

Hackney Carriage and Private Hire Policy Review 2024

Consultation Responses

	Consideration (Responses Received)	Options/Proposal/Change
1	<p>Licensing should accept any valid DBS on the Update service with a valid Certificate that matches the update Cert number</p> <p>Received from</p> <p>Khalid Anwar Rafaqat Hussain Shakeel Ahmed Fiyyaz Hussain Imran Ashfaq Muhammad Zubair Mohammed Shabir Rizwan Khan 5Ten Cars Amjad Afsar</p>	<p>Disclosure and Barring Service (DBS) licensed drivers are required to have an enhanced DBS check every six months and therefore must subscribe to the DBS update service. Licensing Officers will then conduct a biannual check.</p> <p>The biannual check can only be accessed once an ESBC DBS certificate is registered with the update service</p> <p>s9.1</p>
2	<p>No Comment</p>	<p>Vehicle proprietors (only) will also be required to obtain a basic DBS certificate</p> <p>s9.1</p>
3	<p>No Comment</p>	<p>Private Hire Operators are required to obtain a basic DBS annually. All those listed</p>

		<p>as part of the company or partnership are also required to provide a DBS.</p> <p>s25.7</p>
4	No Comment	<p>Private Hire Operators have to evidence that they have seen a DBS for all booking and dispatch staff. They must also keep a register of all staff taking bookings.</p> <p>s25.31</p>
5	No Comment	<p>Private Hire Operators must record bookings with a standard list of booking requirements.</p> <p>s25.20</p>
6	No Comment	<p>Operators are able to outsource bookings but are required to provide evidence of comparable protections applied by the company.</p> <p>s25.33</p>
7	No Comment	<p>The Authority have registered with National Anti-Fraud Network. The Authority will check the register for new and renewal applications. It will also share information on the NR3 Register to establish if licences have been revoked, suspended or refused within the last 25 years.</p> <p>s9.1</p>

8	<p>Licensing should only consider genuine comments and not bogus comments</p> <p>Received from</p> <p>Khalid Anwar Rafaqat Hussain Shakeel Ahmed Fiyyaz Hussain Imran Ashfaq Muhammad Zubair Mohammed Shabir Rizwan Khan 5Ten Cars Amjad Afsar</p>	<p>The licensing team have introduced a link on the licensing web page which enables those who wish to make a comment to the Council about a Private Hire or Hackney Carriage vehicle, driver or operator to do so more easily</p> <p>s13.19</p>
9	<p>This notice could be mis-used by passengers to make non –relevant complaints</p> <p>Received from</p> <p>Amjad Afsar</p>	<p>A notice to be displayed in licensed vehicles has also been produced to be prominently displayed advising customers of how to contact the Council should they have a comment to make about the experience with any driver, vehicle or operator.</p> <p>s13.19</p>

10	No Comments	<p>Overseas Convictions – the DBS cannot access criminal records held overseas. Therefore, a DBS check may not provide a complete picture of an individual’s criminal record where the applicant has spent periods living or working overseas. The same applies when an applicant has previously spent an extended period (three or more continuous months) outside the UK. It should be noted however that some countries will not provide a Certificate of Good Character unless the individual has been resident for six months or more.</p> <p>The authority will seek to require applicants to provide where possible criminal records information or a Certificate of Good Character from overseas in these circumstances to properly assess risk and support decision making process. Should a Certificate of Good Conduct not be provided the person will be required to appear before the licensing committee to consider their ‘fit and proper’ status.</p> <p>s9.1</p>
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11.	No Comment	<p>The DfT Statutory Standards require Authorities to provide safeguarding advice, guidance and training for both new and existing drivers and operators. The training will be required on application and every three years thereafter.</p> <p>s9.1</p>
12.	<p>Which information will be shared and under which conditions</p> <p>Amjad Afsar</p>	<p>The licensing authority will continue to work in partnership with the police to share information as quickly as possible</p> <p>s28.6</p>
13.	<p>We operate under local bylaws</p> <p>Amjad Afsar</p>	<p>Authorities may jointly authorise officers from other local authority areas so that compliance and enforcement action can be taken against licensees from outside the area when they cross over boundary</p>
14.	No Comment	<p>The DfT's view of CCTV in vehicles is that it can provide an additional deterrent. The standards state that licensing authorities should consult on the installation of CCTV in vehicles. This document provides a medium for consultation on this matter. The current policy contains information on the use of CCTV in vehicles. CCTV is not mandatory however proprietors are</p>

