

HACKNEY CARRIAGE AND PRIVATE HIRE REVIEW OF CONDITIONS AND POLICIES

Table 1: Proposals for consideration of immediate implementation

Panel response (column 8): At their meeting on 18 October 2004 the Panel considered, subject to their further consideration, the changes proposed to the conditions as set out in Table 1, to be known as “Proposals for consideration of immediate implementation” be supported (with an effective date of 30 September 2005 not 30 June 2005). These issues had received much support in the consultation exercise.

No.	Issue	Benefit of change	Community response	Trade response	Cost to applicant/ licensee	Officer response/ comment	Panel response	Council Resource implications	Panel Recommendations	Recom'd. Implmtn. Date
1	ANIMALS (a) The driver shall not convey in a private hire vehicle any animal belonging to or in the custody of himself/herself or the proprietor or operator of the vehicle. (b) Any animal, other than a guide, hearing or prescribed assistance dog, belonging to or in the custody of any passenger may be conveyed at the driver's discretion in the rear of the vehicle only.	(a) No change (b) The amended condition will not duplicate new legislation which requires operators to carry guide/assistance dogs in PHVs.	None	None	None.	(b) Remove previous condition which had required a driver to carry assistance dogs, as the Private Hire Vehicles (Carriage of Guide Dogs etc) Act 2002 became effective on 31.3.04. This Act imposes a duty on operators to accept bookings for a person who is accompanied by a guide, hearing or prescribed assistance dog. Drivers may apply for an exemption to carry assistance dogs on medical grounds.	*	None		
2	COPY OF DRIVER LICENCE Driver to deposit a copy of his PH driver licence with proprietor of PH vehicle which he drives.	Enable driver to work for more than one proprietor as he has only one original licence but may obtain enough copies to provide a copy for each proprietor whose vehicle he drives.	None	None	None.	Amended wording to allow a copy of the licence to be provided.	*	None		
3	BADGE. (a) To be worn in such a manner as to be plainly and distinctly visible. (b) A second badge to be displayed on dashboard to be plainly and distinctly visible to passengers.	(a) No change (b) Passenger safety. To ensure passenger can see badge to check identity of driver and that s/he is licensed.	None.	Driver's badge with chain either worn or displayed better (Comment x 19). The problem with the proposed driver badging arrangements is purely practical, some vehicles are driven by more than one driver; this would mean that there would have to be a range of badges all over the dash. Likewise some drivers have access to more than one vehicle requiring multiple badges, increasing costs and achieving nothing. Instructions regarding the display of driver badges should be more specific; chains instead of the current clips are a good idea so long as they have a weak breaking strain to avoid the possibility of strangling of drivers by rogue passengers.	(a) None (b) There may be a charge for second badge, dependent on the method of production.	(a) No change. (b) New requirement. The requirement would be to have only 2 badges visible – one to be worn by the current driver and one to be on the dashboard, which should be distinctly visible to passengers. Badges not belonging to the current driver should be removed from the vehicle while he is driving it.	*	Minimal – 5 minutes to make an additional badge.		
