

MEETING: HACKNEY CARRIAGE/PRIVATE HIRE JOINT WORKING GROUP

DATE: Tuesday 25th June, 2019

TIME: 10.00 am

VENUE: Magdalen House G3

South Sefton Hackney Carriage Drivers Association
Richard Jarman

North West Taxi Association
Trevor Jones

North Sefton Hackney Carriage Drivers Association
Tony Crabtree

Southport Station Hackney Carriage Association
John Murrison
Frank McLachlan

Central Cabs
Alan Campbell

Berry Street Garage
Joe Johnson
Denise Bennett

Sefton Fleet Association
Thomas Robinson

All Whites
Adrian Hughes

Aintree Garages
Mike Denning

Delta Merseyside Ltd
Paul McLaughlin
Gary Beesley

Sefton Private Hire Fleet Operators Association
Mark Sanders

Uber
James Kelly

Antrec
Frank West

Advisor
Paula Hodson

Officers

Mark Toohey (Chair), Principal Officer
Mike Foulkes, Senior Taxi Licensing Officer
Terry Wood, Environmental Health & Licensing Manager

MEETING OFFICER: Liz Risley - liz.risley@sefton.gov.uk

If you have any special needs that may require arrangements to facilitate your attendance at this meeting, please contact the Committee Officer named above, who will endeavour to assist.

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A G E N D A

1. **Apologies for Absence**
2. **Minutes** (Pages 5 - 10)
Minutes of the meeting held on 5 March 2019
3. **Matters Arising from the Minutes**
4. **Annual Statistics** (Pages 11 - 18)
2018/19 performance report attached.
5. **Driver Medicals** (Pages 19 - 24)
L & R report concerning change to driver medicals attached.
6. **Ongoing Workstreams**
Chair to provide update.
7. **Finance Update** (Pages 25 - 26)
Chair to provide update
8. **Driver Drug Testing**
Chair to provide update.
9. **Private Hire Operator Fares**
Item raised by Paul McLaughlin:
Transparency of PH operator fares
10. **Age of Vehicles** (Pages 27 - 28)
Item raised by Joe Johnson
11. **Driver Details** (Pages 29 - 30)
Item raised by Joe Johnson

12. **Date of next meeting:** 20 August 2019

13. **Any Other Business**

In accordance with Minute No. 37 (iii) of the meeting of the Licensing and Regulatory Committee of 24 February 2003, other business may only be considered if agreed by the Chair and a majority of the trade and if it is of an urgent nature. i.e. requires consideration prior to the next scheduled meeting of the Hackney Carriage and Private Hire Joint Trade Working Group.

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HACKNEY CARRIAGE/PRIVATE HIRE JOINT WORKING GROUP

MEETING HELD AT THE COMMITTEE ROOM - BOOTLE TOWN HALL,
TRINITY ROAD, BOOTLE, L20 7AE
ON TUESDAY 5TH MARCH, 2019

Present

Joe Johnson – Berry Street Garage
Mike Denning - Aintree
Trevor Jones – North West Taxi Association
Richard Jarman – South Sefton Hackney Carriage Drivers Association
Paul McLaughlin – Delta
Paula Hodson - Advisor

Officers

Mark Toohey – Chair
Mike Foulkes – Senior Taxi Licensing Officer
Liz Risley – Meeting Officer

15. APOLOGIES FOR ABSENCE

Tony Crabtree – North Sefton Hackney Carriage Drivers Association
James Kelly – Uber
John Murrison – Southport Station Hackney Carriage Association
Mark Sanders – Sefton Private Hire Fleet Operators Association

16. MINUTES

All agreed recorded as a true record.

17. MATTERS ARISING FROM THE MINUTES

RJ – Asked for clarification on plying for hire and prosecutions.

MT – Clarified that Sefton Council will prosecute private hire vehicles for plying for hire and no insurance. However licensed Hackney Carriage Vehicles will be prosecuted for plying for hire only and we will not pursue for no insurance.

PMcL - Stated he is still waiting for a response to his email regarding Licensed Operators who are breaking licensing conditions (tariffs).

MF – Stated he has not yet had the time to properly consider breaches of conditions of licence.

MT – Said he will consider this and respond.

JJ - Raised item 4: Enforcement Statistics and could the Group have a breakdown on this for every meeting.

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MT – Made apologies for this meeting and said they will be available for future meetings.

JJ – Asked for update training for staff on GDPR.