		<p>encouraged to consider the benefits of CCTV within vehicles.</p> <p>s13.21</p>
15	No Comment	<p>Vehicle licences can now be applied for by an individual, company or partnership. A current DBS certificate is required for all applicants.</p>
	<p>Legislative Changes Note - the below sections of legislation are already incorporated into the Council's processes but will now be embedded in policy. We still welcome comment on these aspects.</p>	
16	No Comment	<p>Tax Registration Check's, under the Finance Bill 2020-21, are required from April 2022 for Drivers and Operators. The Authority will be required to ensure a check has been completed prior to considering an application.</p> <p>s9.1</p>
17	No Comment	<p>EU Settlement Scheme – officers will ensure applicants and existing licensees are compliant with the scheme and have the</p>

		<p>right to remain and work in the UK prior to issuing licences.</p> <p>s9.1</p>
18	No Comment	<p>The Taxis and Private Hire (Safeguarding and Road Safety) Act 2022 formerly introduces the requirement for local authorities to subscribe and use the NR3 register. This entails uploading historical data in respect of those that have been refused, revoked and suspended over the last 25 years and to check the register for new and renewal applications.</p> <p>s9.1</p>
19	No Comment	<p>Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 requires local authorities to publish a list of wheelchair accessible vehicles. It also imposes duties on licensees to provide reasonable assistance to a disabled person.</p>
	<u>PROPOSED POLICY CHANGES</u>	
20	No Comment	<p>New vehicle applications and cherished plates must be accompanied by the full log book, bill of sale or green slip.</p>

21	No Comment	Vehicle tax and MOT status will be confirmed online.
22	Should not be required as you could have lost the previous certificate. Khalid Anwar Rafaqat Hussain Shakeel Ahmed Fiyyaz Hussain Imran Ashfaq Muhammad Zubair Mohammed Shabir Rizwan Khan 5Ten Cars Amjad Afsar	The previous Certificate of Compliance must be provided to the testing station when being produced for the compliance certificate. s14.1
23	No comments	New window acetate for fares to be displayed in Hackney Carriage vehicles
24	Cannot understand why this evidence is required, when the MOT station will examine the vehicle Amjad Afsar	Photographic evidence will be a requirement for accidents and damage to vehicles or alternatively an engineer's report. s23.2
25	No comments	Those licensed must notify the Council if any change of name or address or contact details within 14 days.

		s12.7
26	<p>I would like to present the following 10 points in response to the ongoing taxi consultation process</p> <p>Raees Iqbal Arshad Raytal</p> <p>To whom it may concern: I would like to present the following 9 points to the ongoing taxi consultation process</p> <p>Iftikhar Ahmed</p>	<p>Guidelines on the Relevance of Convictions Appendix 1 - having regard to the Statutory Standards, the relevance of convictions has been updated to include lists of minor and major traffic offences, and offences up to 9 points on a DVLA driving licence it is proposed to be dealt with under Officer delegation. (see point 25 on Appendix 1).</p>
27	No comments	<p>The Council operate an Intervention Scheme and have updated this process within Appendix 1 (point 33). It is proposed that Warnings stay live for a period of 1 year. Also that 3 stages are followed before referral to Licensing Committee. For non-compliance Stage 1 = Written Notice issued, Stage 2 = Formal Warning letter and Stage 3 = Officer Caution.</p>
28	<p>This is just to bring to your attention the medical certificate, my Gordon Street GP is charging an exorbitant fee of £125 for 20-minute appointment whereas other surgeries like All Saint or Unicare Group charge £69/£70.</p> <p>My concern/worry is that this is a private appointment so the council should allow me to choose a private practice that I can afford, not forcing me to go to a registered doctor, I know it is mentioned in the policy to use a registered GP, but with so much cost of living struggle, i am unable to afford to pay £125 to my GP where I can pay half the price to other GP in town that do the same checkup, at the end licensing need a fitness medical certificate</p>	<p>Medicals – Best Practice Guidance for Licensing Authorities in England document 2022 states that Licensing Authorities should apply the Group 2 Medical requirement. It is proposed that all applications and renewals require a medical assessment by a GMC registered medical practitioner at Group 2 standard. The</p>

