

**Proposed Changes - Taxi Policy and Licensing Conditions 2025**

	<b>Proposed Change</b>	<b>Current Policy</b>	<b>Proposed Updated Policy</b>	<b>Reasons for the Amendment</b>
1.	3.3 New Suitability Guidance from the IoL included.		(link to Institute of Licensing guidance)	Updated standards for Licensing Authorities to have regard to.
2.	Carbon neutrality deadline - Section 3.4 (ii) Relationship to the Council's Corporate Priorities	Health and Well-being of visitors and residents has been factored into this policy by ensuring that we minimise pollution by requiring vehicles to comply with the emission regulations and through limiting age of vehicles for licensing purposes as well as providing relevant safeguarding training and ensuring that drivers are fit and proper persons.	Health and Well-being of visitors and residents has been factored into this policy by ensuring that we minimise pollution by requiring vehicles to comply with the emission regulations <b>and ensuring that those vehicles that are solely petrol or diesel are phased out, for licensing purposes and to meet the aim for carbon neutrality, within the Borough, by 2030</b> , as well as providing relevant safeguarding training and ensuring that drivers are fit and proper persons.	References the new Carbon Neutrality deadline for the taxi fleet
3.	Changes in vehicle ages - Promoting High Vehicle Standards - Section 3.6 - Policy Objectives	Ensuring that vehicles are clean and in good condition, comfortable and accessible for all passengers. Ensuring, that <b>vehicles over six years old</b> are subject to	Ensuring that vehicles are clean and in good condition, comfortable and accessible for all passengers. Ensuring, that vehicles, are subject to regular checks to ensure safety and compliance with emissions standards. Ensuring that vehicles which are new to	Vehicle ages have been changed

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		regular checks to ensure safety and compliance with emissions standards.	licensing with the Council meet a minimum of Euro 6 Emission Standard by 2027 and ensuring that by 2040 all vehicles are electric	
4.	New Section for Vehicle Emissions and Carbon Neutrality - Section 5	n/a	<p>Note; The Policy changes on vehicle emissions and the licensing of Electric and Hybrid vehicles may be subject to future review and change because of unforeseen circumstances which may affect the vehicle market.</p> <p>5.1 In order to promote public safety, environmental impact, improve quality and increase public confidence, diesel or petrol vehicles must be less than 6 years old when they are first licensed with the Council and at minimum Euro 6 emission Compliant.</p> <p>5.2 London cab-style vehicles and Wheelchair Accessible Vehicles (WAV's) that are diesel or petrol, which are new to licensing with the Council must be less than 8 years old and at minimum Euro 6 Emissions Compliant.</p> <p>5.3 All Electric and Hybrid saloon type vehicles which are presented, as new to licensing, will be no more than 6 years old.</p> <p>5.4 All Electric and Hybrid wheelchair accessible type vehicles, which are presented as new to licensing, will be no more than 8 years old.</p> <p>5.5 With effect from 1 April 2025 the</p>	

