

**EXPLANATORY MEMORANDUM TO
THE PUBLIC SERVICE VEHICLES (ENFORCEMENT POWERS)
REGULATIONS 2009**

2009 No. 1964

AND

**THE GOODS VEHICLES (ENFORCEMENT POWERS) (AMENDMENT)
REGULATIONS 2009**

2009 No. 1965

1. This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of Her Majesty.
2. **Purpose of the instruments**
 - 2.1 The Public Service Vehicles (Enforcement Powers) Regulations 2009 make provision to establish a new regime for detaining and impounding certain illegally-operated public service vehicles (PSVs – buses, coaches, etc). Such a regime is expected to provide a deterrent to non-compliant operators, promoting road safety and reducing unfair competition for the vast majority of compliant operators.
 - 2.2 A similar regime already exists in the goods vehicle sector, and rates of non-compliance in that sector have fallen substantially since its introduction. The Goods Vehicles (Enforcement Powers) (Amendment) Regulations 2009 make some amendments in relation to this existing regime, principally to ensure consistency in the operation of the two schemes.
3. **Matters of special interest to the Joint Committee on Statutory Instruments**
 - 3.1 None.
4. **Legislative Context**
 - 4.1 Schedule 1A to the Goods Vehicles (Licensing of Operators) Act 1995 (inserted by section 262 of the Transport Act 2000) enabled regulations to be made permitting an examiner appointed by the Secretary of State (or a person acting under the direction of such a person) to detain a heavy goods vehicle and its contents in circumstances where the person using the vehicle did not hold a valid operator's licence for that or any other vehicle. The Goods Vehicles (Enforcement Powers) Regulations 2001 (S.I. 2001/3981) came into force on the 4th January 2002.

4.2 The Local Transport Act 2008 inserted new section 12A of, and Schedule 2A to, the Public Passenger Vehicles Act 1981, empowering the Secretary of State to make regulations providing for a similar impounding regime for PSVs adapted to carry more than eight passengers.

5. Territorial Extent and Application

5.1 These instruments extend to Great Britain.

6. European Convention on Human Rights

6.1 As the instruments are subject to the negative resolution procedure and do not amend primary legislation, no statement is required.

7. Policy background

7.1 Vehicles with more than eight passenger seats used as PSVs must, unless used under a permit granted under section 19 or 22 of the Transport Act 1985 (community transport), be operated by an individual or company who has been granted a PSV Operator's Licence (under section 12 of the Public Passenger Vehicles Act 1981) by the Traffic Commissioner. Before granting a PSV Operator's Licence the Traffic Commissioner, supported by the Vehicle and Operator Services Agency (VOSA), must be satisfied that the operator meets the requirements to be of good repute, have appropriate financial standing, and professional competence. The Traffic Commissioner must also be satisfied as to the operator's proposed vehicle maintenance arrangements. Traffic Commissioners have the powers to refuse to grant a licence, and to vary, suspend or revoke existing licences for serious or repeated misdemeanours.

7.2 The Operator Licensing system therefore provides a means of ensuring the professional standards of the PSV industry. Those operators who choose to operate outside this system are avoiding the controls which it provides, which may raise questions as to the safety of their vehicles on the roads. Although it is a criminal offence to operate such a vehicle without an Operator's licence (or a valid community transport permit under section 19 or 22 of the Transport Act 1985), the fines imposed in Magistrates' Courts do not appear to provide an effective deterrent to repeat offenders – approximately 9% of prosecutions over the last 5 years have been for repeat offences. There is believed to be a disproportionately high rate of non-compliance in two main areas – namely minibuses used to transport labourers and other workers to and from work, and larger limousines.

7.3 The need for stronger sanctions has been raised on a number of occasions by representatives of legitimate passenger transport operators. The House of Commons Transport Committee (when conducting pre-legislative scrutiny of the draft Local Transport Bill) recommended that a PSV impounding scheme should be introduced. These proposals provide a direct response to those concerns, and have been designed to avoid imposing financial or administrative costs on operators who are acting within the law.

8. Consultation outcome

8.1 VOSA published a consultation document in December 2008, inviting views on proposals to establish such a regime. The consultation included draft Regulations that would be needed to implement such a scheme, as well as proposing some modest amendments to the existing regime in the goods vehicle sector. The consultation document was sent to vehicle operators, representatives of local government and the police, trades unions and other interested parties, with an invitation to comment no later than 31 March 2009. The Administrative Justice and Tribunals Council was also consulted on the proposals in accordance with the requirements in paragraph 24 of Schedule 7 to the Tribunals, Courts and Enforcement Act 2007, and made no comment on the proposals.