	Hassan Khan	assessment will be required on application and every 3 years s9.1
29	Medicals should remain unchanged Mohammad Ikhlaq	As at 28
30	No Comments	Fire Extinguishers – it is proposed that Taxi and Private Hire Vehicles no longer be required to carry fire extinguishers. The National Fire Chiefs Council advice is that drivers get out and stay out of the vehicle and call 999 rather than attempting to fight a fire. s13.16
31	To whom it may concern: I would like to present the following 9 points in response to the ongoing taxi consultation process: There should not be any upper age limit for vehicles, but they must be Euro 6 compliant. (Ref: 31) Keep the medical test arrangement as it is for grade 1; however, allow any registered GP to issue the fitness certificate upon application every 3 years. (Ref 28)	Vehicle Age Limits – currently taxis are licensed until 10 years old and Private Hire until 7 years old. Further consideration of age limits is detailed below; Following meetings and discussions between relevant members and officers, it

<p>Compliance Testing (MOT): Once a year, not every six months. (Ref 32)</p> <p>The licencing subcommittee is responsible for making decisions regarding any potential revocation issues. Officers can only use the suspension power and should not revoke without the approval of the licencing general sub-committee.</p> <p>If a driver is found innocent of any allegations, their licence should be reinstated immediately to avoid any potential miscarriage of justice.</p> <p>Given that most drivers do not have English as their first language, they are still able to effectively communicate and cooperate with their customers. Therefore, we believe that eliminating the current English test in line with several local councils.</p> <p>For any aspiring new driver looking to join the trade, it would be beneficial to have the flexibility of starting without any age restrictions on the car, as long as it meets the requirements of having Euro 6 engine compliance and passing the MOT, which should include cars with petrol, diesel, and hybrid.</p> <p>Card payment facilities must not be mandatory; due to signal issues, they should be optional for the driver, and cash payments can also be used. (Ref16.6)</p> <p>Displaying the panel must not be mandatory at all times on vehicles licenced by East Staffordshire; it should be optional, whether parked outside the driver's or property's registered address or not. (Ref:</p> <p>received by:</p> <table border="0" data-bbox="224 1109 1456 1372"> <tr> <td>Amir Shazad</td> <td>F Khan</td> <td>Mohammed Safeer</td> <td>Alqab Khan</td> </tr> <tr> <td>Kazimi</td> <td>Fakhar Khan</td> <td>Mohsin Abbas</td> <td>Ammad Kianin</td> </tr> <tr> <td>M Nadeer</td> <td>G Ahmed</td> <td>Qaisar Abbas</td> <td>Amran Khan</td> </tr> <tr> <td>Samad Ali</td> <td>Hamad Shaker</td> <td>Raja Imran</td> <td>Arshad Mahmood</td> </tr> <tr> <td>Talib Hussain</td> <td>Hassan Ahmed</td> <td>Raja Muddaser</td> <td>Arshad Raytal</td> </tr> <tr> <td>Zahed Hussain</td> <td>Hassan Mehar Ahmed</td> <td>Rubel Chowdhry</td> <td>Farrukh Khan</td> </tr> <tr> <td>Muhammed Khan</td> <td>Inmran Taj</td> <td>Sajad Akram</td> <td>Hassan Khan</td> </tr> <tr> <td>Aasma Ahmed</td> <td>Inam UI Haq</td> <td>Saman Karim</td> <td>Imran Qamar</td> </tr> </table>	Amir Shazad	F Khan	Mohammed Safeer	Alqab Khan	Kazimi	Fakhar Khan	Mohsin Abbas	Ammad Kianin	M Nadeer	G Ahmed	Qaisar Abbas	Amran Khan	Samad Ali	Hamad Shaker	Raja Imran	Arshad Mahmood	Talib Hussain	Hassan Ahmed	Raja Muddaser	Arshad Raytal	Zahed Hussain	Hassan Mehar Ahmed	Rubel Chowdhry	Farrukh Khan	Muhammed Khan	Inmran Taj	Sajad Akram	Hassan Khan	Aasma Ahmed	Inam UI Haq	Saman Karim	Imran Qamar	<p>has been agreed that the following vehicle age limit options should be put forward during the consultation:</p> <ol style="list-style-type: none"> 5 year age limit (<i>no upper age limit, but must be Euro 6 compliant</i>); 8 year age limit (<i>no upper age limit, but must be Euro 6 compliant</i>); Unlimited vehicle age limit (<i>no upper age limit, but must be Euro 6 compliant</i>). <p>As at 28 for Medicals</p> <p>As at 45 for Compliance testing</p> <p>As at 46 for Panels</p> <p>s13.4</p>
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	<p>Ali Jawad Amjid Hussain Asam Hussain Ash Aswar Javed Azhar Sadiq Mansoor Swati Moazzam Ahsan Mohammed Faizal Mohammed Iqbal Mohammed Taj Muhammed Safeer Muhammed Sahfaq Muhammed Shazad Munsuf Dar Khalid Jaweed Naim Raja Naukhez Mohammad Naz Sarah Shabeena Akhtar Hassan Ahmed</p>	<p>K Pehlwan Kamar Muneer Majid Michael Raja Mohammed Arfan Mohammed Azhar Mohammed Naweed Nisar Ahmed Qamar Nazi Qamar Zaman Raees Iqbal Raja Naseem Saghir Ratyal Sajid Mehmood Shabir Ratyal Tawfiq Ahmed Sajad Akram Sajad Haroon Hussain Mohammad Arfan Muhammad Safeer Shafqat Khan Arshad Mahmood</p>	<p>Shoaib Mukhtar Syed Ali Syed Shah Tanveer Mohammed Tawfiq Hussain Yasir Farooq Yasir Mehmood Umar Shezad Yousif Khan A Hussain Amjad Hussain Mohammed Asif Nadeem Asfaq Nasir Mehmood Sajid Hussain Tanveer Shafiq Amjad Hussain Muhammad Imran Esmail Maghsodi Azas Abdullah Bilal Arshad</p>	<p>Irfan Khan Kamran Taj Karim Saeed Khurram Chaurdhry Majid Jehangir Zaheer Abbasi Mohammed Yasin Nure Alam Siddek Sajid Malik Station Taxi Uttoxeter Omid Jafari Amir Raza Mohammad Khan Mohammed Zagum Nabil Tahir Muhammed Shafiq Rah Hussain Sumeer Zaheer Muhammad Imran</p>	
32	<p>Ref : Request for review and appropriate amendment into the proposed policy for Hackney Carriage and Private Hire policy 2024-2029</p> <p>Regarding the above reference, I would like to request to consider the following points in proposed policy consultation.</p> <p>1) Vehicle age limit. - Vehicle Euro 6 compliant age limit should be revoked.</p>			As at 31	

