



Traffic Commissioners
for Great Britain



APSE Transport Seminar 2022

Kevin Rooney, Traffic Commissioner for the west of England

Regulating transport for **safer** roads

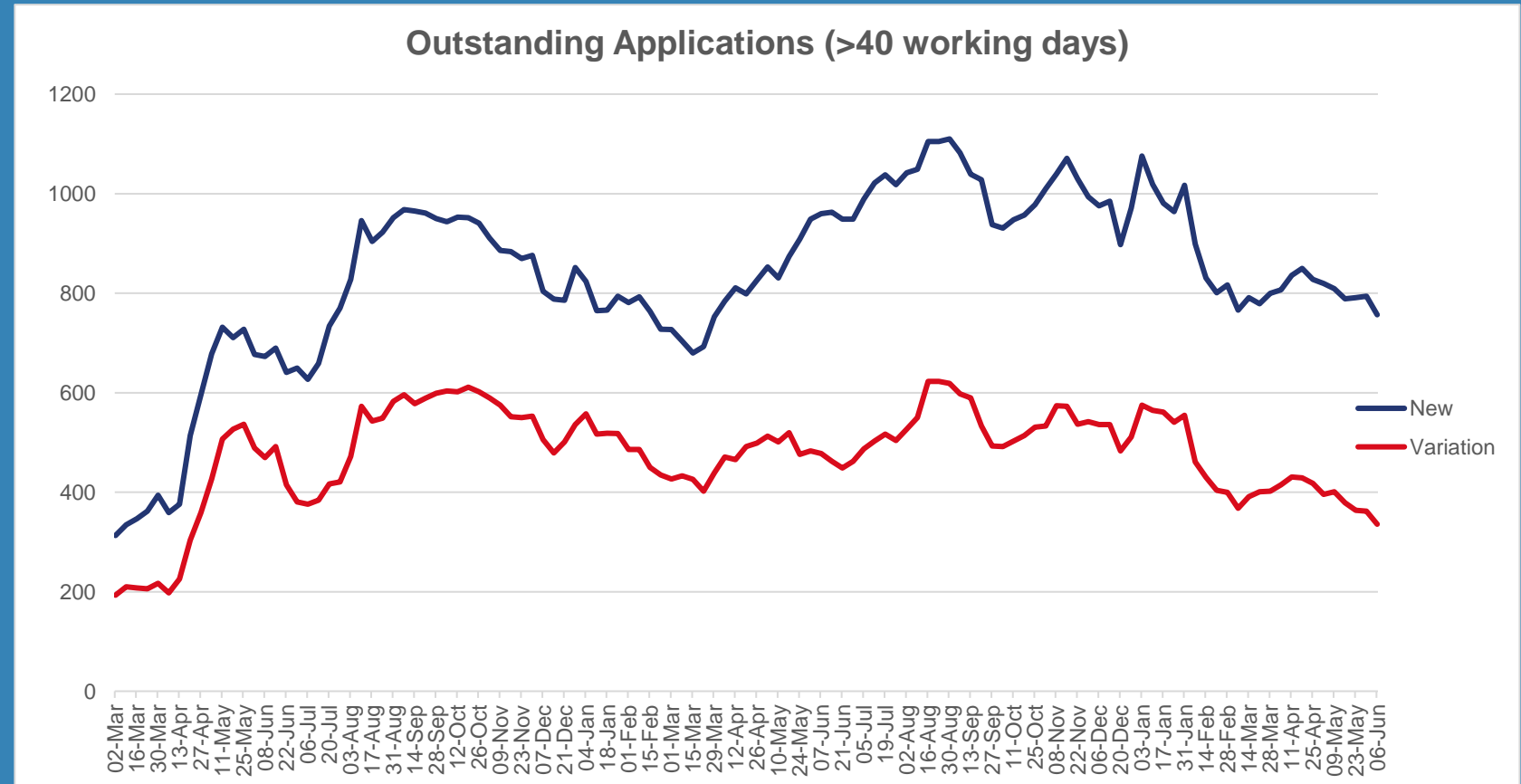
OTC Headlines

Applications

SLA

Hearings

Communication
and Education



OL Governance in the Public sector

Governance and responsibilities

Risks and mitigations

Transport manager role

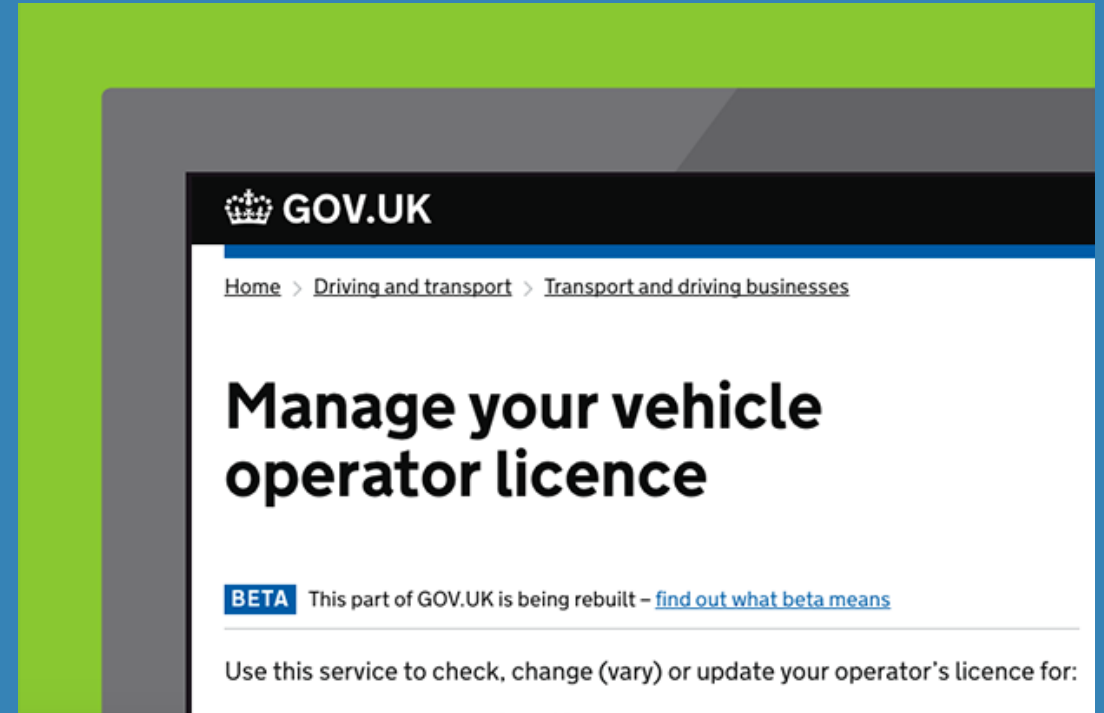


Who has access to your record?

Keep your contact details up to date: email address, telephone number and postal address

Ensure only authorised users have access

Check VOL self service to receive electronic correspondence



www.gov.uk/manage-vehicle-operator-licence

Putting the brakes on poor maintenance?

Maintenance provider
qualification

Brake testing

Transport manager checks



Secure your future compliance

New DVSA/HSE guidance

Unsafe loading

Risk assessment

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Look after your greatest assets

Availability

Mental health

Qualified

Impact



Section 19 Permits

Standards

Maintenance

Drivers

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Or?