MT – Stated that training is to be arranged with Solicitors – still ongoing.

18. UPFRONT FEE FOR NEW DRIVER APPLICANTS

MT – Opened discussion on upfront fees for new driver applicants.

PMcL – Stated that there should be some cost involved for everyone who uses the Council's service. Whether they complete the licensing process or not. The Licensing Service must be run as efficiently as possible. It should be seen a business offering a service. It should not be for free. An administration fee if you would like to call it. The Service should not be out of pocket to timewasters, or people who do not finish the process. It cannot be run at a loss.

TJ – Asked is there any reason why we do not charge a fee? And is there a disadvantage to charging a fee?

JJ – Stated that the fee should be refundable on completion of licence. It should be charged at start of the application process and come off the final bill at the end.

It was agreed by all for to an upfront cost. To prevent time wasters and no shows for knowledge tests.

MT – Stated £50 maybe too much. Especially for one year licences. He will confirm final details once an amount has been agreed and share with the Group (fee was set at £25 by committee).

19. TASK AND FINISH GROUP REPORT/DFT DRAFT STATUTORY GUIDANCE

MT – Gave the group an update on were the Task and Finish Group were up to and on the new DfT statutory guidance.

MT – Stated it is at consultation stage and is trying to set minimum standards for all licensing authorities to comply with.

PMcL - Stated some of the recommendations will not work for larger licensing authorities, as it will be impractical to enforce.

MT – Agreed and he will be submitting a response on behalf of Sefton Council with comments and recommendations. He also added it's setting the foundations for all Councils to have, at least, minimum standards.

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RJ – Stated that the document is aimed for Guidance only it is not set as law for local authorities.

JJ – Asked if three-year driver licences could be made to have DBS checked every year? Three years is too long for checks not to be made.

MT- Stated that the new guidelines are recommending all driver applicants must sign up to the DBS update service and DBS checks to be carried out every 6 months. Sefton Council will try to follow what is recommended. He also stated that the guidance gives advice for on-line applications.

RJ – Mentioned the guidance on CCTV in vehicles and what was Sefton Council position on this?

MT – Stated that Sefton Council have no plans to change what is already in place and will not be making it compulsory to have CCTV in all licenced vehicles. It is down to the individual driver have it installed or not. This will give the responsibility to the driver to follow the rules governing this. They will be the data controller and it will not be Sefton Council's responsibility.

20. OUTCOMES FROM THE SPOKESPERSONS MEETING ON 29 JANUARY 2019

MT – Gave group update from the meeting. Said that Finance are in process of completing the review and will share information once it has been given. All Arvato staff have now come back in-house to the Council. We are still waiting for approval to recruit any new enforcement officers as this will need to be assessed once once the final calculations have been completed.

PMcL – Added that he has called the office on numerous occasions and does not get an answer.

MT – Said he will address this but it is always easier to contact him on his mobile. He also gave an explanation on the new telephone system in the office. Officers must log onto a telephone and must share phones and put phones on divert when out of the Office.

JJ – Stated that he can get hold of Nigel, Carl and Liz on their mobile numbers. He also added that there is an obvious issue with staffing. He also questioned number of admin staff as compared with enforcement staff. He stated it will be interesting to see the figures from finance to see how much the service is costing to run.

MT – Gave update on Operation Brooklyn which checked licenced vehicles and drivers. The Road Policing Unit have asked if we can offer more support in the future.

JJ – Stated that the route of the problem is Testing Stations and they need to be managed with regards to unroadworthy vehicles being passed at inspection. Who's checking the Testing Stations?

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21. ONGOING WORK STREAMS

MT- Gave an update to the Group regarding outstanding work.

1. Testing Stations

MT- Testing Station Review is paramount and dates need to be fixed so that it can move forward and be finalised.

2. Unmet Demand Survey

PMcL – Stated if we did not have cap on the number of Licensed Hackney Carriages we would not need to have the survey. Who pays for this?

TJ – Said it's all about balance.

MT – Said cost would be in the region of £12,500 and will come from Hackney Carriage budget. There is still a hackney carriage waiting list.

3. Merseyside Officer Group

4.

MT – Work still in progress. Discussions still taking place on joint policies, complaint reporting, enforcement officer's duties, minimum standards for drivers, and standardising the conviction policy.

5. Constitution

6.

MT – On going

7. V4 Handbook

8.

