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AGENDA

Committee	PUBLIC PROTECTION COMMITTEE
Date and Time of Meeting	WEDNESDAY, 15 JULY 2020, 10.30 AM
Venue	REMOTE MEETING VIA MS TEAMS
Membership	Councillor Mackie (Chair) Councillors Sattar, Asghar Ali, Derbyshire, Goddard, Hudson, Jacobsen, Lancaster, Dianne Rees, Robson and Wood

1 **Apologies for Absence**

To receive apologies for absence.

2 **Declarations of Interest**

To be made at the commencement of the agenda item in question, in accordance with the Members' Code of Conduct.

3 **Minutes** (*Pages 3 - 8*)

To approve as a correct record the minutes of the meetings held on 4 February 2020.

4 **Policy On Determining The Suitability Of Protective Screens In Hackney Carriage And Private Hire Vehicles** (*Pages 9 - 36*)

5 **Delegation Of Authority For The Designation Of Prestige Status Of Hackney Carriage And Private Hire Vehicles** (*Pages 37 - 52*)

6 **Urgent Items (if any)**

Davina Fiore
Director Governance & Legal Services

Date: Thursday, 9 July 2020

Contact: Graham Porter,
02920 873401, g.porter@cardiff.gov.uk

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PUBLIC PROTECTION COMMITTEE

4 FEBRUARY 2020

Present: Councillor Mackie(Chairperson)
Councillors Sattar, Derbyshire, Goddard, Jacobsen, Lancaster,
Robson and Wood

18 : APOLOGIES FOR ABSENCE

No apologies of absence were received.

19 : DECLARATIONS OF INTEREST

Declarations of interest.

20 : MINUTES

The minutes of the meetings held on 3 December 2019 and 7 January 2020 were approved by the Committee as a correct record and were signed by the Chairperson.

21 : PRESTIGE VEHICLE APPLICATION

RESOLVED – That the following applications for Prestige Vehicle status be approved:

- (1) Infiniti Q50 – NL16 BXB
- (2) Chrevrolet Cruze – SB13 UZV

22 : CONSIDERATION OF THE USE OF DARKENED GLASS IN LICENCE VEHICLES

The Committee received a report on the use of darkened glass in licenced vehicles. Members were requested to consider removing and replacing the vehicle licence condition in relation to the use of darkened glass. The report provided a summary of the Committee's previous consideration of this matter.

In July 2018 the Committee resolved to allow the use of darkened glass in licenced vehicles provided that a Council approved CCTV system is also installed. In August 2018 the Committee resolved to delay implementation of that change in the condition until the approval of CCTV specification criteria. In November 2019 Members were advised that that a policy mandating CCTV would require an evidential basis as part of a privacy impact assessment. As there was no evidence to support the mandatory use of CCTV in vehicles with darkened glass the use of CCTV in these circumstances could be viewed as disproportionate and open to legal challenge.

The Licensing Department has more recently received reports from the trade in relation to the difficulties they are having procuring replacement glass for their vehicles. Darkened glass is increasingly being supplied as standard by manufacturers. Proprietors are having to use third-parties to source replacement

glass which is having implications for their manufacturer warranty for the vehicle. Furthermore, modern vehicles are fitted with an antenna embedded in the glass and these are also being affected when glass is replaced.

The Cardiff Hackney Alliance have formally requested that the authority reconsider the condition relating to darkened glass to permit the use of manufacturer fitted glass. Manufacturer fitted glass would have undergone vigorous safety checks and must comply with all relevant legislation. The Cardiff Hackney Alliance (CHA) provided documentation in support of their request.

The Chairperson welcomed representatives from the CHA to the meeting. The Chairperson invited CHA representatives to make representations in support of the proposal. CHA representatives considered that there was no evidence to support a correlation between risks to public safety and the use of tinted windows. The use of third party replacement windows, however, may affect the structural integrity of a vehicle. Other local authorities permit tinted windows and vehicles licenced by those authorities are operating in Cardiff. Tinted windows also protect customers by reducing UV exposure.

The Committee debated the proposals. Officers confirmed that the Licensing Authority would retain control over the level of tint as only manufacturer approved tints would be permitted. The Committee formed a unanimous view in support of the proposal.

RESOLVED – That the Hackney Carriage and Private Hire Vehicle Condition in paragraph 1.1 of the report be removed and replaced with:

‘Windscreen and Windows

‘To be in a good clean condition and free from damage. All windows must comply with relevant legislation in respect of light transmission. Only original vehicle manufactured tints are permitted on the rear windows.’

23 : URGENT ITEMS (IF ANY)

None

The meeting terminated at 10.45 am

PUBLIC PROTECTION SUB COMMITTEE

4 FEBRUARY 2020

Present: Councillor Mackie(Chairperson)
Councillors Goddard and Robson

9 : EXCLUSION OF THE PUBLIC

The following item is confidential and exempt from publication as it contains exempt information of the description contained in paragraph 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972. The public may be excluded from the meeting by resolution of the Committee pursuant to Section 100A(4) of the Local Government Act 1972 during discussion of this item.

10 : HACKNEY CARRIAGE/PRIVATE HIRE MATTERS

RESOLVED – That the following matters be dealt with as indicated:

(1) Application 1

The Sub Committee receive representations from a witness who claimed that at driver had refused to take her to her destination. The witness stated that she had approached the first cab on the rank at the Central Train Station and asked to be taken to the Depot on Dumballs Road. The driver was said have 'smirked' and said to the witness 'walk, it's not far'. The witness stated that she was aware from the media that the driver was not permitted to refused to take her to her destination without good cause. She was not intoxicated or abusive and she advised the driver that should be making a formal complaint. The witness took photographs of the vehicle and left the area. She was able to get another taxi in St Mary Street.

The driver stated that as the witness approached the vehicle she had hiccups. The driver asked the witness if she was okay. The witness responded by swearing at the driver. At that point the driver refused to take the fare. The driver stated that the witness threatened to put photographs of his vehicle onto social media. He also questioned her motives for not taking the next vehicle on the rank. Members were advised that the driver has been working for 11 years and he had recently won an award from Ola for being the Best Taxi Driver in South Wales.

The witness stated that she training to be a police officer and she was an honest person. She had no reason to lie about the incident and she did not appreciate how the driver was portraying her. She refuted claims that she would put details of the driver on social media and the Sub Committee offered the opportunity to view her social media content from the time of the incident. She was not intoxicated or abusive at the time of the incident. She lone female and she was determined to bring forward the complaint to help to ensure that this doesn't happen to anyone else.

RESOLVED – That the hackney carriage / private hire driver licence be suspended by 10 days and the driver be required to complete the BTEC on the Role of the Professional Taxi and Private Hire Driver within 3 months for refusal of a fare.

(2) Application 2

The Sub Committee received representations from a driver who had received 6 penalty points in his DVLA licence for use of a mobile phone. The driver explained the circumstances. He was in London visiting family and he was using his mobile phone for navigation. The device was sitting in its cradle on the dashboard. Whilst stationary in traffic the driver touched the screen to turn off a notification message. This was witnessed by a Police Officer. He was subsequently charged with an offence.

RESOLVED – That the driver be required to complete the BTEC on the Role of the Professional Taxi and Private Hire Driver within 3 months.

(3) Application 3

The Sub Committee was advised that the applicant had received 6 penalty points on his DVLA licence and a £200 fine for using a mobile phone. The applicant stated that he was working as a delivery driver in route to a drop-off in Swindon. He was using the mobile phone for navigation.

RESOLVED – That the application for a hackney carriage / private hire drivers licence be approved.

(4) Application 4

The applicant did not attend the meeting.

RESOLVED – That the application for a hackney carriage / private hire drivers licence be refused.

(5) Application 5

Deferred for 1 month.

(6) Application 6

The Sub Committee was asked to consider an application from an applicant who had a number of convictions relating to dishonesty, violence and the possession and supply of controlled substances. Members were advised that the applicant had come to the UK as an eight year-old. He lost both his parents by the age of twelve. He was looked after by an aunt who was also a single parent.

The applicant was involved in petty crime from a young age. Those offences lead to more serious matters. Since his incarceration the applicant has transformed himself. He married in 2014 and he has two

children. He was now fully employed. His rehabilitation was supported by a number of testimonies received from pillars in his community. The applicant stated that working as a taxi driver would also him the flexibility to study.