PSV Accessibility

PSV Accessibility Regulations 2000

Equality Act 2010

Home to School Transport

Medium Term Exemption



Bus Open Data

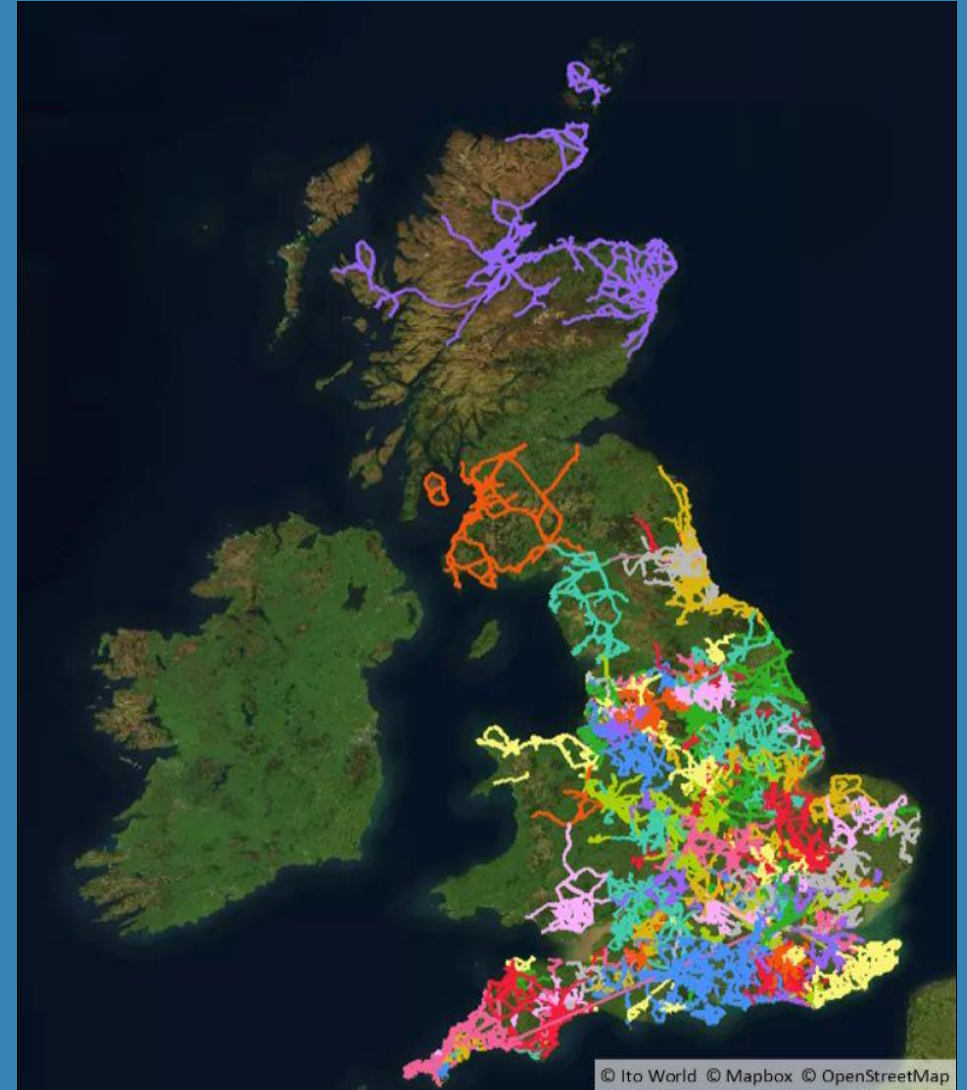
Bus Route and Timetable

Automatic Vehicle Location

Fares

BODS Helpdesk 0800 028 0930 or
bodshelpdesk@kpmg.co.uk

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Operating Centres & Light Goods Vehicles

Does your authority check HGV operating centre applications?

The van doesn't need an operating centre



Getting the message out



A quick guide to drivers' daily walkaround checks

Your drivers must check their vehicle every day before they drive off. This is called a walkaround check and covers several parts of the vehicle, including:

- tyres
- lights
- brakes
- vehicle height

We don't expect them to do a full mechanical inspection, but it's thorough.

Guidance

Take a look at [DVSA's guidance on walkaround checks](#). We see your drivers read this guidance.

You should also take a look at:

- [this video guide to walkaround checks for goods vehicles](#)
- [this video guide to walkaround checks for buses and coaches](#)

The guidance also comes with a:

- [goods vehicle walkaround check poster](#)
- [bus and coach walkaround check poster](#)

You should print the poster relevant to you off and put it somewhere you can see it.



PRESS RELEASE

20 January 2022

The use of third-party trailers

In an important ruling in December, the Traffic Commissioner for the East of England, Richard Turfitt, has issued a strong warning to Alexa Road Runner Ltd that their licence is in danger of being revoked.

The warning came as a result of deficiencies in the maintenance regime at the company. The company runs a mix of trailers, their own and those from Slam, Amazon and DHL.

Of particular concern was the fact that no records were held of brake testing on the Amazon trailers and there was no formal contract in place with the company as Amazon do not provide written contracts.

The commissioner saw a sub-contractor's declaration completed by this operator and an email from an Amazon representative dated 13 September 2021, suggesting that trailers are inspected at 6 weekly intervals with a brake test carried out only every 50 weeks.