MT – On going looking like January 2020

22. ENFORCEMENT STATISTICS

MT – To send out statistics with minutes of this meeting.

23. PRIVATE HIRE OPERATOR TARIFFS

PMcL – Raised issue of no response from an email sent to Senior Licensing Officer over a month ago regarding operators who maybe breaking licensing conditions regarding charging different tariffs as and when they like. To date he has received no response.

MF – Stated he has not had the time to reply.

PMcL - Said he would like a copy of the Councils complaint procedure, to make a formal complaint.

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MT – To pass on details.

RJ – Stated tariffs should be visible to the public to see.

24. ONE STOP SHOPS

JJ – Raised issue of costing and staffing levels within the One Stop Shops - as previously discussed.

MT – Said there was no straight answer. Finance are working on the figures and he will report back when available.

25. CURRENT GOVERNMENT CONSULTATIONS

Item raised by RJ – said it was ok to pass on this

26. DRIVER DRUG TESTING

TJ – Asked if we can introduce drug testing as part of the application process. Like other driving professions who insist on his? Can it be extended to random and routine drug testing for all drivers? Especially with reference to the recent Merseyside Road Policing Unit statistics that have publicised.

MT – Stated that the Council have already been approached on this and will be considering the operational impact and cost this will have on the service. Also, we have been asked if we could work alongside the Police and possibly able to fund some operations within the Sefton area, targeting Sefton licensed drivers. This is all at the proposal stage.

27. DRIVER LICENCE RENEWALS

Item raised by RJ – and has been responded by email, no need to discuss.

28. PROPERTY LEFT IN VEHICLES

TJ – Raised issue of items left in licensed vehicles. Who is legally responsible?

MT – Stated that this has been an item in the past and has been agreed by the group. Operators have their own individual lost property policies and procedures. This seems to be working and the Council's view is that it is best to be managed this way by the operators themselves.

29. PRIVATE HIRE OPERATOR FEES

TJ- Asked if the chair if the group could have a breakdown of the operator license fees. He asked if they have been subjected to any inflation raises like the driver licences?

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MT – Agreed to send out. All licence fees have been included with any inflation rise.

30. DATE OF NEXT MEETING

TBC end of June 2019 (possibly Tuesday 25th June 2019)

31. ANY OTHER BUSINESS

None Raised

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Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 17 June 2019
Subject:	Taxi Licensing Performance Report 2018/19		
Report of:	Head of Regulation and Compliance	Wards Affected:	
Portfolio:	Regulatory, Compliance and Corporate Services		
Is this a Key Decision:	N	Included in Forward Plan:	No
Exempt / Confidential Report:	N		

Summary:

To report the progress of the Taxi Licensing service during 2018/19.

Recommendation(s):

- (1) Note the contents of this report; and
- (2) Request that similar reports be brought on an annual basis.

Reasons for the Recommendation(s):

In order that the Licensing & Regulatory Committee can have an overview of the work carried out by the Taxi Licensing Service.

Alternative Options Considered and Rejected: (including any Risk Implications)

None

What will it cost and how will it be financed?

(A) Revenue Costs

None

(B) Capital Costs

None

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets):
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The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).

Legal Implications:

Equality Implications:

There are no equality implications.

Contribution to the Council's Core Purpose:

Protect the most vulnerable:

Facilitate confident and resilient communities:

Commission, broker and provide core services: Provide update on taxi licensing service provision.

Place – leadership and influencer:

Drivers of change and reform:

Facilitate sustainable economic prosperity:

Greater income for social investment:

Cleaner Greener

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Head of Corporate Resources (FD.....) and Head of Regulation and Compliance (LD.....) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

None

Implementation Date for the Decision

Immediately following the Committee meeting

Contact Officer:	Mark Toohey
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Telephone Number:	Tel: Ext 2274
Email Address:	mark.toohey@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

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Background

- 1.1 The Taxi Licensing Service comprises two distinct service elements:
 - a) The licensing function, administered through the Council's two One Stop Shops (OSS); and
 - b) The 'Enforcement' function provided by the Environmental Health and Licensing Section.
- 1.2 Policy is determined and reviewed by the Council's Licensing & Regulatory Committee and client feedback provided by an established trade consultation regime.
- 1.3 The primary role of taxi licensing is to ensure the safety of the travelling public by ensuring the drivers, operators and vehicles meet standards of safety and good conduct.

