



Public Carriage Office

Revised Suburban Sectors and 'Island' Ranks

With the introduction of the Greater London Authority (GLA) in April 2000 the area of the Metropolitan Police District (MPD) will change to become the same as that of the London boroughs. The suburban sectors have accordingly been reviewed and, following consultation with the London Taxi Board and in line with Metropolitan Police Service policy to align activities more closely with boroughs, revised sectors based on borough boundaries are now to be introduced. The nine new suburban sectors consist of the following individual, or groups of, boroughs.

Newham)
 Redbridge)
 Barking and Dagenham)
 Havering)

Lewisham)
 Greenwich)
 Bexley)

Bromley

Croydon

Merton)
 Sutton)

Hounslow)
 Richmond upon Thames)
 Kingston upon Thames)

Ealing)
Hillingdon)

Brent)
Harrow)
Barnet)

Haringey)
Enfield)
Waltham Forest)

That part of the present Metropolitan Police District which will fall outside the boundary of the GLA will cease to be part of the area for which London taxi drivers are licensed once the GLA is formed in April 2000. Drivers will not, therefore, be permitted to ply for hire in those areas after that time. Responsibility for licensing drivers in those peripheral areas will rest with the local authority concerned. All drivers currently licensed by the Metropolitan Police will, however, continue to be licensed in London unless they choose to apply to a neighbouring licensing authority. Further details concerning arrangements for these areas will be announced as soon as they are known.

Existing suburban drivers

Drivers currently licensed by the Metropolitan Police will continue to be licensed for their existing sectors up to the formation of the GLA at which time the MPD boundary changes. They will then be licensed only for the area of the boroughs to which their current sector converts as shown on the attached chart. Suburban drivers will, however, be permitted to ply for hire in the whole of the boroughs for which they become licensed, including those parts which fall within the 6 mile radius.

With immediate effect drivers will be permitted to ply for hire in the area of their existing sector and in those additional parts of the boroughs which will form their new sector. For example, a driver currently licensed for Sectors 3B and 3C may ply for hire in those sectors and now, in addition, such parts of the London Boroughs of Merton and Sutton which currently fall outside that area (the London Borough of Croydon already being wholly within Sector 3C).

In some instances drivers will be licensed for only part of a new sector. For example, drivers currently licensed for Sector 1A will not be licensed for the London Boroughs of Barking & Dagenham or Newham. Those drivers may, however, apply to be tested on their topographical knowledge of adjacent boroughs to enable them to be licensed for the complete sector.

As before, the holder of a suburban licence may apply to be licensed for an *additional* sector. If so he/she will have to apply for a complete sector. For example, a Merton and Sutton licence holder, should he/she wish to extend to Kingston would have to include Richmond and Hounslow boroughs.

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There may be some minor instances where the immediate slight gain in working area afforded by the above arrangement will be offset by a reduction in April 2000 when the sectors become wholly borough based. This should not have a significant impact on working practices.

Drivers renewing their licences between now and the formation of the GLA next year will have the existing and revised sectors shown on their new licence, eg a driver currently licensed for Sectors 5B and 5C will have his/her licensed area shown as "5BC - Brent, Harrow, Hillingdon". After April 2000 licences will show only the borough areas for which licensed.

'Island' and marginal ranks

It is recognised that suburban drivers who currently work the 'island' rank at **Turnham Green Station** could be disadvantaged by the conversion shown on the attached chart. Drivers currently licensed for Sector 5A who customarily work the Turnham Green Station rank may, therefore, apply to the Senior Knowledge of London Examiner to be licensed for the London Borough of Hounslow (in addition to Ealing and Hillingdon as indicated on the conversion chart). Such drivers will have to undergo an assessment by the Senior Knowledge of London Examiner of their knowledge of the additional borough before having their licence extended. However, this will not involve a conventional Knowledge 'appearance' but instead will consist of a less rigorous appraisal of the driver's knowledge of the relevant area. Requests for this concession should be made in writing to Mr R Stentiford, Senior Knowledge of London Examiner, at the PCO. There will be no automatic entitlement to be licensed for the extended area.

The 'island' ranks at **Greenwich Church Street (Bosuns Yard)**, **Willesden Green Station**, **Muswell Hill Broadway** and **Turnpike Lane Station** will fall within one of the revised suburban sectors and will, therefore, cease to be 'island' ranks and will be available to drivers of the sectors concerned.

The **Southfields Station** rank is close to the sector boundary and will remain an 'island' rank available to drivers licensed for Sector 3A - Merton/Sutton.

The **Tooting Broadway** rank, similarly, is close to the boundary and will remain an 'island' rank available to drivers licensed for Sectors 3A or 3B - Merton/Sutton.

The rank at **Streatham Hill (Sternhold Avenue)** has not been well used and is further from the sector boundary. This rank will cease to be an 'island' rank with immediate effect and will revert to the sole use of All-London drivers.

The rank at the **Arndale Centre, Wandsworth** has been well served by suburban drivers and will remain an 'island' rank available to drivers licensed for Sector 3A - Merton/Sutton.

Drivers licensed for Sector 4B who regularly work the **Hatton Cross** rank may, as with Turnham Green drivers, be disadvantaged by the conversion of the sectors and may, therefore, apply to be licensed for the London Borough of Hillingdon (in addition to Hounslow and Richmond). Such drivers will also have to undergo an assessment by the Senior Knowledge of London Examiner of their knowledge of the additional borough before having their licence extended. However, this will not involve a conventional

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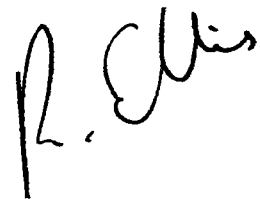
All-London drivers may, of course, continue to use all ranks.

Applicants currently undergoing the Knowledge for a suburban sector

When applicants currently making 'appearances' are considered fit to be licensed, they will be issued with a licence that shows the existing sector and the new sector e.g. "1A - Havering and Redbridge".

New suburban applicants

Processing of new applications for suburban sectors will recommence immediately. Applicants will have to apply for one of the new sectors and will be tested on their topographical knowledge of that area. Applications will not be accepted for part of a sector (for example, applications will not be accepted for only Merton: they must be for Merton and Sutton). Applications which have already been received for one of the old sectors but where the individual has not yet commenced 'appearances' will be converted to one of the new sectors in accordance with the conversion chart. Applicants will be advised accordingly.



R Ellis
Officer in Charge

31 March 1999

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