Office of the
Traffic Commissioner
East of England

OPERATIONAL NOTE

Third-party trailer operations

At a recent public Inquiry, CA Freight Ltd had their licence curtailed by one vehicle for three months, their variation application was refused, and its reputation was found to be severely tarnished. The Transport Manager, Mr Mircea, lost his good reputation and was disqualified from relying on his Certificate of Professional Competence (CPC).

CA Freight effectively allowed its sole customer, Amazon Transportation Services, to dictate the inspection frequency and standards applied to the trailers operated under this licence.

Office of the
Traffic Commissioner



Why you should work with your maintenance provider

It's important to work out ways of working with your maintenance provider. That way, you'll both know what to expect from each other.

Some operators think that getting their vehicle inspected is enough. It isn't. Once inspected, you need to make sure any required repairs are carried out.

Where it can go wrong

One issue we see all the time is operators not knowing what to expect from their maintenance provider. This can include expecting reminders from them or expecting them to carry out repairs.

Sometimes you can rely on them to do these things, but it often depends on what you have agreed to pay them to do – does your contract include loaded brake tests, for example? It's important you work out exactly who is doing what.

Knowing where you stand can save you problems later on.

How often vehicles should be inspected

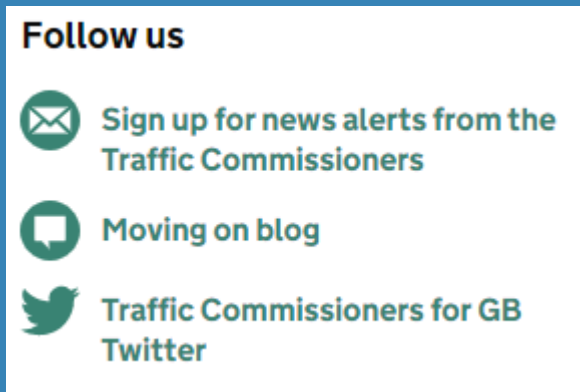
It's up to you to keep track of the maintenance schedule for your vehicles. Your maintenance provider might assist you, but it's your responsibility. We recommend using a forward planner to help with this.



Where to sign up

Go to our website:

<https://www.gov.uk/government/organisations/traffic-commissioners>



@TrafficCommsGB



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Questions

www.gov.uk/government/organisations/traffic-commissioners
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