was needed to ensure a consistent approach was taken to ensure that the decision making process was a transparent and to ensure that public safety was not compromised.

17.4 In response to the issues raised by the trade, The Public Health Licensing Lead, Jim Whitelegg explained that in order to fulfil the stated policy objectives regarding public safety/vehicle identification but also to address and remove the opportunity for unintended consequences it was proposed that:

Council livery was mandatory (Council Logo, Pre-Booked statement) when undertaking bookings);
No individual operator identifiers permitted on any livery (name, phone number etc);
All cars will look the same, with clear markings for the public;
Magnetic signage to be permitted that can be removed when not working and a condition to be imposed on drivers to fix magnets when working.

17.5 **RESOLVED –** (1) That the Committee adopt the Private Hire Plate Exemption Policy as set out in appendix 1 to the report with effect from 1 January 2018; and

(2) That the Committee approve the generic Private Hire door sign set out in Appendix 2 to the report.

18 HACKNEY CARRIAGE UNMET DEMAND REPORT

18.1 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing requesting that Members give consideration to authorising officers to undertake a Hackney Carriage " Unmet Demand Survey" during 2018 in order to establish whether there was any unmet demand for Hackney Carriages.

18.2 It was noted that the survey would look at current policies and hackney carriage provision in the context of other similar authorities in England with particular emphasis on the level of wheelchair accessible provision and the percentage of wheelchair accessible vehicles in the fleet.

18.3 **RESOLVED –** (1) That the Committee approves the commission an unmet demand survey to be undertaken during 2018. Any survey and report to compare current policies and provision with similar authorities in England and to provide evidence in relation to the perceived or actual problem of availability of wheelchair accessible vehicles and the percentage of wheelchair accessible vehicles in the hackney carriage fleet including consultation with local stakeholders;

(2) That the Committee confirm their support for the current restricted numbers policy for hackney carriage vehicles with managed growth of five additional plates issued annually to wheelchair accessible vehicles; and

(3) That the Committee note that this policy will be reviewed following the outcome of the unmet demand survey.

19 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING

19.1 The Committee considered a report of the Executive Director of Neighbourhoods, Communities and Housing the purpose of which was to provide Members with an update on enforcement action taken against Hackney Carriage and Private Hire Drivers between 19 June 2017 and 9 October 2017.

19.2 **RESOLVED –** That the contents of the report be received and noted.

20 ITEMS REFERRED FOR COUNCIL

20.1 No items were referred to Council.

The meeting concluded at 4.35pm

Signed Chairman

Dated this day of

GMB BRIGHTON & HOVE TAXI SECTION

February 12 2018

Licensing Committee Meeting - March 2018

In order to ensure that all Brighton & Hove Licensed Operators running a fleet of 10+ vehicles have the responsibility of providing WAV's on demand and that all such Operators are treated equally the GMB Brighton & Hove Taxi Section requests that the following is placed on the Agenda for the Licensing Committee Meeting in March 2018 for Councillors consideration.

WAV Percentage for Brighton & Hove Licensed Operators

Current Condition

70.4 To ensure disabled passengers in wheelchairs receive an equal service any Operator operating **100** or more vehicles must ensure that at least 20% of their vehicles are wheelchair accessible

Proposed Amendment

70.4 To ensure disabled passengers in wheelchairs receive an equal service any Operator operating **10** or more vehicles must ensure that at least 20% of their vehicles are wheelchair accessible

Background

In 2015 the GMB… backed by the trade reps… made a proposal that all Licensed Operators with a fleet of **10+** vehicles undertook equal responsibility to provide WAV's to wheelchair users who wished to make a booking for one by ensuring that such Operators were 20% WAV compliant.

It is irrelevant whether the Licensed Operator has a fleet of only private hire cars or only hackney carriages or a mix of the two. Or whether the Licensed Operator is phone based.. online based.. or App based. All Licensed Operators consisting of a fleet of **10+** vehicles must be treated equally by the council.

Any Brighton & Hove Licensed Operator wishing to hold such a licence should be fully prepared to serve people who are wheelchair users in the city.

As far as the trade was concerned this proposal was presented to the Licensing Committee in November 2015 stating the figure of **10** when the Blue Book 4th Revision was on the Agenda at that time.

It was not until after the Blue Book 4th Revision was printed up some months later at a Trade Meeting that I noticed that the figure of **10** was changed to **100** and I considered this a simple typo,

I contacted Martin Seymour of the HCO who confirmed it was not a typo and the following shows the correspondence between us:

From: Andrew Peters [mailto:andrewpeters85@googlemail.com]
Sent: 26 October 2016 11:47 PM
To: Martin Seymour; Jim Whitelegg; Jacqueline O'Quinn
Cc: 'Mick Hildreth'; betterjon@hotmail.com; 'Andy Cheesman'; 'Tony Breslin'; 'Directors'
Subject: Blue Book Typo

Dear Martin

Further to the meeting on Wednesday where I quoted the Blue Book V4 stating:

'Procedure for Licensing a Private Hire Operator'

44 Section 70.4

"To ensure disabled passengers in wheelchairs receive an equal service any Operator operating 100 or more vehicles must ensure that at least 20% of their vehicles are wheelchair accessible."

Whilst reading this it occurred to me that this figure of '100' was a typo because this condition was proposed by the GMB.

I have now looked at the Draft that you sent me.. which is enclosed.. and the figure stated there is '10' which is what the GMB proposed.

Could you kindly confirm the figure should indeed be '10' as per the supplied Draft and not '100' as shown in the Blue Book v4

Thank you

With regards

Andrew Peters
Secretary
GMB Brighton & Hove taxi Section

From: Martin Seymour [mailto:Martin.Seymour@brighton-hove.gcsx.gov.uk]
Sent: 27 October 2016 09:28
To: Andrew Peters; Jim Whitelegg; Jacqueline O'Quinn
Cc: 'Mick Hildreth'; betterjon@hotmail.com; 'Andy Cheesman'; 'Tony Breslin'; 'Directors'
Subject: RE: Blue Book Typo protect

Hi Andrew

100 is not an error but what the Council decided was a reasonable starting number bearing in mind that only 13% of the PH fleet is wheelchair accessible and some existing operators could not comply.

Martin

Having checked the Minutes of the November 2015 Licensing Meeting I have not found anything that mentions any reason as to why that the figure of **10** was changed to **100** as explained in the correspondence to me.

To date nothing has been shown to the trade that provides proof that there was any open debate' between councilors that change the figure from **'10'** to '**100'** taking place as nothing is minuted showing this important alteration and I am very happy to still be provided with evidence to substantiate this should it be available.

What I did find was that the draft Blue Book 4th Revision that was presented to the council **already** had the figure of '**100'** showing. In this respect I cannot see that the figure of **'10'** was ever offered to the Licensing Committee for debate in the first place so I cannot see how this was explained to me as *"….what the Council decided was a reasonable starting number…."*

Importantly at no time was this alteration from '**10'** to '**100'** ever reported back to the Trade Forum and I seriously question the way this matter has been handled as this renders the Taxi Trade Forum meetings as irrelevant.

Question1: Was there a private meeting between councilors that resulted in the change of the figure of '**10'** to '**100'** prior to the Draft Blue Book 4th Revision being printed in the Agenda for presentation for the Licensing Meeting in November 2015?

Question 2: If there were no Councilors involved in the change of the figure of '**10'** to '**100'** then who took the decision to change this when Draft Blue Book 4th Revision as presented in the Agenda for the Licensing Meeting in November 2015?