2. Licence Applications

- 2.1 For the period 1st April 2018 to 31st March 2019, a total of 11/277 driver and vehicle licence applications were dealt with. This figure is the total for all new, renewal or variations of licences for drivers and vehicles and represents an increase of approximately 24% from last year.
- 2.2 Licence applications year on year:

Month of	Total Number of Licence Applications	Total Number of Licence Applications	Total Number of Licence Applications	Change 2018/19 against 2017/18
	2016/17	2017/18	2018/19	
Apr	559	605	874	269
May	504	662	922	260
Jun	506	636	861	225
Jul	504	637	876	239
Aug	493	669	897	228
Sep	530	705	842	137
Oct	540	866	1136	270
Nov	525	899	1113	214
Dec	437	673	734	61
Jan	548	826	1020	194
Feb	538	945	932	-13
Mar	693	984	1070	86
Total	6377	9107	11277	2170

2.3 The 11227 licences processed can be broken down as follows;

Private Hire:	2017/18	2018/19
New driver licences	2211	3114
Renewal driver licences	1499	1545
New vehicle licences	1518	2287
Renewal vehicle licences	2579	2954
Variations	596	690

Hackney Carriage:

New driver licences	43	35
Renewal driver licences	157	145
New vehicle licences	0	0
Renewal vehicle licences	343	382
Variations	161	125

2.4 The current number of live licences is as follows;

Private Hire Operators	98	105
Private Hire Drivers	4286	5611
Private Hire Vehicles	3747	4802
Hackney Carriage Drivers	340	326
Hackney Carriage Vehicles	271	271
Total number of live licences	8742	11115

Current licence numbers have increased by 2,373 since this time last year, an increase of around 27%.

3. Licence Appeals

3.1 Before the Council grants any driver licence, applicants have to demonstrate they are a 'fit and proper person' to hold that licence. The Council requires all drivers (new and renewals) to obtain an enhanced Disclosure and Barring Service (DBS) report which will contain information about any criminal records including motoring convictions.

3.2 If the applicants report breaches Council Policy, then the application will normally be refused. If this happens the applicant has a right of appeal to a Magistrates Court.

3.3 The first step in the appeal process is for the Council to review the original decision made during the application process at the One Stop Shop. This appeal is considered by a panel of officers who review the application data and hear representations from the applicants. The appeals panel have considered 149 cases from new applicants and allowed 27 applications whilst refusing 105 and 1 case was successfully appealed in the Magistrates Court.

3.4 The panel is also convened to consider reports and allegations of misconduct by existing licence holders. In 2018/19 the panel considered 68 cases in which 10

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licences were allowed to remain in force, 1 was reinstated on appeal (after being revoked), 2 were suspended and 38 were revoked.

- 3.5 Typical reasons for refusing or revoking a licence include the possession or supply of drugs, theft, violence, offensive weapons, sexual offences and driving offences including drink & drug driving.

4. Hackney Carriage & Private Hire Vehicle Checks

- 4.1 Vehicle checks are an integral part of the Council's enforcement regime. The checks are carried out to ensure vehicles are safe. At the time of every vehicle licence application or renewal, a satisfactory test certificate from a Council approved testing station has to accompany the application. Once a licence is granted, vehicles are subject to ongoing checks throughout the duration of the licence period.

- 4.2 During the period 1st April 2018 to 31st March 2019, a total of 577 vehicle inspections were carried out.

- 4.3 The outcomes of the checks can be summarised as follows:

- a) Hackney Carriage on Street Inspections / Pre-Planned Inspections
- 37 vehicles inspected
 - 70% Fault Free – 11 vehicle defect notices issued, 3 stop notices issued.
- b) Private Hire on Street Inspections / Pre-Planned Inspections
- 540 vehicles inspected
 - 57% Fault Free – 190 vehicle defect notices issued, 62 stop notices issued.

- 4.4 Lighting, bodywork and tyres remain the most common faults.

5. Prosecutions

- 5.1 During the year the Council carries out targeted enforcement exercises to deter rogue drivers from illegally plying for hire. Offenders are typically 'non-Sefton' hackney carriage vehicles plying for hire within Sefton or private hire vehicles taking a fare without a pre-booking. In 2018/19 there were 6 prosecutions compared with 8 prosecutions the previous year.

6. The Knowledge Test

- 6.1 An integral part of the licence application process is the knowledge test. The test is designed to test a driver's knowledge of all current conditions contained in the Council's handbook. The tables below illustrate the knowledge test provision in the two One Stop Shops.