8.2 Thirty five written responses to the consultation were received. The responses declared widespread support for the proposals: every organisation that forwarded a response supported the need for new Regulations, and the need to align PSV legislation with current HGV legislation. A summary of the consultation responses, and the Government's response, were published on 22 June 2009 (*PSV Impounding: Response to Consultation Paper*). Copies are available at www.dft.gov.uk and were deposited in the Libraries of both Houses of Parliament.

8.3 A number of specific amendments to the procedures proposed in the draft instruments have been made in the light of consultation, but these do not change the key features of either of the impounding schemes.

9. Guidance

9.1 The Vehicle and Operator Services Agency (VOSA) has revised its publication, Public Service Vehicle Operating Licensing Guide for Operators (Revised April 2009 PSV 437 – 01), to include information about the requirements for licensing of operators and the implications of operating illegally. This publication is issued with all requests for a PSV Operator's Licence, and is also available on VOSA's website.

9.2 An educational campaign is being targeted towards operators of limousines adapted to carry more than eight passengers. VOSA and the Police have gathered details of names and addresses of known operators from advertisements (Yellow Pages, local newspapers etc). Any of these operators who do not currently hold a valid licence will be sent the above publication and an application pack for a PSV Operator's Licence.

9.3 It is expected that the above guidance should ensure that PSV operators are fully aware of the operator licensing requirements before the Regulations come into force.

10. Impact

10.1 The main benefit for businesses, charities or voluntary bodies is to enhance the operation of fair competition in the market for passenger transport services. It should reduce the extent of unfair competition, both directly (through the removal of some unlawfully-operated vehicles from the roads) and indirectly (through the wider deterrent effect). A reduction in illegal operation should also help to promote road safety, as evidence suggests that unlicensed operators are more likely to be operating unroadworthy or uninsured vehicles.

10.2 Costs of the impounding regime will fall on illegal operators, who will face costs of having their vehicles impounded (including costs of lost revenues). Expenses connected with the impounding regime, such as vehicle storage costs, would fall to the public sector in the first instance. However, these costs will be deducted from any proceeds arising from the sale of the impounded vehicle and its contents, so would ultimately be borne by the illegal operator. The scheme should not impose any costs on operators who are operating within the law, as it is intended that steps will be taken to give operators ample opportunity to comply before resorting to impounding.

10.3 An impact assessment covering the new PSV impounding regime is attached to this memorandum. The amendments to the existing goods vehicle impounding regime are not expected to create any new regulatory costs.

11. Regulating small business

11.1 The legislation applies to small business.

11.2 Anecdotal evidence suggests that it is often smaller, legitimate operators who suffer the greatest adverse effects of unfair competition from unlawful operations. It is therefore anticipated that smaller, legitimate operators will particularly benefit from the implementation of this scheme.

12. Monitoring & review

12.1 The outcome of the relevant provisions of the Local Transport Act 2008, and associated secondary legislation, will be assessed as part of the post-legislative scrutiny of that Act in accordance with *Post-Legislative Scrutiny – the Government's Approach* (March 2008, Cm 7320).

13. Contact

13.1 Matt Tyler at the Department for Transport (Tel: 020 7944 2284 or email: Matt.Tyler@dft.gsi.gov.uk) can answer any queries regarding the instruments.

Summary: Intervention & Options

Department /Agency: Vehicle and Operator Services Agency	Title: Impact Assessment of Public Service Vehicles (Enforcement Powers) Regulations 2009	
Stage: Implementation	Version: Final	Date:
Related Publications: Local Transport Act 2008		

Available to view or download at:

<http://www.opsi.gov.uk>, annexed to the explanatory memorandum for the regulations

Contact for enquiries: Matt Tyler

Telephone: 020 7944 2284

What is the problem under consideration? Why is government intervention necessary?

Vehicles with over 8 passenger seats used as public service vehicles ("PSVs") (essentially buses, coaches or minibuses) must normally be operated by an individual/company that has been granted a PSV Operator's licence ("O licence"). Although it is a criminal offence to operate such a vehicle without an O Licence, the fines imposed appear not to provide sufficient deterrent to repeat offenders. These offenders create unfair competition for legal operators, as well as putting at risk the safety of the passengers they carry. Further intervention is needed to provide a stronger deterrent.

