



# **CHICHESTER DISTRICT COUNCIL**

## **CONDITIONS**

relating to the

## **CONSTRUCTION AND LICENSING**

of

## **HACKNEY CARRIAGES**

in the

## **DISTRICT OF CHICHESTER**

**December 2012**

# CONDITIONS

relating to the

## CONSTRUCTION AND LICENSING

of

## HACKNEY CARRIAGES (TAXIS)

in the

## DISTRICT OF CHICHESTER

### 1. Vehicle Type - Part One – General Conditions

- 1.1 All licensed vehicles must comply in all respects with the requirements of any Act and Regulations relating to motor vehicles in force during the currency of the licence. All licensed vehicles must comply in all respects with any Bye-Laws and Licence Conditions current in the Chichester District.
- 1.2 Any vehicle presented for licensing shall be accompanied by a valid EC Whole Vehicle Type Approval (ECWVTA) Certificate of Conformity (or, in the case of a vehicle already registered, a valid duplicate Certificate of Conformity), as a Category M1 vehicle. In the case of a vehicle that has been modified to accommodate a passenger with a disability confined to a wheelchair, the type approval shall include, as a minimum, those elements of the conversion relating to the bulkhead and any modified seating layout. Satisfactory evidence of compliance shall be provided to the Council at the time the vehicle is presented. This may include items such as the relevant drawings/photographs and / or Manufacturer's Information Document bearing the relevant Type Approval Authority's authentication stamp.
- 1.3 All vehicles including purpose built taxis shall be subject to the following additional requirements:
  - Where applicable, a licensed Proprietor may determine to carry a passenger, forward of the centre partition, by using the front

passenger seat. This option is at the sole discretion of the licensed Proprietor;

- 4 doors (excluding rear doors/tailgate unless accessible without the need to move seats);
- It is recommended that the minimum engine cylinder capacity should be 1600cc. In some circumstances, the engine size may be lower but in every case the licensed vehicle should be capable for use along urban and rural routes whilst carrying the maximum licensed number of passengers and associated luggage.
- **Euro 4** emissions compliance at the time of first licensing;
- Right hand drive;
- Vehicles over 5 years are subject to 6 monthly MoT and Fitness Test;
- Vehicles with seating for more than 5 passengers will only be accepted for licensing following prior inspection of the actual vehicle for compliance and for suitability of seating layout and access;
- Only vehicles capable of safe use as a Wheelchair Accessible Vehicle (WAV) shall be licensed as a Hackney Carriage.

1.4 Once a vehicle has been approved it must remain in that form and no change in the specification, design, condition or appearance of the vehicle shall be made throughout its licensing life without prior written approval from the Council.

1.5 It is a requirement that all drivers of accessible taxis are able to demonstrate that they are competent at loading and securing disabled passengers and wheelchair users safely.

## **2. Seating Capacity**

2.1 The vehicle shall have a minimum seating capacity of 5 with forward and/or rear facing passengers seats, up to a maximum of 8 passengers and be capable of accommodating at least one passenger confined to a wheelchair. A vehicle where a wheelchair occupant reduces the overall capacity shall be permitted, subject to fulfilling all other requirements.

2.2 Only forward and/or rearward facing passenger seats shall be fitted.

2.3 All passenger seats and the devices used to secure them to the vehicle shall comply with the relevant M1 standards contained in European Directive 74/408 EC or ECE Regulation R17 or as amended.