RESOLVED – That the application for a hackney carriage / private hire drivers licence be refused.

The meeting terminated at 1.00 pm

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PUBLIC PROTECTION COMMITTEE: 15 July 2020**Report of the Head of Shared Regulatory Services****POLICY ON DETERMINING THE SUITABILITY OF PROTECTIVE SCREENS IN HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES****1. Background**

- 1.1 Under the Local Government (Miscellaneous Provisions) Act 1976 (the Act), the Council may attach any conditions to the grant of hackney carriage (taxi) and private hire vehicle (PHV) licences that they consider reasonably necessary.
- 1.2 The Licensing Authority have received requests from taxi drivers, private hire companies and their trade bodies urging the department to push through greater in-car safety measures to guard against Covid-19 including the use of safety screens.
- 1.3 Condition 4 of the Hackney Carriage Conditions and Condition 5 of the Private Hire Vehicle Conditions states that “no fittings, except those approved by the Council shall be attached to the inside or outside of the vehicle”.
- 1.4 A draft policy has been produced, and approved by the Directors of Public Protection, detailing the requirements and approval procedure for the use of screens in vehicles. A copy of this draft policy attached at **Appendix A**.

2. Covid-19 and the use of Partition Screens in Vehicles

- 2.1 In Cardiff, as of 6 July 2020, there have been a total number of 2,251 confirmed cases of Covid-19 out of a local population of 366,903, this compares to a total of 15,890 confirmed cases in Wales. As of 26 June there have been 365 Covid related deaths in Cardiff. According to the Office of National Statistics, taxi drivers have one of the highest mortality rates of any other occupation in the UK.
- 2.2 It is understandable that licence holders will want to put measures in place in order to protect themselves from the transmission of Covid-19. However, this must not impact the safety or integrity of a vehicle.
- 2.3 Partitions screens provide a physical barrier between drivers and passengers in the vehicle. There has been an increase in interest of the use of screens

as a way of providing physical separation between drivers and passengers in order to reduce the transmission of Covid-19. There are some purpose built hackney carriages, such as the Peugeot E7 and London TX that are already fitted with partitions between drivers and passengers. However, this only makes up a small part of the overall fleet.

- 2.4 There is no evidence available that demonstrates that partitions in taxis or PHVs reduce the risk of transmission of Covid-19 infection. Partitions in taxis or PHVs do not provide a fully sealed compartment which completely separates the driver from the passenger. Therefore, whilst it is possible that partitions may reduce the risk of transmission of infection, the risk would not be eliminated entirely.
- 2.5 There is potential for screens installed in vehicles to affect the safety and integrity of the vehicle and its safety systems. The main areas of concern for officers is the potential for screens to adversely affect the side airbag operation of the vehicle, this is particularly for screen installations that use rigid materials fitted in place with nuts, bolts and rivets. It may also be an MOT failure if the screen significantly restricts the movement of the driver's seat.
- 2.6 Every vehicle that that is used on UK roads must receive a form of approval, for large volume vehicle manufacturers this is generally through the Type Approval process and for low volume importers or vehicle modifiers this is through Individual Vehicle Approval (IVA). Each approval provides confirmation that a vehicle design will meet specified performance standards - those based on EC directives and the United Nations Economic Commission for Europe regulations (UNECE).
- 2.7 There are various types of screens on the market, including flexible plastic screens that wrap around the driver and can be easily removed, to rigid polycarbonate plastic screens that have been attached by way of nuts, bolts and rivets to the seats or other interior vehicle trim.
- 2.8 In response to the requests from the trade to install screens in licensed vehicles, the Licensing Expert Panel, made up of representatives from the 22 Welsh local authority Licensing Departments, set up a working group in order to produce a guidance for Licensing Authorities to adopt, with the intention of harmonising the approach to the approval of screen installations in Wales.
- 2.9 The document produced has been approved by the Directors of Public Protection in Wales (DPPW). It is considered that the proposed policy in Appendix A provides guidance for the trade whilst ensuring that vehicles are safe for the travelling public.

- 2.10 To help ensure that any requests for screens are processed efficiently, it is recommended that the decision to approve a screen for use in a taxi or private hire vehicle be delegated to an Operational Manager of the Shared Regulatory Service.

3. Consultation

- 3.1 The draft policy was circulated with the Cardiff Hackney Carriage Alliance, who are the formal trade representatives of Cardiff. They provided a response to the policy and also suggested proposed guidelines for the Council to consider. Their response and proposed guidelines are attached at **Appendix B** and **Appendix C**.

- 3.2 The response from the Hackney Carriage Alliance to the proposed policy attached at Appendix C references the Individual Vehicle Approval (IVA) manual and the DVSA MOT testing manual. A summary of their response is below:

- The IVA manual does not refer to curtain airbags and obstructions, and the area of a vehicle that a screen would be installed is in an 'exempt area' of the test
- In the Driver and Vehicle Standards Agency (DVSA) MOT inspection manual there is no test for airbag obstructions.
- MIRA and VOSA [DVSA] do not test airbag obstruction, however the temporary screens are not placed in front of the curtain airbags as indicated in this section.
- There is nothing in the Road Vehicle Regulations Act 1986 or any of its amendments that cover temporary Covid-19 safety screen installations, there are also no comments on UK or EC legislation that covers temporary Covid-19 safety screens
- A self-employed person has the duty of care to ensure under the Health and Safety at Work Act 1974

- 3.3 Officers have contacted DVSA and MIRA HORIBA on the issues raised. DVSA have stated *"the installation of safety screens/barriers in a taxi or private hire vehicle is not part of the MOT test. However, such installations should be safely installed and made from suitable materials"*.

"In respect of the airbags, there is no suitable reason for rejection for an airbag not being able to deploy correctly because of a modification or obstruction, so this could not fail the MOT test. However, no modification

should be made to a vehicle that is going to adversely affect road safety or the crash worthiness of the vehicle.”

MIRA stated that as part of their test, if a vehicle is fitted with curtain airbags, vehicle proprietors *“must provide details of the curtain airbag deployment pattern, and its expected interaction with the partition. The screen must not impact on airbag deployment or performance. You may need to contact the vehicle manufacturer or the company who supplied your screen to obtain this.”*

The full responses received are detailed in **Appendix D** and **Appendix E**.

4. Achievability

- 4.1 This report contains no equality personnel or property implications.

5. Legal Implications

- 5.1 When considering any application for a Private Hire Vehicle Licence, the Council, in accordance with Section 48(a) (i) (iv) and (v) of the Local Government (Miscellaneous Provisions) Act 1976 shall not grant such a licence unless they are satisfied that the vehicle is suitable in type size and design for use as a private hire vehicle, safe and comfortable.
- 5.2 Under Section 47 of the Act the Council may attach to the grant of a hackney carriage licence such conditions as it may consider reasonably necessary. The range of conditions is wide and can therefore encompass safety comfort and design.
- 5.3 Under Section 48 of the Act the Council may attach to the grant of a private hire vehicle licence such conditions as it may consider reasonably necessary. The range of conditions is wide and can therefore encompass safety comfort and design.
- 5.4 Licence holders may appeal any decision to refuse to grant a licence under Section 48 of the Local Government (Miscellaneous Provisions) Act 1976 or a decision to revoke or suspend a vehicle licence under Section 60 of the Local Government (Miscellaneous Provisions) Act 1976 to the Magistrates' Court.
- 5.5 The Licensing Department sought external legal opinion. The contents of this report and the included policy are consistent with the advice received.
- 5.6 Other legal implications in respect of the manufacture of vehicles are found in the body of this report.

6. Equality Impact Assessment

- 6.1 A full Equality Impact Assessment has not been undertaken as there are no implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation on this matter.

7. Well-being of Future Generations (Wales) Act 2015 implications

- 7.1 The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.

In discharging its duties under the Act, the Council has set and published well being objectives designed to maximise its contribution to achieving the national well being goals. The well being objectives are set out in Cardiff's Corporate Plan 2018-21: <http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf> When exercising its functions, the Council is required to take all reasonable steps to meet its well being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.