What are the policy objectives and the intended effects?

To secure greater compliance with the legal requirements relating to PSV operator licensing, so as to:

- support lawful operators by ensuring a level playing field.
- uphold passenger safety by ensuring that all drivers/vehicles have been through the necessary safety and construction checks.
- act as a deterrent to illegal operators and to encourage them to get into the O Licence system.
- deter abuse of the O licence system by repeat offenders.

What policy options have been considered? Please justify any preferred option.

To educate and to advise, and to prosecute, but experience shows this is an insufficient deterrent. Impounding would only be used as a last resort, after efforts had been made to encourage the illegal operator to comply with the law, or stop providing the illegal service. This policy is very similar to that of the existing HGV impounding scheme, and there is evidence that the scheme has contributed to a very significant reduction in illegal operations in that sector.

When will the policy be reviewed to establish the actual costs and benefits and the achievement of the desired effects? As part of post-legislative scrutiny of the Local Transport Act 2008.

Ministerial Sign-off For final proposal/implementation stage Impact Assessments:

I have read the Impact Assessment and I am satisfied that (a) it represents a fair and reasonable view of the expected costs, benefits and impact of the policy, and (b) the benefits justify the costs.

Signed by the responsible Minister:

Paul Clark

.....Date: 16th July 2009

Summary: Analysis & Evidence

Policy Option: Implement impounding scheme	Description: Put in place secondary legislation to establish a PSV impounding scheme similar to the existing goods vehicle scheme
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COSTS	ANNUAL COSTS	Description and scale of key monetised costs by 'main affected groups' Costs to VOSA of operating the impounding regime are expected to be met from the proceeds of sale of illegally-operated vehicles. These costs will therefore ultimately be borne by unlawful operators. Any residual costs to VOSA are expected to be negligible.
	One-off (Transition) Yrs	
	£ negligible	
	Average Annual Cost (excluding one-off)	
	£ negligible	
Total Cost (PV)		£ negligible
Other key non-monetised costs by 'main affected groups' Costs to lawful operators are expected to be negligible – they would arise only in the unlikely event of a vehicle being wrongfully impounded. Costs to unlawful operators who persistently choose not to regularise their activities would be higher, as a result of the impounding of their vehicles.		

BENEFITS	ANNUAL BENEFITS	Description and scale of key monetised benefits by 'main affected groups' None monetised.
	One-off Yrs	
	£ none monetised	
	Average Annual Benefit (excluding one-off)	
	£ none monetised	
Total Benefit (PV)		£ none monetised
Other key non-monetised benefits by 'main affected groups' The principal benefits arising from the scheme would be (i) road safety benefits arising from the regularisation of existing unlawful operations, and (ii) benefits to legitimate operators as a result of a reduction in unfair competition from unlawful operators. VOSA would also benefit from a small increase in fee income.		

Key Assumptions/Sensitivities/Risks Based on experience with the existing HGV impounding regime, it is assumed that the risk of having the vehicle impounded will drive change in current behaviour and provide a sanction that will encourage unlawful operators to regularise their activities.

Price Base Year	Time Period Years	Net Benefit Range (NPV) £ not monetised	NET BENEFIT (NPV Best estimate) £ not monetised
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What is the geographic coverage of the policy/option?	Great Britain
On what date will the policy be implemented?	1 October 2009
Which organisation(s) will enforce the policy?	VOSA
What is the total annual cost of enforcement for these organisations?	£ negligible
Does enforcement comply with Hampton principles?	Yes
Will implementation go beyond minimum EU requirements?	N/A
What is the value of the proposed offsetting measure per year?	£ n/a
What is the value of changes in greenhouse gas emissions?	£ n/a
Will the proposal have a significant impact on competition?	Yes
Annual cost (£-£) per organisation (excluding one-off)	Micro Small Medium Large
Are any of these organisations exempt?	No No N/A N/A

Impact on Admin Burdens Baseline (2005 Prices)		(Increase - Decrease)
Increase of £ 0	Decrease of £ 0	Net Impact £ 0

Key: Annual costs and benefits: Constant Prices (Net) Present Value

[Use this space (with a recommended maximum of 30 pages) to set out the evidence, analysis and detailed narrative from which you have generated your policy options or proposal. Ensure that the information is organised in such a way as to explain clearly the summary information on the preceding pages of this form.]