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			<p>Council will stop licensing vehicles which are of Euro 4 emissions standard and are powered solely by petrol, diesel or liquified petroleum gas (LPG) internal combustion engines (ICE). This will not affect electric vehicles, hybrid vehicles or those using hydrogen fuel.</p> <p>5.6 From 1 April 2025 until 31 March 2026 the Council will accept renewal applications for the last time in connection with vehicles which are of Euro 5 emissions standard and are powered solely by petrol, diesel or liquified petroleum gas internal combustion engines. This will not affect electric vehicles, hybrid vehicles or those using hydrogen fuel</p> <p>5.7 From 1 April 2027 the Council will stop the new to licensing of vehicles which are powered solely by petrol diesel or liquified petroleum gas internal combustion engines (ICE). This will not affect the renewal of ICE vehicles already licensed by the Council. Further it will not affect the new to licensing or renewal licensing of electric vehicles, hybrid vehicles or those using hydrogen fuel.</p> <p>5.8 From 31 March 2030, the Council will stop the licensing of vehicles which are powered solely by petrol, diesel or liquified petroleum gas internal combustion engines. This will not affect electric vehicles, hybrid</p>	
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			<p>vehicles or those using hydrogen fuel.</p> <p>5.9 From 31 March 2038 the Council will stop the licensing of all hybrid vehicles and all vehicles that do not have zero tailpipe emissions.</p>	
5.	Section 6.4 - Ages of Drivers	<p>The Council issues Driver Licences for applicants less than 65 years of age, that are valid, for three years from the date of grant. For any applicant over 65 the licence is valid for 12 months from the date of grant.</p>	<p>A licence to drive a Hackney Carriage or Private Hire vehicle cannot be granted to a person who is under 21 years of age. In addition, a licence cannot be granted to anyone over 21 who has not held a full UK (not provisional) licence for a period of one year. The Council issues Driver Licences for applicants, that are valid, for three years from the date of grant. For any applicants over 65 the licence will be issued for 3 years but an enhanced regime of medical assessment is operated therefore the driver is required to have a medical every 12 months on the grounds of public safety.</p>	
6.	Section 6.16 - DVLA Driving Licence		<p>Applicants will be required to provide their DVLA Driving Licence to the Licensing Section, this must be valid and in good condition. It must be legible and bear the drivers current home address. Applicants are required to sign an agreement mandate, valid for the duration of their license with Stafford Borough Council which will allow the Council to check, their DVLA Licence status whenever necessary.</p>	

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<p>7.</p>	<p>Section 6.17 - DVLA Driving Licence requirements</p>	<p>Those who hold a European Economic Area (EEA) member state driving licence should note that as a result of the UK leaving the EU, those who have been residing or working in the UK must now apply to the EU Settlement Scheme should they wish to remain. Under the government legislation, EU Citizens who were residing in the UK prior to 1 January 2021 will have their rights and status remain in place until 30 June 2021. Further information on this can be found online at <a href="https://www.gov.uk/right-to-reside">https://www.gov.uk/right-to-reside</a> <a href="https://www.gov.uk/staying-uk-eu-citizen">https://www.gov.uk/staying-uk-eu-citizen</a> and <a href="https://www.gov.uk/settled-status-eu-citizens-families">https://www.gov.uk/settled-status-eu-citizens-families</a>.</p>	<p>Those who hold a European Economic Area (EEA) member state driving licence should note that as a result of the UK leaving the EU, the driving licence requirement has now changed and a full (not provisional) UK licence must now have been held for a period of at least one year. Further information on this can be found online at <a href="http://www.gov.uk/exchange-foreign-driving-licence">www.gov.uk/exchange-foreign-driving-licence</a></p>	<p>Updated to delete out of date information</p>
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	Section 6.18 - Previous Licence at Another Council	The Council will not licence a vehicle for hire and reward which is licensed by another local authority	6.18 The Council will not licence a vehicle for hire and reward which is licensed by another local authority or allow or permit an identification plate issued by another authority to be displayed on the vehicle.	
8.	Section 6 - Disclosure and Barring Service - 6.20 additional note	n/a	6.20 It is the applicant's responsibility to ensure that all bank and contact details are current and updated with the Disclosure and Barring Service (DBS) directly. Every lapse in the subscription will result in an assessment of being a fit and proper person and you will be put before the Public Appeals Committee for their consideration.	
9.	Section 7 - Consideration of the "Fit and Proper Person" Test	Bullet points changed to 'driving record and experience'  Extra information added	Now reads' Driving record, experience <b>and endorsements</b>  Additional bullet point added - " <b>NR3 NAFN Register of Refusals and Revocations</b> "  <b>Extra information (point 7.10)</b> - In making the assessment of a driver's fitness and propriety, the Council will pose the following question. "Without prejudice and based on the information available, would you allow a person for whom you care, regardless of their condition to travel alone in a vehicle driven by this person at any time of day or night?"	