The well being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:

- Look to the long term
- Focus on prevention by understanding the root causes of problems
- Deliver an integrated approach to achieving the 7 national well-being goals
- Work in collaboration with others to find shared sustainable solutions
- Involve people from all sections of the community in the decisions which affect them

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link below:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

7.2 An assessment has been carried out in consideration of the Cardiff Well-being Objectives. A summary of the implications from the assessment:

- Cardiff Grows in a Resilient Way
 - Taxis form part of the public transport network with environmental and economic benefits for the wellbeing goal of A Prosperous Wales
- Safe, Confident and Empowered Communities
 - Stakeholders within the taxi trade have the opportunity to consider the proposals and respond to the consultation

8. Financial Implications

8.1 There are no financial implications for the Council arising directly from this report.

9. Recommendation

9.1 The Committee is asked to consider the details of the report and determine whether to:

- a) Adopt the Temporary Screens in Taxis and Private Hire Vehicles Policy detailed in Appendix A;
- b) To help ensure that any requests for screens are processed efficiently, it is recommended that the decision to approve a screen for use in a taxi or private hire vehicle be delegated to an Operational Manager of the Shared Regulatory Services.

Dave Holland
Head of Shared Regulatory Services

07 July 2020

This report has been prepared in accordance with procedures approved by Corporate Managers.

Background Papers:

Google Summary data about coronavirus (COVID-19) and the response to it
IVA Manual
DVSA MOT Inspection Manual

Taxi and Private Licence Holders Covid-19 Guidance

Taxi and private hire operators provide an essential service to the public and under current government guidelines can continue to operate. If you're a taxi driver working during the COVID-19 crisis, you are no doubt be worried about your own health and safety as well as that of your passengers.

The situation is constantly changing and so passengers, drivers and operators are advised to keep up to date with the most recent travel guidance. Welsh Government have published [information on coronavirus](#) (COVID-19) and [travel and transport advice](#) and guidance for [passengers](#) and [operators](#).

Drivers and operators owe a duty to take reasonable care for the safety of their passengers and so are advised to translate the principles and examples in the government guidance into specific actions.

Following the most up-to-date hygiene and social distancing advice will help keep you and your customers safer.

- Do not work as a driver or travel as a passenger if you have COVID-19, are experiencing any of the [main symptoms](#) or if you believe you have been exposed to the virus through a passenger (or elsewhere).
- Keep the vehicle well-ventilated: open windows if comfortable and air conditioning should not be set to re-circulate.
- Follow [social distancing guidance](#) and avoid physical contact: use contactless payments where possible.
- Wash your hands regularly and do not touch your face. Drivers may wish to have hand sanitiser and tissues on hand for themselves and passengers.
- After each customer, the vehicle should be cleaned thoroughly using disinfectant spray, in particular the surfaces customers are likely to touch, such as door handles and seat belt clips.

- Drivers are advised to clean the areas of the vehicle they touch regularly a few times throughout the day and always at the start and end of each shift. This includes door handles, steering wheel, handbrake and switches.
- [Face Masks](#) are currently not compulsory in hackney or private hire vehicles in Wales. The evidence suggests that wearing a face covering does not protect you, but it may protect others if you are infected. A requirement that passengers wear a face mask should be made clear prior to accepting a booking. It is important for passengers to be able to identify you as a legitimate driver. Therefore, please be prepared to remove face coverings so passengers can see your identity matches up with your displayed licence badge, following appropriate social distancing guidance.
- There has been an increase in interest of the use of screens as a way of providing physical separation between drivers and passengers in order to reduce the transmission of COVID-19. There is no evidence available that demonstrates that partitions in taxis or PHVs reduce the risk of transmission of COVID-19 infection, but may have consequences as to what might happen inside the vehicle in the event of a collision. It is important that the installation of any a protective screen is safe and doesn't introduce new and unintended safety hazards. The Council currently does not intend to make the installation of screens a requirement. Drivers wishing to install a screen would need to do so in accordance with the Council's policy for installing temporary safety screen in private hire vehicles including obtaining permission from the licencing department. The policy is to be found here.

A private hire operator is under no obligation to enter into a contract to provide a private hire vehicle for anybody, provided any such refusal is not based on a protected characteristic under s. 4 of the Equality Act 2010 (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation). Further guidance on when it would be reasonable to refuse a fare can be found on the [institute of licensing's](#) website.

Further useful information can be found on the [Welsh Government](#) website.

Temporary Screens in Taxis and Private Hire Vehicles Policy

Summary

1. The Council's conditions of licence require any modifications to the vehicle to be approved by the licensing authority. If a driver/operator wants to fit a temporary screen they should follow the Approval Procedure below.
2. It is the responsibility of the driver/operator to ensure that the device installed is compliant with government and industry regulations, is fit for purpose and does not compromise public safety.
3. Screens need to be regularly cleaned and appropriately maintained
4. The Council reserves the right to require the removal of any screens if concerns as to their safety, fitness for purpose or compliance with health and safety legislation exist.

Introduction

5. Due to the Coronavirus pandemic, we have recently received enquiries from drivers regarding the installation of protective screens in their vehicles between the front and rear seats.
6. Partitions or safety screens provide a physical barrier between drivers and passengers in the vehicle. They are commonly installed as a safety feature to protect the driver from physical attacks or theft. There has been an increase in interest of the use of screens as a way of providing physical separation between drivers and passengers in order to reduce the transmission of COVID-19.
7. There is no evidence available that demonstrates that partitions in taxis or PHVs reduce the risk of transmission of COVID-19 infection. Partitions in taxis or PHVs do not provide a fully sealed compartment which completely separates the driver from the passenger. Therefore, whilst it is possible that partitions may reduce the risk of transmission of infection, the risk would not be eliminated entirely.

8. The Licensing Team appreciates that anything which helps to protect drivers and passengers from the spread of coronavirus is to be welcomed, but it is important that the installation of any aftermarket equipment is safe and doesn't introduce new and unintended safety hazards.
9. Following comprehensive safety testing, vehicles will have achieved European Whole Vehicle Type Approval and changing or adding to the interior of the vehicle can potentially alter the 'type approval' of the vehicle. Additionally, badly fitted, inappropriately constructed units, or products made using unsafe materials, could have a catastrophic impact in the event of a vehicle being involved in a road traffic accident.
10. The Council is aware that there are companies advertising the installations '*that have been fully risk assessed*', which do not conform to legal requirements. Drivers should also be aware that screen installation may also affect the vehicle's ability to pass an MOT, such as where they restrict the movement of the front seats. Drivers are advised to obtain independent confirmation from the vehicle manufacturer, MIRA (or comparable body) and their insurer *before* incurring the expense of installing a screen which may not be compliant and may be unsafe.
11. The Council's conditions of licence state:

Modifications to vehicle
No material alteration or change to the specification, design, construction or appearance of the vehicle shall be made without the approval of the Authority.
12. For these reasons, prior to voluntarily installing any screening device in your vehicle you must apply for approval to install a temporary screen following the procedure below.

General requirements

13. The decision to install a safety screen is for the driver, proprietor and/or operator to make, after carrying out your own risk assessment. Due to the wide and diverse variety of vehicles and different types of safety partition screens available, it is not possible to offer specific purchase or installation advice in respect of these devices, however the following minimum requirements need to be satisfied:

- a. The device must be purpose-built to use as a safety screen within a vehicle and must be suitable for the specific make and model of vehicle.
 - b. Not wrap around the driver seat and create a partition between the two front seats, in addition to the rear cabin area.
 - c. The installation and / or design of the device must not adversely influence or interfere with the structural integrity or driver and passenger safety systems (including airbags) in the vehicle. In particular the installation must:
 - i. Not put passengers and/or the driver at any additional risk during a collision and/or when in use generally as a taxi or private hire vehicle.
 - ii. Not interfere with the safe operation of the vehicle and/or the vehicles safety features at any time.
 - iii. Not obscure or interfere with the view of the driver and/or passengers in any way.
 - d. Screens must be professionally and securely fitted and maintained in accordance with the manufacturer's specifications and recommendations
 - e. Devices should remain free of scratches, clouding or stickers which would impede the drivers or passengers' visibility.
 - f. Screens should not impede the driver's movement or communication with passengers.
 - g. Screens should not impede driver or passenger entry or egress to the vehicle or present a trip hazard.
14. If you have installed an approved safety screen in your vehicle you must ensure that you clean the screen after each passenger journey, along with other hard surfaces such as door handles, window winders, seat belts, car payment devices, the rear or the front seats and other surfaces passengers may have touched using normal household disinfectant. Drivers should then wash/sanitise their own hands. A thorough clean of the vehicle with normal cleaning products should be completed at the end of each shift/working day.
15. The proprietor shall ensure that the safety screen is properly and regularly maintained and serviced in accordance with the manufacturer's instructions by a suitably qualified

person. Written records of all maintenance and servicing shall be made and retained by the proprietor for a minimum of 12 months. Such written records shall be made available on demand by an authorised officer of the Council, or a Police officer.