I now refer to other 'Conditions of Licensing' that all Operators have to comply with which refers to the ***Equalities Act 2010 **Disability requirement being acknowledged and met ***Operator responding to request for appropriate vehicle ****Disability Monitoring information

Part F

Procedure for Licensing a Private Hire Operator

70. General

70.1 Operators must be licensed in the same district as the district in which they have their office, and only make use of drivers and vehicles that are also licensed in the same district for which they hold a licence.

70.2 Anyone who makes provision for the invitation or acceptance of bookings for a private hire vehicle must hold an operator's licence, (with the exception of those who only operate vehicles covered by section 75 of the Act of 1976). This means that any individual (group or company) which advertises the services of any private hire vehicle with the services of a driver for hire and reward, or has a mobile telephone, smart phone app or pager which is carried within a licensed vehicle then that driver and vehicle have made provision for the acceptance of bookings for hire and reward and will be required to hold a private hire operator's licence.

70.3 Brighton and Hove City Council are subject to duties under the *Equalities Act 2010 which includes the duties to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.

In relation to the Hackney and Private Hire as the licensing authority we are wishing to ensure that the needs and **requirements of those with a disability are being acknowledged and met.

Primary issues for the Council to take note of are:

• Mobility – this is being addressed by the introduction of wheelchair accessible cabs. It is noted that certain service users who may have mobility issues still prefer old style saloon cars. ***__An Operator should be able to respond as appropriate where a particular type is requested__
• Visual impairment - drivers to be aware that greater assistance will be required. As per the detail already included in this document.
• Hearing impaired – note should be taken that those with hearing difficulties should wherever possible be provided with a text service.
• Awareness of those with mental health issues.
• Awareness of those with learning disabilities.
• Training for drivers on disability awareness for instance not assuming that because someone is slurring speech that they are drunk as opposed to having neurological disorder.

70.4 To ensure disabled passengers in wheelchairs receive an equal service any Operator operating 100 or more vehicles must ensure that at least 20% of their vehicles are wheelchair accessible. (This to be amended as shown)

70.5 ****It is a requirement that the operators can on request provide monitoring information. What is required are figures on the numbers of journeys undertaken by those with an obvious disability or where one has been declared – personal information is not required. In addition where there has been an issue around a disability the details of that issue and what if any steps were taken to address that and prevent its reoccurrence.

This information will be required to be provided annually. Failure to do so may result in an Operators Licence being suspended or revoked

The trade now hopes that when taking all of this information into consideration that the Licensing Committee will now revert the current figure of **100** back to the original figure of **10** as supported by the trade in 2015 to ensure that all such Licensed Operators are 20% WAV compliant and have equal responsibility to wheelchair users in the city.

However... taking this further it has been stated that this matter should only be referred to at the next Unmet Demand Survey in 2018

Important Point:

By virtue of its licence an 'Operator' controls private hire cars and as such the activities of an 'Operator' has absolutely nothing to do with hackney carriages thus nothing to do with the Unmet Demand Survey so the Condition at 70.4 for WAV percentages should be treated entirely separately.

It is very important to keep in mind that an Unmet Demand Survey is there to calculate the number of hackney carriages available to the public in the street and on ranks and nothing to do with private hire companies.

The process of assessing the availability of WAV's from an Operator/ Private Hire Cab Company is nothing to do with the calculation of the amount of hackney carriages by virtue of the fact that in essence an Operator operates private hire vehicles

Nonetheless all hackney carriage Unmet Demand Surveys that have been undertaken over the years takes into account 'Mystery Shopping' which entails the contacting of an Operator/Private Hire Cab Company to assess availability of WAV's.

This should never take place and such contacting via 'Mystery Shopping' of Private Hire Companies to assess hackney carriage WAV numbers does not equate to any factor in an Unmet Demand Survey.

This important point has already be shared with Ian Millership who is undertaking the 2018 UDS.

Yet whilst there are very strong reasons not to include 'Mystery Shopping' of Private Hire Companies for WAV availability it is very much doubted that the council will make any changes for the next planned Unmet Demand Survey in 2018.

However what the council can do is ensure that all Brighton & Hove Private Hire Operators running fleets of **10+** vehicles are 20% WAV compliant.

If the council does not support this requirement then such 'Mystery Shopping' of Private Hire Cab Companies for WAV availability should be excluded from the next Unmet Demand Survey

I am very happy to answer any questions should the need arise.

Andrew Peters
Secretary
GMB Brighton & Hove Taxi Section
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LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)	**Agenda Item 27** Brighton & Hove City Council

Subject:		**Hackney Carriage and Private Hire Emissions and Age Policy**		
Date of Meeting:		**01 March 2018**		
Report of:		**Executive Director of Neighbourhoods, Communities & Housing**		
Contact Officer:	Name:	***Martin Seymour***	**Tel:**	**29-6659**
	E-mail:	martin.seymour@brighton-hove.gcsx.gov.uk		
Wards Affected:	All			

1. **SUMMARY AND POLICY CONTEXT:**

1.1 Following a deputation from Councillor Dean at the June Licensing Committee regarding accelerating air quality initiatives, in particular, to tackle the damaging effects of diesel engine emissions, members requested a report responding to the issues raised and providing a further update be provided to the next scheduled meeting of the Committee.

2. RECOMMENDATIONS:

2.1 That Committee agree the age limits for hackney carriage and private hire vehicles should be amended as follows from the 1st April 2018:-

a) In the case of a first application for a hackney carriage or private hire vehicle licence, petrol vehicles must meet the Euro 4 Emission Standard and not normally exceed 10 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence. Diesel vehicles must meet the Euro 6 Emission Standard and not normally exceed 10 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence and not to be left-hand drive.

3. **RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

3.1 The Council has an Air Quality Action Plan which details a number of initiatives for improving air quality. We do not have a current taxi licensing emissions policy. However, we are looking at different initiatives including electric taxis, and some of the taxi fleet (to date 21 minibuses or saloons) have had exhaust adaptations to

reduce oxides of nitrogen emissions and this was facilitated using the Department of transport Clean Vehicle Transport Fund. We also have an age policy for new and replacement vehicles (see 3.4 & 3.5 below).

3.2 The take up of fully electric vehicles has been disappointing with only 1 fully electric vehicle currently licenced. The proprietor of the vehicle reports that he and his passengers are very satisfied with the vehicle. There is no exhaust maintenance on the vehicle and brake wear is reduced substantially. However, he has found that there is a lack of available working charging points and some points abused by users parking rather than charging vehicles. On line updates available on working charging points.

3.3 At the committee meeting of June 2018, members requested that Officers investigated bringing in emission standards for Hackney Carriage and Private Hire vehicles. 3.4 The current age limits for Brighton & Hove Hackney Carriages are:-

a) In the case of a first application for a hackney carriage vehicle licence the vehicle must not normally exceed 7 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence or no more than 13 years for petrol, petrol hybrid or electric vehicles with an initial registration of 2009 onwards and not to be left-hand drive.

3.5 The current age limits for Brighton & Hove Private Hire Vehicles are:-

a) In the case of a first application for a vehicle licence it must be under 10 years since date of first registration, not more than 10 years in the case of any subsequent application for renewal of licence or no more than 13 years for petrol, petrol hybrid or electric vehicles with an initial registration of 2009 onwards and not to be left-hand drive. In the case of a first application for a wheelchair accessible vehicle that is M1 ECWVTA under 12 years since date of first registration and not more than 12 years in the case of any subsequent application for renewal of licence.