- 2.4 All passenger seats shall be permanently fixed to the vehicle. Demountable seats that are capable of being removed for the purpose of providing space for wheelchair passengers shall not be allowed. Fold-away tip-up type seats, shall be permitted providing they remain attached to the vehicle and comply with the requirements of 2.2 above.
- 2.5 All seats shall have a minimum cushion size of 350mm front to rear and 400mm side to side. Seat heights to be between 300mm to 460mm measured from the floor of the vehicle to the top of the seat cushion at its forward edge. The squab should not have a pronounced angle.
- 2.6 All passenger seats shall be fixed such that a minimum knee and leg room of 650mm is provided, measured from the face of the backrest to the nearest part of the seat in front, measured in a horizontal plane, excepting that where seats face each other, ie conference seating, the distance between the faces of opposing backrests shall be not less than 1220mm and the gap between the front edges of opposing seat cushions shall be not less than 340mm.
- 2.7 All seats shall have minimum headroom of 900mm measured from the central point of the seat cushion where it meets the backrest, measured in a vertical plane.
- 2.8 To provide adequate room for disabled passenger's (s') feet there must be clear floor space in front of the seat of 300mm length, 250mm width and 80mm height.
- 2.9 Every passenger seat shall have the forward edge highlighted in a contrasting colour so as to assist passengers with visual impairment.
- 2.10 It is a recommended that a swivel seat facility should be fitted to the nearside rear tip seat to assist ambulant disabled passengers.

### **3. Seat belts and Anchorages**

- 3.1 All passenger seats shall be provided with a lap and diagonal 3 point seat belt which comply with the strength requirements specified in European Directive 77/541 or ECE Reg. 16 or as amended and Regulations 46 and 47 of the Road Vehicle (Construction and Use) Regulations 1986, whether or not those Directives or Regulations apply to that particular seat or the vehicle and in every case governed by ECWVTA.
- 3.2 Each passenger confined to a wheelchair shall be provided with a disabled person's seat belt that conforms to ISO 10542 ; 2001 or ECE Reg. R14.05 or as amended, which fastens to the structure of the vehicle either permanently or temporarily by use of approved fixings appropriate to the position of the wheelchair as laid down in PAS 2012 – 1:2012 for both forward and rear-ward facing wheelchairs or as amended.
- 3.3 All seat belts shall be fitted to the vehicle with the number of anchorage points appropriate to the type of seat belt. All anchorage points shall comply with M1 standards laid down in European Directive 76/115 EC or ECE Regulation 14

whether or not those requirements apply to that particular anchorage or vehicle. PAS 2012 – 1:2012 shall also apply or as amended.

#### **4. Wheelchair Restraint(s) and Passenger Safety Equipment**

- 4.1 A system for the effective anchoring of wheelchairs shall be provided within the vehicle for all spaces designated as wheelchair spaces in accordance with 5 below. The system and the devices used to secure the wheelchair to the vehicle shall comply with the strength requirements set out in PAS 2012 – 1:2012 or as amended, whether or not those Directives apply to those devices or vehicle. Wheelchair(s) must only face forward or rearward when the vehicle is in motion.
- 4.2 A full set of restraints shall be available in the vehicle for each wheelchair capable of being carried as permitted by the vehicle licence.

#### **5. Wheelchair Space**

- 5.1 The vehicle shall have a designated space capable of accepting a standard reference wheelchair, of at least 1200mm by 700mm (measured front to back and side to side) with a minimum headroom of 1350mm to 1825mm measured from the floor of the vehicle for each passenger confined to a wheelchair. The space(s) shall be immediately adjacent to a vehicle door fitted with the wheelchair access equipment (see 6 below) so as to allow the passenger confined to a wheelchair to board the vehicle and use the anchoring equipment with the minimum of manoeuvring.

#### **6. Wheelchair Access Equipment**

- 6.1 The vehicle shall be fitted with the following form of wheelchair access equipment:

Ramp - A purpose designed wheelchair access ramp which must be permanently installed in the vehicle and be lightweight and easy to deploy. An add-on removable section would be deemed to meet this requirement. The ramp must provide a continuous surface of not less than 700mm in width and shall not exceed 1500mm in length when fully deployed and project from the widest part of the vehicle. Where ever possible, the ramp gradient should be less than 14 degrees when positioned off a kerb approximately 125mm in height. On level ground the ramp shall have a maximum gradient of no more than 19 degrees in the fully deployed position. It is recommended that the ramp should be fitted with a 35mm safety lip, comprise of a non-slip surface with highlighted edges to reduce the risk of trips. It is recommended that the ramp should be the same width as the door. The installed ramp must have a minimum safe working load of 250kgs to 300kgs and shall be tested to 10% overload and a certificate obtained from the manufacturer/installer. Ramps and fittings must comply with British Standards 6109 and PAS 2012 -1:2012 or as amended.