Approval Procedure

16. If you wish to fit a protective screen you will need to apply to the Council at taxi@cardiff.gov.uk providing confirmation that:

- a. The installation will be conducted in accordance with the requirements of this policy.
- b. Your insurance will still be valid if you fit the protective screen.
- c. The product to be installed is compliant with government and industry regulations and will not compromise the safety of the vehicle and is approved by a MIRA (or comparable body) for use in the UK (if applicable).
- d. You agree to remove the protective screen in less than 21 days after the date the Welsh Government officially declares an end to the current social distancing restrictions relating to Covid-19.

17. Upon the Authority being satisfied that the proposed installation meets the criteria outlined above, you will be permitted to install a safety screen in your vehicle.

18. Once the partition or screen is installed the vehicle owner must email the Licensing Section with the following:

- a. Certification from the installer or other evidence to prove that the installation is:
 - i. Compliant with government and industry regulations, for example the Road Vehicle (Construction and Use) Regulations and relevant safety, UK and European Community (EC) legislation;
 - ii. Compliant with the relevant UN ECE/EU standard for an original equipment type approval test covering interior fittings. Any screen installation that has been fixed to the vehicle in such a way that it may affect the vehicle's structural integrity or the safe operation of the

vehicle's Supplementary Restraint System (airbags) should be approved by MIRA, Millbrook or other comparable independent product engineering, testing, consultancy and certification organisation.

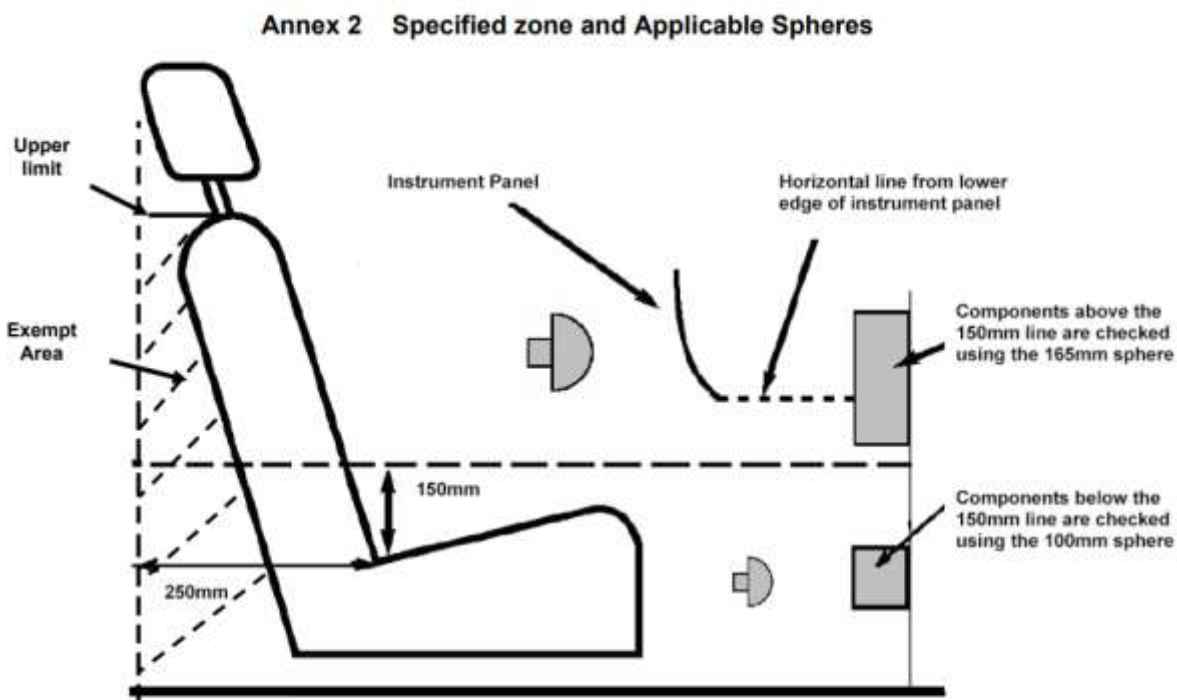
- b. Photograph(s) of the partition or screen installed in the vehicle.
 - c. A copy of the vehicle owner/operators email to the insurance company and the insurance company's acknowledgment that the insurance cover remains valid.
19. The Council reserves the right to require additional testing/certification, or the screen to be removed if not satisfied that it is safe, fit for purpose and legally compliant.

DRAFT

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Exempt area of testing regarding Section 12 of the M1 IVA Manual

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/738819/individual-vehicle-approval-inspection-manual-passenger-vehicles.pdf



Interior Fittings 12

Revision: 8 Date: 03/10/2016

7 of 10

The same M1 test Manual mentions airbags 12 times in total, not one of these refers to curtain airbags and obstructions.

There is no test for airbag obstructions.

VOSA Test Criteria for Airbags

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/696292/mot-inspection-manual-for-classes-3-4-5-and-7-from-20-may-2018-draft.pdf

7.1.5 Airbags

This inspection is for all airbags fitted as original equipment other than on Class 3 vehicles.

A passenger airbag that is switched off isn't a defect.

Defect	Category
(a) An airbag fitted as original equipment obviously missing	Major
(b) Not in use	N/A
(c) An airbag obviously inoperative	Major

In the VOSA Test Manual that covers Class 4 & 5 mentions airbags 10 times.

There is no test for airbag obstructions.

General requirements

13. The decision to install a safety screen is for the driver, proprietor and/or operator to make, after carrying out your own risk assessment. Due to the wide and diverse variety of vehicles and different types of safety partition screens available, it is not possible to offer specific purchase or installation advice in respect of these devices,

however the following minimum requirements need to be satisfied:

- a. The device must be purpose-built to use as a safety screen within a vehicle and must be suitable for the specific make and model of vehicle.

The majority of the screens on the market are of a generic build and are not designed for any specific make or model, this requirement is unreasonable.

- b. Not wrap around the driver seat and create a partition between the two front seats, in addition to the rear cabin area.

They do not do this, they are to protect the driver from sneezing and coughing from rear seat passengers.

- c. The installation and / or design of the device must not adversely influence or interfere with the structural integrity or driver and passenger safety systems (including airbags) in the vehicle. In particular the installation must:

MIRA and VOSA do not test airbag obstruction, however the temporary screens are not placed in front of the curtain airbags as indicated in this section.

- i. Not put passengers and/or the driver at any additional risk during a collision and/or when in use generally as a taxi or private hire vehicle.

The safety screens are attached to the rear of the driver and passenger seats and are located within the exclusion zone as per the Individual Vehicle Approval & Inspection Criteria.

- ii. Not interfere with the safe operation of the vehicle and/or the vehicles safety features at any time.

As stated above, they do not.

- iii. Not obscure or interfere with the view of the driver and/or passengers in any way.

The screens are clear and do not interfere with vision.

- d. Screens must be professionally and securely fitted and maintained in accordance with the manufacturer's specifications and recommendations

The majority of screens are supplied by the post and are fitted as the instructions provided.

- e. Devices should remain free of scratches, clouding or stickers which would

impede the drivers or passengers' visibility.

Agreed, any of the above then the driver should replace the safety screen.

- f. Screens should not impede the driver's movement or communication with passengers.
- g. Screens should not impede driver or passenger entry or egress to the vehicle or present a trip hazard.

Safety screens do not impede any of the above.

- 14. If you have installed an approved safety screen in your vehicle you must ensure that you clean the screen after each passenger journey, along with other hard surfaces such as door handles, window winders, seat belts, car payment devices, the rear or the front seats and other surfaces passengers may have touched using normal household disinfectant. Drivers should then wash/sanitise their own hands. A thorough clean of the vehicle with normal cleaning products should be completed at the end of each shift/working day.

