

Table of standards from DfT Taxi and Private Hire Vehicle Standards 2020

| | DfT Standard | Current Breckland Policy | Change Required | Comments |
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| 3.5 | <p>Review of Policy The current policy must be reviewed in light of these new standards. The policy should be reviewed every 5 years with interim reviews if significant issues arise and should review annually.</p> | Review of Breckland Policy was last undertaken in 2006/07 with amendments over the intervening years. | Current policy to be reviewed in line with new DfT standards and every 5 years after new policy comes into place with interim reviews as required | |
| 3.8 | <p>Whistleblowing – licensing authorities should have effective internal procedures in place for staff to raise concerns and for any concerns to be dealt with openly and fairly</p> | Whistleblowing procedure in place internally. | Staff reminded how this procedure works. | |
| 3.13 | <p>Consultation Licensing authorities should engage with the trade, sectors affected and neighbouring authorities</p> | N/A | Consultation with wider public and trade once draft policy agreed by committee. Information sessions on changes from DfT Standards to be held with the trade via zoom. | |
| 3.14 | <p>Review of current licences Any changes in licensing requirements should be followed by a review of the licences already issued.</p> | | This will need to be carried out once new policy agreed and implemented. | |
| 4.3 | <p>DBS Checks Enhanced level DBS checked with both Barred Lists checked</p> | We currently conduct enhanced level DBS checks with both barred lists checked also. | None – we are already meeting this requirement. | |

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| 4.5 | <p>Continuous subscription to DBS online update service.</p> | <p>We currently advise licence holders to sign up to the DBS update service – but it is not a requirement</p> | <p>This will be dependant on outcome of 6.2</p> | |
| 4.11 | <p>Common Law Police Disclosure Licensing authorities should maintain close links with the police to ensure effective and efficient information sharing procedures and protocols are in place and are being used.</p> | <p>There is a current agreement with the police.</p> | <p>Information sharing protocol in place and working – recent case evidences this.</p> | |
| 4.12 | <p>Licensee self-reporting Licence holders should be required to notify the issuing authority within 48 hours of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence.</p> <p>An arrest for any of the offences within this scope should result in a review by the issuing authority as to whether the licence holder is fit to continue to do so. It is for the licensing authority to consider what, if any, action in terms of the licence should be taken on the balance of probabilities.</p> | <p>Current policy does not require this</p> | <p>Draft policy updated to include this</p> | |
| 4.13 | <p>Failure to disclose an arrest If a licence holder fails to disclose an arrest that the licensing authority subsequently becomes aware of this it could be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation.</p> | <p>Current policy does not require this.</p> | <p>Draft policy updated to include this.</p> | |

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| 4.14 | <p>Referrals to the DBS and Police A decision to refuse or revoke a licence as the individual is thought to present a risk of harm to a child or vulnerable adult should be referred to the DBS.</p> <p>The department recommends that licensing authorities should make a referral to DBS when it is thought that:</p> <ul style="list-style-type: none"> • An individual has harmed or poses a risk of harm to a child or vulnerable adult • An individual has satisfies the harm test (on DBS website) • Received a caution or conviction for a relevant offence and • The person they are referring is, has or might in the future be working in regulated activity | Not currently in the policy | Draft policy updated to include this. | |
| 4.17 | <p>Working with the Police The police are an invaluable source of intelligence when assessing whether a licensing applicant is a “fit and proper” person. It is therefore important that appropriate information is shared as quickly as possible. Action taken by a licensing authority as a result of information received should be fed back to the police.</p> | This is currently carried out. | No action required. | |
| 4.19 | A revocation or refusal on public safety grounds should also be advised to the police. | Not currently carried out. | Draft policy updated to include this. | |
| 4.20 | <p>Sharing licensing information with other authorities Applicants and licenses should be required to disclose if they hold or have previously held a licence with another authority. An applicant should also be required to disclose if they have had an application for a licence refused,</p> | Current application form request all this information and the statutory declaration the applicant signs is clear. | Form reviewed - No action required. | |