4	CRB CHECK. Criminal Records Bureau Enhanced Disclosure is required for each new applicant and at 3-yearly intervals, or more frequently in appropriate circumstances. A previously obtained Enhanced Disclosure is acceptable if it is no more than six months old.	To formalise current practice which is to obtain a CRB Enhanced Disclosure every three years to ensure that the driver is a fit and proper person to be licensed, and to continue to accept an Enhanced Disclosure which is no more than 6 months old.	None	None	None. Cost of CRB check is already included in non-refundable Search Fee for driver licence.	Updated to reflect CRB requirements. Enhanced Disclosure gives details of all convictions, whether “spent” or not.	*	None		

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5	<p>MEDICAL REPORT (a) Driver applicants, making a first application, or renewing a licence after the age of 45, are required to obtain a medical report, at their own expense, on a form prescribed by the Council, signed by the applicant's own medical practitioner.</p> <p>(b) A medical report will be accepted if it is no more than six months old. When the applicant reaches the age of 45 a medical report is required every 3 years until applicant reaches the age of 65, and thereafter annually. Council reserves the right to require any driver to submit to a medical examination at any time.</p>	<p>(a) No change.</p> <p>(b) This amendment would simplify procedures for applicant in that both CRB and medical would be accepted if they were less than 6 months old. There is an insignificant risk with a 2-month older medical report being accepted. Most applicants provide a medical report which is less than one month old.</p>	None.	<p>More and more doctors are refusing to carry out the (private) medical examinations, applicants, as patients, cannot force them to do so. There are specialist medical examiners who are prepared to carry out the examination. The current condition does not make provision for this. There has been an informal arrangement that examinations would be acceptable from medical practitioners other than the applicants' own provided a copy of the applicant's medical history was provided to the examiner. Some acceptable formula needs to be found to allow for this eventuality.</p>	<p>None.</p> <p>Applicant already provides medical report at his own expense.</p>	<p>Although some doctors have limited time for private medicals, none currently (at 26.1.05) refuse to carry out these medicals.</p> <p>(a) It has been a Council requirement for several years that the medical report must be completed by applicant's own registered General Practitioner (who has access to his/her medical records). Before this requirement, medicals were undertaken by any doctor chosen by the applicant. The Doctor then chosen may not have known the medical history of the patient such as epilepsy, alcohol problems, and psychiatric problems. However, in 2003, General Practitioners at one Medical Centre were unable to undertake private medicals for their patients for a limited time and we made arrangements for another practice to have access to medical records and do the medicals for this limited period only.</p> <p>Applicants are generally unhappy about the high fee charged by their GP (may be as much as £130) and they may have to wait 2-3 weeks for appointment. However, renewal invitations are posted 6 weeks in advance of expiry of driver licences.</p> <p>(b) Amended policy – previous age limit of report was 4 months. This is amended to be the same as for the CRB Enhanced Disclosure, which is accepted if it is no more than 6 months old.</p>	*	None		
6	<p>CRIMINAL CONVICTIONS AND MOTORING OFFENCES. All convictions, including spent convictions, must be disclosed.</p>	<p>Legislative compliance. Conditions will match amended legislation.</p>	None	None	None	<p>Amended policy. The Rehabilitation of Offenders Act 1974 (Exceptions)(Amendment) Order 2002 requires that any spent convictions must be disclosed by <i>inter alia</i> HC and PH drivers. Previously, applicants were required to disclose only unspent convictions.</p>	*	None		
7	<p>KNOWLEDGE OF THE DISTRICT. Private Hire Driver applicants must pass an oral test of the locality, demonstrate ability to find addresses using a street atlas, and understand conditions relating to private hire.</p> <p>Hackney Carriage driver applicants must pass a detailed oral test including street names and routes, HC fares structure, HC byelaws, and demonstrate ability to find addresses using a street atlas.</p>	<p>To ensure new drivers will be more knowledgeable for the benefit of passengers.</p> <p>Oral test is of benefit to ensure that drivers can communicate effectively with officers, and thereby with passengers.</p>	None.	<p>Hackney Carriage Test should be formal with 80% pass rate (comment x 6). As above but 85% pass rate (comment x 8). As above but with 82% pass rate (comment x 6). Driving Standard Agency test should apply to all new drivers (including members of Institute of Advanced Motorists) as it includes wheelchair exercise. More stringent test will ensure drivers know the Borough. Test for local knowledge is not broad enough, there should be a written paper and an oral test.