- 6.2 Rear loading of wheelchairs will not be permitted.

- 6.3 The aperture of the door into which the access equipment is fitted shall have a width of 840mm (or greater) to a minimum of 800mm to provide adequate clearance for wheelchairs and walking frames. A door height of between 1220mm to 1595mm clear headroom will be required. The measurement shall be taken from the upper centre of the aperture to a point directly below on either the upper face of the fully raised lift platform, or the upper face of the ramp when fully deployed on level ground.
- 6.4 A mechanism shall be fitted that positively holds the access door in the open position whilst in use particularly if the vehicle is on a slope and such that requires a deliberate effort to close.

## **7. Bulkhead/Drivers Safety Screen**

- 7.1 A bulkhead/drivers safety screen must be fitted and it shall be a full width, full height screen fitted in the vehicle directly behind the driver's seat. A means of payment and communication shall be incorporated into the screen.
- 7.2 An induction loop facility must be installed and clearly signed for the use of passengers with hearing aids.

## **8. General Entry and Exit Requirements**

- 8.1 The vehicle shall have a minimum of 2 means of exit from the passenger compartment behind the driver for use in emergency situations. The means of exit shall be free of any obstructions, reachable from all parts of the rear passenger compartment. Any gap through which a passenger can be expected to pass shall be of a minimum width of 400mm through which an adult can pass freely in a normal manner without undue difficulty.

## **9. Floor Height, Steps and Handrails**

- 9.1 At the main access door into the passenger area of the vehicle, steps shall be provided to aid ingress/egress. Steps shall be fitted to the nearside and offside of the vehicle and be either a manual or electric fitting.
- 9.2 Where the internal floor height of the vehicle exceeds 320mm an intermediate step shall be fitted at between 100mm and 250mm from road level up to the internal floor height. All steps must be capable of supporting a minimum weight of 150kg. It is recommended that steps should be either retractable or fixed, the width of the door entry and be closed at the back without an overhang to avoid the risk of tripping.
- 9.3 Grab handles must be fitted in appropriate positions in all passenger access doors so as to assist (intending) passengers and to facilitate the use of steps where provided. All grab handles fitted shall be highlighted in a contrasting high-visibility colour to match seat markings as shown at 2.8 above and be of a non-slip finish. It is recommended that grab handles should have a diameter of 40mm and surface clearance of 45mm.

## **10. Windows/Ventilation**

- 10.1 The vehicle shall have windows fitted throughout on both sides of the vehicle and to the rear of the passenger compartment. A minimum of one window on each side shall be capable of being opened for the purpose of ventilation and passenger comfort.
- 10.2 All windows shall comply with European Directive 92/22/EC or ECE Reg. R43 or as amended.
- 10.3 It is important that passengers must be visible from the outside and vehicles fitted with blacked out windows will not generally be licensed. In some exceptional circumstances and where there is justification for doing so, tinted windows may be permitted after application to the licensing authority.

## **11. Floors and Passageways**

- 11.1 All floor areas and passageways between seats through which passengers may be expected to pass shall be free of all steps, encumbrances or trip hazards and shall have a slip resistant surface securely fitted to the floor. Integral step(s) at doorways will not count towards this requirement.

## **12. Interior Lighting**

- 12.1 The vehicle shall have interior lighting fitted in the passenger compartment sufficient to illuminate the whole of that compartment. The light(s) shall be switched such that they may be turned on and off from both the driving and passenger compartments and shall operate automatically when a door is opened.
- 12.2 A means of illuminating the entrance steps at all access doors into the passenger compartment shall be fitted and switched such that they operate automatically when a door is opened.