3.6 The latest Euro emissions standard (6) was introduced on all new registrations from 1 September 2015 although some vehicles registered before this date may meet this standard. Euro emissions standard (4) was introduced to all new registrations from 1 January 2006.

3.7 On the 06 March 2014 Committee noted the proposed implementation of a Low Emission Zone in central Brighton as approved by Environment Transport and Sustainability Committee on 14 January 2014 as part of a range of measures to reduce vehicle emissions in Brighton and Hove and ongoing work to be undertaken with Planning to implement some of the recommendations. Committee Report 06 March 2014

3.8 On 14 January 2014, the Environment, Transport and Sustainability Committee discussed proposals that included measures for lowering NOx, fine particulate and carbon dioxide emissions from Hackney Carriage and Private Hire Vehicles. The Environment, Transport & Sustainability Committee resolved to declare a Low

Emission Zone in Castle Square, North Street and Western Road as far as the junction with Holland Road, with the aim of ensuring that all Public Service Vehicles to meet, as a minimum the Euro 5 emissions standard by 1 January 2015, with only licensed exemptions. Officers consulted with bus operators, DEFRA and the Department for Transport with a view to making an application to the Traffic Commissioner for a Traffic 109 Regulation Condition to establish the regulatory framework for the Low Emission Zone. Committee Report 14 January 2014

3.9 We continue to work closely with the Council Air Quality Officer, transport and the trade to encourage the use of ultralow emission technology including hybrid and electric vehicles and to provide the necessary infrastructure such as charging points. Hybrid can be plug in hybrid or electric-engine synergy. For Brighton & Hove City Council's the Air Quality Management Area (last updated in 2013) the council's priority is a reduction in NOx emissions especially from the highest mileage most frequent vehicles and the avoidance of engine idling adjacent to residential dwellings. From 2018/19 a City Centre Clean Air Zone could include taxis and help attract public and private sector funding to assist with procurement of ultralow emission fleets and electric infrastructure.

3.10 As part of the consultation process with the trade several submissions were received from the trade and can found at appendix 1.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1. The proposals were discussed at an extraordinary meeting of the Hackney Carriage and Private Hire Consultative Forum on the 20th December 2017 where there was agreement to support the proposals.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1. There are no direct financial implications arising from the recommendation made in this report.

Finance Officer Consulted: Michael Bentley Date: 10th January 2018

Legal Implications:

5.2.

Lawyer Consulted: Date:

Equalities Implications:

5.3 None.

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 To make no changes to current policy

6.2 Make all newly registered vehicles electric

7. REASONS FOR REPORT RECOMMENDATIONS

7.1. To reduce Vehicle emissions to assist with improving air quality within the brighton & Hove

Trade Forum Meeting
December 20 2017

Low Emissions Policy Response

Background

At the July Trade Forum Meeting it was mentioned 'in passing' that the council were looking at a LEP.

At the October Trade Forum Meeting the trade was told the LEP was going to the Licensing Committee meeting in November effectively meaning that a 'Snap Policy' had taken place

At that meeting the trade were stunned that this was being put forward because initially there had only being a brief mention of this at the previous meeting and there had not been any consultation whatsoever let alone even a discussion on the contents of the LEP and the trade strongly protested about this at the time.

We remind the council that under 'Best Practise Guidance' such full consultation must be made.

Within a short time the trade was informed that consequently the LEP would not be put forward to the November Licensing Committee and that an extraordinary Trade Forum Meeting would be called for December 20 2017 and the trade was invited to put forward questions.

Trade Forum Meeting December 20 2017

The trade would like to make it very clear that this meeting is for a Discussion only and should not be considered as a Consultation in any shape or form and that this document is officially recorded to reflect this.

Questions have been submitted by the trade by two parties being the Companies and the GMB and these received replies.

.Economical and Evasive

The conclusion of this is that the response was economical and evasive to the say the least being not at all helpful in supplying any details on how the LEP can be rolled out in the proposed format.

Consequently the collective trade has no confidence in the aspirations in the policy and it must be recorded that the process of the LEP has been undemocratic and rushed.

The following are certain initial points which must be debated at the meeting but are not exclusive and the trade reserves the right to bring forward any other point deemed necessary.

1: Why has the date of 2022 been proposed?

2: What evidence has been produced that would indicate that taxis/phv's are an issue?

3: Whilst it is easy for any council to inflict conditions of use for taxis/phv's the trade needs to know what plans the council has to introduce a fully electric vehicle policy on all of its own vehicles and contracted parties that are approved council partners?

4: What consultation has taken place or is due to take place regarding other local transport providers within the City and what is their date to comply in full i.e. bus companies (Brighton & Hove, Stagecoach, Big Yellow, Cedar Bus,

Metrobus, Rail Replacement Busses, National Express etc), Car Hire companies, Removal companies, Supermarket delivery vans, Couriers, Deliveroo Mopeds...?

5: What plans have been produced with UK Power Networks to construct the infrastructure to supply charging points to allow a fleet of some 1200 taxis/phv's that will allow those vehicles to offer a full 24 hour service as it presently does.

6: What consideration has the council given to proprietors of taxis/phv's living in places where no driveway is available for charging

7: The trade has been consulted on the Valley Gardens project and was supplied detailed plans for this. However no charging points are showing in this massive area?

8: With regards to 'Air Quality' What investigation has the council made with regards to the impact of:

A) The blanket 20mph zones across the city.
B) The Lewes Road bus lane scheme

9: With the current situation of uncontrollable out-of-town taxis/phv's invading the city what impact does the council consider will have on the local trade with such a policy.

Trade Concerns

At the moment the trade has grave concerns about being able to function as it currently does with the majority of vehicles being double shifted.

When a driver is approached at a rank and asked to undergo a journey leaving the city, currently all that driver has to consider is how much fuel is in the tank to reach the destination.

With the introduction of fully electric vehicles such a driver will also have to consider if he/she will actually be able to return to the city based on the point of not knowing where any charging point is accessible.

We understand that there may be the provision of charging points in the future but currently this is an unknown entity.

WAV's

The trade knows of no electric vehicle that is capable of providing access to all the various wheelchairs other that the £60,000 TXe. The cost of which is well beyond the average cab driver. The trade does not mind taking out loans for vehicles but taking out a mortgage for one is not acceptable thus the trade is deeply concerned about the effect of transporting wheelchair users.

The following is provided by:

Mr Robert Sansom BSc MSc DIC MBA CEng FIET

Member of the Energy Policy Panel

"Robert Sansom has nearly 30 years' experience in the UK electricity industry. This includes power station operations and maintenance, engineering consultancy, networks (transmission and distribution), energy strategy, power project development, energy procurement and risk management. In 2010 he commenced a PhD at Imperial College, London University which he completed in 2014. His specialist area of research is the decarbonisation of low grade heat for space and water heating.

Robert's career started with the Central Electricity Generating Board in 1979 followed by a period in consultancy with Ewbank and Partners Ltd. He joined SEEBOARD plc in 1989 and had a number of roles encompassing energy trading, generation and network infrastructure projects and strategy and regulation. In 2002 he was appointed Managing Director - Energy Portfolio Risk Management with EDF Energy where his responsibilities included electricity and gas asset portfolio strategy, hedging and tariff strategy, regulation, energy policy and risk control. In June 2008 he was appointed Director of Strategy and Sustainable Development where he was responsible for EDF Energy's corporate strategy and sustainability agenda.