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			If on the balance of probabilities, the answer to the question is “no” the individual should not be given the benefit of the doubt and should not hold a licence.	
10.	Section 7 - DVLA Licences	7.17 - Drivers are required to sign an agreement mandate which will allow the Council to check their DVLA Licence status. Drivers are required to submit their DVLA licence for inspection upon renewal to the Licensing Section.	7.17 Drivers are required to sign an agreement mandate, valid for the duration of their licence, which will allow the Council to check and <b>request a sharing code, their DVLA Licence status whenever necessary.</b>  <b>Plus an additional note on over 21s at point 7.19</b>	More clarity
11.	Section 8 - Private Hire Operators	n/a	<b>Sub-contracting</b> 8.4 Sections 55A & 55B of the Local Government (Miscellaneous Provisions) Act 1976 allow a Private Hire operator to sub-contract bookings to another licensed operator. If this practice is operated, it is mandatory that operators must: <ul style="list-style-type: none"> <li>• Keep records of any jobs that are subcontracted to another Private Hire operator in a separate register with that operator’s licence number and issuing authority.</li> <li>• Furthermore, operators are required to notify passengers clearly if their driver and vehicle are not licensed by Stafford</li> </ul>	

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			<p>Borough Council. The notification must also include a specific statement that the council has no authority to take licensing action against the driver or vehicle in the event of a complaint, directing customers instead to the authority that issued the licence.</p> <ul style="list-style-type: none"> <li>If you sub-contract, once the driver has dropped off the customer, then it is expected that the driver returns to their licensed authority area and does not remain within Stafford Borough licensed area.</li> </ul> <p><b>Additional note at point 8.9 - Operators must ensure that they provide the Licensing Section, on a quarterly basis, with an up-to-date list of their drivers and vehicles.</b></p>	
12.	Section 8 - Private Hire Operators - Period of Licence	7.5 A private hire operator licence is renewable annually. This decision has been taken to provide value for money as Stafford Borough Council do not charge based on the number of vehicles within the fleet.	<p>8.7 A private hire operator licence will normally be valid for five years from the date of issue though the Council reserves the right to issue such licences for shorter periods where it is deemed appropriate to do so.</p> <p>8.8 Private hire operators will be issued with licences to operate vehicles within the following bandings:-</p>	



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			<ul style="list-style-type: none"> <li>• one to four vehicles</li> <li>• five to fifteen vehicles; or,</li> <li>• over fifteen vehicles.</li> </ul> <p>This will allow for greater flexibility in adding vehicles to the Operators' Licence at any time.</p>	
13.	Section 8 - Private Hire Operators	n/a	<p><b>New point at 8.27</b> - Private hire vehicle operators must accept bookings for, or on behalf of, any disabled person if a suitable vehicle is available. Operators/Proprietors are strongly encouraged to make provision for the legal transportation of a minimum of one wheelchair at all times.</p>	To have regard to the new Safeguarding Standards
14.	Section 9 - Vehicle Licences 9.11	The Council requires vehicles with engines rated at not less than 999 cc, and at minimum to be Euro 6 compliant, to have at least four doors and to be capable of carrying four passengers and equal amount of luggage. The vehicle must be a saloon type vehicle so is large enough to meet the criteria.	The Council requires vehicles with engines rated at not less than 999 cc, and at minimum to be Euro 6 compliant, to have at least four doors and to be capable of carrying four passengers and equal amount of luggage, <b>or a folded wheelchair</b> . The vehicle must be a saloon type vehicle so is large enough to meet the criteria.	To have regard to the new Safeguarding Standards