- 6.2 Knowledge Tests at the Bootle One Stop Shop

	Total Spaces	Booked Test	Actual Attendance	Attended and failed	Attended and passed	Bootle % pass rate attendees
TOTALS	4112	4003	2965	1520	1428	48%

6.3 Knowledge Tests at the Southport One Stop Shop

	Total Spaces	Booked Test	Actual Attendance	Attended and failed	Attended and passed	Southport % pass rate attendees
TOTALS	1328	1270	948	431	516	54%

6.4 The figures show a decrease in the pass rate in the Bootle OSS (previously 60%) and a decrease in Southport OSS (previously 66%) during 2018/19.

7. Process handling in the One Stop Shops

7.1 Taxi licensing clients utilise the Council's facilities in one of two ways; either by appointment or by simply dropping in and waiting to be seen. The tables below illustrate service provision in the two One Stop Shops.

7.2 Customer Contact at Bootle One Stop Shop

Appts Offered	Appts Booked	Appts Kept	Drop Ins Seen	Drop Ins Not Seen	Total Taxi Interviews
5123	4863	2930	16116	0	19046

7.3 Customer Contact at Southport One Stop Shop

Appts Offered	Appts Booked	Appts Kept	Drop Ins Seen	Drop Ins Not seen	Total Drop Ins
1359	1040	616	2245	0	2861

7.4 The statistics show that the greatest demand remains at the Bootle One Stop Shop. Due to the increase in new application numbers an appointment only system was introduced hence the increase in appointments offered from last year (401 in Bootle and 496 in Southport).

8. Requests for Service

8.1 The service dealt with 1,056 various requests for service and complaints, below is a summary of the main areas officers dealt with;

- 10 new operator checks
- 13 exemption applications
- 73 requests for advice
- 45 document irregularities
- 34 unlicensed activity
- 87 driving style complaints

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- 184 complaints regarding driver conduct or appearance
- 11 lost property enquiries
- 239 age related vehicle checks
- 24 overcharging complaints
- 96 vehicle accident reports

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9. Summary & the Year Ahead

- 9.1 The proactive approach adopted by the Taxi Licensing Unit is the key factor in ensuring the quality of hackney carriage and private hire vehicles and hence the safety of the travelling public.
- 9.2 The service will continue its 'plying for hire' exercises and will target vehicle defects by carrying out district vehicle checks.
- 9.3 The service continues to faces challenges with the increasing number of applicants but has taken measures to ensure this does not impact on the taxi licensing or other services.
- 9.4 Further reports will be presented to the Licensing & Regulatory Committee detailing any service enhancements as they take place.

Agenda Item 5

Report to:	Licensing and Regulatory Committee	Date of Meeting:	Monday 17 June 2019
Subject:	Driver Medicals		
Report of:	Head of Highways and Public Protection	Wards Affected:	
Portfolio:	Regulatory, Compliance and Corporate Services		
Is this a Key Decision:	N	Included in Forward Plan:	No
Exempt / Confidential Report:	N		

Summary:

To consider proposed changes to conduct of driver medicals.

Recommendation(s):

(1) To continue with the requirement for all driver medicals to be conducted by the drivers own GP or any other GP providing the doctor has access to the driver's medical records.

or

(2) To amend the requirement for all driver medicals to be conducted by the drivers own GP, any other GP or any GMC (General Medical Council) registered doctor who is licensed to practice in the UK providing the doctor has access to the driver's medical records.

Reasons for the Recommendation(s):

Since the Council introduced a full Group 2 medical as a requirement on 11 September 2017, drivers have continued to struggle to obtain an enhanced medical from certain GP practices. This report considers changing the requirement of a medical so that it can be obtained from any doctor who is registered and licensed by the GMC provided there is access to the driver's medical records.

Alternative Options Considered and Rejected: (including any Risk Implications)

None

What will it cost and how will it be financed?

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(A) Revenue Costs

None

(B) Capital Costs - none

Implications of the Proposals:

Resource Implications (Financial, IT, Staffing and Assets): The cost of the service is wholly recovered from the ring-fenced Taxi Licensing Trade Account (Revenue Budget BD12).
Legal Implications:
Equality Implications: There are no equality implications.