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| | <p>revoked or suspended by any other licensing authority.</p> <p>Declaration must advise that making a false statement or omitting to provide the information requested may be a criminal offence. The authority should consider whether non-disclosure represents dishonesty and should review whether the applicant or licence holder is “fit and proper”.</p> | | | |
| 4.21 | <p>Information sharing with other licensing authorities Tools such as NR3 should be used by licensing authorities to share information on a more consistent basis to mitigate the risk of non-disclosure of relevant information by applicants.</p> | <p>Currently share info with other neighbouring authorities. Signed up to NR3 but not currently in use due to DPIA.</p> | <p>NR3 has been added to the draft policy and DPIA ready to implement once policy becomes effective. All existing licence holders will need to be notified once in place as the check will apply to renewals as well as new applications.</p> | <p>Forms will need updating to include this notification/check.</p> |
| 4.22 | <p>All licensing authorities must keep complete and accurate records as to the reasons for refusal, suspension or revocation of a licence in order that this might be shared if requested and appropriate to do so.</p> | <p>Refusal, revocation and suspension dealt with by committee so decisions recorded, kept and can be available if appropriate.</p> | <p>No further action required.</p> | |
| 4.23 | <p>Data Protection legislation When considering what information to share the licensing authority should have regard to the exemption provided under data protection legislation. The exemption applies only to information processed for the core regulatory activity. In Information Commissioner’s Office has published guidance.</p> | <p>Not currently in the policy</p> | <p>Included in the draft policy as part of the DPIA – data request form produced for request by us or to us.</p> | |
| 4.24 | <p>Checking of licence declaration Checking information if applicant has stated a refused, revoked or suspended licence to establish when and reasons why.</p> | <p>We check with the issuing authority. Currently not checking NR3 database.</p> | <p>Draft policy includes requirement to check NR3 database as well as any issuing authority.</p> | |

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| 4.28 | <p>MASH (Multi-Agency Safeguarding Hubs) All licensing authorities should operate or establish a means to facilitate the objectives of MASH (i.e. sharing of necessary and relevant information between stakeholders).</p> | MASH sits at County Council level and we do have contact with them. | No further action required. | |
| 4.29 | <p>Complaints against licensees All licensing authorities should have a robust system in place for recording complaints, including analysing trends across all licensees as well as complaints against individual licensees.</p> <p>Complaints about drivers and operators provide a source of intelligence when considering the renewal of a licence or identify problems during the period of a licence.</p> <p>This would help authorities to build a fuller picture of the potential risks an individual may pose and may tip the balance of probabilities assessment that licensing authorities must take.</p> | <p>Complaints procedure in place.</p> <p>Currently use officers knowledge of licence holder.</p> | <p>Web form to be developed once Policy is agreed.</p> <p>Make checking complaints received a part of check on renewals.</p> | |
| 4.30 | <p>High Number of complaints received – follow up Licensees with a high number of complaints made against them should be contacted by the licensing authority and concerns raised with the driver and/or operator. Further action in terms of the licence holder must be determined by the licensing authority.</p> | Currently followed up by not in policy. | Included in the draft policy. | |
| 4.34 | <p>Certificate of Good Character The DBS cannot access criminal records held overseas. If an applicant has spent periods of time abroad living or working or spent an extended period of time (3 or more continuous months) outside the UK the licensing authority should seek or require applicants to provide where possible criminal records or a certificate of good character from overseas to be able to properly assess risk and support the decision making process.</p> | In current policy. | No further action required. | |

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| | <p>Where an individual is aware they have committed an offence overseas which may be equivalent to those listed, licensing authorities should advise the applicant to seek independent expert or legal advice to ensure that they provide information that is truthful and accurate.</p> | Not currently advised. | Added to the draft policy. | |
| 5.3 | <p>Training decision makers All individuals that determine whether a licence is issued should be required to undertake sufficient training.</p> <p>Training for a licensing committee member should include as a minimum: licensing procedures, natural justice, understanding the risks of CSAE, disability and equality awareness and the making of difficult and potentially controversial decisions.</p> <p>All training should be formally recorded by the licensing authority and require a signature from the person that has received the training.</p> | Training has been given and recorded. | <p>Review of training and those who have attended.</p> <p>Implement training programme and look at providers.</p> <p>This is in hand with member development.</p> | |
| 5.6 | <p>The regulatory structure It is recommended that councils operate with a Regulatory Committee or Board that is convened at periodic intervals to determine licensing matters, with individual cases being considered by a panel of elected and suitably trained councils drawn from a larger Regulatory Committee.</p> <p>Less contentious matters can be delegated to appropriately authorised council officers via a transparent scheme of delegation.</p> | <p>Already in place – Committee of the Licensing Authority. Panel Hearings are held for individual cases.</p> <p>Scheme of delegation in place.</p> | <p>No further action required.</p> <p>Officer delegation in place.</p> | |
| 5.11 | <p>Serious Matters All licensing authorities should consider arrangements for dealing with serious matters that may require the immediate revocation of a licence.</p> | There is a policy in place for this. | No further action required. | |