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<p>15.</p>	<p><b>Section 9 - Vehicle Licences - Ages of Vehicles</b></p>	<p>8.21 In order to promote public safety, environmental impact, improve quality and increase public confidence, vehicles must be less than 4 years old when they are first licensed with the Council except for electric vehicles which must be less than 6 years old when they are first licensed.</p> <p>8.22 London cab-style vehicles which are new to licensing with the Council must be less than 5 years old.</p> <p>8.23 All vehicles will cease to be licensed after 10 years from date of first registration. London Cab style vehicles will cease to be licensed after 14 years from the date of first registration. Electric vehicles will cease to be licensed after 12 years from the date of first registration.</p> <p>NOTE: Please refer to the Vehicle Transfer section of this Policy regarding transfer of older vehicles.</p>	<p>9.19 When licensing a vehicle for the first time the Council encourages proprietors to review the Euro NCAP safety rating of the proposed vehicle to consider the safety benefits to passengers, drivers, pedestrians and drivers of other vehicles by licensing a higher rated vehicle. More details can be found at: <a href="http://www.euroncap.com/en">www.euroncap.com/en</a></p> <p>9.20 In order to promote public safety, environmental impact, improve quality and increase public confidence, diesel or petrol vehicles must be less than 6 years old when they are first licensed with the Council and at minimum Euro 6 compliant. Refer to section 5.</p> <p>9.21 London cab-style vehicles and Wheelchair Accessible Vehicles (WAV's) that are diesel or petrol, which are new to licensing with the Council must be less than 8 years old and at minimum Euro 6 compliant. Refer to section 5</p> <p>9.22 All Electric and Hybrid saloon type vehicles which are presented, as new to licensing, will be no more than 6 years old. Refer to section 5</p> <p>9.23 All Electric and Hybrid wheelchair accessible type vehicles, which are presented as new to licensing, will be no more than 8 years old. Refer to section 5.</p> <p>9.24 Electric/Hybrid and Hydrogen fuel vehicles will have no end date providing it</p>	
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		<p>(8.51) 8.24 Wheelchair Accessible Vehicles (WAV's) that have been purchased new and the list price is over £23,000 will cease to be licensed after 12 years. Evidence to support this will be needed for this exemption to be applied.</p>	<p>remains safe and fit for purpose.</p>	
16.	Section 9 - Vehicle Licences - Inspection & Testing of Vehicles	<p>8.25 All vehicles shall be tested at one of the Council's approved testing facilities prior to first licensing. Vehicles will be required to have 2 MOT tests per year (every 6 months) when they are 7 years old from the date of registration except for London Cab style vehicles which will be required to have 2 MOT tests per year (every 6 months) when they are 11 years old, from the date of registration. The age of the vehicle shall be determined by reference to the date of the first registration recorded in the</p>	<p>9.25 All petrol or diesel only vehicles shall be tested at one of the Council's approved testing facilities prior to first licensing unless the vehicle is new, any new registered vehicle is required to produce an MOT certificate after 13 months from date of registration.</p> <p>These vehicles will be required to have 2 MOT tests per year (every 6 months) when they are 9 years old from the date of registration.</p> <p>All Electric/Hybrid or Hydrogen fuel vehicles are required to have 2 MOT tests per year (every 6 months) when they are 9 years old from the date of registration and from 14 years old 3 MOT's a year (every 4 months).</p> <p>The age of the vehicle shall be determined</p>	

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		<p>vehicle registration document (V5). This is in order to ensure that older vehicles continue to meet the Council’s vehicle standards, particularly in terms of safety. The cost of each test or any re-tests will need to be met by the applicant.</p> <p>8.26 The Council will use the national inspection standards contained within the Freight Transport Association’s “FTA Best Practice Guide to Inspection of Hackney Carriage and Private Hire Vehicles” published in August 2012.</p>	<p>by reference to the date of the first registration recorded in the vehicle registration document (V5). This is in order to ensure that older vehicles continue to meet the Council’s vehicle standards, particularly in terms of safety. The cost of each test or any re-tests will need to be met by the applicant.</p> <p>A Compliance test pass certificate will also be required each time, from one of the approved testing facilities, (such a Certificate should normally be dated no more than 28 days old at the time that the application is made to the Licensing Authority).</p>	
17.	Section 9 - Vehicle Licences - Wheels and Tyres	n/a	<p><b>Point 9.31</b> A spare wheel and tyre in good condition, properly inflated and suitable for the vehicle, together with sufficient tools for fitting same shall be provided unless the proprietor can comply with the following: -</p> <p><i>The proprietor or operator of the vehicle shall take all reasonable steps to ensure, in the event of vehicle breakdown, that appropriate contingency arrangements are in place to enable passengers to complete their journeys safely and in good time to</i></p>	

