



COVENTRY HACKNEY CARRIAGE (Taxi) CONDITIONS OF FITNESS

CONSTRUCTION AND LICENSING OF TAXIS IN COVENTRY

1st January 2014

These conditions set out the requirements that Coventry City Council expects all vehicles to meet for licensing as taxis for the first time from 1st January 2014. Vehicles licensed as taxis prior to 1st January 2014 may continue to be licensed while conforming to all other applicable policies/procedures e.g. Vehicle Age Policy, Inspection Standards etc.

The decision on whether to license a particular type of vehicle will be made by the City Council on this basis. However, each case will be decided on its own merits and, if justifiable reasons exist, the City Council may decide to license a vehicle that does not completely comply with the conditions or not to license a vehicle that does meet the conditions.

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PROCEDURE TO BE FOLLOWED BY MANUFACTURERS AND SUPPLIERS OF TAXIS FOR USE IN COVENTRY

1 Approval of new types of taxi

- 1.1 A submission for the approval of a new type of vehicle for licensing as a taxi must be made in writing to the Taxi Licensing Office (TLO) and must be accompanied by dimensioned drawings together with detailed specifications and any particulars required by the TLO (Note: For the purpose of this document "new type of vehicle" means a type of vehicle not previously licensed by the TLO).
- 1.2 Even if the conditions set out in this document have been complied with, approval will be withheld if the TLO is of the opinion that a vehicle is unsuitable for public use.
- 1.3 The TLO may extend approval of any particular type of taxi to all other taxis conforming to the design of that type. However, the TLO may withdraw such general approval if, in its opinion, any unsuitable features arise.
- 1.4 Prior to licensing and during the term of a licence the vehicle must, as well as meeting the requirements set out in this document, meet all other policies/procedures applied by the TLO e.g. the Vehicle Inspection Manual 021.

CONDITIONS OF FITNESS

2 General construction

- 2.1 Every new type of vehicle for licensing as a taxi must comply in all respects with national and international requirements for the vehicle to be used on the roads of Great Britain including:
 - Road Vehicles (Construction and Use) Regulations 1986 (C & U);
 - British and European vehicle regulations and be "type approved" to the requirements of the M1 category of European Whole Type Approval Directive 2007/46/EC as amended.
- 2.2 Taxis offered for type approval must be so constructed as to, as a minimum, meet the Department for Transport draft initial specification for accessible taxis in addition to meeting the requirements in this document.

3 Steering

- 3.1 The vehicle must be right hand drive.

4 Tyres

- 4.1 All tyres must comply with the relevant legislation and the Vehicle Inspection Manual 021.

5 Brakes

- 5.1 An anti-lock braking system is to be fitted.

6 Interior lighting

- 6.1 Adequate lighting must be provided for the driver and passengers.
- 6.2 Separate lighting controls for both passenger and driver must be provided. In the case of the passenger compartment, an illuminated control switch must be fitted in an easily accessible position. This must be within reach of wheelchair passengers. Lighting must also be provided at floor level to each passenger door and be activated by the opening of the doors.

7 Electrical equipment

- 7.1 All electrical installation to be used within the taxi must meet the requirements of the relevant Automotive Electro Magnetic Compatibility (EMC) Directive, as amended, and be marked accordingly.

8 Fuel systems

- 8.1 A device must be provided whereby the supply of fuel to the engine may be immediately cut off. A manually operated device must have its location together with the means of operation and the "off" position clearly marked on the outside of the vehicle. In the case of a vehicle fitted with an automatic inertia fuel cut off switch, no markings are required. Any engine powered by liquid petroleum gas (LPG), compressed natural gas (CNG), liquid natural gas (LNG), petrol or any combination of these fuels must be fitted with an automatic inertia fuel cut off device. They must also have a manually operated fuel cut off device externally mounted which is easily visible and readily accessible at all times from the outside of the vehicle with its location and means of operation clearly marked.

9 Exhaust systems

- 9.1 The exhaust system must meet the current and relevant EC Directive for exhaust emissions, i.e. the respective Euro standard.

10 Body

- 10.1 The body must be of the fixed head type with a partially clear glazed partition separating the passenger from the driver and provide a high degree of protection to the driver from a potential assault. The clear glazed partition must be of such a design as to allow passengers a view of the driver and the road ahead.
- 10.2 The overall length must not exceed 5 metres.

11 Facilities for the disabled

- 11.1 Taxis offered for type approval must be so constructed as to, as a minimum, meet the Department for Transport draft initial specification for accessible taxis.
- 11.2 The vehicle must be capable of loading a wheelchair and occupant at the near side passenger door.