## **13. Luggage Space**

- 13.1 There shall be a luggage compartment situated at the front or rear of the vehicle. If at the front it must be forward of a bulkhead/safety screen and on the opposite side of the driving compartment. The luggage compartment must be divided off by a barrier capable of preventing any luggage from entering the driving compartment or rear passenger compartment.
- 13.2 There should be sufficient luggage space to carry a folded wheelchair which shall be securely loaded outside of the main passenger compartment.

## **14. Fire Extinguisher**

- 14.1 The vehicle shall have securely fitted in the driving compartment an appropriate fire extinguisher approved for use in a motor vehicle. The extinguisher shall be clearly marked with the registration number of the licensed vehicle.

- 14.2 The approved extinguisher should be of a type using CO<sub>2</sub>, foam or dry powder extinguisher of at least 1 kilogram in weight and marked as complying with BS5423 or EN3. The extinguisher should be sealed and in date.

## **15 Spare Wheel**

- 15.1 Many vehicles are no longer fitted with any type of standard spare wheel and the provision for a puncture is met by equipping the vehicle with a 'space saver' spare wheel or 'run flat tyres' or by providing a sealant that can be used to seal and inflate a punctured tyre. In cases where a full sized spare wheel is provided for use, the driver/owner shall continue to use this type of wheel and tyre. Council policy and licence conditions shall allow the provision of a 'space saver' spare wheel if fitted or the provision of a tyre sealant or 'run flat tyres'. All to be in accordance with the manufacturers specifications at the time of first registration by the DVLA. In every case where this occurs the driver/owner shall be required to sign a 'method statement' designed to highlight driver responsibilities with regard to the maximum permitted speed when using these devices and an acknowledgement that these devices are designed only as a 'get-you-home' measure. The vehicles' normal and spare tyre provision shall be reinstated before returning to service after completing the hire in progress at the time of the puncture.

## **Vehicle Type - Part Two – Technical Conditions**

**In addition to the above the following requirements shall apply to the construction of the licensed vehicle.**

### **16. WHEELS**

- 16.1 All vehicles must have a minimum of four wheels and a wheelbase of not less than 2540 mm measured between the centres of the front and rear wheel axles.

### **17. DOORS**

- 17.1 All vehicles must have a minimum of four doors, excluding any tailgate.

### **18. STEERING**

- 18.1 The steering wheel must be on the right hand side of the vehicle.
- 18.2 The steering mechanism must be so constructed or arranged that no overlock is possible and that the road wheels do not in any circumstances foul any part of the vehicle.
- 18.3 The steering arms must be of adequate strength and as far as possible protected from damage by collision.

### **19. BRAKES and DUAL CIRCUIT BRAKING SYSTEM**

- 19.1 All brakes must act directly on the wheels of the vehicle.



19.2 The pedal operated braking system must be so designed that notwithstanding the failure of the brakes on any pair of wheels either on one axle or diagonally opposite, there must still be available for application, brakes on the other pair sufficient to bring the vehicle to rest within a reasonable distance.

## **20. TYRES**

20.1 All tyres must be at the correct pressure when used on the road.

20.2 All tyres must be suitable for the vehicle.

20.3 A minimum of 2mm of tread is required across the whole width and around the entire circumference of each tyre

20.4 Where a spare tyre is recommended by the vehicle manufacturers the condition of the tyre shall conform to 20.1 to 20.3 above and must be fitted to a suitable wheel; each to be the same circumference as the other wheels and tyres. See paragraph 15 above for additional guidance.

20.5 Only tyres of a similar construction (e.g. steel braced radials) may be used on one axle.

20.6 Remoulded or re-cut tyres are not acceptable.

## **21. SUSPENSION**

21.1 Every vehicle must be fitted with an efficient suspension system so designed and constructed that there is no excessive roll or pitch and that under normal driving circumstances, passengers receive a comfortable ride.

## **22. TRANSMISSION**

22.1 Vehicles using automatic or semi-automatic transmission must be fitted with a device to prevent the engine starting with the transmission selector in a DRIVE or REVERSE position.