He's been a member of the Energy Policy Panel since 2011 and is a Fellow of the Institution of Engineering and Technology".

From: Robert ( ]
Sent: 19 December 2017 16:24
To: 'Andrew Peters'
Subject: RE: Brighton Council/Electric Taxis Policy

Hi Andrew

In the long run this will happen but in 5 years it would not be possible without severe inconvenience, costs and limitations . Using today's technology a 7kW charging facility (the maximum size that can be installed in a house/on a driveway) would probably take 8 hours to give 200 miles. Rapid charging could reduce this to less than an hour but these are very expensive and would probably need to be installed close to a reasonable size substation. Also rapid charging should not be used too frequently as it would damage the battery. Cold weather reduces the range by about 25% and motorway speeds hits the range severely, particularly above 60mph. When the range gets down to less than 20 miles then charging is needed. Note: range is solely an estimate and a function of temperature, driving conditions and so 20 miles might turn out to be 10 or less. Range is also affected by air conditioning and heating. I would estimate that in winter the usable range for an "up to 200miles" vehicle is probably about 130miles.

I would expect that battery cost to reduce significantly so that an electric car is comparable in price to a petrol car with comparable range (350 miles) within 10 years. However, it is difficult to see that much can be done about charging. Such a car would have a 80kWh battery and so charging at 7kW will take 11 hours. It may be that the degradation problems with rapid charging might be overcome but they would still need to be located close to a substation and take up to an hour to be fully charged.

There is also the issue for drivers that do not have access to a private drive. They would then be dependent on a public network.

In my view the first step in decarbonising taxi transport is a hybrid vehicle. Range is presently limited to around 30 miles but I expect this will increase possible up to 100miles as battery costs come down. I see that Skoda is bringing out a PHEV in 2019 but there are no details of the range yet. From a town driving perspective , particularly stop/start then this is always on battery only unless the battery is completely flat. The battery can be charged from the engine if needed for subsequent slow town driving. The hybrid design allows engine running to be optimised raising running efficiency. Running cost wise battery operation is much cheaper than petrol/diesel and drivers are thus incentivised to keep their battery charged.

My advice to the council is that they have got to get this right. They certainly need to do a technical/ economic study along with a trial to ensure all the issues have been identified and resolved. This probably needs to be done in conjunction UK Power Networks, taxi drivers, prospective EV manufacturers, etc. There's a lot that can be learnt with hybrid vehicles and this would be a good first step.

As you know I say this as an EV enthusiast and the owner of both a EV and PHEV.

I've attached my summary CV.

If I can be of any further help, please let me know.

Robert

We would trust that the council will take this information on board.

Conclusion

Whilst the trade is sympathetic to the council in introducing a 'Low Emissions Policy' the aspiration of this cannot be decided on what 'maybe' available to the trade to run a sustainable business for a 24/7/365 business in 2022 compared to what is available now in 2017.

Alternative Low Emissions Policy

In order to assist the council the trade is offering the following alterations to the conditions of vehicles:

The 'Blue Book' states the following for conditions of licensing vehicles for hackney carriages and private hire vehicles.

Part I

Procedure for licensing a Hackney Carriage Initial Inspection

89.2 In the case of a first application for a hackney carriage vehicle licence the vehicle must not normally exceed 7 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence or no more than 13 years for petrol, petrol hybrid or electric vehicles with an initial registration of 2009 onwards and not to be left-hand drive.

89.3 In the case of a vehicle which conforms to the Conditions of Fitness as prescribed by Transport for London, (i.e. purpose built London type hackney carriage vehicles), or is M1 ECWVTA (EC Whole Vehicle Type Approved) and wheelchair accessible, the vehicle must not normally exceed 12 years of age from date of first registration, and not more than 12 years of age in the case of any subsequent application and not be left hand drive.

Part K

Procedure for the Licensing of a Private Hire Vehicle Initial Inspection

135.1 Vehicles must be M1 ECWVTA (EC Whole Vehicle Type Approved) and in the case of conversions hold a National Small Series Type Approval (NSSTA) or Individual Vehicle Approval (IVA) Certificate.

135.2 In the case of a first application for a vehicle licence it must be under 10 years since date of first registration, not more than 10 years in the case of any subsequent application for renewal of licence or no more than 13 years for petrol, petrol hybrid or electric vehicles with an initial registration of 2009 onwards and not to be left-hand drive. In the case of a first application for a wheelchair accessible vehicle that is M1 ECWVTA under 12 years since date of first registration and not more than 12 years in the case of any subsequent application for renewal of licence.

Trade Proposal

That the initial age limit for both hackney carriage and private hire vehicles is removed and that the following conditions are added:

All vehicles must comply with Euro Type specifications of Euro 4 for Petrol vehicles and Euro 6 for diesel vehicles when replaced.

Requirements for Euro 6 compliance for diesel engines took place in September 2014 which would... at the date of this document...mean that no vehicle being either a hackney carriage of private hire.. would be more than three years other than those vehicles which met the Euro 6 standard prior to the date.

The council revisits this matter in 2022 when all the infrastructure is in place to cater for the 1200 taxis/phv's plus all the councils owned/ partner vehicles and all the other electric vehicles that may also be around

Andrew Peters

Secretary

Brighton & Hove Taxi Section

Discussion Points Submitted by Brighton and Hove Streamline Taxis for the Trade Meeting to be held on 20 December 2017

- Can the Council direct the Trade as to where individual self-employed Brighton and Hove licensed taxi and PHV drivers can apply for grants and/or subsidies from local or central government or the EU or otherwise, relating to the control of emissions from their vehicles and any proposed policy changes being currently contemplated by the City Council and in the earlier renewal of their vehicles than otherwise would have been contemplated?

Assistance to buy electric can be found at: https://www.gov.uk/plug-in-car-van-grants. Home chargers can be included in the cost of an electric vehicle. Lease car agreements are competitive with diesel. There will be a cost for older diesel cars to enter Ultra Low Emission Zones for example London, Paris and many other cities. No maintenance on engine and exhaust, brakes are simple to maintain. Running costs are much lower than for petrol or diesel. No road tax. Without an engine there is extra luggage and cab space. Electric vehicles have excellent acceleration performance without pollution. No complaints for engine idling and popular with clients and the local community. Second hand electric vehicles are now available.

- What reports has the Council received from Transport and the Air Quality officers by which the Council is considering implementing a low emission policy vehicle requirement to improve the air quality within the City. If so, what proposed criteria, standards, evidence and further reports would be applied or relied upon?

Annual Status Report for AQ updates the air quality action plan each year. Joint Air Quality Unit of DfT and Defra is more likely to fund to cities with Clean Air Zones. 2017 motion from green Cllrs and the *Breath Brighton* group to include taxis in a Brighton & Hove Clean Air Zone. Report on the bus LEZ is due to go to ETS committee in March 2018.

- When considering criteria to be applied to future first registrations of vehicles, or in relation to renewals, as to their emission control and age, when is the Council considering such implementation?

Currently seeking comments and then likely to report to Licensing Committee in March 2018 proposing from April 2018 for Euro 4/Petrol and Euro 6/Diesel.

Electric from 2022 but can licence before that.

- Does the Council recognise the significant investment that has been made by drivers/owners of WAVs and low emission saloon diesel cars, there is no current production of emission-controlled WAVs and how is it proposed to take this into account in the Council's proposed emission policies?

Yes. There is a business opportunity for production of a no emissions WAV. Trend is towards smaller WAVs.