12 Passenger compartment

- 12.1 The vehicle must seat a minimum of 5 and a maximum of 8 adult passengers comfortably in the rear compartment. If a seat is provided on the near side front next to the driver it will not count as a passenger seat.
- 12.2 When fitted, occasional seats must:
- be at least 400mm in width
 - be placed at least 40mm apart
 - be not less than 355mm from the back of the upholstery to the front edge of the seat
 - rise automatically when not in use
 - not obstruct doorways when not in use
- 12.3 The rear seat dimensions must be adequate to carry the appropriate number of adult passengers comfortably.
- 12.4 Suitable means must be provided to assist persons to rise from the rear seat with particular attention to the needs of the elderly and disabled.
- 12.5 Lap and diagonal seatbelts must be fitted on all seats (including rear facing seats).
- 12.6 Colour contrasting sight patches are required on all passenger seats.
- 12.7 Head restraint must be fitted for all (forward and rear facing) seats. The design of head restraints should maximise rear sightlines for the driver when any of the passenger seats are not occupied.
- 12.8 An induction loop system (or equivalent) must be fitted.

13 Driver's compartment

- 13.1 The driver's compartment must be so designed that the driver has adequate room, can easily reach, and quickly operate, the controls.
- 13.2 The controls must be so placed as to allow reasonable access to the driver's seat and, when centrally placed, controls must be properly protected from contact with luggage.
- 13.3 Every vehicle must be provided with an approved means of communication between the passenger and the driver. If a sliding window is fitted on the glazed partition, the maximum width of the opening must not exceed 115mm and must be able to be secured closed by the driver.
- 13.4 Where a single-piece glazed partition is fitted, a facility must be provided for making payment to the driver.

14 Visibility

- 14.1 Windows must permit maximum visibility into, and out of, the vehicle. They must have no more than 25% tint value (75% transmittance).
- 14.2 Driver Visibility

A single-piece, full width rear window must be fitted. The design of head restraints should maximise rear sightlines for the driver when any of the passenger seats are not occupied.

14.3 Passenger Visibility

The windows should maximise passenger visibility into and out of the vehicle.

The top of the window line for front and side windows, when measured vertically to the top of the visible portion of the glass, must not be less than 780mm on any glass panel forward of or beside the seated passenger. The vertical distance is to be measured through the E point as defined in Directive 77/649/EEC, from the top of the uncompressed rear forward-facing passenger seat cushion to the first point of totally obscured glass. Manufacturers are to declare conformity to this condition in drawing format.

The bottom of the window line for front and side windows must be low enough to afford passengers adequate visibility out of the vehicle.

A proportion of the window area in the passenger compartment must be available for opening easily by passengers, including those in wheelchairs, when seated. The control for opening a window must be clearly identified to prevent it being mistaken for any other control.

15 **Heating and ventilation**

- 15.1 An adequate heating and ventilation system must be provided for the driver and passengers and means provided for independent control by the driver and the passengers. All switches must be within easy reach of seated passengers, including those in wheelchairs.

16 **Door fittings**

- 16.1 An approved type of automatic door securing device must be fitted to passenger doors to prevent them being opened when the vehicle is in motion. When the vehicle is stationary, the passenger doors must be capable of being readily opened from the inside and outside of the vehicle by one operation of the latch mechanism. The door must not open from the inside if the driver has the foot brake depressed. The interior door handle must be clearly identified to prevent it being mistaken for any other control.

17 **Fare table**

- 17.1 A facility must be provided to accommodate a fare table 210mm x 210mm in an approved place and incorporate a clear plastic protective cover.

18 **Floor covering**

- 18.1 The flooring of the passenger compartment must be covered with a slip resistant material, which can be easily cleaned.
- 18.2 The floor covering must not impede the movement of wheelchairs. The colour of the floor covering must contrast with any upstand areas around it and with the colour of the seats.

19 **Luggage**

- 19.1 Suitable dedicated provision for the secure carriage of luggage must be made, separated from the passenger compartment and proportionate in size to the number of passengers carried.

20 Taximeter

- 20.1 Taximeters must be approved by the TLO and be calendar controlled.
- 20.2 A taximeter must be fitted in an approved position. A designated pulse output point must be provided that has a pulse output compatible with the taximeter fitted and, subject to the vehicle and/or taximeter manufacturer's declaration, operates the taximeter within prescribed tolerances.
- 20.2 Taximeters must be capable of issuing a receipt that contains prescribed details. If this is achieved by the addition of a printer, it must meet with relevant Automotive EMC Directives, be marked accordingly and fitted in an approved position. The receipt must contain, as a minimum, the date and time of issue, the metered fare, extras and total fare. All of this information must be obtained from the taximeter in a 'read only' format. Manually input information is not permitted.

21 "Taxi" sign

- 21.1 A "Taxi" sign approved by the TLO, clearly visible both by day and night when the taxi is available for hire, must be fitted.

22 Radio apparatus

- 22.1 Where apparatus for the operation of a two-way radio and/or data system is fitted to a taxi, no part of the apparatus may be fixed in the passenger compartment or in the rear boot compartment if LPG tanks or equipment are situated therein. Any additional electrical installation and/or after-market components to be used within the taxi must meet the requirements of the relevant Automotive Electro Magnetic Compatibility (EMC) Directive, as amended, and be marked accordingly.
- 22.2 Any other radio equipment, either in the passenger or driver compartment, must be approved by the TLO.

23 Badges/Emblems/Signs/Notices

- 23.1 All Badges/Emblems/Signs/Notices provided by the manufacturer or supplier of the vehicle must be approved by the TLO.