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| | <p>every six months. Drivers that do not subscribe to the update service should still be subject to a check every six months.</p> <p>6.3 Barred lists - In the interests of public safety, licensing authorities should not, as part of their policies, issue a licence to any individual that appears on either barred list. Should a licensing authority consider there to be exceptional circumstances which means that, based on the balance of probabilities they consider an individual named on a barred list to be “fit and proper” the reasons for reaching this decision should be recorded.</p> <p>6.4 Drivers working under an arrangement to transport children may be working in a “regulated activity” as defined by the Safeguarding Vulnerable Groups Act 2006. It is an offence to knowingly allow a barred individual to work in regulated activity.</p> | <p>Currently In practice.</p> <p>We can only regulate those who are licensed.</p> | <p>No further action required.</p> <p>No further action required.</p> | <p>arrests, cautions, charges etc. It is proposed to introduce an annual self-declaration that will include notification of any arrests, charges etc as well as any other changes, points.</p> |
| 6.5 | <p>Safeguarding Awareness</p> <p>All licensing authorities should provide safeguarding advice and guidance to the trade and should require taxi and private hire drivers to undertake safeguarding training to help drivers and operators:</p> <ul style="list-style-type: none"> • Provide a safe and suitable service to vulnerable passengers of all ages • Recognise what makes a person vulnerable and • Understand how to respond, including how to report safeguarding concerns and where to get advice. | <p>Currently have a video that was done by BTS.</p> | <p>Draft policy includes Safeguarding awareness training from Blue Lamp Trust. This is a 3 hour course and very comprehensive, a certificate of attendance is given to the driver/applicant only when they have attended the entire course.</p> | |
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| 6.8 | <p>County Lines exploitation</p> <p>6.11 Safeguarding awareness training should include the ways in which drivers can help identify county lines exploitation and the warning signs.</p> <p>6.12 Home Office material on county lines available</p> <p>6.13 info on how a driver passes on information</p> | Currently part of the video | <p>Blue Lamp Trust training covers County Lines.</p> <p>Website to updated with information on county lines reporting.</p> | |
| 6.14 | <p>Language proficiency</p> <p>A lack of language proficiency could impact on a driver’s ability to understand written documents, such as policies and guidance, relating to the protection of children and vulnerable adults and applying this to identify and act on signs of exploitation. Oral proficiency will be of relevance in the identification of potential exploitation through communicating with passengers and their interaction with others.</p> <p>6.15 a licensing authority’s test of a driver’s proficiency should cover both oral and written English skills to achieve the objectives.</p> | Not currently undertaken. | It is currently felt that this is not required at present. All drivers are interviewed by a member of the team prior to a licence being granted. | <p>Keep under review and revisit if it becomes necessary.</p> <p>The driving assessment is carried out in English as well as the interview by a member of the team. This shows that English is understood in oral and written form.</p> |
| 7.0 | <p>Vehicle licensing – operator and proprietors</p> <p>7.2 Proprietors of operators licences should all be DBS checked to basic disclosure standard (if not a licensed driver) This should then be checked annually.</p> <p>7.5 Operator licences applied for by a company or partnership – we must apply “fit and proper” test to each of the directors or partners in that company or partnership. Any change in directorship or partnership should be required to advise the LA of that change.</p> | DBS for proprietors not licensed as drivers is basic at present but only checked every 5 years in line with licence. | <p>Policy updated to add condition that any change in proprietors circumstances must be notified to the council.</p> <p>Added to the policy.</p> | |