Purpose:

1. The overall aim of the proposal is the introduction of a more stringent sanction to deter, and deal with, illegal PSV operators that persist in operating without a valid PSV Operators' Licence. PSVs must not be used on a road for hire or reward except under such a licence, with the exception of community transport services operated under the permit system prescribed in section 19 or 22 of the Transport Act 1985 which are exempt from the licensing requirement. The proposed new PSV impounding regime would apply to all vehicles with more than 8 passenger seats that are not (but should be) operated under a PSV O Licence. The new impounding regime will come into force on the 1st October 2009, with VOSA expecting to make use of the sanction with immediate effect.
2. Primary legislation relating to the proposed scheme is contained in Schedule 2A to the Public Passenger Vehicles Act 1981, as inserted by the Local Transport Act 2008. Those provisions empower the Secretary of State to make regulations to bring the proposed scheme into effect. This impact assessment sets out VOSA's assessment of the likely impacts of the regulations, which have been the subject of a full public consultation.
3. The impounding provision will play a significant part in ensuring that PSVs, including those providing local bus services, can be effectively regulated to ensure safe operation. This, in turn, should provide protection for lawful operators who face unfair competition from the minority of operators who choose to remain outside the law.
4. The proposed PSV impounding regime, like the existing HGV one, would extend to the whole of Great Britain (but not to Northern Ireland, which has an entirely separate licensing system).
5. Provisions in the Local Transport Act 2008 also allow amendments to be made to the HGV impounding scheme to enable VOSA to release the vehicles back to the operator or owner, without taking the case to the Traffic Commissioner, if VOSA is satisfied that one of the grounds for return is met. This opportunity is also being taken to make some other minor amendments to the HGV impounding regulations to align both schemes. These provisions impose no new regulatory costs.

Background:

6. The PSV industry currently suffers from persistent illegal operation of vehicles by a small minority of operators. There is evidence that the current enforcement regime does not provide adequate deterrent to continued offending – approximately 9% of prosecutions over the last 5 years have been for repeat offences.
7. Within the PSV industry there are disproportionately high levels of non-compliance in two main areas – namely minibuses used to transport labourers and other workers to and from work, and larger limousines. Although the limousine industry is improving, there will still be a significant proportion of limousine operators that choose to remain outside the controls of the PSV operator licensing system, and for which impounding will provide a useful sanction.
8. Vehicles with over 8 passenger seats used as PSVs (essentially buses, coaches or minibuses but also many limousines) must normally be operated by an individual or company who has been granted a PSV Operator's Licence by the Traffic Commissioner for the traffic area in question.

9. Before granting a PSV Operator's Licence, the Traffic Commissioner, supported by VOSA, must be satisfied as to the operator's good reputation, financial standing and professional competence, as well as on the operator's proposed maintenance arrangements. Traffic Commissioners have the powers to vary, suspend or revoke licences for serious or repeated misdemeanours. The Operator Licensing system therefore provides a means of ensuring the professional standards of the Public Service Vehicle industry. Those operators who choose to operate outside of this system are avoiding the controls which it provides and this may raise questions as to the safety of their vehicles on the roads. Although it is currently a criminal offence to operate such a vehicle without an Operator's licence (or valid section 19 or 22 community transport permit), the fines imposed in Magistrates' Courts do not appear to provide the necessary deterrent to repeat offenders.
10. The need for stronger sanctions has been raised on a number of occasions by representatives of legitimate passenger transport operators. The Transport Select Committee (when conducting pre-legislative scrutiny of the draft Local Transport Bill) recommended that a PSV impounding scheme should be introduced. The proposals provide a direct response to those concerns, and have been designed to avoid imposing financial or administrative costs on operators who are acting within the law.

Successful Use of Impounding with HGVs:

11. In 2002 a scheme for the seizure and impounding of illegally operated HGVs was established under the Good Vehicles (Licensing of Operators) Act 1995, using powers introduced by the Transport Act 2000. Since the implementation of this scheme the proportion of HGVs used on GB roads without the appropriate Operator Licence has dropped from 1.7% (in 2001) to 0.6% (in 2006), as measured by the VOSA roadside compliance survey. At the same time, the number of applications for HGV Operator Licences increased.
12. This seems to show that the HGV impounding scheme has been an effective deterrent to illegal operation. As was anticipated when the scheme was planned, the volume of vehicles impounded has been low (fewer than 250 per year) – but significant benefit has been achieved through the deterrent effect. Results from the HGV scheme have also shown that the vehicles used by those operators who choose persistently to remain outside the Operator Licensing system (and hence are subject to being impounded) tend to be vehicles which are not maintained to safe standards – therefore there is a wider safety benefit from this enforcement activity.