- Has the Council any policy views upon implementing hybrid vehicles within the city?

Toyota Prius and Auris are already licenced. Petrol-hybrid is a good option over the next few years.

- **Has the Council any policy views upon implementing electric vehicles within the City before 1st April, 2022? And if so when and upon what basis and will there be designated taxi and PHV only recharging points?**

Brighton & hove welcomes electric vehicles now. Charging points are, available at supermarkets https://www.zap-map.com/zap-analysis-supermarkets/ car parks and fuel stations. The number of charging points continues to show rapid growth http://www.chargeyourcar.org.uk/. Cars can be slow or fast charged at home and most manufactures can install an upgrade when the electric car is bought or leased.

- **How would the Council propose implementing and enforcing any such change of policy on locally licensed vehicles, pre and post 1st April 2022?**

If and when the vehicle is replaced or a new licence issued. Council has licenced an electric taxi and the feedback from the driver is positive.

- **Would the Council, pre or post 1st April, 2022 be likely to consider electric taxi only ranks and if so, when and where are these likely to be implemented? Is the Council proposing to undertake a detailed consultation upon any proposed emission policy? If so, when is this likely to be undertaken and will a draft be provided to the Trade in advance for comments and input and discussed in advance at the Taxi Forum(s), as the topic of emissions has not been an agenda item to date.**

Ranks are for all licenced vehicles. The need for electric taxi only ranks will be reviewed.

- **Could the Council provide the fullest possible particulars by which it considers it practical, desirable or economical for PHV and taxi vehicles effectively to become all electric from 1st April 2022?**

Desirable for local air quality, more viable when industry is well established. Whilst not yet as high as it was 2011-2014 the Diesel price is 123% what it was two years ago. A modern diesel has a lot that can go wrong with the exhaust system. There is an expense to maintain diesel particulate traps, selective catalytic reduction and for ad-blue. The cost of pollution on the population including children is highest in Air Quality Management Areas and City Centres. NOx has a cost per tonne https://www.gov.uk/guidance/air-quality-economic-analysis

- **Whilst the trade may agree that no PHV or taxi vehicle should be a left-hand drive, having identified it as a potential issue (not necessarily relating to an emission policy) why is this not being included as a proposed amendment to the Blue Book and as a result to be effective in 2018?**

No change to policy on left hand drive.

- **Are any of the changes in the policy of the Council proposed to be included in any forthcoming draft of the Blue Book?**

Yes

- **Is the Council considering any zoning in relation to any proposed emission policy and if so please provide full particulars?**

Yes. Bus Low Emissions Zone is Western Road and North Street.

Areas in Central Brighton where we continue to have nitrogen dioxide problem at roadside residences:

- Railway Station approach-Queens Road and Terminus Road
- York Place-London Road-Cheapside
- Viaduct Terrace and Grand Parade
- ~~Approach roads to Preston Circus (especially Beaconsfield Road and New England Road)~~
- Approach roads to Vogue Gyratory (especially Lewes Road and Hollingdean Road)
- Eastern Road outside the hospital

- **Has the Council/Licensing Committee received any report from the Environment, Transport and Sustainability Committee, requested at the Licensing Committee meeting on 29th June, 2017 and if so, can a copy be circulated to all Trade Forum groups?**

Notice of Motion from Green councillors to consider options for improving local air quality.

- **Did the Chief Executive write to Greg Clark, the Business Secretary, as proposed at the Licensing Committee Meeting of 29th June, 2017, for financial assistance to be provided to taxi drivers switching to more environmentally friendly vehicles? If so, can a copy of the request and response be circulated to all Trade Forum groups?**

We do not recall this proposal but happy for it to be suggested at the next extraordinary Forum on the 20th Dec. BHCC officers participate in Joint Air Quality Unit (cross government) meetings in Westminster where ultralow emissions options are being discussed. 2018 government is expected to announce £ 1 billion investment in electric vehicles. There is also expected to be private investment in infrastructure and developments across Brighton and Worthing.

- **When is the unmet demand survey proposed to take place in 2018 and as referred to by Councillor O'Quinn at the Licensing Committee meeting on 29th June, 2017?**

Consultants will be appointed to carry out the survey during 2018 and reported back to the November Licensing Committee. The dates of the survey will not be known to officers and will not be published to insure the survey is an accurate representation.

Brighton & Hove
Emission Standards Consultation | Uber Submission

Exec Summary

- *Uber supports the council's low emission standard policy proposal and believes there is scope to be even more ambitious*
- *Adopting an incremental approach to new emission standards could increase impact of the policy whilst maintaining equity*
- *Including hybrid vehicles within the policy would deliver an air quality benefit through being an effective bridge for drivers between ICE (Internal Combustion Engine) and Ultra Low Emission Vehicles (ULEVs)*
- *To encourage EV adoption, greater coordination is required with wider plans to develop appropriate charging infrastructure for taxi and private hire vehicles*
- *Consideration should be given to how existing licensing requirements within the Blue Book impact on the speed of ULEV adoption*

Uber is committed to facilitating lower emission mobility. Action must be taken to reduce harmful emissions - particularly of Nitrogen Oxides (NOx) and Particulate Matter (PM) emitted from primarily diesel vehicles operating within city centres.

Around 50% of miles travelled via Uber in the UK each week are already made in hybrid or electric vehicles. More than 100 fully electric cars are already available through our app and we are currently working with charging companies to install rapid chargers to support these vehicles.

We therefore support Brighton and Hove City Council's overall aim of reducing emissions from licensed vehicles and welcome reform to existing vehicle licensing standards. We would also welcome a collaboration with Brighton and Hove on practical pilots to improve adoption of electric vehicles in the Taxis and Private Hire industry - both on the Uber app and amongst the wider Taxi and Private Hire trade.

Background

Uber is an app which allows people to book a safe, affordable, and reliable journey from a licensed private hire driver. We operate in over 25 towns and cities across the UK, and in more than 600 cities and 80 countries globally. In Brighton and Hove alone, more than 125,000 people have used our app to travel in the last year.

Since our launch in the UK in 2012, Uber has lead the way in encouraging greater adoption of low and zero emission vehicles within the private hire industry. We believe in a future where every journey is a shared journey, made in a highly efficient vehicle - reducing congestion, improving air quality and offering a genuine alternative to private vehicle ownership in urban areas.

We therefore welcome the recent political focus on improving urban air quality in the UK and fully support the aims of the type of policy changes currently proposed by Brighton and Hove City Council.

Uber's Clean Air fund and commitment

Improving air quality must be a priority for cities across the UK and we recognise that businesses have a significant role to play. Earlier this year, Uber launched our Clean Air Plan - a series of measures designed to help transition all vehicles using Uber in the UK to be either low or ultra-low emission within a short time frame.

The Plan is built on a series of measures to help drivers, passengers and cities bring about a meaningful improvement in Air Quality.

These include commitments that:

- Vehicles using Uber in the UK will be 100% hybrid or fully electric on uberX by the end of 2021 with no diesel vehicles on the app. In London, we will meet this goal with 2 years.
- By 2025 in London and by 2028 across the UK, we aim for all vehicles using our app to be ULEVs.
- In London, we will launch a diesel scrappage scheme aimed at removing 1,000 of the most polluting cars from the roads. The first 1,000 people to scrap a pre-Euro 4 diesel vehicle and provide an official scrappage certificate will receive £1,500 of Uber credit.

