

## New Draft Driver Regulations

### GREATER LONDON AUTHORITY ACT 1999 PRIVATE HIRE VEHICLES ACT 1998

#### The Private Hire Vehicles (London PHV Driver's Licences) (Amendment) Regulations 2004

*Made* 2004  
*Coming into force* 1<sup>st</sup> April 2004

Transport for London, in exercise of the powers conferred on it by section 4(3)(d) of the Private Hire Vehicles (London) Act 1998(a) and all other powers enabling it in that behalf, hereby makes the following Regulations:—

##### Citation and commencement

1. These Regulations may be cited as the Private Hire Vehicles (London) (Operators' Licences) (Amendment) Regulations 2004 and shall come into force on 1<sup>st</sup> April 2004.

##### Preliminary

2. The Private Hire Vehicles (London PHV Driver's Licences) Regulations 2003 shall be amended in accordance with the following provision of these Regulations.

##### Fees

- 3.—(1) In regulation 5(1) for “£131” there shall be substituted “£157”.  
(2) Regulation 5(2)(b) for “£87” there shall be substituted “£105”.

Signed by authority of Transport for London

*Robert Kiley* Commissioner of Transport

6th March 2004

(a) 1998 c. 34; the Private Hire Vehicles (London) Act 1998 was extensively amended by Schedule 21 to the Greater London Authority Act 1999 (c.29)

## New Draft Operator Regulations

### GREATER LONDON AUTHORITY ACT 1999 PRIVATE HIRE VEHICLES ACT 1998

#### The Private Hire Vehicles (London) (Operators' Licences) (Amendment) Regulations 2004

*Made*  
*Coming into force* 1<sup>st</sup> April 2004

Transport for London, in exercise of the powers conferred on it by section 4(3)(d) of the Private Hire Vehicles (London) Act 1998(a) and all other powers enabling it in that behalf, hereby makes the following Regulations:—

##### Citation and commencement

1. These Regulations may be cited as the Private Hire Vehicles (London) (Operators' Licences) (Amendment) Regulations 2004 and shall come into force on 1<sup>st</sup> April 2004.

##### Preliminary

2. The Private Hire Vehicles (London) (Operators' Licences) Regulations 2000(b) shall be amended in accordance with the following provision of these Regulations.

##### Particulars of vehicles

3. In regulation 12(2) (particulars of private hire vehicles) the following sub-paragraph shall be inserted after sub-paragraph (c)—  
“(ca) a copy of the vehicle's London PHV licence or temporary permit granted under the Private Hire Vehicles (London) (Transitional Provisions) Regulations 2004, as appropriate;”.

##### Fees

- 4.—(1) In regulation 4(a) for “£619” there shall be substituted “£637”.  
(2) Regulations 7(1), (2), (4) and (5) for “£1459” there shall be substituted “£1510”.

Signed by authority of Transport for London

*Robert Kiley* Commissioner of Transport

6th March 2004

(a) 1998 c. 34; the Private Hire Vehicles (London) Act 1998 was extensively amended by Schedule 21 to the Greater London Authority Act 1999 (c. 29)

(b) S.I. 2000/3146



# *An Invitation To LPHCA Graded Members*



The Association of London Government is in the process of tendering the London Taxicard scheme. For the first time, there will be an opportunity for the private hire industry to be involved within a consortium led by Hackney Community Transport, who already run the Capital Call scheme that supports Taxicard.

The Taxicard Scheme is a subsidised door-to-door transport service for Londoners with disabilities. Currently, the budget provided by the London boroughs exceeds £5 million a year and the Mayor for London, Ken Livingstone, has stated his intention to 'top up' the scheme by a similar amount, funded through Transport for London. This represents, by far, the largest account available to the taxi and private hire industries in London.

At the next meeting of the LPHCA on Wednesday 25th February at The National Union of Teachers, Hamilton House, Mabledon Place, London WC1H 9BD at 19.00, there will be a presentation demonstrating the technology that will enable all companies to participate in the scheme, as well as a chance to ask questions to the consortium.

Expressions of interest in supporting the bid led by Hackney Community Transport, and for further information, should be directed to:

Christian Evans  
Hackney Community Transport  
Ash Grove Bus Garage  
Mare Street  
London E8 4RH

Email: [christianevas@hackneyct.org.uk](mailto:christianevas@hackneyct.org.uk)

By Private Hire News publication time all Graded Companies should have now received by post, fax or email an expression of interest form from The LPHCA.

If you have completed and returned the form we will forward this to Hackney Community Transport and the consortium.

The technology, work sharing and proposed fair distribution systems will be demonstrated at the general meeting on 25th February @ 19.00.

## New Draft Vehicle Regulations

A quick look through the draft vehicle regulations brings a mixture of considerable pride and some extreme disappointment.

On the positive side, The London Private Hire Industry is now heading towards the closing chapters of its 30-year campaign for recognition and licensing.

The draft vehicle regulations have been considered very thoroughly and much of our input has been taken on board, however we still have vital areas of concern remaining.

Significantly the outcome for proposed signage falls well short of what we asked for and we believe even more short of the necessary requirements and best interests of the travelling public.

We now understand that the Licensed Taxi viewpoint of minimal signage has been taken on board by the Politicians, disregarding The Private Hire Board, The LPHCA's and The Suzy Lamplugh Trust's views.

# COMMENT

Screen discs the size of a tax disc, will in our considered opinion not greatly enhance the safety of the travelling public. The removal of rear windscreen signage seems to be retribution for the industry's efforts to identify itself to the travelling public and we feel TfL has missed a considerable opportunity.

This shock has been all the worse as we appear to have been led up the garden path by the consultation process which alluded to all manner of potential signage and advertising.

Time will tell if TfL have got this right and our meeting on 25th February will no doubt be very lively when signage is discussed. Only a change of policy by The TfL board, when it meets, is likely to change the outcome on signage.