	<p>2) Miscellaneous Fee - Upgrading / amendment in the same licenced vehicle should NOT be any charge or charges should be minimum as currently full yearly fees is applied.</p> <p>3) Compliance Testing MOT - should be once a year.</p> <p>4) Panel display on the licenced vehicle - should be applicable while vehicle using for Hire and reward purpose.</p> <p>5) Licence suspension and revoke - Should be decided ONLY by designated committee</p> <p>6) DBS Certificate fees - Licence applicant/holder should apply for own DBS application and fees would be pay on first occasion ONLY, DBS application cancellation due to mistakes, error and wrong information filled by licencing staff in such circumstances Council would be responsible for DBS re application/ fresh application fees.</p> <p>Please do not hesitate to contact me if you have any questions in relation to the above request for consideration in the proposed policy.</p> <p>Kind regards</p> <p>Mr Onkarsingh Nagra Ishtiaq Kazimi</p>	<p>As at 45</p> <p>As at 46</p>
33	<p>The licencing subcommittee is responsible for making decisions regarding any potential revocation issues. Officers can only use the suspension power and should not revoke without the approval of the licencing general sub-committee.</p> <p>If a driver is found innocent of any allegations, their licence should be reinstated immediately to avoid any potential miscarriage of justice.</p> <p>Given that most drivers do not have English as their first language, they are still able to effectively communicate and cooperate with their customers. Therefore, we believe that eliminating the current English test in line with several local councils.</p>	

	<p>For any aspiring new driver looking to join the trade, it would be beneficial to have the flexibility of starting without any age restrictions on the car, as long as it meets the requirements of having Euro 6 engine compliance and passing the MOT, which should include cars with petrol, diesel, and hybrid.</p> <p>Card payment facilities must not be mandatory; due to signal issues, they should be optional for the driver, and cash payments can also be used. (Ref16.6)</p> <p>Displaying the panel must not be mandatory at all times on vehicles licenced by East Staffordshire; it should be optional, whether parked outside the driver's or property's registered address or not. (Ref: 17.3)</p> <p>Due to the fact that it has an effect on both the economy and the environment, the installation of partially worn tyres on authorised cars ought to be permitted. Tyres that have been recycled will be of assistance in the battle against the negative effects of climate change. (Ref 13.25)</p> <p>Raees Iqbal</p>	<p>As at 31</p> <p>As at 45</p> <p>As at 46</p>
34	<p>To bring ESBC in line with most other authorites and especially with Wolverhampton City Council I would like to see option C. Due to the current climate and a flood of Drivers from other Councils legally allowed to work in ESBC Option C is a must to keep drivers in the Trade</p> <p>Khalid Anwar Rafaqat Hussain Shakeel Ahmed Fiyyaz Hussain Imran Ashfaq</p>	<p>As at 31</p>