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| | 7.6 Where an applicant has lived overseas checks must be considered (see 4.34-4.36) | | Added to the policy. | |
| 7.7 | <p>In vehicle video and audio recording equipment – CCTV</p> <p>7.8 CCTV could provide an additional deterrence to prevent harm to passengers or drivers by deterring and preventing the occurrence of crime, reducing the fear of crime, assisting the police in investigating incidents in crime, assisting insurance companies investigating motor vehicle accidents.</p> <p>7.9 All LA's should consult to identify if there are local circumstances which indicate that installation of CCTV in vehicles would have either a positive or an adverse effect on the safety of users, including children and vulnerable adults, and taking into account potential privacy issues.</p> | No current mandatory requirement to have CCTV. | <p>Policy states that it can be installed if written permission from the council is sought. Conditions apply.</p> <p>Police opinion sought – they do not consider it an issue at present.</p> | Review if data shows it is becoming necessary to make mandatory. |
| 7.14 | <p>Stretched Limousines</p> <p>Must not exclude stretched limousines under 9 passengers.</p> | Included in current policy. | No further action required. | |

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| | <p>maintains records of all those in these roles for the same duration as bookings records are required to be kept, this will enable cross-referencing between the two records. A record that the operator has had sight of basic DBS check certificate (although the certificate itself should not be retained) should be retained for the duration that the individual remains on the register. Should an employee cease to be on the register and later re-entered, a new basic DBs certificate should be requested and sight of this recorded.</p> <p>8.11 Operators may outsource booking and dispatch functions, but they cannot pass on the obligation to protect children and vulnerable adults. Operators should be required to evidence that comparable protections are applied by the company to which they outsource these functions.</p> <p>8.12 Licensing authorities should also require operators or applicants for a licence to provide their policy on employing ex-offenders in roles that would be on the register as above As with the threshold to obtaining a private hire operator’s licence, those with a conviction for offences provided in the annex- Assessment of previous convictions, other than those relating to driving, may not be suitable to decide who is sent to carry a child or vulnerable adult unaccompanied in a car.</p> | | <p>Draft policy updated with this.</p> <p>Draft policy updated with this.</p> | |
| 8.13 | <p>Record Keeping Licensing authorities should as a minimum require private hire operators to record the following information for each booking:</p> <ul style="list-style-type: none"> • Name of the passenger • Time of the request • The pick-up point • The destination | <p>Current policy requires records to be kept.</p> | <p>Draft policy updated to include these points.</p> | |

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| | <ul style="list-style-type: none"> • The name of the driver • The driver’s licence number • The vehicle registration number of the vehicle • The name of any individual that responded to the booking request • The name of the individual that dispatched the vehicle <p>8.14 This information will enable the passenger to be traced if this becomes necessary and should improve driver security and facilitate enforcement. It is suggested that booking records are kept for a minimum of 6 months.</p> <p>8.15 Private hire operators have a duty under data protection legislation to protect the information they record. The Information Commissioners Office provides comprehensive on-line guidance on registering as a data controller and how to meet their obligations.</p> | <p>This is current requirement.</p> <p>Uncertain whether operators currently aware of this.</p> | <p>In current policy.</p> <p>Information to be given to operators on this.</p> | |
| 8.16 | <p>Use of passenger carrying vehicles (PCV) licensed drivers.</p> <p>PCV licensed drivers are subject to different checks from taxi and private hire licensed drivers as the work normally undertaken, i.e. driving a bus does not present the same risk to passengers. Members of the public are entitled to expect when making a booking with a private hire operator that they will receive a private hire licensed vehicle and driver. The use of a driver who holds a PCV licence and the use of a public service vehicle (PSV) such as a minibus (more than 8 passengers) to undertake a private hire booking should not be permitted as a condition of the private hire vehicle operators’ licence without the informed consent of the booker.</p> | <p>Not covered in policy as we can only regulate vehicles carrying 8 passengers or less.</p> | <p>Add this information to the website.</p> | |