</p> <p>The proposed arrangements are insufficiently stringent. One of the largest potential areas for tension and violence is an argument regarding the route taken. New drivers, both Hackney Carriage and, to a lesser extent, private hire should be subjected to a formal written test with an 80% pass rate. This would assist in reducing areas of confrontation. Assessment of suitability of temperament should also take place, with training as to how to deal with difficult situations in a manner to improve the likelihood of diffusing them. Existing drivers have developed these skills by experience.</p>	<p>No additional monetary cost but applicant may take longer to reach the required standard.</p>	<p>Amended policy. The knowledge test did not previously specify the ability to use a street atlas, or require applicants to demonstrate their knowledge of private hire conditions.</p> <p>The test has recently been updated and is more stringent. Applicants undertake an oral test which includes using a street atlas and officers consider that the current test requires good knowledge of the Borough.</p> <p>Currently the oral knowledge test has a pass mark of 80%. When the more stringent test was first introduced approx. 50% of applicants passed at their first attempt, but now approx. 75% pass at their first attempt, as they are better prepared.</p> <p>The benefit of an oral test is that it does allow informal assessment of an applicant's temperament and ability to converse with officers.</p>	*	None		

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8	EMERGENCY DOOR (for 6, 7 and 8-seater vehicles). The rear emergency door where fitted shall have the means of operation (e.g. 'pull', 'turn clockwise') marked on the inside and outside. The emergency door shall be openable from both outside and inside. No vehicle shall be fitted with an emergency door which can be locked from the outside unless, when so locked, it is capable of being opened from inside the vehicle when stationary.	New condition for safety of passengers.	None	None	Minimal. The cost of providing stick-on signs.	This would currently only apply to approximately fifteen HC and PH vehicles.	*	None		
9	DOOR LOCKS All doors shall remain unlocked when carrying passengers.	New condition for safety of passengers which would prevent a driver from refusing to let the passenger alight at the end of a journey.	None.	Central locking needed when transporting small children-not possible in London cabs (Comment x 4). There are contradictory proposals in respect of this topic. One proposal calls for doors to be unlocked at all times, another refers to motion locking systems being accepted. There are times, e.g. School runs when safety requires doors to be locked, likewise in some confrontational situations, e.g. a refusal to pay a fare when the ability to lock doors is helpful to driver safety. This area needs to be fully considered in conjunction with the police so that a proper policy ensuring the safety of both public and driver is ensured and that support is available from the police to ensure fares, properly charged get paid.	None.	In view of the trade comments the conditions could be reworded, e.g. "Passengers must have free access to any device designed to release door locks or open windows and all doors shall remain unlocked when carrying passengers, except where the vehicle is designed for doors to be locked when the brake is off. Child locks may only be used when unaccompanied children are being carried in the vehicle." CROSS REFERENCE TO ITEM 31, TABLE 1.	*	None		
10	ROOF SIGN (Top sign). HC – R&B approved sign. (a) The sign must be illuminated when HC available for hire. (b) Name, business name or telephone number may be displayed at rear of sign. (c) PH – no roof sign is permitted.	(a) Amended wording. Benefit to the public, to readily identify a HC which is available for hire. (b) No change (c) No change	None	None	None.	(a) Amended wording. Previous condition stated "sign shall be capable of being illuminated and then be extinguished when the vehicle is hired or out of service", and therefore enforcement action could not be taken if the driver did not illuminate the sign when vehicle was available for hire. (b) No change. (c) No change. (CROSS REFERENCE ITEM 43, TABLE 3) There is the option to allow roof signs on PHV to aid identification of pre-booked vehicle. The Health Committee refused to allow roof signs on 17.9.96 (Minute 26 page 235) following an application from a private hire operator to licence a vehicle with an illuminated top sign with the wording "Roadrunners 760076 Advance Bookings Only".	*	None		
11	INTERIOR SIGN Double-sided luminous sign (a small version of the licence plate) to be placed inside windscreen or side window.	New condition. For passenger safety, to enable passengers to readily identify the vehicle which has been hired.	None	None	Increase the cost of vehicle licence to cover cost of the Mogo sign (approx £7-£8).		*	Officer time to liaise with Mogo and design sign.		

