

D1 - Appendix B

Schedule of the changes that are proposed and included in the policy for the licensing of hackney carriage drivers and vehicles and private hire operators, drivers and vehicles, which vary from current practice:

Please note: all conditions relating to the hackney carriage trade and duplicated from the Byelaws have been removed as the Byelaws are sufficient.

- 2.4 This paragraph gives the Director of Business, the Monitoring Officer or the Unit Manager the discretion to request more frequent Criminal Records Bureau checks where there is a significant history of criminal activity.
- 2.5 The issue of those applying to be licensed as a hackney or private hire driver and who have spent a significant period in the past ten years resident in another country has not been addressed to date. A Criminal Records Bureau Disclosure will only reveal criminal convictions and intelligence from this country. This paragraph seeks to close the loophole and require some confirmation that an applicant is fit and proper to transport members of the public.
- 2.8 Current practice is to submit photographs annually with each application for a driver's licence. This is considered to be an unnecessary expense as the likeness of an applicant will not normally significantly alter over a twelve month period. Therefore the period has been increased to three years in line with the requirement to obtain a Criminal record Bureau Disclosure.
- 2.9 This paragraph stipulates that the driving licence must show the current name and address of the applicant.
- 2.10 This paragraph reduces the time limit between passing the DSA driving test and applying for a licence from twelve months to six months. It also introduces a system where an accumulation of 6 points or more on the DVLA driving licence will trigger a further DSA test within 3 months to establish that the driver's skills are adequate to drive members of the public. The rationale is that a driver who accumulates, say, two speeding offences is bringing into question the manner of his driving.
- 2.11 This paragraph increases the time limit of obtaining a Group 2 medical from one month to six months preceding their application.
- 2.13 Appointments to renew licences should be made four weeks in advance of the expiry date. This will give administrative staff the ability to guarantee appointments. There is also clarity in respect of postal applications which will require 10 working days before expiry if they are to be guaranteed. Applicants will, of course, be able to seek appointments up to the day of expiry but need to be aware that if there is no availability and their licence expires, they will be treated as a new applicant.

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- 2.14 Repeats the need to arrange for appointments at least four weeks prior to expiry.
- 2.16 Non attendance at appointments affects other members of the trade. This paragraph outlines the reasons a re-booking fee will be payable and adds the additional matters of failure to submit the correct documents. Practical examples would be when the insurance does not cover the use of the vehicle.
- 2.17 The addition of external mirrors on each side of the vehicle.
- 2.19 This paragraph seeks to standardise the minimum size of the seating area in a licensed vehicle.
- 2.22 There is currently no limit to the number of times a change of vehicle may be made on a vehicle licence. The charge is £42.50 but there is essentially the same amount of work involved as licensing a new vehicle. This paragraph introduces a limit to the number of transfers on any annual licence.
- 4.3 & 7.1
This paragraph adds a stipulation that on licensing a new vehicle, the applicant must produce either the V5 registration document in his name or the document in the previous keeper's name, which will then be forwarded to DVLC by the licensing Unit. If the vehicle keeper is not the applicant, written permission is required that he consents to the vehicle being licensed as a hackney carriage. Furthermore, this will unburden the administration team who are responsible for chasing up these documents.
- 4.5 & 7.3
This paragraph seeks to remove the limit on the number of colours which can be used on permitted signage.
- 4.10 & 7.7
Safety equipment at present consists of a first aid kit and a fire extinguisher. The need to carry a fire extinguisher has been removed. The rationale is that enquiries with the trade have failed to find anyone who has ever used one and the general advice for a vehicle fire from the Fire and Rescue Service is to exit the vehicle and dial 999. It would therefore seem to be an unnecessary item and expense. Those that wish to do so are, of course, at liberty to carry an extinguisher.
- 4.20 & 7.17
This paragraph introduces the Rossendale Test to the garages as oppose to its current 'in-house' application and also introduces the concept of two such tests as oppose to the current annual one.
- 7.18 Introduces executive vehicle requirements
- 7.19 Introduces stretched limousines