	<p>Muhammad Zubair Mohammed Shabir Rizwan Khan 5Ten Cars Amjad Afsar</p>	
35	<p>There should not be any upper age limit for vehicles, but they must be Euro 6 Compliant</p> <p>Iftikhar Ahmed</p>	As at 31
36	<p>I would like the new vehicle age limit to be unlimited with euro 6 emissions.</p> <p>Haseeb Arshad Nabil Razzak</p>	As at 31
37	<p>Hi, I would like to support the changes in the consultation. I think longer age limit for private hire cars is important as we are competing with cars working in Burton from other authorities with 12 years age limit. In the past I would buy a car between £3500 to £5000 and it could last me 2.5 to 3 years before reaching the 7 year age limit. Last time I had to pay £10000 for a replacement car, which would last me 3 years. The price of cars has gone up and the Burton TRAFFIC hasn't helped. Thankyou.</p> <p>Amjad Rahsid</p>	As at 31

38	<p>8 year age limit to bring on new vehicle</p> <p>Saheen Ali Akram (Alpine) Nasir Ahmed (43)</p>	As at 31
39	<p>I agree with option c unlimited vehicle age limit (no upper age limit but must be euro 6 compliant)</p> <p>Kind regards</p> <p>Talib Hussain</p>	As at 31
40	<p>Hello</p> <p>We are of the opinion that the age limit should move to UNLIMITED – EURO 6</p> <p>Tariq Mehmood Belvedere Cars Nazakat Muhammad</p>	As at 31
41	<p>Hello,</p> <p>I hope you're well.</p> <p>I would like to make the following comments on the Hackney Carriage and Private Hire policy of Vehicle requirements.</p>	As at 31

	<p>1. Drivers like myself would benefit from unlimited vehicle age limit and have no upper age limit, but be euro 6 compliant.</p> <p>2. Drivers like myself would also benefit from annually compliant testing as opposed to every 6 months</p> <p>Kind regards</p> <p>Amjad Mahmood</p>	
42	<p>Hello as per my letter in regards to comments for the revised Hackney Carriage and Private Policy Review please can I comment that I wish for the limit to be extended for the age of the vehicles to be used to greater age rather than less. Thanks</p> <p>Mr Shafiq</p>	As at 31
43	<p>Hi and Good morning</p> <p>My name is Tawfiq H Tawfiq and I am a taxi driver with your Ref. PD1731 As told us in the letter from East Staffordshire Borough Council to carry out a formal consultation of both licenses HCV and PHV policy review of vehicle requirements. After reading the policy, I make my comment : As a PHV driver , I will be happy that All EURO 6 Vehicles will NOT be limited to use for taxis in East Staffordshire Borough Council You know price of everything is going up year by year and there are a lot of UBER cars in the town with old models to use for a taxi</p>	As at 31
44	<p>I would like to make the following comments regarding the proposed change to the vehicle age limits in relation to the control of air pollution.</p> <p>The proposal removes the maximum age limit for all vehicles and whilst it focuses on the age limit at which vehicles can be taken on, I am concerned that the proposed changes will result in an aging fleet that over time will result in a negative impact on air quality. I support the proposal to introduce a 5 year age limit, however I would advise that the proposal to remove the upper age limit is reconsidered.</p>	As at 31

Air quality is the biggest environmental risk to public health; NOx is an air pollutant of particular concern and the main source in the UK is from road transport. It is generally recognised for exacerbating asthma and other respiratory diseases. It also damages biodiversity by depositing reactive nitrogen into plants and soil.

ESBC currently have two air quality management areas where the limits of NOx have been exceeded and as such we are legally required to have an action plan to remedy the problem. This aims to reduce pollutants, promoting and implementing greener modes of transport. The Councils is also required to have regard to DEFRA's Air Quality Strategy when exercising functions of a public nature that could affect the quality of air. This places a duty on authorities to reduce emissions and comply with the limits set for Nox and Particulates.