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12	<p>OPERATOR IDENTIFICATION Question 5 Do you agree that additional information may be put on door signs?</p> <p>Do you agree with the suggested maximum size of signs?</p> <p>(a) Operator identification HC and PH – signs on side doors Lettering max. size 50mm high for 4-5 passenger vehicles.</p> <p>(b) Lettering max size 75mm high 6-8 passenger vehicles Sign to include: operator name, tel. no., town, e-mail address, website address.</p> <p>(c) Maximum size of door sign to be agreed, e.g. 36cm wide x 26cm deep (approx 14in x 10in).</p> <p>(d) Template to be submitted and approved by R&B prior to use. All existing signs to be submitted to Council for approval to ensure they meet the above conditions.</p>	<p>(a) Allow door signs to be displayed on HC and PH vehicles for customer benefit to identify vehicles.</p> <p>(b) Allows implementation of L&R Committee's recommendation.</p>	<p>None</p> <p>None</p>	<p>Yes 34 No 1 No comment 1</p> <p>Yes 30 No 4 No comment 2</p> <p>Should be up to the individual. Should say 'pre-booked only on P.H. vehicles' (comment x 3) 18" x 12".</p> <p>Private Hire door signs, where fitted, should include the phrase "available only by prior booking "or something similar in lettering larger than the operators' details.</p>	<p>No additional cost for new operators. Existing operators may have to make new signs to comply with new condition.</p>	<p>General agreement that door signs should be permitted on HC and PHV and include more information than at present. Also max. size of 36cm x 26cm (14" x 10") appears acceptable. Officers will require that a template for each sign must be submitted for approval before it is used.</p> <p>(a) No change for PH. New condition for HC to allow operator to put details on side doors. Some PH operators run mixed fleet of HC & PH and it is more consistent to allow all HC and PH vehicles to have this form of identification.</p> <p>(b) New condition to include town, e-mail address, website address. (L&R Committee 23.7.03 recommended reviewing this condition to include electronic address. Minute 13 page 144)</p> <p>NOTE A larger sign than that detailed at (c) could be approved for 6-8-seater vehicles when lettering is 75mm high. This suggestion of a larger sign was not included in the consultation.</p> <p>(c) New condition.</p> <p>(d) New condition requiring advance approval of operator sign.</p>	*	Minimal – time required to check template to ensure new signs meet the amended conditions.		
13	<p>"NO-SMOKING SIGN" Maximum width 77mm (3") may be displayed in side windows.</p>	<p>New condition for the benefit of non-smoking drivers and passengers, to identify vehicles where smoking is discouraged. The DETR published a Consultation Paper on Smoking in Taxis in 1999 but no legislation has resulted.</p>	<p>None.</p>	<p>No smoking policy should be introduced (Comment x 20).</p> <p>It would seem that in the current climate a no smoking policy should be adopted in all cars in the borough and that these signs should also permit the banning of food and drink consumption in vehicles as these cause mess which would affect future passengers.</p>	<p>Minimal – the cost of self-adhesive sign.</p>	<p>Consideration could be given to permitting "No food and drink" signs in vehicles in addition to "No smoking" signs.</p>	*	None	<p>Panel needs to give consideration to the suggestion of permitting drivers to display notices prohibiting food and drink from being consumed by passengers.</p>	
14	<p>SPARE WHEEL Vehicle to carry spare wheel and tools to change a wheel in the event of a puncture, or means of inflating tyre to enable journey to continue.</p>	<p>Amended wording to take account of the way new cars are equipped (some do not have traditional spare wheel).</p>	<p>None</p>	<p>None</p>		<p>On further consideration of this issue, officers recommend that the existing condition be retained which makes no reference to "or means of inflating a tyre to enable a journey to continue". Vehicles will therefore only comply with conditions if they continue to carry a spare wheel and tools to change a wheel.</p>	*	None	<p>Panel decision required to remove the amendment.</p>	
15	<p>FIRST AID KIT (a) Motorist's first aid kit to be approved by Licensing Officer. (b) To be visible and available for immediate use or a sign to be visible stating where it is stored.</p>	<p>(a) To simplify the contents requirement. (b) For the benefit of passengers who were in need of items from the kit.</p>	<p>None</p>	<p>None</p>	<p>Minimal. Cost of stick-on sign.</p>	<p>(a) Amended wording - cease to list contents of first aid kit. It is impracticable to check that 400 boxes each have, for example, ten antiseptic wipes, twelve assorted safety pins and one packet of 24 assorted dressings, etc. (b) The first aid kit could be accessed speedily when needed.</p>	*	None.		