The new PSV impounding regime

13. The key features of the PSV impounding regime would be similar to those in the existing scheme for HGVs.
 - A VOSA examiner would identify a vehicle that is being used by an operator without a valid PSV operator's licence. A set of procedures is being put in place, as for the existing HGV scheme, to ensure that the operator is fully aware of the need for such a licence and is given a reasonable opportunity to comply.
 - If the operator had chosen not to comply, VOSA would detain the vehicle and notify the Traffic Commissioner. The Regulations place an obligation on VOSA to arrange for affected passengers to be transported to their destination, or to a suitable place from which to complete their journey. VOSA would also notify the vehicle operator and owner.
 - The operator would have a right to seek the return of the vehicle from the Traffic Commissioner. There are certain prescribed conditions under which a vehicle would be returned – which include that the operator did hold an appropriate licence, the vehicle was

not being used for a purpose that requires a PSV Operator's Licence or that the owner of the vehicle did not know that the vehicle was being used illegally.

- A hearing may be held by the Traffic Commissioner to determine whether the detention was improper or justified. The Traffic Commissioner would return the vehicle to the operator in the former case. In the latter case the operator would have the right to appeal to the Upper Tribunal.
- Where vehicles are deemed to be rightfully detained then VOSA (or its contractors) would arrange for the sale of the vehicle (provided it is roadworthy, or can be made so, and compliant with construction and use requirements). The costs to VOSA associated with the impounding of the vehicle (eg for storage) would be deducted from the proceeds of the sale, and any residue returned to the vehicle's rightful owner. Any surplus proceeds could be used to cover expenses from other PSV impounding.
- Arrangements are being put in place to ensure that any impounded vehicles that proved to be owned by a third party (eg under a hiring arrangement) are returned to their rightful owners, and to enable other property owned by passengers or a third party to be returned, where it has not been possible to do so at the time of the impounding.

Costs

14. The principal costs that are expected to arise from the implementation of the scheme are:

- **costs of operating the impounding scheme.** These would include the costs of enforcement officers carrying out any impoundings; storing the vehicles impounded; and, where appropriate, making arrangements for their sale or disposal. It is estimated that the costs associated with a typical impounding might be in the region of £1,500 per vehicle. Although these costs would fall to be borne by VOSA in the first instance, as with the HGV scheme those costs would be deducted from the proceeds of sale of the impounded vehicle before those proceeds are returned to the vehicle's owner. It is expected that an unlawful operator would be given ample opportunity to bring their activities within the law, and information on how to do so, before resorting to impounding. Accordingly, the operational costs of the scheme would ultimately fall to the small minority of operators who choose to persist in acting outside the law.
- **costs to unlawful operators who choose to regularise their activities.** This impact assessment assumes that 100 unlawful operators choose to regularise their activities each year once the impounding scheme is established. The costs of doing so (which are already borne by legitimate operators) are estimated at £800-£900 in the first year, and a total of £2,600-£2,700 over a five-year period. These costs break down as follows:
 - application fee £224 (one-off)
 - fee for granting a restricted licence £148 (one-off)
 - vehicle disc fee £6 per vehicle per month
 - certificate of initial fitness £269 per vehicle (one-off)
 - PSV annual test fee £86 per vehicle per year
- **costs to unlawful operators who choose not to regularise their activities** (or, where different, the owners of vehicles used in this way). Experience from the HGV regime shows that a small number of impoundings can give rise to a very significant deterrent effect. For the few cases where an impounding does prove necessary, and where VOSA ultimately disposes of the vehicle impounded, the proceeds of that disposal would be returned to the vehicle's owner – but any costs incurred by VOSA (e.g. for storage of the vehicle) would be deducted from the proceeds that are returned to the owner. As noted above, the costs for a typical impounding might be in the region of £1,500 per year, but the greater cost to the

unlawful operator would be the revenues lost as a result of the vehicle having been impounded.

15. The proposed regime should not impose any costs on lawful operators. The only exception to this would be in the unlikely event of a vehicle being wrongfully impounded. The risk of a wrongful impounding is judged to be low, as the intention is that operators will have ample opportunity to demonstrate that they were acting within the law before any vehicle would be impounded. In the unlikely event of a wrongful impounding, VOSA would have an explicit legal power to return the vehicle as soon as that became clear. Moreover, if necessary, the vehicle owner would be able to apply to the Traffic Commissioner for its return.