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			<p><i>anywhere in the UK. Such steps may include carrying and use of a spare wheel and tools; if vehicle is not designed to carry a spare, fitting run flat tyres all round or carrying puncture repair / inflation kit; vehicle breakdown cover which includes taking the passengers and their luggage to their intended destination anywhere in the UK; agreements with other proprietors / operators to provide assistance in emergencies etc. In any event, responsibility for ensuring the safety and welfare of passengers in such circumstances rests with the said proprietor or operator.</i></p>	
18.	Section 9 - Vehicle Licences - Limousines and Novelty/Vintage Vehicles	n/a	<p><b>New point added 9.53</b> - On application for a Novelty or vintage vehicle you must also provide the Licensing Section with written proposals detailing how the vehicle will comply with this policy, safety, and passenger comfort requirements.</p>	
19.	Section 10 - Equalities Act 2010 - Designated Vehicles	n/a	<p><b>New additional point added at 10.10</b> - Drivers of vehicles designated under the Equality Act 2010 to carry a passenger seated in a wheelchair have several duties under the Act which are:</p> <ul style="list-style-type: none"> <li>• To carry a passenger while in the wheelchair;</li> <li>• Not to make any additional charge for doing so;</li> <li>• To carry the wheelchair in the vehicle</li> </ul>	To ensure drivers completely understand their responsibilities

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			<p>if the passenger chooses to sit in a passenger seat;</p> <ul style="list-style-type: none"> <li>To ensure the passenger is carried in safety and comfort;</li> <li>To provide appropriate mobility assistance to enter or exit the vehicle including to load any luggage and/or wheelchair.</li> </ul>	
20.	Appendix 1 - Hackney Carriage/Private Hire Driver Conditions	n/a	<b>New point added at point 17</b> - The driver must be able to take a card payment, for use within the vehicle, with no minimum limit, this is mandatory and use it as necessary.	To futureproof the trade
21.	Appendix 1 - Hackney Carriage/Private Hire Driver Conditions	n/a	<b>New point added at point 35</b> - Drivers must turn off their engines whilst stationary. This is in order to reduce any potential pollution as well as saving money on fuel costs. Vehicle idling is an offence against the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002.	To have regard to the Anti-Idling laws
22.	Appendix 4 - <b>General Vehicle Conditions (new section)</b> - Plates and Identification of Vehicle	The vehicle shall always clearly display on the exterior of the vehicle two licence plates supplied by the Council, the form and content of which shall also be prescribed by the Council.	The vehicle shall always clearly display on the exterior of the vehicle <b><u>one licence plate</u></b> supplied by the Council, the form and content of which shall also be prescribed by the Council.	Decision taken by the Licensing Authority on simplicity for the trade

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23.	<p><b>Appendix 4 - General Vehicle Conditions (new section) - Plates and Identification of Vehicle</b></p>	<p>One licence plate shall be affixed securely to the front of the vehicle and one licence plate affixed securely to the rear of the vehicle. These must be secured permanently to the vehicle. Magnetic fixings will not be accepted.</p>	<p>For reasons of security, <b>the printed licence plate issued by the Council must be placed within the backing plate provided by the Council and then shall, at all times be fixed securely to the rear of the vehicle on the offside or centre of the vehicle at bumper height.</b> The licence plate must be horizontal. The use of magnets to fix the plate to the licensed vehicle is not acceptable.</p>	<p>To ensure drivers know their responsibilities and to avoid future instances of non-compliance.</p>
24.	<p><b>Appendix 5 - Private Hire Operator's Licence Conditions</b></p>	<p>Private hire vehicles may be subcontracted by the operator in accordance with the requirements of section 11 of the Deregulation Act 2015 which inserted section 55(A) and (B) into the Local Government (Miscellaneous Provisions Act 1976). The Operator, however, must ensure that the passenger is informed in cases where the booking is sub-contracted to another taxi firm, and give them full details of the same.</p>	<p>16. Sub-contracting. Sections 55A &amp; 55B of the Local Government (Miscellaneous Provisions) Act 1976 allow a Private Hire operator to sub-contract bookings to another licensed operator.          If this practice is operated, it is mandatory that operators must:</p> <ul style="list-style-type: none"> <li>• Keep records of any jobs that are subcontracted to another Private Hire operator in a separate register with that operator's licence number and issuing authority.</li> <li>• Furthermore, operators are required to notify passengers clearly if their driver and vehicle are not licensed by Stafford Borough Council. The notification must also include a specific statement that the council has no authority to take licensing action against the driver or vehicle in the event of a complaint, directing customers instead to the authority that issued the licence.</li> </ul>	<p>Clarification given to Operator's that sub-contracting should not be the norm and to ensure that customers are notified that the vehicle being used is not one licensed by Stafford Borough Council and that complaints cannot be dealt with by SBC.</p>

