

BIRMINGHAM CITY COUNCIL

REPORT OF THE ACTING DIRECTOR OF REGULATION AND ENFORCEMENT TO THE LICENSING AND PUBLIC PROTECTION COMMITTEE

14 MARCH 2017
ALL WARDS

RECOMMENDED CHANGES TO DRIVER'S MEDICAL FREQUENCIES

1. **Summary**

- 1.1 Dr Cathcart on behalf of Birmingham City Council Occupational Health has recommended changes to retirement age and recognition of the DVLA's schedule for medicals for PSV and LGV drivers should be reflected in Birmingham City Council Licensing Service medical requirements.
- 1.2 This would mean fit and healthy licensed drivers would not need to have yearly medicals until after their sixty fifth birthdays, at present they are required from age sixty.

2. **Recommendation**

- 2.1 Committee should consider the matters raised in the report and amend Policies, Procedures and Delegations in line with the recommendation made by Doctor Cathcart on behalf of the Occupational Health Service.

Contact Officer: Chris Arundel, Principal Licensing Officer
Telephone: 0121 464 8994
E-mail: chris.arundel@birmingham.gov.uk

3. Background

- 3.1 The current requirements for medical frequency are detailed at 3.2 and 3.3 below.
- 3.2 All applicants for the grant of a driver's licence are required to undertake and pass a Group II medical examination for vocational drivers before a licence can be issued. The medical is conducted at Birmingham City Council's Occupational Health Service.
- 3.3 Once licensed, drivers remain subject to further medical checks as follows:
- Drivers aged 45 and under - every 5 years.
 - Drivers between 45 and 60 - every 3 years.
 - Drivers over 60 - every year.
- 3.4 Occupational Health Officers recommend policy to change to reflect retirement age and DVLA requirements for group II.

4. Suggested Amendment

- 4.1 Doctor Cathcart has made the following submission for your consideration.
- 4.2 After discussion with all senior Doctors in the Occupational Health Department we are agreed that we should advise that the medical interval between the ages of 60 and 64 years should be increased from yearly to 3 yearly where the driver's health permits.
- 4.3 We feel that as the retirement age has now been raised to 66 years and the DVLA medical intervals for LGV and PSV licences only require yearly medicals after 65 years, this would be in keeping with current medical practice.
- 4.4 The present system we operate depends on the age of the driver at the taxi medical:
- Up to 44 years 5 year pass.
 - 45-59 3 year pass.
 - 60+ 1 year pass.

Shorter intervals are given where the drivers medical history indicates.

- 4.5 The new system would be as follows:
- Up to 44 years 5 year pass.
 - 45-64 3 year pass.
 - 65+ 1 year pass.

Drivers would continue to be subject to more frequent medical review if their medical history indicated it was necessary.

- 4.6 Doctor Cathcart has indicated the Occupational Health Service is in a position to implement the new standard as soon as your Committee agrees the necessary changes to policy.

5. Consultation

- 5.1 No consultation has been carried out in respect of this matter.

6. Implications for Resources

- 6.1 The recommended changes would not impact on the Licensing Service budget. Occupational Health advise they are aware of an impact on their own budget as a result of reducing medical frequency for this group of drivers, but consider the question to be of an ethical, rather than financial dimension. It being unreasonable to require licensed drivers to take a medical more frequently than legally necessary, in order to preserve the income of the Occupational Health Service.

7. Implications for Policy Priorities

- 7.1 The contents of this report contribute to the protection, safety and welfare of residents and visitors to the City by promoting improvements in the standards of services provided by licence holders and is compatible with our mission statement: Locally accountable and responsive fair regulation for all – achieving a safe healthy, clean, green and fair trading city for residents, business and visitors.

8. Public Sector Equality Duty

- 8.1 Decreasing the medical frequency for healthy drivers in line with the recommendation would not adversely affect the protected characteristics of drivers or passengers and is likely to be financially beneficial to fitter, older licensed drivers.

ACTING DIRECTOR OF REGULATION AND ENFORCEMENT

Background Papers: Nil