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| | <p>8.17 where a private hire vehicle is unsuitable, for example where a larger vehicle is needed because more than eight passenger seats required or to accommodate luggage, the booked should be informed that a PSV is necessary, and that a PCV licensed driver will be used who is subject to different checks and not required to have an enhanced DBS check.</p> | <p>Not covered in policy as we can only regulate vehicles carrying 8 passengers or less.</p> | | |
| 9.0 | <p>Enforcing the licensing regime</p> <p>Joint authorisation of enforcement officers</p> <p>9.2 Licensing authorities should, where the need arises, jointly authorise officers from other authorities so that compliance and enforcement action can be taken against licensees from outside their area. An agreement between licensing authorities to jointly authorise officers enables the use of enforcement powers regardless of which authority within the agreement the officer is employed by and which issued the licence. This will mitigate the opportunities for drivers to evade regulation. Such an agreement will enable those authorities to take action against vehicles and drivers that are licensed by the other authority when they cross over boundaries. A model for agreeing joint authorisation is contained in the LGA Councillor’s handbook.</p> | <p>Not currently done. Will need to review the LGA Councillor’s handbook to see how this is done, then discuss with other LA’s on how to proceed and see if reciprocal authorisations can be agreed.</p> | <p>To be discussed at Norfolk Licensing Officers Forum. Need to explore authorisations with other LA’s on border of Norfolk also.</p> | <p>To follow-up.</p> |
| 9.3 | <p>Setting expectations and monitoring</p> <p>Licensing authorities should ensure that drivers are aware of the policies that they must adhere and are properly informed of what is expected of them and the repercussions of failing to do so. Some licensing authorities operate a points based system, which allows minor breaches to be recorded and considered in context while referring those with persistent or serious breaches to the licensing committee. This has the benefit of consistency in enforcement and makes better use of licensing committee’s time.</p> | <p>We have points system in booklet that has never been used – review and see if this is something we wish to start using.</p> | <p>The use of the “handbooks” will be withdrawn if this policy is given the green light. There will be only the one policy in place to make things clearer. It is anticipated the penalty points system will also be utilised from the implementation of this updated policy.</p> | <p>This is to be communicated to the trade in the trade meetings so they are aware and can comment during the consultation phase.</p> |

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| | <p>9.4 The provision of a clear, simple and well-publicised process for the public to make complaints about drivers and operators will enable authorities to target compliance and enforcement activity. This will provide a further source of intelligence when considering the renewal of licences and of any additional training that may be required. It is then for the licensing authority to consider if any intelligence indicates a need to suspend or revoke a licence in the interests of public safety.</p> | <p>Current complaints procedure in policy.</p> | <p>Policy updated.</p> | <p>Review with web team if a webform can be introduced for making complaints.</p> |
| 9.5 | <p>Suspension and revocation of driver licences</p> <p>9.6 Licensing authorities have the option to suspend or revoke a licence should information be received that causes concern over whether a driver is a fit and proper person. Where the licence holder has been served an immigration penalty or convicted of an immigration offence the licence should be revoked immediately. As with the initial decision to license a drive, this determination must be reached based on the balance of probabilities, not the burden of beyond reasonable doubt.</p> <p>9.7 Before any decision is made, the licensing authority must give full consideration to the available evidence and the driver should be given the opportunity to state his or her case. If a period of suspension is imposed, it cannot be extended or changed to revocation at a later date.</p> <p>9.8 A decision to revoke a licence does not however prevent the reissuing of a licence should further information be received that alters the balance of probability of a decision previously made. The decision to suspend or revoke was based on the evidence available at the time the determination was made. New evidence may, of course, become available later.</p> <p>9.9 New evidence may be produced at an appeal hearing that may result in the court reaching a different decision to</p> | <p>This is current practice.</p> | <p>No further action required.</p> | <p>This will form part of member training.</p> |

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| <p>that reached by the council or an appeal may be settled by agreement between the licensing authority and the driver on terms which, in the light of new evidence, becomes the appropriate course. If, for example the allegations against a driver were now, on balance of probability, considered to be unfounded, a suspension could be lifted, or if the licence was revoked, an expedited re-licensing process used.</p> <p>9.10 A suspension may still be appropriate if it is believed that a minor issue can be addressed through additional training. In this instance the licence would be returned to the driver once the training has been completed without further consideration. This approach is clearly not appropriate where the licensing authority believes that, based on the information available at that time, on the balance of probability it is considered that the driver presents a risk to public safety.</p> | | | |
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DfT Assessment of Previous Convictions vs IOL

Authorities must consider each application on its own merits, and applicants/licensees are entitled to a fair and impartial consideration of their application.