16	<p>FIRE EXTINGUISHER (a) Efficient fire extinguisher</p>	<p>(a) to specify the</p>		<p>None</p>	<p>Minimal.</p>	<p>(a) Previously there were several differently worded</p>	*	None		

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	(Dry powder 1 kg fire extinguisher) to be in the vehicle. (b) To be visible and available for immediate use or a sign to be visible stating where it is stored.	suitable type of fire extinguisher. (b) For passenger and public safety to enable it to be used without delay.			Cost of stick-on sign.	references to fire extinguishers. (b) Additional wording to increase public awareness and safety of passengers.				
17	LIQUID PETROLIUM GAS (LPG) POWERED VEHICLE a) Evidence to be provided that LPG installation has been carried out by approved installer or vehicle manufacturer. b) Inspection certificate to be provided at intervals to be determined.	a) For passenger and public safety. b) see Officer Response				a) To ensure that the LPG installation has been properly carried out. (b) This amended condition should be deleted. Information has been received from Ken Dodds, Fleet Manager, Earlswood, that the MOT inspection includes vehicles which are powered by any means.				
18	TINTED WINDOWS Where fitted the degree of tint or silvering must comply with Construction & Use Regulations (paragraph 32), which defines the acceptable standard. Exceptions may be made for stretch limousines or executive vehicles.	For the benefit of passengers. To avoid the use of very dark windows which could cause a passenger to feel at risk.	None.	None	None	To ensure vehicle conforms to Construction & Use Regulations.	*	None		
19	TOWING DEVICES (a) Any towing bracket or towing device must be manufactured and maintained to either BSI or EC standards. (b) Trailer to be fitted with duplicate licence plate. Licensee to pay for cost of additional plate.	(a) New condition for public safety. (b) For benefit of passengers to ensure vehicle can be identified even if trailer obscures the licence plate on the vehicle.	None	Towing device - unnecessary and monetary burden, would a plate be needed for leisure use of trailer?	£26 for duplicate licence plate	Towing devices and trailers were not previously covered by conditions. Additional plate will be required to identify trailer. When a trailer is attached to a licensed vehicle in the borough, then the trailer must have a licence plate as the trailer may obscure the licence plate on the rear of the vehicle. A licence plate will not be required on a trailer attached to a HC or PH vehicle which is used for leisure purposes (not hire and reward) outside the borough.	*	Minimal. 5 minutes to make a second plate.		
20	STRETCHED LIMOUSINES Details of specification of acceptable vehicles will be provided on request.	New condition.	None	None	None	Conditions for stretch limos have not yet been formalised. Currently each application is considered on its merits. Suggest we remove the offer of supplying detailed specification for the time being as this will require a great deal of research.	* Suggest Panel move this to Table 3 "Issues not to be pursued in this review".	Large amount of time required to set up a specification.		