Contribution to the Council's Core Purpose:

Protect the most vulnerable:
Facilitate confident and resilient communities:
Commission, broker and provide core services: Improvement to current conditions and removing burdens on business.
Place – leadership and influencer:
Drivers of change and reform:
Facilitate sustainable economic prosperity:
Greater income for social investment:
Cleaner Greener

What consultations have taken place on the proposals and when?

(A) Internal Consultations

The Head of Corporate Resources (FD.....) and Chief Legal and Democratic Officer (LD.....) have been consulted and any comments have been incorporated into the report.

(B) External Consultations

The proposals have been discussed with representatives of the taxi licensing trade who support the amendment.

Implementation Date for the Decision

Immediately following the Committee meeting

Contact Officer:	Mark Toohey
Telephone Number:	Tel: Ext 2274
Email Address:	mark.toohey@sefton.gov.uk

Appendices:

There are no appendices to this report

Background Papers:

There are no background papers available for inspection.

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1. Introduction/Background

- 1.1 Members will recall the report on 11 September 2017 that introduced full Group 2 medicals for all licensed drivers and the subsequent report on 19 March 2018 that allowed drivers to obtain medicals from any registered GP. Current conditions therefore state that drivers may only obtain a medical from a doctor who is also registered as a general practitioner. DVLA guidelines state that Group 2 medical assessments can be carried out by any doctor who is GMC registered and licensed to practice in the United Kingdom (or registered within the EU).
- 1.2 Some GPs are reporting that they are unable to conduct Group 2 medicals or there are lengthy delays in obtaining appointments for GPs to carry out the medicals. The option to extend the medical assessment to any registered and licensed doctor should make it easier for drivers to obtain the Group 2 medical.

2. Current Condition

- 2.1 The current condition concerning medicals states the following:

“Passing a full vocational (DVLA Group II) medical examination obtained via the applicant’s General Practitioner or a GP at another practice provided they have access to the applicant’s medical records at the time of the examination. Medicals are currently required on first licensing, on reaching 45 years of age, then 55 years of age and, on reaching 65 years of age, and every 3 years thereafter”.

- 2.2 If members adopt recommendation 2 then this condition would be amended by including “or any doctor GMC registered and licensed to practice in the United Kingdom”.
- 2.3 Drivers who wish to have a medical conducted by anyone other than their own GP would continue to obtain a copy of their medical records in order to assist any other doctor who may carry out the assessment.

3 Doctors

- 3.1 Not all doctors are registered as GPs. Doctors who practise medicine in the UK need to hold a GMC licence to practise along with the suitable type of registration for the work that they do. It is the licence to practise which allows them to carry out certain activities such as prescribing medicines and treating patients and refer to themselves as doctors. Doctors need full registration with a licence to practise in order to work in an unsupervised medical practice in the NHS or UK private practice.
- 3.2 A doctor’s status on the medical register will show if they hold a licence or not. If a doctor does hold a licence to practise, they must take part in a process which shows the GMC that they are up to date and fit to practise medicine in the UK. DVLA

currently states that any doctor registered and licensed by the GMC may conduct Group 2 medicals.

4 General Practitioners

- 4.1 All GPs need to be registered and licensed with the GMC (as a doctor) but will also be on an additional 'GP register'. They will have carried out all the same training as a doctor but will have undertaken additional training in order to be eligible for the GP register.
- 4.2 GPs have overall responsibility for the management of patient care outside of hospitals, including the diagnosis and treatment of health problems and the referral of patients for specialist treatment where necessary. Rather than having a specific specialist area, GPs can diagnose many illnesses or ailments, and determine whether a patient needs to see a doctor with more specialist training. They are also increasingly responsible for the management and monitoring of complex chronic illnesses.
- 4.3 The current condition for a medical to be provided by a registered GP has been questioned by some trade members as disproportionate and above DVLA requirements.

5 Conclusion

- 5.1 There are many doctors who specialise in conducting driver medicals but who are not on the GP register. These doctors may be more familiar with the DVLA publication "Assessing fitness to drive – a guide for medical professionals" which is an extensive guide to medical conditions that affect driving. Sefton does not currently allow medicals from these doctors even if the doctor specialises in providing DVLA Group 2 medicals for other professions such as HGV & PSV drivers. Allowing drivers to access the services of these doctors may make obtaining the Group 2 assessment quicker, cheaper and easier for drivers.
- 5.2 The council currently checks the details of any doctor completing a medical against the GMC register and would continue to do so. If recommendation 2 is adopted, any medical from a doctor who is not currently registered and licensed with the GMC would be rejected.