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			<p>17. Any Operator that is sub-contracting and using licensed vehicles from another area to undertake fares within Stafford Borough must ensure that the driver of the vehicle, who is working for them, is displaying the livery of the Stafford-Licensed operator on the vehicle.</p>	
25.	Appendix 7 - Executive Hire Conditions	2. Executive Hire Vehicles will not be licensed once they are 12 years old.	<p>3. Executive Hire Vehicles <b>that are solely petrol or diesel</b> will not be licensed once they are 12 years old or by 2030 whichever is sooner (see Section 5 and Appendix 10)</p> <p><b>Additional point added at point 4:</b> Executive Hire Vehicles that are Electric/Hybrid will no longer be licensed once they are 16 years old.</p> <p><b>Additional point added at point 5:</b> Electric or Hydrogen fuel Executive Hire Vehicles can operate for as long as they are roadworthy and fit for purpose.</p>	To encourage the switch to electric.



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26.	Appendix 8 - Guidance on Determining the Suitability of Applicants and Licensees in Hackney Carriage and Private Hire trades	n/a	<p><b>Additional Guidance Notes added:</b></p> <p>This guidance must be read in conjunction with the Department for Transport (“DfT”) Statutory Taxi and Private Hire Vehicle Standards and the Institute of Licensing (“IoL”) Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades.</p> <p><b>Pages 71 - 84 have been updated in accordance with the new IoL Suitability Guidance issued in November 2024.</b></p>	
27.	Appendix 8 - Guidance on Determining the Suitability of Applicants and Licensees in Hackney Carriage and Private Hire trades	n/a	<p><b>Additional Points under ‘Other Motoring Offences - Definition of Major and Minor Offences -</b></p> <p>Where an applicant has 7 or more points on their DVLA licence for minor traffic or similar offences, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed.</p> <p>Existing drivers who make application to renew their licence and have made the Council properly aware that they have 9 points or more on their driving licence, may be required to undertake a driving assessment and may have their application referred to the Council’s Public Appeals</p>	

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			Committee.	
28.	Appendix 8 - Guidance on Determining the Suitability of Applicants and Licensees in Hackney Carriage and Private Hire trades	n/a	<p><b>New Section added:</b></p> <p><u>Totting Up Disqualifications</u> Where a number of traffic offences has resulted in a driver receiving 12 penalty points or more on his/her licence the driver will be disqualified from driving unless the Court is satisfied that exceptional hardship would be suffered by an individual if disqualified. This is known as a “totting-up” disqualification. Where an applicant has a totting-up disqualification an application will usually be refused until a period of between 12 months and 2 years has lapsed from the restoration of the DVLA licence depending on the seriousness of the offences which led to the totting up. Where an existing licence holder is disqualified from driving as a result of a totting up procedure, the licence will normally be revoked.</p> <p><u>Other driving disqualifications</u> Licensed drivers who are banned from driving by the Courts for 55 days or less, will</p>	

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			<p>not have their licence application considered by the Council until at least 3 months have passed since the expiry of their ban. Licensed drivers who are banned from driving by the Courts for 56 days or more, will not have their licence application considered until at least 6 months have passed since the expiry of their ban.</p> <p><u>Enforcement</u> Enforcement activity is carried out in order to satisfy the policy objectives of: -</p> <ul style="list-style-type: none"> <li>• Public Protection</li> <li>• Improving quality</li> <li>• Promoting high vehicle standards</li> <li>• Improving access for all</li> <li>• Improving public confidence</li> <li>• Supporting the safety and success of the nighttime economy</li> </ul> <p>Enforcement activity includes the bringing of prosecutions in respect of statutory offences such as illegally plying for hire and refusal to take a fare without good reason. Enforcement also includes taking action in respect of breaches of licensing conditions and taking action in cases of poor conduct or following complaints from the public. Enforcement action also includes lesser sanctions such as formal written warnings.</p> <p>The Council may suspend or revoke vehicle</p>	
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			<p>licences in cases relating to unsafe vehicles or breaches of licensing conditions.</p> <p>Complaints, possible offences and contraventions of conditions/ policy may be investigated by way of an interview under caution in compliance with the Police and Criminal Evidence Act 1984.</p>	
29.	Appendix 8 - Guidance on Determining the Suitability of Applicants and Licensees in Hackney Carriage and Private Hire trades	n/a	<p><b>New Table of Spent Convictions and Offence Information - (see table at pages 79 - 84)</b></p>	
30.	<b>Appendix 10 - Vehicle Emissions &amp; Carbon Neutrality</b>		<p><b>New Section here:</b></p> <p>Note: The Policy changes on vehicle emissions and the licensing of Electric and Hybrid vehicles may be subject to future review and change because of unforeseen circumstances which may affect the vehicle market.</p> <p>Electric and Hybrid Vehicles: All Electric and Hybrid saloon type vehicles which are presented as new to licensing, will</p>	