Safety screens are a form of PPE and all guidance must be followed. Exactly as you find in supermarkets, local shops and council reception areas where open to the public.

- 15. The proprietor shall ensure that the safety screen is properly and regularly maintained and serviced in accordance with the manufacturer's instructions by a suitably qualified person. Written records of all maintenance and servicing shall be made and retained by the proprietor for a minimum of 12 months. Such written records shall be made available on demand by an authorised officer of the Council, or a Police officer.

This policy covers the maintenance requirements of the fitting and upkeep of a safety screen. Manufacturers advise on what cleaning product to use and the driver is also advised to clean the screen after every customer has left the vehicle.

Approval Procedure

- 16. If you wish to fit a protective screen you will need to apply to the Council at taxi@cardiff.gov.uk providing confirmation that:

Apply or confirm?

- a. The installation will be conducted in accordance with the requirements of this policy.

The current policy is unreasonable as apparent by the arguments raised where necessary, however when the policy is passed and is fair and reasonable which is the legal requirement of any condition attached to a vehicle, drivers or operators license then I am certain that any safety screen fitted would be as the policy requests.

- b. Your insurance will still be valid if you fit the protective screen.

This is agreed in full.

- c. The product to be installed is compliant with government and industry regulations, will not compromise the safety of the vehicle and is approved by a MIRA (or comparable body) for use in the UK.

This is unreasonable as explained previously, Cardiff Licensing have not stated what regulations are exactly required to meet this criteria, however the trade have offered assistance to overcome these requirements.

- d. You agree to remove the protective screen in less than 21 days after the date the Welsh Government officially declares an end to the current social distancing restrictions relating to Covid-19.

The screen should be removed when the Covid-19 virus is eradicated or when the driver feels confident in his working environment to do so.

- 17. Upon the Authority being satisfied that the proposed installation meets the criteria outlined above you will be permitted to install a safety screen in your vehicle.

- 18. Once the partition or screen is installed the vehicle owner must email the Licensing Section with the following:

- a. Certification from the installer or other evidence to prove that the installation is compliant with: Impossible if this is a self-fitting model.

- i. government and industry regulations, for example the Road Vehicle (Construction and Use) Regulations and relevant safety, UK and European Community (EC) legislation;

There is nothing in the Road Vehicle Regulations Act 1986 or any of its amendments that cover temporary Covid-19 safety screen installations, there are also no comments on UK or EC legislation that covers temporary Covid-19 safety screens

- ii. is certified by the vehicle manufacturer as not compromising the safety of the vehicle; and

Impossible to gain and a totally unreasonable request.

- iii. be approved by a MIRA (or another comparable leading approved product engineering and testing consultancy) for use in the UK.

The temporary Covid-19 Safety Screens are not controlled by MIRA due to the location of such a screen.

- b. Photograph(s) of the partition or screen installed in the vehicle.

Totally acceptable request and very reasonable to ensure the temporary Covid-19 Safety Screen is not made from flexible, shower curtain type material.

- c. A copy of the vehicle owner/operators email to the insurance company and the insurance company's acknowledgment that the insurance cover remains valid.

Totally acceptable request and very reasonable to ensure the public, driver and vehicle are fully insured as requested by the Local Government (Miscellaneous Provisions) Act 1976

Summary

Finally, a self employed person has the duty of care to ensure under the Health and Safety at Work Act 1974... Section 3 paragraph 2

It shall be the duty of every self-employed person to conduct in such a way as to ensure, so far as is reasonably practicable, that he and other persons (not being his employees) who may be affected thereby are not thereby exposed to risks to their health or safety.

A Temporary Covid-19 Safety Screen is quite clearly not a safety issue while in any vehicle and assists the driver who could be in contact with multiple unknown carriers of the virus, prevention from passing the virus onto others while they are paying for his service, would Cardiff Council wish to be known that a new spike in the pandemic was brought about because of their unwillingness to allow drivers to fit the Temporary Covid-19 Safety Screens into their vehicles?

Dear Sirs

After considering the responses during the Zoom meeting on the 24th of this month, we would like to make the following suggestions that we believe would be both reasonable and suitable for Cardiff City Council to develop quickly during this crisis.

One of the main concerns by CCC was that should an incident occur that caused a member of the public to be injured by a Covid Safety Screen then that person could legally hold CCC accountable in a lawsuit.

We believe that this would be such a minuscule chance of occurring that it is not a viable reason to write a policy (and go through the required consultation and red tape) when simple guidance on the matter would suffice.

We recommend that guidance is written as the example provided in **Appendix A**

This, we are sure you will agree, gives complete immunity to any potential issue that could arise for CCC and leaves the whole responsibility on the driver and insurance company (which would be the first port of call for any claim to be made).

At the same time, it allows the driver their discretion to install a safety screen for their health and safety at work, no differently to a screen being fitted at any other place of work and for the very same reasons.

During such times as we are in today, common sense is by far the fastest way to allow for changes to be made, even temporary ones, and that the usual protocols do not have to be followed such as consultations or newly written policies. The Coronavirus Bill gave some freedom in this regard and one of its 5 key categories was to ease legislative and regulatory requirements.

The Health & Safety Executive state in regards to shared vehicles in the workplace that...

Using physical screening, provided this does not compromise safety, for example, through reducing visibility sitting side-by-side not face-to-face and increasing ventilation where possible.

And finally, the Welsh Government also state that...

The installation of protective barriers or safety screens is a decision for licensing authorities, PHV operators and firm/individual operating the vehicle to make based on their own assessment of risk

Before considering installing a safety screen you should contact your licensing authority to:

- *check that they will permit the installation*
- *ensure that the screen and installation will meet their requirements*

The trade is confident that the suggestions made in this response are legal and valid and that CCC will see the sense in the suggestions put forward that enables the speedy and justifiable solution to the time critical matter of safety screens in Licensed Vehicles.

Regards

XXXXXXXXXXXX

Appendix A

Coronavirus updates for taxi and Private Hire licensing

COVID-19 - Safety screens in Licensed Vehicles - July 2020

We are aware new screen apparatus is being sold in response to the COVID-19 situation. However, there is a lack of information about safety testing or certification (both practically and in relation to transmission of the virus) to allow us to endorse their use, and there is currently no government guidance on the subject.

We recognise that these are unique times and we are taking a realistic approach to enforcement of the current policy in relation to added fittings in licensed vehicles. The decision to install a safety screen during the current pandemic will be a matter for vehicle owners, driver's, and operators to consider.

We will not accept liability in circumstances in which a screen causes injury to a passenger or driver.

We ask that the following guidance is considered if you are to continue operating or driving a Licensed Vehicle and wish to install a screen/shield.

The screen/shield should:

- Not interfere with or compromise any operating or safety features in the vehicle (including airbags, handbrake, gearstick) or the vehicle type approval
- Not be made of materials that will increase the fire risk in the vehicle
- Be transparent so as not to interfere with the safe use of the vehicle, and to enable the driver and passengers to see each other; and remain clear of scratches, clouding or stickers which would impede the drivers or passengers' visibility.
- Be adequately and safely secured and not interfere with the safe ingress and egress of the driver or passengers or become easily detached during normal use.
- Be adequately disinfected between bookings and at the start and end of the working day

Owners/Drivers/Operators should:

- Inform insurers about the intention to fit such a device and ensure their insurance will not be invalidated as a result and that an email confirmation should be kept as evidence
- Fit/install screens at your own responsibility and in accordance with the screen manufacturers specifications and recommendations
- Understand that this is a temporary measure and we reserve the right to require their removal with reasonable notice once the virus has been eradicated from society

- Be aware that when a safety screen is fitted that the front passenger seat in the vehicle may be unusable in which case the maximum number of passengers the vehicle is licensed to carry will be affected
- Be mindful that a safety screen is part of PPE and not a standalone protection

If a compliance officer has any concerns about the use of a partition screen in a licensed vehicle, they will speak to the owner and may require the removal of the device, they will explain their reasons in writing.

We would like to remind you that we cannot make or stop Private Hire drivers working during this crisis. We recognise some drivers are still working, and we want to provide as much guidance as possible in these circumstances.