To achieve these ambitious goals:

- Uber is in the process of creating a dedicated Clean Air Fund to allow licensed drivers who use our app to access up to £5,000 towards the cost of upgrading their car to a hybrid or fully electric vehicle.
- Over the life of the fund, it is expected that drivers will claim around £200m to help transition to a greener car.
- Uber is kickstarting the fund with a £2m investment and a fee will be added to each ride to help fund the scheme - every penny of which will be dedicated and ring-fenced.
- A network of Uber-branded rapid chargers will be installed (initially in Central London) which will be dedicated for use by drivers of electric vehicles. Uber is also looking at opportunities to expand the network of chargers in cities across the country (for use of PHVs and Taxis of all operators) where local policies are designed to enable a clean air environment.

By committing operationally and financially to greener travel for millions of people, Uber's Clean Air Plan is an example of the constructive role Private Hire can play to the transition to cleaner mobility.

Given this long term commitment to reducing emissions from vehicles using our app, we welcome the chance to respond to this consultation.

Our recommendations to Brighton and Hove City Council

1. *Uber supports the council's low emission standard policy proposal and believes there is scope to be even more ambitious*
2. *Adopting an incremental approach to new emission standards could increase impact of the policy whilst maintaining equity*

We support the Council's objective to adopt stricter emission standards for Taxi and Private Hire vehicles. Specifically, we support the decision to restrict new vehicle registrations to Euro 4 Petrol and Euro 6 Diesel vehicles in the short term, and encourage adoption of ULEVs by 2022.

We also believe there is scope for the Council to consider going further - with additional restrictions on existing licensed vehicles to deliver greater air quality improvements. Providing adequate notice is given to existing licensed drivers about forthcoming changes to emissions standards, we would support a phased tightening of emission standards for such vehicles.

Brighton has long been a leader on environmental issues and it would seem logical that a robust environmental policy towards limiting vehicles emissions should be part of the Council's future policy in this area.

In order to achieve a significant improvement in air quality, the Council should implement a phased policy of vehicle improvement - beginning by removing the very oldest and most polluting vehicles from the City's roads.

Such a policy should begin by limiting the remaining time old diesel taxis and private hire vehicles will be eligible for re-licensing.

Specifically, within the next 2-3 years, we believe it would be equitable for the Council to require all taxis and private hire vehicles on the road to be at least Euro 6 Diesel/Euro 4 Petrol. For newly licensed vehicles, we support the current 2022 target, but believe the Council could go further by requiring all vehicles presented for licensing for the first time to be either petrol-hybrid or ULEV in 2020.

Within the next 18-24 months, the price of ULEVs and other low-emission vehicles (eg. hybrids) is expected to fall significantly and move towards parity with existing ICE models. It is therefore reasonable to expect increased adoption of these vehicles post 2019.

Adopting this type of policy would offer significant air quality benefits whilst giving potentially new drivers - or drivers of older diesel vehicles - enough time to plan to purchase, lease or rent a ULEV or hybrid in two years time when prices will be lower and charging infrastructure installation significantly advanced. Through this type of approach, there would be scope to entirely phase out existing diesel vehicles from the city's fleet by 2023.

This would set the Council on a clear path to having a purely ULEV taxi and private hire fleet in the mid 2020s - a target that would make Brighton a clear leader in this area compared with other UK cities.

Air quality improvements will, of course, be limited if only applied to commercial vehicles such as taxis and PHVs. To significantly improve air quality in the City, and limit the damage caused by high levels of harmful vehicle emissions, the Council should also consider taking action to limit the access of old, polluting, privately owned vehicles to the most polluted streets in the area.

3. *Including hybrid vehicles within the policy would deliver an air quality benefit through being an effective bridge for drivers between ICE and Ultra Low Emission Vehicles (ULEVs)*

Uber believes that fully electric vehicles, coupled with a reduction in private car ownership and highly efficient use of vehicles enabled by technology like Uber's, offers the fastest route to reducing harmful emissions.

We recognise, however, that this type of transport system - particularly widespread adoption of EVs - could take some time to realise. Given the severity of the current air quality crisis, we therefore

believe that efficient hybrid vehicles have an important role to play in delivering urgently required reductions in emissions.

This is why our proposed policy outlined in the previous sections includes licensing of hybrids for new vehicles alongside ULEVs in 2020 - as a bridge to the Council only licensing ULEVs from 2022. There are two main reasons this would deliver significant air quality benefits.

First, petrol-hybrid vehicles are already widely driven in cities across the UK. This is because they are affordable, readily available and, unlike ULEVs, do not require supporting charging infrastructure. They therefore offer an immediate, viable and cleaner alternative for drivers of existing older - more polluting - vehicles.

Secondly, in terms of harmful NOx and Particulate Matter tailpipe emissions, hybrid models are substantially cleaner than petrol or diesel models. Some models are even closer to plug-in hybrid or range-extended ULEVs in terms of emissions than they are to ICE vehicles. A typical Toyota Prius Petrol Hybrid (which does not qualify as a ULEV) emits around 25mg/KM of NOx. A 2017 Volkswagen Golf 1.4 GTE Plug-In Hybrid - which does qualify as a ULEV - emits around 17mg/KM. In comparison, a Euro 4 Diesel Skoda Octavia Saloon emits 121mg/KM of NOx and a Euro 6 Diesel Vauxhall Insignia emits 52mg/KM of NOx.[1]

	NOx cap	Polluting multiple Cap against Mark III 2009 Toyota Prius Petrol Hybrid
Euro 4 Diesel	250 mg/km	10.0x
Euro 5 Diesel	180 mg/km	7.2x
Euro 6 Diesel	80 mg/km	3.2x
Euro 4 Petrol	80 mg/km	3.2x
Euro 5 Petrol	60 mg/km	2.4x
Euro 6 Petrol	60 mg/km	2.4x

Given the relatively small difference in the amount of harmful NOx emitted from vehicles categorised as ULEVs and hybrids - and the large difference between hybrids and diesel vehicles - it's clear that hybrids provide an immediate air quality benefit. Whilst many drivers are unlikely to consider currently purchasing a full EV for fear of lack of charging infrastructure in Brighton, many more are likely to consider purchase of a hybrid.

It would therefore be a sensible step to include Hybrids within the policy for licensing from 2020.

[1] All figures from *Next Green Car.*
(http://www.nextgreencar.com/view-car/53975/vw-golf-1.4-tsi-gte-dsg-plug-in-petrol-hybrid-automatic-6-speed/)

4. *To encourage EV adoption, greater coordination is required with wider plans to develop appropriate charging infrastructure for taxi and private hire vehicles*

As the Uber's electric vehicle study with Energy Saving Trust published in February 2017 showed, private hire drivers of electric vehicles are highly dependant on publicly available chargers (both slow and rapid). 99% of drivers who took part in the study used public chargers to recharge their vehicles, with around 75% saying they used fast or rapid charge points most frequently. In focus group sessions of private hire drivers of electric vehicles, there was consensus that "an extensive network of rapid charging was the key issue holding back electric vehicle adoption within the private hire industry."

As of December 2017, there are no rapid chargers in the Central Brighton area. Within the wider Brighton and Hove area, there is just one rapid charger - located at Withdean - and ten slow charging points with very limited coverage in areas of demand for taxis and PH (only one slow charger located at Brighton train station). This makes using a ULEV as a private hire vehicle very difficult.