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			<p>be no more than 5 years old. The Council will however, rely on other aspects of their taxi policy to ensure that all such vehicles which are presented as new to licensing, are of a sufficiently high standard.</p> <p>With immediate effect, all Electric and Hybrid wheelchair accessible type vehicles which are presented as new to licensing, will be no more than 8 years old. The Council will however, rely on other aspects of their taxi policy to ensure that all such vehicles which new to licensing are of a sufficiently high standard.</p> <p>These vehicles will be required to have 2 MOT and Compliance inspections per year (every 6 months) when they are 9 years old from date of first registration.</p> <p>All vehicles will be required to have 3 MOT and Compliance inspections per year (every 4 months) when they are 14 years old from date of first registration.</p> <p><u>Vehicle Emissions and Carbon Neutrality</u> With effect from 1 April 2025 the Council will stop licensing vehicles which are of Euro 4 emissions standard and are powered solely by petrol, diesel or liquified petroleum gas (LPG) internal combustion engines (ICE).</p>	
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			<p>This will not affect electric vehicles/hybrid vehicles or those using hydrogen fuel.</p> <p>From 1 April 2025 until 31 March 2026 the Council will accept renewal applications for the last time in connection with vehicles which are of the Euro 5 emissions standard and are powered solely by petrol, diesel or liquified petroleum gas internal combustion engines. This will not affect electric/hybrid vehicles or those using hydrogen fuel.</p> <p>From 1 April 2027 the Council will stop the new to licensing of vehicles which are powered solely by petrol diesel or liquified petroleum gas internal combustion engines. This will not affect the renewal of ICE vehicles already licensed by the Council. Further it will not affect the new to licensing or renewal licensing of electric /hybrid vehicles or those using hydrogen fuel.</p> <p>From 31 March 2030, the Council will stop the licensing of vehicles which are powered solely by petrol, diesel or liquified petroleum gas internal combustion engines. This will not affect electric vehicles, hybrid vehicles or those using hydrogen fuel.</p> <p>From 31 March 2040 the Council will stop the licensing of hybrid vehicles and all</p>	
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			<p>vehicles that do not have Zero tailpipe emissions.</p>	
<p>31.</p>	<p><b>Appendix 11 - Idling Vehicles Contribute to Air Pollution</b></p>		<p><b>New Section here:</b></p> <p>Put a stop to idling engines Running your engine unnecessarily while your vehicle is stationary pollutes the environment. And it's against the law on public highways.</p> <p>What are the problems? An idling engine can produce up to twice as many exhaust emissions as an engine in motion. Exhaust emissions contain a range of air pollutants such as carbon monoxide, nitrogen dioxide, and particulate matter. These can affect the air quality of the surrounding environment and the air we breathe.</p> <p>Why is idling illegal? Vehicle idling is an offence against the Road Traffic (Vehicle Emissions) (Fixed Penalty)</p>	