Advice on Sanitation and Face Coverings

Those who are working have a responsibility to take all possible precautions to keep themselves and their vehicles as safe and sanitised to help stop the spread of the virus. We advise you to frequently clean and disinfect surfaces using cleaning products that are touched regularly i.e. door handles, seat belts and buckles and other obvious hard surfaces touched by a passenger, including areas that may have been infected following a passenger coughing or sneezing.

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Appendix D – Responses from DVSA in relation to the use of screens

Sent: 29 May 2020 08:18

Subject: RE: Taxi Safety Screens & MOTs

Dear Sir/Madam

Thank you for your enquiry dated 22 May 2020 concerning a taxi safety screen

The installation of safety screens/barriers in a taxi or private hire vehicle is not part of the MOT test. However, such installations should be safely installed and made from suitable materials.

Additionally, as is pointed out, if such an installation were to affect some other aspect of the test, this has the potential to result in MOT failure.

Restricted movement of a driver's seat adjustment mechanism could be problematic. Technically, if a driver's seat cannot move, or has restricted movement, due to the installation of a screen or partition, this has not adversely affected the seat adjustment mechanism, but has prevented the seat from being fully adjusted due to a modification. I would consider that this does not justify a failure. However, I imagine that many testers would fail for this condition.

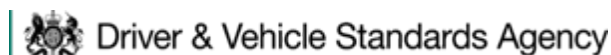
In respect of the airbags, there is no suitable reason for rejection for an airbag not being able to deploy correctly because of a modification or obstruction, so this could not fail the MOT test. However, no modification should be made to a vehicle that is going to adversely affect road safety or the crash worthiness of the vehicle.

Kind regards

Customer Service Centre Agent

Driver and Vehicle Standards Agency | Ellipse, Padley Road, Swansea, SA1 8AN

Phone: 0300 123 9000



Helping you stay safe on Britain's roads

Find out more about government services at www.gov.uk/dvsa

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Appendix E – Response from MIRA

From: Sales Front Office <SalesFrontOffice@horiba-mira.com>

Sent: 12 June 2020 15:11

To: Cook, Daniel <Daniel.Cook2@cardiff.gov.uk>

Subject: RE: Partition Screen Testing Query [Public]

Dear Daniel,

Please accept our apologies for the delay in coming back you.

We are now in a position to assess a partition installation on vehicles and provide an installation assessment report to TfL.

However, before we proceed we will need you to provide the following information in advance for preliminary review:

- 1) Evidence that the *screen material* meets the required standard (UN ECE Regulation 43.00) as applicable for either a rigid or flexible plastic glazing partition. You may need to contact the company who supplied your screen to obtain this.
- 2) Are curtain airbags fitted to your vehicle? if so, you must provide details of the curtain airbag deployment pattern, and its expected interaction with the partition. The screen must not impact on airbag deployment or performance. You may need to contact the vehicle manufacturer or the company who supplied your screen to obtain this.
- 3) Vehicle details: Make, model, version and registration number

If you are able to supply the information described above we can proceed to issuing a formal quotation and booking an inspection.

The price for this installation assessment service is £2,150. This is made up of two essential parts:

- £900 for a desktop review of partition screen material specification (compliance to R43 or equivalent)
- £1,250 for a vehicle / screen installation assessment (for a screen that is made of a material that is already “approved” by TFL under item 1)

Please note that HORIBA MIRA is unable to provide partition screens, install them in vehicles or recommend any services to do this work. Please refer enquiries of this nature to TfL.

HORIBA MIRA can only offer an installation inspection service and report on a vehicle where a compliant screen has been installed.

Kind regards



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**CARDIFF COUNCIL
CYNGOR CAERDYDD**

Agenda No.

PUBLIC PROTECTION COMMITTEE: 15 July 2020

Report of the Head of Shared Regulatory Services

DELEGATION OF AUTHORITY FOR THE DESIGNATION OF PRESTIGE STATUS OF HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES

1. Purpose of Report.

- 1.1 The purpose of this report is to determine whether to give delegated authority to an Operational Manager of the Shared Regulatory Services for the assessment and approval of a vehicle requesting to be granted 'prestige status'. This would allow an individual make and model of vehicle to be licenced up to 10 years old from first registration. It is anticipated that a decision on granting prestige status could be given at the same time a vehicle is measured to determine whether it is suitable for licensing. This would help minimise the delay between application for prestige status and the decision for vehicles owners.

2. Background

- 2.1 At present, the maximum age a vehicle can be licensed at first application is 25 months old and may be licensed up to 6 years old, at which point it must comply with the Council's Exceptional Use Policy in order to continue to be licensed. However, licence holders can apply for prestige status of their vehicle which enables the vehicle to be up to 10 years old at first licence.
- 2.2 The table below details the maximum age and size requirements for licensed vehicles in Cardiff:

Specification	Saloon Car	Prestige Vehicle	Purpose Built
Maximum age at first application	25 months	<10 years	<10 years
Maximum permitted age	6 years	10 years	10 years
Age at which it may be annually tested	Until 4 years	Until 4 years	10 years
Headroom	> 32 inches	> 32 inches	N/A
Rear Leg room	> 30 inches	> 30 inches	N/A
Rear Seat Depth	> 18 inches	> 18 inches	N/A
Rear Seat Width	> 54 inches	> 54 inches	N/A

- 2.3 At present, on application for prestige status, the Public Protection Committee inspects and determines whether to award the vehicle prestige status. This status then applies to all vehicles of that make and model. The licensing department maintains a list of the vehicles that have received prestige status. A full list of prestige vehicles is attached at **Appendix A**.

3. Classifying Prestige Vehicles

- 3.1 The prestige classification was introduced by the Licensing Authority to provide an incentive to proprietors to licence more distinctive and robust vehicles in the interests of passenger comfort and convenience.

- 3.2 A prestige vehicle type has not been defined other than by the fact that they are the more desirable, better-equipped models in a manufacturers' range. Committee members currently exercise their judgement, on a case-by-case basis, inspecting vehicles to determine if they are of a type suitable for classification as prestige. The Committee adopts a point scoring system to assist in assigning prestige status. Factors such as quality, appearance, interior space and layout, equipment levels and the manufacturer's reputation for quality influence the decision.

- 3.3 The majority of vehicle manufacturers produce vehicles ranging from smaller models to larger more executive models that are generally priced to reflect the cost of production. The list of vehicles approved as prestige by the Committee includes, but is not limited to, most manufacturers' superior models.

- 3.4 Considerations as to whether a vehicle meets this standard include but are not limited to cost, reputation, specification, appearance, perception and superior comfort levels. Examples of such vehicles include:

Mercedes Benz E/S Class, Audi A6/A8, BMW 5/7 Series, Tesla Model S;
High specification MPV type vehicles, such as the Mercedes Benz V Class or Volkswagen Caravelle.

This is not an exhaustive list but gives an indication as to the type of vehicle that may be accepted (higher specification executive type vehicles from other manufacturers may also be considered).

- 3.5 The classification of a vehicle type as prestige is clearly an important issue for members of the trade as it enables a vehicle to be used for a further 4 years. However, there is only the point's based system for members currently used when deciding on a vehicle being granted prestige status. It is anticipated moving forward that a decision on granting prestige status could be considered if necessary at the time for measuring the vehicles suitability for licensing. This would ensure that any such requests for prestige status could be dealt with efficiently, avoiding the requirement for Members to physically view the vehicle. This is particularly relevant as it is anticipated that an increasing number of requests for electric vehicles to be licensed will be received.

4. Achievability

4.1 This report contains no equality personnel or property implications.

5. Legal Implications

5.1 It is desirable that the delegated authority would still adopt a systematic and rational approach to the classification of prestige vehicles in order that its decisions may be legally defensible.

6. Equality Impact Assessment

6.1 A full Equality Impact Assessment has not been undertaken as there are no implications in relation to age; disability; gender and transgender; race; religion or belief and non-belief; sexual orientation on this matter.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 An assessment has been carried out in consideration of the Cardiff Well-being Objectives. As this report does not seek to change the prestige vehicle policy, there are no implications for the Well-being of Future Generations (Wales) Act 2015

8. Financial Implications

8.1 There are no financial implications for the Council arising directly from this report.

9. Recommendation

9.1 The Committee is asked to consider the details of the report and determine whether to delegate the responsibility for approving vehicles for prestige status to an Operational Manager of the Shared Regulatory Services.