It is therefore vital that the Brighton and Hove council - alongside new vehicle conditions - make the financing and implementation of charge points across the city a priority in the coming years, before implementing a policy that forces all new registered PH vehicles to be ULEV (likely fully electric). Considering the considerable investment in an ULEV, providing clarity and certainty to drivers of the likely availability of adequate charging infrastructure is essential. Without this, drivers will be wary of adopting EVs which may force more drivers into newer petrol or diesel vehicles. Clearly, this is undesirable as improvements to air quality would be limited.

Given the complications with installing rapid charge networks - such as the complex processes to connect large charging hubs to the grid and the frequent grid upgrades required - installation of a comprehensive charging network in Brighton and Hove should begin as soon as possible.

If EVs are to become the norm for taxi and private hire drivers, the Council's priority should be to ensure that all drivers have access to overnight charging solutions, with on-street (7kWh AC minimum) chargers located in residential areas where Taxis and PH drivers live. These solutions are fast to deploy and affordable. The Council may therefore wish to look into schemes which expedite installation of such charge points in on-street parking bays.

Considering the high number of miles Taxis and PH drivers put on average per day, having a network of public Rapid Chargers (50kWh DC) is also necessary to ensure drivers can top up charging on the go, wherever they are in the city and whenever they need it. Positioning these chargers in areas of demand - such as in the City Centre, Marina and near key centres of retail and commerce - would be beneficial.

5. *Consideration should be given to how existing licensing requirements within the Blue Book impact on the speed of ULEV adoption*

In addition to implementing a policy for installation of charging network infrastructure in the City, if improving air quality is a strategic goal for the council, then it may also be beneficial to consider the impact of existing Blue Book licensing conditions on ULEV use by drivers.

Given the technology they use, ULEVs are typically more expensive to purchase (and therefore rent) than ICE vehicles and experience quicker depreciation. These factors can dissuade drivers from using a ULEV - particularly when considered in addition to the upfront cost of licensing in line with conditions contained in the Blue Book.

The council could therefore look to drive ULEV uptake by finding ways to reduce the cost of licensing for drivers who wish to be early adopters - and reduce their air pollution impact accordingly. One method to achieve this would be by re-examining the Blue Book conditions through this lens to determine where amendments could be offered to drivers of ULEVs.

CLEAN AIR FOR BRIGHTON AND HOVE

This Notice of motion is entirely Health driven. It is now widely accepted that particulate matter from diesel exhausts is a cause of serious and debilitating health conditions, including asthma, bronchitis and lung cancer. It is estimated that diesel accounts for 40,000 premature deaths each year.

If these figures were due to cholera, or SARS or bird flu, there would be a public outcry. But premature death is a silent killer and we as a society should be silent no longer.

When the Greens were in administration, cleaner air was one of our priorities, and I am grateful to officers for rising to the challenge and bringing about significant improvements. But there remains some stubborn hotspots within the city, from Queens Road to Rottingdean High Street, and we must do more to continue these improvements.

I applaud the fact that Brighton and Hove Bus Company has brought in low emission buses, and it is time for other vehicles to follow suit.

When I saw that Westminster Council was proposing measures to discourage high polluting vehicles in the most congested areas, it made sense to me that here in Brighton and Hove we could and should similarly discourage them. Now I don't propose that we raise parking charges by as much as 50% as Westminster proposes, but a charging differential would go some way in making people think about the effects of the vehicles they drive.

Here in Brighton and Hove we have a policy of managed growth with regard to taxis, with five new licences issued each year. I propose these new licences be for low emission vehicles, and that as existing licences vehicles are updated, we encourage them also to be environmentally friendly.

In saying this, however, I am mindful that since 2001, when the government of the day recommended diesel as the safer alternative to petrol, millions of people have bought diesel in good faith. Given that medical research had been pointing out the dangers of diesel for at least two years, it is clear that the government had not done their homework, and diesel owners feel badly let down.

So I am keen that we do not take a punitive approach, and this is why I am proposing that we take note of Greg Clarke's announcement in February of financial assistance to London taxi drivers, and ask that such assistance be available to Brighton and Hove cabbies too.

Because, Mr Mayor, we are one of the most seriously polluted cities outside London, and indeed, only last May, Brighton and Hove was named by the World Health Organisation as one of the top 40 most polluted cities in the world.

I am particularly concerned about young children, toddlers and babies, and the fact that, simply by virtue of their size, they are closer to exhaust fumes than the rest of us. And the

fact that fine particulate matter is damaging to their lung development, storing up massive problems for the future.

We must do more about engines left idling, and local authorises do have the powers to instigate fines to persistent offenders. Again, examples exist elsewhere, such as in the City of London Corporation, where they have No Idling Zones and Engine Idling Action Days involving trained volunteers, which we could look into too.

Mr Mayr, I hope that the council will support this motion this evening, as it is aimed to benefit everyone. Air pollution does not recognise political boundaries, we are all affected by it, even motorists breathe the same air, and everyone is vulnerable.

Cllr Lizzie Deane
6th April 2017

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)	**Agenda Item 28** Brighton & Hove City Council

Subject:		**Hackney Carriage & Private Hire Driver Enforcement and Monitoring**		
Date of Meeting:		**01 March 2018**		
Report of:		**Executive Director of Neighbourhoods, Communities & Housing**		
Contact Officer:	Name:	***Martin Seymour***	**Tel:**	**29-6659**
	E-mail:	martin.seymour@brighton-hove.gcsx.gov.uk		
Wards Affected:	All			

1. **SUMMARY AND POLICY CONTEXT:**

1.1 This report is to update Members on enforcement action taken against Hackney Carriage & Private Hire Drivers and Applicants between November 2017 and February 2018.

2. RECOMMENDATIONS:

2.1 That Members note the contents of this report and that officers should continue to take action as appropriate.

3. **RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

3.1 Legislation in relation to the Town Police Clauses Act 1847 Local Government (Miscellaneous Provisions) Act 1976 which applies to both hackney carriages and private hire vehicles is enforced by the local authority. Non criminal enforcement can also be effected by means of action taken against the licence held by the person who has transgressed such as warnings, suspensions or revocations.

3.2 Any driver must be a fit and proper person. It is not possible to give a precise definition of what this is, but at its heart is keeping passengers safe and free from risk. It is the responsibility of the applicant to satisfy the council that they are fit and proper and that they are safe and suitable to hold a licence.

3.3 The council can suspend, revoke or refuse a hackney carriage or private hire vehicles and/or driver licences. However, a driver licence cannot be suspended and then revoked at a later date such as at the conclusion of a prosecution. Other actions are available to officers such as verbal or written warnings which can be applied in line with the Councils Licensing Enforcement Policy. Vehicles may be immediately suspended by way of a section 68 Local Government (Miscellaneous

Provisions) Act 1976 Notice issued by an officer. This notice may be lifted at anytime once an officer is satisfied as to the fitness of the vehicle.

3.4 All cases are looked at on their own individual merit and if necessary such as in CSE cases multi agency meetings may be held to review available evidence. Legal advice is sought where appropriate and all enforcement decisions are approved by the licensing manager/head of regulatory services.

3.5 In addition to day-to-day enforcement work, officers carryout weekly out-of-hours enforcement work, normally at weekends. This includes monitoring hot spot areas for over and illegal ranking and plying for hire, vehicle inspections and occasional test purchase operations.

3.6 Officers carried out a series of joint operations with Sussex Police in November and December 2017 the results of which can be seen in the tables below.