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			<p>(England) Regulations 2002. The law states that is an offence to idle your engine unnecessarily when stationary. If you fail to turn your engine off after being spoken to you may be issued with a fixed penalty notice.</p> <p>Who does the legislation affect? The legislation covers all vehicles on public roads including buses, taxis and private cars. It does NOT apply to vehicles moving slowly due to road works or congestion; vehicles stopped at traffic lights; vehicles under test or repair; or defrosting a windscreen.</p> <p>What can you do?</p> <ul style="list-style-type: none"> <li>• You can do your bit by switching off the engine if it looks like you could be waiting for more than a minute or two. Modern cars use virtually no extra fuel when they're re-started without pressing the accelerator, so you won't waste lots of fuel switching the engine back on.</li> <li>• Turn off your engine when stationary, for example - on a road at a shop, school, taxi rank and stands, whilst unloading / loading or when parked.</li> <li>• Avoid idling whilst waiting in car parks, petrol stations, lay-bys, "set down" and "pick up points".</li> </ul>	
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			<p>What are the benefits?</p> <ul style="list-style-type: none"><li>• By turning off your engine you improve air quality, reduce fuels costs and comply with the law.</li><li>• Reducing air pollutants can help cut heart disease, reduce lung cancer and prevent asthma attacks.</li></ul> <p>Does starting an engine cause more pollution than idling?</p> <p>No. Turning off an engine and restarting it after a minute or two (or longer) causes less pollution than keeping the engine idling and uses less fuel.</p> <p>Does the engine need to stay on to keep the battery fully charged?</p> <p>No. Modern batteries need less engine running time.</p> <p>When it's cold I need to keep my vehicle warm or warm up my engine?</p> <p>It can take up to an hour for an engine to cool down. Turning off your engine but keeping the ignition and the fan blowing will provide warm air for some time. If you are concerned about passenger comfort, keep the engine idling to an absolute minimum in warm and cold weather.</p>	
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			<p>Don't catalytic converters need to be hot to work properly?</p> <p>Yes, but an idling engine does not keep a catalytic converter warm. They retain their heat for about 25 minutes after an engine is switched off anyway. Some useful Eco Driving Tips can be found at:</p> <p><a href="http://www.energysavingtrust.org.uk/Travel/Driving">www.energysavingtrust.org.uk/Travel/Driving</a></p>	
32.	<b>App 12 - Guidance for Drivers on the use of Taxi Ranks</b>	n/a	<p>Standing or plying for hire from the taxi ranks helps maintain order and public safety. Proper ranking of vehicles allows for both customers and taxis to queue up in an orderly fashion so that public hiring's can take place safely.</p> <p>Standing and plying for hire on public highway near to taxi ranks is not encouraged and may be construed as queue jumping and gaining an unfair advantage over other hackney carriages. Furthermore, it confuses members of the public as to where the official taxi ranks are and this may encourage unlicensed taxis to operate in those areas.</p> <p>There is nothing to stop a member of the public flagging down a passing hackney carriage where the roof sign is illuminated. Engines on licensed vehicles must be stopped whilst standing still on the taxi</p>	

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			<p>ranks. Failure to do so may result in action being taken in accordance with the Matrix of Penalties for Offences given as Appendix 8 to this policy.</p>	
33.	<p><b>Appendix 13 - Fares for Hackney Carriage Journeys</b></p>	n/a	<p><b>New Section here:</b></p> <p>For hackney carriage vehicles (taxis) the law requires that:</p> <ol style="list-style-type: none"> <li>1) For all journeys which start and finish within the boundaries of Stafford Borough, the fare charged must be no more than the fee displayed on the meter. In consequence, the meter must be used for all journeys which start and finish within the boundaries of Stafford Borough. This is the case even if they are pre-booked journeys. To charge a passenger more than is displayed on the meter is an offence.</li> <li>2) For journeys ending outside of Stafford Borough, the law does</li> </ol>	

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			<p>not permit a taxi driver to charge more than the fare shown on the meter (which is calculated on the Fare Scale Card provided in each Taxi) unless the journey ends outside the boundary of Stafford Borough and the passenger and the driver have agreed a different fare BEFORE the journey commences. It remains good practice to turn the meter on, even for this type of journey.</p> <p>3) Where hackney carriage vehicles act as private hire vehicles because the journey starts and finishes outside of Stafford Borough, the fare for that Journey can be agreed in advance. Under these circumstances, it is not necessary for a hackney carriage vehicle acting as a private hire vehicle to use the meter. A receipt for any of the above journeys must always be provided if it is asked for by the passenger.</p>	
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