## **23. FUEL TANKS**

23.1 Fuel tanks must not be placed in the engine compartment and must be adequately protected from damage by collision.

23.2 All fuel tanks and all apparatus supplying fuel to the engine must be so placed or shielded that no fuel overflowing or leaking therefrom can fall or accumulate upon any fitting where it is capable of being readily ignited or can fall into any receptacle where it might accumulate.

23.3 The filling points for all fuel tanks must be accessible only from the outside of the vehicle and filler caps must be so designed and constructed that they cannot be accidentally dislodged.

23.4 In the case of an engine powered by liquefied petroleum gas (LPG) a device must be fitted by which the supply of fuel to the engine may be immediately cut off. Its situation, together with means of operation and "Off" position must be clearly marked on the outside of the vehicle. Any LPG fuel tanks must be separated from the engine and passenger compartments.

## **24. ELECTRICAL**

24.1 All electrical leads, cables and connectors must be adequately insulated and where liable to be affected by exposure to water, fuel or oil must be adequately protected.

24.2 All electrical circuits must be protected by suitable fuses.

24.3 Batteries must be so placed and protected that they cannot be a source of danger.

## **25. EXHAUST PIPE**

25.1 The exhaust pipe must be so fixed or shielded that no inflammable material can fall or be thrown upon it from any other part of the vehicle and that it is not likely to cause a fire through proximity to any inflammable material on the vehicle. The outlet must be placed at the rear of the vehicle and in such a position as to prevent fumes entering the vehicle. Side exit exhausts may be permitted following an application to the Licensing Authority.

## **26. BODY**

26.1 The body must be of the fixed head type. A suitable sun roof may be fitted.

## **27. DRIVER'S COMPARTMENT**

(1) The driver's compartment must be so designed that the driver has adequate room, can easily reach and quickly operate the controls and give hand signals on the offside of the vehicle.

(2) The controls must be so placed as to allow reasonable access to the driver's seats and, when centrally placed, must be properly protected from contact with luggage.

(3) The driver's seat must be designed to accommodate the driver only and be adjustable for height and reach.

(4) The vehicle must be fitted with adequate devices for demisting, defrosting and washing the windscreen and with a sun visor adjustable by the driver.

(5) Direction indicators of an approved type must be fitted.

- (6) Every cab must be provided with an approved means of communication between the passenger and the driver. When a sliding window is fitted at the rear of the driver's compartment, the maximum width of the opening must not exceed 11.5 centimetres.

## **28. WINDOWS**

- 28.1 Windows must be provided at the sides and at the rear of the vehicle.
- 28.2 Passenger door windows must be capable of being opened easily by passengers whilst seated.

## **29. HEATING AND VENTILATION**

- 29.1 An adequate heating and ventilation system must be fitted for the driver and passengers. The system shall be maintained in good and efficient working order.

## **30. GLASS**

- 30.1 The windscreen and all windows must be constructed of either toughened or laminated safety glass to an appropriate standard.

## **31. DOOR LOCKS**

- 31.1 Passengers' and drivers' doors must be capable of being readily opened from inside and outside the vehicle by one operation of the latch mechanism.
- 31.2 Double catches of an approved type must be fitted to all passenger and drivers' doors. Where a driver intends to allow a passenger to use the front seat, the vehicle should be fitted with an isolation door lock facility.
- 31.3 Approved central locking systems are permitted.

## **32. FLOOR COVERINGS**

- 32.1 The floor of the vehicle must be suitably covered using a non-slip floor covering that will not impede the movement of a wheelchair during normal usage. At all times the floor covering shall be in good repair.

## **33. TAXIMETER**

- 33.1 Taximeters must be of an approved type and tested by the Council. The method of fixing and all wiring and drive cables must not give rise to any obstruction of the driver when engaged in driving the vehicle nor to any danger to the safety of the vehicle or passengers. The meter shall be sealed by the Council following a meter test and must not be removed or altered.
- 33.2 If the taximeter fitted to the vehicle, is repaired, adjusted or for any reason the seals are broken, or alterations made to the vehicle transmissions gearing ratio the proprietor shall not permit or suffer the vehicle to be used for hire

until the taximeter has been satisfactorily tested and sealed by an authorised officer at the Council.