Benefits

16. The benefits of the proposed new regime are generally less easy to quantify than the costs, but the fundamental objective is to deter illegal operation of public service vehicles by providing a stronger sanction. The principal benefits are likely to be:
 - road safety benefits arising from a reduction in the number of unlawfully-operated vehicles on the roads. Evidence from the HGV regime shows that vehicles operated without a valid operator's licence are substantially more likely than other vehicles not to meet the appropriate road safety requirements; and
 - benefits to lawful operators from a reduction in the amount of unfair competition from unlawful operators.
17. There would also be some modest additional fee income accruing to VOSA from those operators who choose to regularise their operations. To the extent that this income exceeds the administrative costs involved, it would be available for VOSA to invest in further enhancing its compliance activities. Increased compliance should deliver further benefits in terms of road safety and reduction in unfair competition.

Competition and small firms impact

18. The proposed impounding scheme is expected to enhance the operation of fair competition in the market for passenger transport services. It should reduce the extent of unfair competition, both directly (through the removal of some unlawfully-operated vehicles from the roads) and indirectly (through the wider deterrent effect).
19. Anecdotal evidence suggests that it is often smaller, legitimate operators who suffer the greatest adverse effects of unfair competition from unlawful operations. It is therefore anticipated that smaller, legitimate operators will particularly benefit from the implementation of this scheme – though benefits should accrue to operators of all sizes.

Disability equality impact

20. Where possible, impoundings will take place when the vehicle is not actually carrying passengers. However, there may be situations (e.g. to protect public safety) where a vehicle must be impounded with passengers on board. In such a situation, the Regulations oblige VOSA to make arrangements for passengers, with their personal effects, to be transported to their destination, or to a suitable place from which to continue their journey.
21. It is recognised that people with disabilities might have particular needs in this respect, and the Regulations explicitly require VOSA to consider their needs when making arrangements for onward transport. Accordingly, to the extent that passengers with disabilities could be particularly affected by an impounding, there is an explicit safeguard in the Regulations.

Race and gender equality impact

22. It is not anticipated that there will be specific gender or equality impacts arising from the impounding regime.

Human rights

23. The Department considers that the proposed scheme is fully compliant with the European Convention on Human Rights.
24. The power to detain a vehicle would only be available where an authorised person has reason to believe that a public service vehicle adapted to carry more than eight passengers is being, or has been, used on a road in contravention of section 12(1) of the Public Passenger Vehicles Act 1981. That section prohibits such a vehicle from being used on a road for the carriage of passengers for hire or reward except under an operator's licence granted under that Act.
25. Article 1 of Protocol 1 to the Convention is potentially engaged to the extent that the operator (or owner, where different) of a public service vehicle may be deprived of his possessions under these powers. However, it is in the public interest to ensure that public service vehicles used on the highway for the carriage of fare-paying passengers are properly licensed. Where people purport to provide a public service without meeting the legal requirements, it is appropriate for the state to have powers to take action against them in the interests of public safety. The regime proposed is proportionate to the potential dangers to public safety arising from the use of unlicensed vehicles to provide passenger transport services.
26. To the extent that the proposed scheme affects the civil rights of an operator by depriving him of, or restricting the use of, his possessions, Article 6 (right to a fair trial) is potentially engaged. However, the Regulations include provision for the owner of a detained vehicle to apply to the traffic commissioner for the return of that vehicle. The Regulations also provide for a right of appeal to the Upper Tribunal against the determination of a Traffic Commissioner.

Specific Impact Tests: Checklist

Use the table below to demonstrate how broadly you have considered the potential impacts of your policy options.

Ensure that the results of any tests that impact on the cost-benefit analysis are contained within the main evidence base; other results may be annexed.

Type of testing undertaken	<i>Results in Evidence Base?</i>	<i>Results annexed?</i>
Competition Assessment	Yes	No
Small Firms Impact Test	Yes	No
Legal Aid	No	No
Sustainable Development	No	No
Carbon Assessment	No	No
Other Environment	No	No
Health Impact Assessment	No	No
Race Equality	Yes	No
Disability Equality	Yes	No
Gender Equality	Yes	No
Human Rights	Yes	No
Rural Proofing	No	No

Annexes

None.