Dave Holland
HEAD OF SHARED REGULATORY SERVICES

07 July 2020

This report has been prepared in accordance with procedures approved by Corporate Managers.

Background Papers:

None

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FULL LIST OF VEHICLES - SUITABLE AND UNSUITABLE - Please note that this list is subject to change at short notice so please contact (029) 2087 1651 to confirm suitability of any vehicle prior to purchase.

Note. Only manufacturer window tints are permitted

<i>Make</i>	<i>Model</i>	<i>Model out of date?</i>	<i>Type of vehicle</i>	<i>Purpose Built</i>	<i>Purpose Built with MCF</i>	<i>Suitable for licensing</i>	<i>P/H</i>	<i>H/C</i>	<i>No of Seats - P/H</i>	<i>No of Seats - H/C</i>	<i>Prestige Vehicle</i>	<i>Licensing Committee Date</i>	<i>Additional Comments</i>
Audi	A4	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	14/09/1999	
Audi	A6	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	03/09/1998	
Audi	A7	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	3	3	No		Licensable for 3 passengers only (middle rear seat insufficient headroom).
Audi	A8	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		Approved prestige August 2012
Bentley		<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		No measurements or Committee date available at time of entry.
BMW	3 Series	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/04/2017	
BMW	5 Series	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
BMW	7 Series	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	04/03/2014	
Chevrolet	Captiva	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Chevrolet	Cruz	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/02/2020	
Chevrolet	Epica	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/05/2009	
Chrysler	300C	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		Approved as prestige 6th December 2011.

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Chrysler	Voyager	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	6	Yes	06/08/2002	Committee 14/07/2003 - now six seats
Citroen	Berlingo	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	12/01/2016	If used for Private Hire use, cannot be black. MPV cannot be used on hackney plate 401+
Citroen	Berlingo	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	12/01/2016	Initially measured 08/12/2015.
Citroen	Berlingo	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Citroen	C4 Picasso	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Measured 22/05/2017 for 6 seats - NOT SUITABLE.
Citroen	C5	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	13/09/2005	
Citroen	C8	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	6	Yes	04/04/2006	
Citroen	Dispatch	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	No		Conversion by Cab Direct
Citroen	Dispatch	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		No		Only suitable for 4 seats one in front 3 Bench seats
Citroen	Dispatch	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7	7	Yes	03/11/2009	H/C approved for under 400 plate.
Citroen	Grand C4 Picasso/SpaceTourer	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/10/2010	Under 400 plate. Glass to be measured on vehicles. Measured 22/05/2017 for 6 seats - NOT SUITABLE.
Citroen	Le Cab Noir (Voyager MPV)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Citroen	Taxi (SVA)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Dacia	Duster	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Door panels at widest point.
Dacia	Logan MCV	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Dodge	Journey	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Window tint is 22.5% on standard model. 70% on executive. ALL MODELS NEED TO BE MEASURED.
European	European (Commercial Ltd)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Fiat	Doblo	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Fiat	Doblo (High Roof Wheelchair Adapted)	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	08/06/2010	High roof wheelchair adapted with winch ramp.
Fiat	Ducato	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	05/08/2008	
Fiat	Eurocab	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	No		Purpose built (not complying with metropolitan conditions of fitness)
Fiat	Scudo	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		
Fiat	Scudo Eurocab Jubilee Anniversary	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	Yes		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Ford	C-Max 5 Seat	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		
Ford	Express	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	5	5	No		Vehicle supplied by Flexicab. Vehicle cannot be black if used for private hire
Ford	Focus	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	N/A	N/A	No		
Ford	Galaxy	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6		Yes	07/05/2013	
Ford	Journey	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			Yes		
Ford	Mondeo	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	08/02/2011	
Ford	Procab	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	No	Yes			No		ALLIED - PURPOSE BUILT
Ford	S Max	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/08/2015	

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Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Ford	Tourneo	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7	7	Yes	14/03/2000	
Ford	Tourneo Connect	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Ford	Transit	<input type="checkbox"/>	Minibus	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7		Yes		Vehicle must be inspected by a Licensing Officer to ascertain how many seats it can be licensed for
Honda	Accord	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	08/06/2010	
Honda	Civic Hybrid	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Honda	CRV	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Only suitable for Hackney on 400 plate or under.
Honda	Insight	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No		4	No		Knee room inadequate. Tinted glass.
Hyundai	i20	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		
Hyundai	i30	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		No		Private Hire or Hackney under 400.
Hyundai	i40	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/03/2019	
Hyundai	Ioniq	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Hyundai	ix 35	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		Not suitable.
Hyundai	Matrix	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	07/04/2009	
Infiniti	Q50	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/02/2020	
Jaguar	X Type	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/10/2010	
Jaguar	XE	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	4	4	No		Doesn't meet minimum specs.
Jaguar	XF	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	04/02/2014	
Jaguar	XJ	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	03/04/2012	H/C under 400 plate Includes XJ L (LWB) Variant

<i>Make</i>	<i>Model</i>	<i>Model out of date?</i>	<i>Type of vehicle</i>	<i>Purpose Built</i>	<i>Purpose Built with MCF</i>	<i>Suitable for licensing</i>	<i>P/H</i>	<i>H/C</i>	<i>No of Seats - P/H</i>	<i>No of Seats - H/C</i>	<i>Prestige Vehicle</i>	<i>Licensing Committee Date</i>	<i>Additional Comments</i>
Kia	Ceed	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		H/C under 400 plate.
Kia	Magentis	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/09/2002	Approved as Prestige Vehicle on 4/9/2002
Kia	Niro (1,2,3 &4)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Kia	Niro 2	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	4	4	No		Not suitable all rear side and back windows failed tint.
Kia	Optima	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Kia	Sedona	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	N/A	Yes	04/08/2015	Approved for 6 seats provided seats are realigned to create an aisle between the two middle seats. Refused for prestige a second time on 08/11/2005
page 45 Kia	Maxus	<input type="checkbox"/>	Minibus	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	No			Yes	06/04/2014	Vehicle will need to be checked by an officer to establish seating configuration.
Kia	IS	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Lexus	IS F	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	3	3	No		H/C under 400 plate.
LTI	FX4	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	No	Yes	N/A	5	Yes		
LTI	TX1 / TX2	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	No	Yes	N/A	5	Yes	06/07/1999	Amed to 6 seats providing front seat fitted.
Mazda	6	<input type="checkbox"/>	Saloon	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		Yes		H/C up to 400 plate.
Mercedes	200 CLS Shooting Brake	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	4	4	No		
Mercedes	A Class	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		
Mercedes	C Class	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/07/2000	
Mercedes	CLA 220D	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	4	4	No		Not Suitable.

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Mercedes	CLS	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		Not suitable.
Mercedes	E Class	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	06/08/2002	All Mercedes 'E' Class vehicles now approved as prestige vehicles
Mercedes	Euro Cab	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	Yes	06/07/1999	Approved as a purpose built vehicle.
Mercedes	GL	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	No	4	n/a	Yes	12/01/2016	
Mercedes	M8	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		
Mercedes	M8 (Cabs Direct)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Mercedes	S Class	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	07/11/2006	
Mercedes	Sprinter	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	No			Yes	06/01/2015	Medium/Long Wheel Base. School contracts and PH only, not HC
Mercedes	Traveliner 113	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			No		Seating numbers and configuration to be checked by Licensing Officer
Mercedes	V Class	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	06/08/2002	Seating configuration to be checked by licensing officer due to different manufacturer seating specifications
Mercedes	Viano	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		Seating numbers and configuration to be checked by Licensing Officer
Mercedes	Viano	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		Seating numbers and configuration to be checked by Licensing Officer
Mercedes	Vito	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7	7	Yes	10/05/2011	For licensing purposes the front seat can only be used to carry one passenger
Mercedes	Vito 109	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6/7		No		Seating numbers and configuration to be checked by Licensing Officer
Mercedes	Vito Taxi	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes	7	7	No		For licensing purposes the front seat can only be used to carry one passenger

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Mercedes	Vito Tourer 114	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	No			No		Seating numbers and configuration to be checked by Licensing Officer
Metrocab	Metrocab	<input type="checkbox"/>	Purpose Built	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	No	Yes	N/A	7	Yes		
MG	ZS1	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		**MAY NEED TO CHECK TINT**
Nissan	Infiniti Q30	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		Not suitable.
Nissan	Leaf	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	08/09/2015	Notes - Rear window @ 70% tint Lead @ 30% tint OK. TH
Nissan	Primaster	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		8	No	04/10/2011	8 seats if two separate seats for front passengers.
Nissan	Qashqai	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	No	4	4	No		
Peugeot	407	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		
Peugeot	5008	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Insufficient dimensions to allow auxiliary seats to be licensed.
Peugeot	508 Saloon	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	04/07/2017	
Peugeot	607	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		Yes	08/01/2008	
Peugeot	807	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6		Yes		
Peugeot	Combi	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		No		
Peugeot	E7	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes		7	No	15/07/2003	Same as Euro 7 only with alterations to seatbelts, floor-space and disabled ramps Committee 18/05/2004 now approved as P/H - any colour except black
Peugeot	Euro 7	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	No	09/08/2000	Purpose Built Vehicle not complying with metropolitan conditions.

