

REPORT OF THE EXECUTIVE DIRECTOR OF ECONOMY AND PLACE

REGULATORY COMMITTEE – 12 DECEMBER 2017

UPDATING OF A POLICY RELATING TO THE GRANT OF A HACKNEY CARRIAGE OR PRIVATE HIRE VEHICLE LICENCE

1.0 PURPOSE OF THE REPORT

- 1.1** The purpose of this report is to request the Regulatory Committee to update one of the Council's policies relating to the grant of a hackney carriage or private hire vehicle licence.

2.0 DESCRIPTION OF DECISION (RECOMMENDATIONS)

- 2.1** The Committee is recommended to update the policy relating to the grant of a hackney carriage or private hire vehicle licence as set out at paragraph 4.1 below.

3.0 INTRODUCTION/BACKGROUND

- 3.1** In 2004 the Licensing Committee (which was then responsible for taxi licensing) adopted a policy with regard to the safety of hackney carriages and private hire vehicles.
- 3.2** The policy in question relates to the licensing of vehicles that have been the subject of accident damage repair and submitted for licensing as hackney carriage and private hire vehicles

4.0 CURRENT POSITION

- 4.1** Currently the Council's policy states:-

"Vehicles submitted for licensing as hackney carriage or private hire vehicles may be checked via Equifax to establish whether the vehicle has had previous damage which may affect its suitability. Equifax are a company who retain vehicle records for insurance companies and the motor trade.

The categories used by Equifax, are as follows:-

- A** Insurance Loss - The vehicle should be crushed; it should not be on the road;
- B** Insurance Loss - The body shell should have been crushed; the vehicle should not be on the road;
- C** Insurance Loss - Vehicle extensively damaged and insurer has decided not to repair;

- D** Insurance Loss - Vehicle damaged and insurer has decided not to repair;
- F** Insurance Loss - Vehicle damaged by fire and insurer has decided not to repair.

Vehicles that fall into category A or B will not be licensed other than in exceptional circumstances. No vehicle will be licensed as either a hackney carriage or a private hire vehicle where a condition report obtained from Equifax indicates that the vehicle has been previously classified as a category C, D or F insurance loss, unless a Motor Vehicle Repairers' Association inspector appointed by the Council indicates that the vehicle is safe to be licensed. The cost of this inspection and any subsequent re-assessment must be met by the applicant."

- 4.2** From 1 October 2017, the codes referred to in paragraph 4.1 above were replaced as detailed below. In order that our policy accurately reflects the terminology used by the Association of British Insurers (ABI) it requires updating to read:

The categories used by HPI (formerly Equifax), are as follows:-

- A Scrap –** This vehicle has been inspected by an appropriately qualified person, declared unsuitable or beyond repair and has been identified to be crushed in its entirety;
- B Break-** This vehicle has been inspected by an appropriately qualified person and declared unsuitable or beyond repair;
- S Structural -** This vehicle has been inspected by an appropriately qualified person and declared suitable for repair;
- N Non - Structural** This vehicle has been inspected by an appropriately qualified person and declared suitable for repair.

Vehicles that fall into category A or B will not be licensed other than in exceptional circumstances. No vehicle will be licensed as either a hackney carriage or a private hire vehicle where a condition report obtained from HPI indicates that the vehicle has been previously classified as a category S or N insurance loss, unless a Motor Vehicle Repairers' Association inspector appointed by the Council indicates

that the vehicle is safe to be licensed. The cost of this inspection and any subsequent re-assessment must be met by the applicant.

- 4.3** Consequently, the current Council Policy relating to the licensing of vehicles requires updating to include those codes identified in paragraph 4.2 above, i.e.

The categories used by HPI (Formerly Equifax) prior to 1st October 2017, are as follows:-

- A** Insurance Loss - The vehicle should be crushed; it should not be on the road;
- B** Insurance Loss - The body shell should have been crushed; the vehicle should not be on the road;
- C** Insurance Loss - Vehicle extensively damaged and insurer has decided not to repair;
- D** Insurance Loss - Vehicle damaged and insurer has decided not to repair;
- F** Insurance Loss - Vehicle damaged by fire and insurer has decided not to repair.

Vehicles that fall into category A or B will not be licensed other than in exceptional circumstances. No vehicle will be licensed as either a hackney carriage or a private hire vehicle where a condition report obtained from Equifax indicates that the vehicle has been previously classified as a category C, D or F insurance loss, unless a Motor Vehicle Repairers' Association inspector appointed by the Council indicates that the vehicle is safe to be licensed. The cost of this inspection and any subsequent re-assessment must be met by the applicant."

The categories used by HPI (formerly Equifax) from 1st October 2017, are as follows:-

- A Scrap –** This vehicle has been inspected by an appropriately qualified person, declared unsuitable or beyond repair and has been identified to be crushed in its entirety;
- B Break-** This vehicle has been inspected by an appropriately qualified person and declared unsuitable or beyond repair;
- S Structural -** This vehicle has been inspected by an appropriately qualified person and declared

suitable for repair;

N	Non - Structural	This vehicle has been inspected by an appropriately qualified person and declared suitable for repair.
----------	-------------------------	--

Vehicles that fall into category A or B will not be licensed other than in exceptional circumstances. No vehicle will be licensed as either a hackney carriage or a private hire vehicle where a condition report obtained from HPI indicates that the vehicle has been previously classified as a category S or N insurance loss, unless a Motor Vehicle Repairers' Association inspector appointed by the Council indicates that the vehicle is safe to be licensed. The cost of this inspection and any subsequent re-assessment must be met by the applicant.

- 4.4** The changes described above are not expected to present any practical problems for the taxi trade in the City.

5.0 ALTERNATIVE OPTIONS

- 5.1** None.

6.0 RELEVANT CONSIDERATIONS/CONSULTATION

- 6.1** None.

7.0 GLOSSARY

- 7.1** None.

10.0 LIST OF APPENDICES

- 10.1** None.

11.0 BACKGROUND PAPERS

- 11.1** None.