Where a period is given below under DfT assessment this is to be the minimum in considering whether a licence should be granted or renewed in most cases. It is the departments view that this places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain or retain a licence or serious injury.

| DfT Assessment | IOL Comparison | Recommendation |
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| <p>Crimes resulting in death (or serious injury) – where the applicant or licensee has been convicted of a crime which resulted in the death of another person they will not be licensed.</p> | <p>Exactly the same.</p> | |
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| <p>Exploitation Where an applicant or licensee has been convicted of a crime involving, related to, or has any connection with abuse, exploitation, use or treatment of another individual irrespective of whether the victim(s) were adults or children, they will not be licensed. This includes slavery, child sexual abuse, exploitation, grooming, psychological, emotional, or financial abuse, but this is not an exhaustive list.</p> | <p>Exactly the same</p> | |
| <p>Offences involving violence against the person. Where an applicant has a conviction for an offence of violence against the person, or connected with any offence of violence, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.</p> | <p>Exactly the same</p> | |
| <p>Possession of a weapon Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.</p> | <p>Exactly the same</p> | |
| <p>Sexual Offences Where an applicant has a conviction for any offence involving or connected with illegal sexual activity, a licence will not be granted. In addition to the above, the licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any barred list.</p> | <p>Exactly the same</p> | |
| <p>Dishonesty Where an applicant has a conviction for any offence</p> | <p>Exactly the same</p> | |

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| <p>where dishonesty is an element of the offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.</p> | | |
| <p>Drugs Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed. Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant may also have to undergo drugs testing for a period at their own expense to demonstrate that they are not using controlled drugs.</p> | <p>Exactly the same</p> | |
| <p>Discrimination Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.</p> | <p>Exactly the same</p> | |
| <p>Motoring Offences Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the granting of a licence. However, applicants with multiple motoring convictions may indicate that an applicant</p> | <p>Similar – same outcome.</p> | |

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| <p>does not exhibit the behaviours of a safe road user and one that is suitable to drive professionally.</p> | | |
| <p>Any motoring conviction while a licensed driver demonstrates that the licensee may not take their professional responsibilities seriously. However, it is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence may not necessitate the revocation of a taxi or private hire driver licence providing that the authority considers that the licensee remains a fit and proper person to retain a licence.</p> | <p>Not included in IOL.</p> | |
| <p>Drink driving/driving under the influence of drugs. Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence or driving ban imposed. In the case of driving under the influence of drugs, any applicant may also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.</p> | <p>The same</p> | |
| <p>Using a hand-held device whilst driving Where an applicant has a conviction for using a hand-held mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least 5 years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.</p> | <p>The same</p> | |
| <p>The DfT have not included other motoring offences included in the IOL guidance – we will need to consider this and whether to include IOL guidance as conditions.</p> | <p>4.42 A minor traffic or vehicle related offence is one which does not involve loss of life, driving under the influence of drink or drugs, driving whilst using a mobile phone, and has not resulted in injury to any person or damage to any property (including vehicles).</p> | <p>Kept the IOL other motoring offences in the draft policy.</p> |

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| | <p>Where an applicant has 7 or more points on their DVLA licence for minor traffic or similar offences, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed.</p> <p>4.43 A major traffic or vehicle related offence is one which is not covered above and also any offence which resulted in injury to a person or damage to any property (including vehicles). It also includes driving without insurance, or any offence connected with motor insurance. Where an applicant has a conviction for a major traffic offence or similar offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.</p> <p>4.44 Where an applicant has a conviction for any offence concerned with or connected to hackney carriage or private hire activity (excluding vehicle use) licence will not be granted until at least 7 years have elapsed since the completion of any sentence.</p> <p>4.45 Where an applicant has a conviction for any offence which involved the use of a vehicle (including hackney carriages and private hire vehicles), a licence will not be granted until at least 7 years have elapsed since the completion of any sentence is imposed.</p> | |
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