The Environment Act 1995 places a duty on the authority to improve air quality and by removing the age limit of taxis this will result in more polluting vehicles being on the road, especially in the inner Burton areas that are covered by the Air Quality Management Areas.

DEFRA recognise that transport is a key emitter of air pollution and delivering emission reductions from this source is vital in reaching our air quality targets. There are requirements for new vehicles to have lower emissions, including requirements for zero tailpipe emissions from 2024 onwards, however the removal of the age limit for vehicles will mean that our taxis are old and are not being replaced by newer vehicles that have lower emissions. This is a significant step backwards and a key risk to the air quality and health of the residents in East Staffordshire.

The Air Quality (Taxi and Private Hire Vehicles Database)(England and Wales) Regulations 2019 now make it a requirement to report on the age of the vehicles we licence as part of the government's plan for tackling roadside nitrogen dioxide concentrations. 61 authorities were identified as having exceedances and as such have been required to implement plans to reduce concentrations- clean air zones are the key role in these plans and it is important that we recognise that several nearby authorities fall under this. Currently vehicles are required to meet euro 4 for petrol and Euro 6 for diesel- however it is important to recognise that as further improvements are made to newer vehicles, these standards will change and become stricter.

In England the current average age of a taxi is 8 years old for both diesel and petrol. The suggestions in this policy mean that we will allow for an 8 year old vehicle to be licenced which can be on the road for an unrestricted number of years. Taxi's are known to be used frequently, and ESBC have one of

	<p>the highest levels of taxis within Staffordshire, which means that the emissions from Taxi's need to be sufficiently controlled and reduced.</p> <p>Any movement away from the current restrictions on age limit will be a risk to the air quality of East Staffordshire, and will contradict the aims and objectives of the Air Quality Strategy and Action Plan and the Climate Change Strategy and Action Plan.</p> <p>Kind regards</p> <p>Rachel Liddle Environmental Health Manager Environmental Health</p> <p>East Staffordshire Borough Council</p>	
45	<p>What would be the criteria for further certificate of compliance</p> <p>Amjad Afsar</p>	<p>Certificate of Compliance – it is proposed that compliance testing will now take place annually as opposed to every 6 months. The Council would however reserve the right to request that vehicles undertake a further Certificate of Compliance assessment should the need arise.</p> <p>s14.1</p>
46	<p>No panels on Hackney Carriage Vehicles</p> <p>Mohammed Ikhlaq</p> <p>Will not internal sticker obstruct screen vision and also be illegal</p>	<p>Vehicle Identification and Signage – It is proposed to continue with livery on vehicles. Livery provides an element of safety particularly for vulnerable passengers. Passengers can identify the vehicle company through door panels. Therefore door panels will continue to</p>

	Amjad Afsar	<p>be required however it is proposed that Hackney Carriage vehicles will only be required to display the current panel with a blank colour section below. It is also proposed that external front plates no longer be required on Private Hire vehicles. The front plate will be replaced by an internal sticker which will be required to be placed in the top corner of the front window on the passenger side. The internal plate is being introduced due to the number of vehicles that have sensors in the front of the vehicle.</p> <p>s18.4</p>
47	<p>Part worn tyres should be allowed Mr M Zamir</p> <p>Re-moulded tyres should be considered Mohammad Ikhlaq</p>	<p>Driver Vehicle Condition Checks – Drivers of a vehicle have responsibility for its condition whilst in use. Driver’s must conduct a daily walk around and complete the checklist provided. Drivers/Proprietors may be subject to enforcement actions if found using defective vehicles.</p>

		Part worn tyres vary in quality and unsuitable or safe for vehicles used in the taxi trade
48	<p>Hybrid should be Anything that is Euro 5 Petrol and Euro 6 Diesel allowed to run with an unlimited age Limit</p> <p>Khalid Anwar Rafaqat Hussain Shakeel Ahmed Fiyyaz Hussain Imran Ashfaq Muhammad Zubair Mohammed Shabir Rizwan Khan 5Ten Cars Amjad Afsar</p>	<p>Electric/Hybrid Vehicles – The use of electric and hybrid vehicles as private hire and hackney carriage vehicles are fully encouraged and will be included in the vehicle specification in line with the Council's climate change ambitions.</p>