#### **34. FARE TABLE**

- 34.1 The current Fare Table and licence plate details shall be displayed in a prominent position on the driver/passenger partition.

#### **35. RADIO APPARATUS, MOBILE TELEPHONES and SATELLITE NAVIGATION EQUIPMENT**

- 35.1 All two-way radio communication apparatus, mobile telephones and satellite navigation equipment and all attendant wiring must be fixed so as not to give rise to any obstruction of the driver when engaged in driving the vehicle or to cause any danger to the safety of the vehicle or passengers.

#### **36. MAINTENANCE**

- 36.1 All vehicles, (including all parts, fittings, accessories etc.) must be clean and maintained at all times in safe working and good order.

#### **37. HORN**

- 37.1 A horn of approved pattern must be fitted as required by ECWVTA.

#### **38. TAXI SIGNS**

- 38.1 A taxi sign of an approved pattern shall be displayed on the vehicle roof to clearly indicate when the cab is for hire.
- 38.2 A second 'For Hire' sign shall be fixed inside the front of the vehicle to indicate when the cab is for hire.

#### **39. FITTINGS**

- 39.1 No fittings other than those approved may be attached to or carried upon the inside or outside of the vehicle

#### **40. ADVERTISING**

- 40.1 Suitable advertisements may be allowed on the inside and outside of the vehicle subject to the approval of Chichester District Council.
- 40.2 Inside advertisements may be displayed only on the base of the occasional seats or along the bulkhead on top of the passenger/driver partition. All such adverts must be encapsulated in clear non-flammable plastic.
- 40.3 Advertisements must be of such a form as not to become easily soiled or detached.

- 40.4 Outside advertisements may consist of a single full livery advertisement, or, an advertisement displayed on the lower part of the front doors. On termination of the contract to display a full livery advertisement the vehicle shall be professionally repainted to remove all remnants of the advertisement.
- 40.5 In addition to the conditions listed in this section, it shall be permissible for an advertisement to be displayed along the base of the vehicles' rear windscreen. The advertisement shall be for the licensed proprietor's benefit only and may list the company name and telephone number. The advertisement shall comprise a self-adhesive strip and the overall height must not exceed 58mm (2 ¼ inches).
- 40.6 No advertisement, badge or emblem is to be exhibited other than is provided for in the conditions contained in this section.

#### **41. FIRST AID KIT**

- 41.1 A 'Health and Safety at Work' first aid kit should be carried in such a position as to be readily available for use and should be suitably maintained at all times. The first aid kit should be clearly marked with the vehicle registration number of the licensed vehicle.

#### **42. WARNING TRIANGLE and REFLECTIVE JACKETS**

- 42.1 All licensed vehicles will be equipped with a warning triangle and reflective high visibility vests to EU standard EN 471 class 2. This equipment shall be used at the discretion of the driver in order to safeguard all persons in the event of a mechanical breakdown, accident or other emergency. The vehicle shall be equipped with sufficient reflective vests for use by the driver and every passenger.

#### **43. WHEEL TRIMS (where fitted as standard)**

- 43.1 Wheel trims must be provided on all vehicles and must be maintained in good condition so as not to detract from the appearance of the vehicle. They need not be manufacturer's replacements, but must be a matching set. It is recommended that all wheel trims be secured into position with plastic ties to prevent loss.

#### **44. MAINTENANCE OF VEHICLE**

- 44.1 The vehicle and all of its fittings and equipment shall at all times when the vehicle is in use or available for hire be kept in an efficient, safe, tidy and clean condition and shall comply with all relevant licensing and statutory requirements including those contained in the Council's Condition of Fitness Manual and the Motor Vehicle (Construction and Use) Regulations.

#### **45. PERMITTED PASSENGERS**

- 45.1 There shall be clearly marked and maintained inside the vehicle in such a position as to be visible at all times to persons conveyed therein the number of this licence and the number of passengers prescribed in the licence.