Joint Operation 4/5 November

PH/HC & Plate No	Driver No	Location	Action
PH245	Not Recorded	Not Recorded	BHCC Vehicle – Door Signs need replacing
HC620	Not Recorded	Not Recorded	OS Headlight not working. Advised to stop work until replaced
HC319	Not Recorded	Not Recorded	NFA
HC 72	Not Recorded	Not Recorded	NFA

Joint Operation 18/19 November

PH/HC & Plate No	Driver No	Location	Action
PH 129	7050	Grand Hotel	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok
Tfl PH	213707	Marine Parade	Police – insurance / tax / DVLA ok
PH 293	6000	Old Steine	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok
HC 294	6322	Church St	Sec 68 delayed. Meter 9 mins slow. Fire Extinguisher out of date.

HC 506	4792	Church St	Police – insurance / tax / DVLA ok
			Surrey Street clear at 21:30
HC 605	6157	Upper Gloucester Rd	Sec 68 to attend HTH for review of rear damage following being hit. Needs to submit Accident report. Police – insurance / tax / DVLA ok
HC 282	5007	Brighton Station	Reminded drive to wear badge. Sec 68 Delayed suspension on front bumper – paint scuffs black showing through until 28/11. Police – insurance / tax / DVLA ok
HC 11	4036	Brighton Station	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok
HC 905	6018	Brighton Station	Rear o/s indicator bulb needed replacing otherwise ok Police – insurance / tax / DVLA ok
Uber PH		Ship St	Licensed by Chichester. Booking on board. Police – insurance / tax / DVLA ok
PH 786	8185	Ship St	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok Advised driver he can't sit in prominent position as a PHVL
HC 19	4148	Madeira Dr	Rear o/s bulb needed replacing otherwise ok Police – insurance / tax / DVLA ok
Adur PH	P032	London Rd	Police – had words regarding using wrong lane / undertaking police (unmarked)car. insurance / tax / DVLA ok
HC 420	Not Recorded	Kings Rd / Waterfront rank	Rear o/s bulb needed replacing otherwise ok Police – insurance / tax / DVLA ok
HC 616	Not Recorded	Kings Rd / Waterfront rank	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok
HC 149	6108	Queen Sq	Green bulbs in roof sign – query MS Otherwise ok Police – insurance required to be produced in 7 days. Tax / DVLA ok
HC 462	Not Recorded	Queen Sq	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok

HC 268	Not Recorded	East St	Checked Fire Ext as given Sec 68 by MK earlier in eve
HC 280	Not Recorded	East St	BHCC vehicle / driver check all ok Police – insurance / tax / DVLA ok
HC 379	Not Recorded	East St	BHCC vehicle – new rear plate required / driver check all ok
HC 764	Not Recorded	East St	BHCC vehicle / driver check all ok
PH 123	Not Recorded	Not Recorded	NFA
HC268	6340	Not Recorded	No Fire Ext sec 68 issued
PH687	3740	Not Recorded	Driver asleep
PH294	7014	Not Recorded	NFA
PH142	Not Recorded	Not Recorded	Lewes PH Uber Had all documentation
HC477	Not Recorded	Not Recorded	NFA
TFL	Not Recorded	Not Recorded	243974 Had all Documentation
HC645	Not Recorded	Not Recorded	NFA
HC644	5191	Not Recorded	NFA
HC659	4036	Not Recorded	Rear Offside Light Not working fixed at roadside
PH90	Not Recorded	Not Recorded	NFA
HC103	Not Recorded	Not Recorded	NFA
HC510	Not Recorded	Not Recorded	FNS light out fixed at road side

Joint Operation 2nd December 2017

PH/HC & Plate No	Driver No	Location	Action
HC481	1165	Not Recorded	NFA
HC200	2459	Not Recorded	Went through lights on Amber NFA

PH982	3683	Not Recorded	NS Headlight not working
PH259	717	Not Recorded	NFA
PH20	7002	Not Recorded	NS Rear door number missing / Not wearing a seatbelt PN issued
PH115	805	Not Recorded	Not wearing a seatbelt PN issued
PH257	8247	Not Recorded	OS Headlight not working. Changed at roadside. Door Buzzers not working. – Call in
HC477	6158	Not Recorded	NFA
PH400	8041	Not Recorded	Went through lights on wrong side of road to avoid roadworks
PH527	4693	Not Recorded	Needs new rear plate – Call in
HC407	5223	Not Recorded	NFA
HC154	2704	Not Recorded	NFA
HC400	4840	Not Recorded	NFA
PH527	4693	Not Recorded	Needs new rear plate – Call in
HC407	5223	Not Recorded	NFA
HC154	2704	Not Recorded	NFA
HC400	4840	Not Recorded	NFA
PH611	7060	Not Recorded	NFA
PH184	4747	Not Recorded	NFA
HC294	Not Recorded	Not Recorded	Roof sign blank on rear. Call in
PH529	8204	Not	NFA

		Recorded	
PH381	6288	Not Recorded	Meter >5 minutes out
PH462	5228	Not Recorded	NFA
PH319	475	Not Recorded	NFA
PH311	6211	Not Recorded	NFA
PH1171	Not Recorded	Not Recorded	Crawley licensed (insurance ok)
HC90	6209	Not Recorded	NFA
HC161	Not Recorded	Not Recorded	NFA
PH897	8053	Not Recorded	Sliding door alarm needed
PH163	4388	Not Recorded	Headlight out
PH370	8235	Not Recorded	NFA
PH624	5473	Not Recorded	NFA
PH401	8127	Not Recorded	NFA
PH601	3459	Not Recorded	Needs new rear plate
PH300	3092	Not Recorded	NFA
PH854	751	Not Recorded	NFA
HC502	6283	Not Recorded	New Tariff card needed

3.6 On the 26 January a driver whose Hackney Carriage driving Licence had been suspended pending prosecution for Causing Death by Careless Driving was acquitted at the Crown Court following trial. Subsequently his Hackney Carriage driver licence was reinstated.

3.7 For actions taken against drivers / applicants between 23 November 2017 and 6 February 2018. See Appendix 1

4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1. None.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1. This report is for information purposes only, so there are no financial implications.

Finance Officer Consulted: Michael Bentley Date: 10th January 2018

Legal Implications:

5.2 There are no direct legal implications.
Lawyer Consulted: Rebecca Sidell Date:

Equalities Implications:

5.3 None.

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1. None – for information only.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1. For information only.

	Licence Type	Date	Brief Description of Case	Aggravating Factors:	Mitigating Factors:	Enforcement Action Taken:
1.	Dual HC/PH	14.11.17	Conviction for driving without due care and attention.	Collided with a pedestrian which resulted in a badly broken leg. Did not report to HCO.	Pleaded Guilty to driving without due care and attention and received 7 Penalty points and £200 fine and £300 costs. The guilty plea was agreed by both the defence and the prosecution as the driver was travelling at low speed and not distracted by other tasks and stated that the aggrieved was in his blind spot and had misjudged that she had already walked past the taxi. It was noted that the pedestrian involved bears some responsibility for cutting across a busy taxi rank at a busy time of the evening with her child rather than using the pavement that goes around the station rank area.	Warning and required to undertake driver assessment in line with policy set out in the Blue book
2.	Dual HC/PH	20.11.17	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspend pending results of satisfactory medical assessment
3.	Dual HC/PH	21.11.17	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspend pending results of satisfactory medical assessment
4.	Dual HC/PH	19.12.17	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspend pending results of satisfactory medical

						assessment
5.	PHDL	29.12.17	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspend pending results of satisfactory medical assessment