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Peugeot	Euro 7 / E7 (Cabs Direct)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	Yes		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Peugeot	Eurobus	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7	6	Yes	11/02/2003	Note different seating approvals for Hackney Carriage and Private Hire *****LICENCE FOR P/H FOR 6 SEATS UNLESS CHECKED BY ALO FOR 7 SEATS*****
Peugeot	Eurobus (Cabs Direct)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		6	No		Can only be Licensed on plate number 482 or above.
Peugeot	European Taxi	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	No	09/09/2003	Conversion of the Peugeot Euro 7 by cmak.
Peugeot	Expert Combi	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6		No		
Peugeot	Le Cab Noir (Voyager MPV)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Peugeot	Partner	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	02/12/2014	
Peugeot	Partner (Premium)	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			Yes	02/12/2014	
Peugeot	Taxi (SVA)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		7	No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Peugeot	Tepee	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	5/7	5/7	Yes		Under 400 - Officer to check number of seats depending on vehicle specification
Renault	Espace	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		2003 MODEL ONWARDS.
Renault	Laguna	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No	09/03/1999	Refused prestige status
Renault	Master (CN04 BF)	<input type="checkbox"/>	Minibus	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Yes	Yes	Yes	8	8	No		8 seats to be positioned as per diagram attached to paper record
Renault	Master (EU58 BX)	<input type="checkbox"/>	Minibus	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	No	Yes	Yes	8	8	No		School Contract Vehicle (Index EU58 EBX) Seating as per diagram on paperwork.

<i>Make</i>	<i>Model</i>	<i>Model out of date?</i>	<i>Type of vehicle</i>	<i>Purpose Built</i>	<i>Purpose Built with MCF</i>	<i>Suitable for licensing</i>	<i>P/H</i>	<i>H/C</i>	<i>No of Seats - P/H</i>	<i>No of Seats - H/C</i>	<i>Prestige Vehicle</i>	<i>Licensing Committee Date</i>	<i>Additional Comments</i>
Renault	Megane	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Renault	Scenic	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Renault	Trafic Passenger	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7	7	No		Only 1 of the front passenger seats suitable for licensing
Rolls Royce	Rolls Royce	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		No measurements or Committee date available at time of entry.
Saab	95	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/06/2007	2002 Model viewed and approved. 2005 Model also approved.
Seat	Alhambra	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	6	Yes	04/07/2000	
Seat	Leon	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Not prestige.
Seat	Toledo	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No	13/09/1997	Refused prestige status
Skoda	Octavia	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	11/09/1999	
Skoda	Rapid	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Skoda	Superb	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	15/10/2002	
Ssaangyong	Rodius	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	03/11/2009	. Also H/C approved for under 400 plate.
Suzuki	Vitara SZ4	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		
Taxiworld	TW200 Taxi	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No	No	Yes			No		Vehicle must be less than 3 years old in order to be Licensed on plate number 482 and above.
Tesla	Model S	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	09/04/2019	
Toyota	Auris / Auris Touring Sports	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Toyota	Avensis	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	05/08/2008	
Toyota	Corolla Hybrid	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	No	No	4	4	No		

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Toyota	Corolla Touring Sport Estate	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		
Toyota	Previa	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	n/a	Yes	13/09/2005	For model with sliding doors 2 No. bi-fold seats either side only.
Toyota	Prius Hybrid	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	06/08/2013	
Toyota	Prius Plus	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		Amended record from initial incorrect measurement taken 28/01/2016.
Toyota	Proace Verso	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No			No		
Toyota	Verso	<input type="checkbox"/>	Mini MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Vauxhall	Insignia	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	08/03/2011	
Vauxhall	Vectra	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	07/06/2005	Model 2001 onwards
Vauxhall	Vivaro	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6		No		
Vauxhall	Vivaro	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	7		No		7 seats for vehicle reg: BV08 KGE
Vauxhall	Zafira	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	N/A	No	05/07/2005	Application for prestige status refused at Committee.
Volkswagen	Caddy	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	6	No		Only suitable for H/C plates under 400
Volkswagen	Caddy Life	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	5	5	Yes		4 seats plus wheelchair. PPC approval 10/1/12
Volkswagen	Caravelle	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4 or	N/A	Yes	10/05/1995	Vehicle must be inspected by a Licensing Officer to ascertain how many seats it can be licensed for
Volkswagen	Caravelle Unique Cab	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes	N/A	7	No	03/09/2002	To be licensed for 7 seats
Volkswagen	Eurocab Taxi (bilee)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes			No		
Volkswagen	Jetta	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	03/09/2019	Approved as prestige 03/09/2019.

Make	Model	Model out of date?	Type of vehicle	Purpose Built	Purpose Built with MCF	Suitable for licensing	P/H	H/C	No of Seats - P/H	No of Seats - H/C	Prestige Vehicle	Licensing Committee Date	Additional Comments
Volkswagen	Kudos	<input type="checkbox"/>	Purpose Built	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	No	Yes		5	Yes		purpose built only vehicle converted by Cab Direct. Licensed for 5 (4 passengers & wheelchair passenger)
Volkswagen	Passat	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	07/10/2008	2005 model onwards
Volkswagen	Passat CC	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	No	No	No	3	3	No		Not suitable for Licensing. Re-measured 03/01/2019 still unsuitable.
Volkswagen	Passat Highline	<input type="checkbox"/>	TDI Blutec Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes		
Volkswagen	Sharan	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	6	6	Yes	09/07/2002	Licensed for 6 seats Amended to include as a H/C but not purpose built
Volkswagen	Sharan (Automotive Group)	<input type="checkbox"/>	MPV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes		5	Yes		
Volkswagen	Touran	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	06/01/2009	
Volkswagen	Transporter	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes		Vehicle must be inspected by a Licensing Officer to ascertain how many seats it can be licensed for
Volkswagen	Transporter	<input type="checkbox"/>	Minibus	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes			Yes	11/02/2003	Vehicle must be inspected by a Licensing Officer to ascertain how many seats it can be licensed for
Volvo	S60	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		Yes	01/07/2008	
Volvo	S80	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	10/05/2005	
Volvo	S90	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Very Nice Car.
Volvo	V40	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No	07/12/1999	Refused prestige status
Volvo	V50	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4		No		
Volvo	V70	<input type="checkbox"/>	Saloon/Estate	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	Yes	15/02/2000	S70 approved on 15/2/2000 is the Saloon version. V70 is the Estate version of the S70 and is identical.

<i>Make</i>	<i>Model</i>	<i>Model out of date?</i>	<i>Type of vehicle</i>	<i>Purpose Built</i>	<i>Purpose Built with MCF</i>	<i>Suitable for licensing</i>	<i>P/H</i>	<i>H/C</i>	<i>No of Seats - P/H</i>	<i>No of Seats - H/C</i>	<i>Prestige Vehicle</i>	<i>Licensing Committee Date</i>	<i>Additional Comments</i>
Volvo	XC 60	<input type="checkbox"/>	MPV	<input type="checkbox"/>	<input type="checkbox"/>	Yes	Yes	Yes	4	4	No		Tint info on yellow register.