#### **46. CONVICTIONS**

- 46.1 The proprietor of the vehicle shall within seven days disclose to the Council in writing details of any conviction imposed on him or, if the proprietor is a company or partnership, on any of the directors or partners during the period of the licence.

**Note:** *At some point in the future, it may become both necessary and desirable to establish a separate licensing classification for different vehicle types. At the time of this revision and in order to accommodate the licensing of electric vehicles in the near future, the following Addendum has been included in this revised document.*

#### **47. ADDENDUM for ELECTRIC VEHICLES (EV), HYBRID ELECTRIC VEHICLES (HEV) and RANGE EXTENDED ELECTRIC VEHICLES (REEV)**

##### **Section 1.3 – Engine Capacity:**

Although engine capacity is not applicable to pure electric vehicles, any EV presented for consideration for licensing must meet (or exceed) the following conditions:

- The EV should be able to successfully drive applicable routes (e.g. urban / rural) whilst carrying the maximum licensed number of occupants and associated luggage:
- The EV should be able to sustain sufficient battery charge to complete a booked / fare paying journey (i.e. Fare paying journeys should not include charging time at roadside charge points and / or suitably equipped taxi ranks)
- The EV should be able to maintain progress with surrounding traffic (as prescribed by applicable speed limits)
- The EV should be able to meet (or exceed) prescribed braking distances whilst carrying the maximum licensed number of occupants and associated luggage

HEVs and REEVs should also meet the following conditions:

- The HEV / REEV should be able to successfully drive applicable routes (e.g. urban / rural) whilst carrying the maximum licensed number of occupants and associated luggage:
- The HEV / REEV should be able to maintain progress with surrounding traffic (as prescribed by applicable speed limits)

- The HEV / REEV should be able to meet (or exceed) prescribed braking performance whilst carrying the maximum licensed number of occupants and associated luggage

N.B. The HEV / REEV vehicle types will have 'plug-in' charging capability; however their hybrid and 'range extended' capabilities will facilitate extended distances / journey times.

#### **Section 14 – Fire Extinguisher:**

EVs, HEVs and REEVs should carry a fire extinguisher with a fire retardant / suppressant applicable to the battery type used on the vehicle.

**Water should not be used on electrical fires.**

The following elements of 14.2 should also apply:

- Weight of at least 1 kilogram
- Marked as complying with BS5423 or EN3
- Extinguisher should be sealed and in date

In addition, the extinguisher should be subjected to regular inspection

#### **Section 19 – Brakes:**

Where fitted, EV / HEV / REEV vehicles are designed and equipped with braking systems that are regenerative. Where a regenerative braking system is fitted to a licensed vehicle for use in conjunction with the mandatory braking systems e.g. hydraulic service brake and hydraulic / cable parking brake, the regenerative system is permitted.

#### **Section 22 – Transmission:**

Where fitted, EVs, HEVs and REEVs are designed and equipped with transmission systems that may have direct drive or single ratio gearboxes, used in conjunction with a drive selector e.g. Forward / Reverse or Drive / Park / Reverse. Where this is the case, traction will not be available until the required direction is selected, in conjunction with associated traction system interlocks. Under these circumstances, Section 22.1 will not apply.

#### **Section 24 - Electrical: Electrical Traction/Electrical Safety**

All EVs, HEVs & REEVs use high powered battery systems. The following criteria should be noted and will be determined on a case by case basis:

- Labelling of battery packs ie High Voltage or non-serviceable item.
- High voltage cable colouration and labelling ie orange for high voltage cables, danger labels.
- Charging protocols ie 'plug-in' vehicles with associated safety interlocks to prohibit vehicle movement whilst the charger is connected

- Guidelines for the use of kerbside and taxi rank charging points ie their use should not present electrical or physical hazards to drivers or to the general public

**Note:** Baseline certification requirement for these vehicles is ECWVTA M1 Classification. ECE Regulation 100 (Construction and Functional Safety Requirements for Electric Vehicles) or as amended shall apply to all electric vehicles.