21 and 25	CCTV (a) If CCTV is operated within a vehicle, an outward facing notice must be placed on all passenger windows advising of the presence of CCTV. All notices must be approved by a Licensing Officer before use. (b) Any in-cab CCTV apparatus must be PCO (Public Carriage Office) approved, and be approved by Licensing Officers before it is installed.	New Policy. (a) This is for the benefit of drivers and passengers and to advise passengers that CCTV is being used. (b) For the benefit of passengers' privacy by preventing unauthorised access to the CCTV images.	None	None	Minimal – cost of stick-on sign.	New condition to conform to normal practice when CCTV is in use. (No CCTV equipment is currently installed in R&B licensed vehicles.)	*	None		

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22	MOT certificate (or certificate of mechanical fitness) not required for any vehicle with less than 1,000 miles on the clock at initial licensing.	Simplify procedures for applicant who will know in advance whether they will have to provide MOT certificate when a new vehicle is licensed.	None	None	None – this may save money for applicant.	Amended wording. Mileage has not previously been specified and applicants were advised no MOT was needed if the vehicle had delivery mileage only.	*	None		
23	Question 11. Do you agree that the MOT certificate (or certificate of mechanical fitness) should be no more than 14 days old at the date of licence inspection?	A more up-to-date MOT will more accurately reflect the condition of the vehicle.	Yes 12 No 0 No comment 1	Yes 7 No 29 No comment 0 2 months. 28 days. 3 weeks. 30 days (comment x11). 30 days better as allows for preparatory work on vehicle before inspections (comment x10). Difficult to achieve when running fleet. I have needed more than 14 days for repair as some garages have waiting lists for services etc. Should remain 8 weeks. The question of the age of the MOT certificate acceptable at the date of inspection needs to be more closely examined. More vehicles will be specialised and have specialised equipment which will come under the MOT, e.g. seat belts built into seats, specialised body parts as a result of conversions etc. These will take time to access and fit. This will make it difficult to conclude all the formalities within 14 days, the present period allows for these problems, if it is felt that current arrangements allow too long a period 30 days is the minimum practical time.	No additional cost.	New policy – previously a MOT/certificate was accepted if not more than 8 weeks old. 14 days is the age of certificate required for London private hire vehicles. The trade's suggestion of 30 days is a big improvement on our current 56 days. Officers suggest that 28 days is a reasonable compromise and this period could be considered again at a future review of conditions.	* Panel decision required on officer's suggestion.	None		
*24	FIXING OF LICENCE PLATE Question 12: Do you agree that the plate should be fixed by the Licensing Officer at time of licensing? Council licence plate to be fixed to vehicle by licensing officer at time of licensing, either to a bracket or direct to the bodywork.	To ensure each licensed vehicle is displaying a licence plate in a conspicuous position at the rear of the vehicle.	Yes 11 No 1 No comment 1	Yes 30 No 6 No comment 0 Some cars have plates that are not permanently fixed by owner. Fitted to all vehicles to prevent unlicensed operators. If permanent, more break-ins. Not easy, vehicles vary. Should be brackets or tape so not to damage vehicle.	None	New policy to ensure that all licence plates are fixed securely in an appropriate position. Specialist 3M Automotive Tape is used which does not damage paintwork. (This will avoid the need for owners to drill extra holes in plates to fix magnets, avoid the illegal practice of plates being stuck inside rear window.) Agreement by trade and customers. Officers have already started to fix plates using special tape which does not harm paintwork.	*	None		
25	CCTV – SPECIFY STANDARD	See No. 21								

