

## GENERAL PURPOSES AND LICENSING COMMITTEE – 15 NOVEMBER 2013

## REVIEW OF TAXI LICENSING POLICY – DRIVER MEDICALS

## 1. INTRODUCTION

- 1.1 The purpose of this report is to consider an amendment to the current taxi licensing policy regarding the frequency that medicals must be provided by all licensed drivers.

## 2. BACKGROUND

- 2.1 As part of the application process for the initial grant of a combined hackney carriage and private hire driver's licence the applicant must submit a suitable medical examination form.
- 2.2 The current Council's policy states the following conditions:

**Medical Examination form** – which must be signed by your own General Practitioner or another GP from the same practise to confirm that you have attained group 2 standard and are fit to be the driver of a taxi vehicle. Alternatively the applicant may provide an HGV or PCV licence as proof of medical fitness. The requirement to produce a medical certificate shall be repeated:

At the age of 46 & every 6 years thereafter  
At the age of 65 and annually thereafter

**MEDICALS**

This section applies to existing drivers who provide a current PCV or LGV licence to satisfy the Council's medical fitness requirements. If you are applying to the DVLA to extend your PCV or LGV entitlement, at the same time as you submit the DVLA medical to them you should also provide the Council with a copy of the DVLA medical. Once the DVLA have extended the PCV or LGV entitlement date on your DVLA licence the photo card and paper part of the licence must be provided to the Council so that our records can be updated.

- 2.3 The standards that the DVLA apply to Group 2 drivers (HGV, PCV and taxi drivers) have recently changed to the following:

**At age 45 you'll need to provide a medical examination report and thereafter every 5 years to renew your driving entitlement.**

- 2.4 The Department for Transport (DfT) best practice guidance for 'Taxi and Private Hire Vehicle Licensing' contains the following advice:

**Medical fitness**

It is clearly good practice for medical checks to be made on each driver before the initial grant of a licence and thereafter for each renewal. There is general recognition that it is appropriate for taxi

drivers to have more stringent medical standards than those applicable to normal car drivers because:

- They carry members of the general public who have expectations of a safe journey;
- They are on the road for longer hours than most car drivers; and
- They may have to assist disabled passengers and handle luggage.

It is common for licensing authorities to apply the 'Group 2' medical standards – applied by DVLA to the licensing of lorry and bus drivers – to taxi drivers. This seems best practice.

### **3. PROPOSAL**

- 3.1 It is proposed that the Council's policy regarding medical renewals and period of validity be changed to reflect the changes instigated by the DVLA as stated in paragraph 2.3.
- 3.2 It is further proposed that when minor changes are made to the DVLA Group 2 driving standards that directly affect taxi and private hire licensed drivers in the future, the Licensing Officer be delegated to amend the Council's taxi licensing policy to reflect these changes.

### **4. FINANCIAL, ENVIRONMENTAL AND CRIME AND DISORDER IMPLICATIONS**

- 4.1 There are no financial, environmental and crime and disorder implications arising from this report.

### **5. CONCLUSION**

- 5.1 The DVLA have recently changed their standards relating to the frequency of driver medicals. The proposal seeks to bring the Council's policy in line with current DVLA guidance.

### **6. RECOMMENDATION**

- 6.1 The Committee is asked to approve the proposals as detailed in paragraphs 2.3 & 3.2 of this report.

#### **For Further Information Please Contact:**

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#### **Background Papers:**

DVLA Newsletter