### **Section 33 – Taximeter:**

Where improving technologies associated with GPS or telemetry systems are fitted to an electric vehicle, this may negate the use of standard equipment such as drive cables, pulse generators, memory ‘chips’ for tariff updates and gears. Where an electric vehicle is presented for licensing, these requirements may be determined on a case by case basis.

### **Section 34 – Fare Table & Section 40 – Advertising:**

There is potential for some electric vehicles to be equipped with a display screen in the passenger compartment which may be used to show a fare table and/or licence details, advertisements or local information.

As this technology becomes more widely available, the wording in these sections may require amendment to reflect the use of such screens in Hackney Carriages.

## **NOTES**

**The foregoing provisions give a general guide to the features which will be taken into account when assessing a vehicle's suitability for licensing. They are not exhaustive and the Licensing Authority retains the sole discretion to approve or reject any vehicle if it is not considered suitable for licensing for any reason.**

**The Council has adopted the National Inspection Standard for the testing of Hackney Carriages. This is a best practice guide prepared by the Public Authority Transport Network and Freight Transport Association. The guide is approved for use by VOSA and is used for the Council's Fitness Test for all licensed vehicles.**

### **2014 / 2017 Directive & Regulation repeals; new regulation implementations and impact on future Type Approval requirements:**

The majority of directives and regulations that are currently comprise the Type Approval requirements for specific areas are scheduled to be repealed in November 2014, with the existing directive on tyres being repealed in November 2017.

Specific details of the replacement requirements are being formulated at present; however the repealed directives are being replaced with the following:

- General Safety Regulation [EC] No. 661/2009
- Pedestrian Protection Regulation [EC] No. 78/2009

Further detailed review and discussions with the VCA have confirmed that these regulations are subject to phased implementations for specific vehicle classes & sub-classes (See below).

### **General Safety Regulation [EC] No. 661/2009**

This regulation involves the consolidation of existing directive requirements under a single regulation and identifies additional areas of safety based functionality that is being introduced in conjunction with updates to the UNECE Regulations.

This is intended to introduce further regulatory harmonisation between the European & UNECE requirements.

Primary areas of change in this new regulation include:



- The implementation of Electronic Stability Control systems on all M & N Class vehicles
- Revised regulatory requirements for Tyres, their performance, rolling resistance, operational noise and their fitment to / use on vehicles
- Gear Shift Indicators on vehicles with manual gearboxes
- Revision of overall vehicle safety requirements across all M & N Classes, based upon the alignment with planned updates of UNECE Regulations and the introduction of new requirements highlighted in the earlier points

The requirements of this regulation are subject to implementation at different dates:

- Electronic Stability Control for M1 & N1 – 1<sup>st</sup> November 2011
- Gear Shift Indicators (for manual gearboxes) – 1<sup>st</sup> November 2012
- Tyres – due to the wide ranging nature of the changes in this area, implementation dates range from 1<sup>st</sup> November 2012 to 1<sup>st</sup> November 2020.

Manufacturers can request that their vehicles are tested to the revised requirements prior to the mandatory date. In addition, vehicles that are undergoing Type Approval activity that is scheduled to complete after these implementation dates must comply with the revised requirements. Actual test requirements will be determined at associated 'Worst Case' meetings.

#### **Pedestrian Protection Regulation [EC] No. 78/2009**

This regulation implements major changes in the requirements for Pedestrian Protection on M<sub>1</sub> and N<sub>1</sub> Class vehicles. The requirement for pedestrian protection is being extended to vehicles that exceed the current 2.5 tonnes threshold.

This change will be mandatory for M1 class vehicles > 2.5 tonnes and all N1 class vehicles from 24<sup>th</sup> February 2015.

Manufacturers can request that their vehicles are tested to the revised requirements prior to the mandatory date. In addition, vehicles that are undergoing Type Approval activity that is scheduled to complete after the 24<sup>th</sup> February 2015 must comply with the revised requirements. Actual test requirements will be determined at associated 'Worst Case' meetings.