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26 and 27	<p>PRIVATE HIRE RECORDS BOOKINGS The operator shall keep the following particulars of every booking: Date and time of booking, Date and time of journey, Name of hirer, Place passengers collected, Place passengers set down, Private Hire Vehicle Licence number, Name and licence number of driver, Fare charged whether or not on meter. Records of bookings must be kept for 12 months.</p> <p>DRIVERS The operator shall keep the following particulars of every private hire driver: Name Current address, Telephone (including mobile phone numbers), Copy of current Private Hire Driver licence, Date driver ceased to be available to the operator. Records of a Private Hire Driver must be kept for 12 months from the date the driver ceased to be available to the operator. Operators must provide details to the Council when a driver's dismissal related to his/her unsatisfactory conduct.</p> <p>VEHICLES The operator shall keep the following particulars of every vehicle used: Make, model and colour, Vehicle registration number, Registered keeper, Copy of Private Hire Vehicle licence, Copy of current MoT certificate, Copy of current valid certificate of insurance, Date when vehicle became available to the operator, Date vehicle ceased to be available to the operator. Records of a private hire vehicle must be kept for 12 months from the date the vehicle ceased to be available to the operator.</p>	Simplify procedures to reflect what records Officers actually require operators to keep.	None	None	None	Amended condition. Fewer details are now required. Too much information was specified previously, which was unnecessary for council purposes and impractical for operators to comply with.	*	None		
28	<p>SUITABILITY OF PREMISES Question 15. Do you agree that there should be a condition that the private hire business shall not cause a nuisance or disturbance to neighbours? The running of a private hire business shall not cause nuisance or disturbance to</p>	To minimise problems in the neighbourhood of a private hire operator.	Yes 12 No 0 No comment 1	Yes 16 No 18 No comment 2 Currently if there is a planning consideration, operators licences are issued subject to compliance with requirements of the planning department. Licensing officers should not be faced with this value judgement which properly belongs to the planning department which has	None	New condition. To set a standard of expectation, and to enable enforcement action in the event of nuisance. This is most likely to happen when an operator runs his business from domestic premises. Planning permission is not generally required to run a small business from home. Planning Dept. is notified of all operator licences issued for	*	None		

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	occupants or residents in the vicinity of the operating base.			the necessary powers to enforce its regulations and requirements. Already in planning regulations (Comment x 18). Could create monopoly situation. If non-family run fleet should be sited away from residential area. Non-family run over 5 vehicles should be away from residential areas. Only operated from commercial premises. Yes, we are subject to expensive overheads and feel we should all have premises.		domestic and commercial premises. Problems caused by operators at domestic premises are currently quite rare. However, the Council lost a case regarding the requirement for planning permission at domestic premises at a Public Inquiry. Officers would therefore support a condition of this type to assist with controlling problems that arise which are outside of the control of the planning dept.				
29	DOORS Each vehicle must have the appropriate number of doors to allow safe access and egress for the number of passengers it is licensed to carry.	Amended wording. Passenger safety.	None	None	None	Change of wording. Previous conditions were ambiguous and specified 2, 3 or 4 doors. Byelaws for HC state at least 2 doors for passengers	*	None		
30	DOORS Where only one side door is fitted to an MPV, that door is to be fitted to the nearside of the vehicle.	New condition for safety of passengers.	None		None		*	None		
31	DOOR AND WINDOW RELEASE MECHANISM Passengers must have free access to any device designed to release door locks or open windows, except where vehicle is designed for doors to be locked when the brake is off.	New condition for safety of passengers. There have been instances where drivers have refused to open doors when vehicle has stopped.	None	None	None	CROSS REFERENCE ITEM 9, TABLE 1	*	None		
ITEM EXCLUDED IN ERROR FROM DRAFT REVIEW OF CONDITIONS										
48	RIGHT HAND DRIVE The steering wheel of the vehicle must be on the right-hand or offside of the vehicle.	New condition for improved safety of passengers.	No responses received, as there was no consultation on this item which was not included in the draft review of conditions.		None	This condition could be applied to all vehicles. Or the condition could be worded to say, "although exceptions will be considered, e.g. stretch limousines". Stretch limos are invariably left-hand drive. There are currently no licensed left-hand drive vehicles. Stretch limos are the only left-hand drive vehicles which have ever been licensed in the Borough.	Decision of Hackney Carriages Review Panel (meeting on 15.7.04): This issue be supported for consideration as an immediate implementation area. Panel are requested to consider this further.	None		