6 Recommendations

- 6.1 Members can decide to continue with the existing condition (recommendation 1) or amend the existing condition concerning medicals to include any current registered and licensed GMC doctor (recommendation 2).

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Sefton Council Taxi & Private Hire Fees and Charges 2019/20

		2019/20
All Driver's Licences		£
New & Renewal drivers licence fee (maximum of 3 years)		73
All Vehicle Licences		£
Private Hire up to 8 years old	12 months	139
Private Hire over 8 years old	6 months	81
All Hackney Carriages up to eight years old	12 months	139
Non Metropolitan Hackney Cabs over eight years old	6 months	81
Metropolitan Hackney cabs between 8-11 years	12 months	139
Metropolitan Hackney cabs over 11 years	6 months	81
Horse Omnibuses - any age	12 months	126
Pedicab Omnibuses	12 months	62
All Private Hire Operator's Licences		£
Operate 1 to 2 vehicles		32
Operate 3 to 50 vehicles		158
Operate 51 to 100 vehicles		190
Operate 100+ vehicles		220
Miscellaneous Fees		£
Transfer of Hackney Driver licence to Private Hire		19.5
Transfer of Private Hire Driver licence to Hackney		19.5
Transfer of Licence Holder – any vehicle		19.5
Change of Vehicle Registration – any vehicle		19.5
Duplicate Licence (any type)		13.5
Duplicate driver's badge or internal Vehicle plate		6.5
Duplicate External Vehicle Plate		13.5
Enhanced DBS Check		50
DVLA Online Check (currently paper checks only)		5
Minimum Solicitor & Road Traffic Accident Written Enquiry Response Fees		£
If approved for release of data		38

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Age of vehicles on fleet working to improve Emissions (New/Current). With the shift towards electric vehicles and the issues around emissions we all have a responsibility to ensure we do our bit for the environment. With this in mind and looking at neighbouring councils I would recommend a change to our conditions re age of vehicles. We have always had a restriction of 8 years for a new vehicle to be licenced, however this condition has been relaxed with the council allowing any age vehicle to be licenced. West Lancs for example do not allow a vehicle older than 6 (six) years to be licenced for the first time. How can Sefton now accept that a complete removal of age is the best way forward? In light of information now available and the council attempting to reduce emissions I would suggest we keep the 8 year rule we have and we remove the exemption for vehicles over 8 years being licenced. This means that no vehicle over 8 years old can be licenced for the first time (to include hackneys currently at 11 years). Further to this any vehicle currently licenced but who allows the licence to lapse must renew that licence before 3 months from the date of expiry date. (we changed that condition to six months) This will help reduce the number of older vehicles polluting our area.

Testing for age related vehicles. Current conditions require 6 month testing for vehicles over 8 years old and 11 years for purpose built hackney vehicles. Experience tells me that Hackney Vehicles fail more than the normal cars and therefore I would propose that the 11 year condition be moved in line with the cars to 8 years. We should be looking to reduce this in the future to all vehicles should require 6 monthly testing at 6 years and no vehicle shall be allowed on first time over 6 years old but this is something we should be looking to achieve over the next 2-3 years. An average car/taxi would cover around 40k miles per year so it would only be right to expect on grounds of safety that vehicle should be tested more than once per year when it reaches 6 years old.

THIS CAN FIT IN WITH THE TESTING STATION REVIEW

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Safety Issue surrounding licenced drivers and incorrect details held by the authority. We have a growing number of known drivers who do not update their records and have moved address etc. Currently the council do not act on such information. Recently we reported a case of a driver who has not lived at his address on record for over 3 years. Once requested he updated his address but again checks reveal he does not live there and only used that for obtaining his driving licence. How can this be safe practice? If a licensing authority are aware a driver is not living at the address they hold then that licence should be revoked on the grounds of safety. I know that Sefton are reluctant to revoke drivers under fear of court appeals however we have conditions and legislation covering this. In the event of a safety issue and the need to contact or revoke that driver how could the council be satisfied they can contact the driver? In simple terms, they cannot. If Sefton are aware that a driver has wilfully misled them and offered inaccurate information then I would say that is enough to cast reasonable doubt to their fit and proper person test. No updates or action has been taken about my complaint on this matter and Mike Foulkes is not dealing with the complaint in the way it should be. This is another instance of Mike Foulkes failing in his duty and allowing issues to build up.

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