

Motor Drivers

Changes to licence requirements

On 1st January 1999 new arrangements were introduced for the licensing of drivers of vehicles carrying passengers (PCV) or goods (LGV). These new rules require that, in general, drivers of these vehicles must hold a professional driver's licence, whereas before that date many of these vehicles could be driven on a car licence. The visual standards requirements are now more complex. There are however many exemptions to the requirements.

Holders of a full car licence (Category B) may drive some heavy vehicles (this is a shortened version, and drivers should consult DVLA for the definitive list and definitions):

- a Vehicles propelled by steam;
- b Road construction vehicles;
- c Engineering plant;
- d Works trucks (e.g. dump trucks and forklift trucks);
- e Haulage tractors mainly used off road and under 7370kg;
- f Agricultural vehicles which are not tractors (e.g. crop sprayers and combine harvesters);
- g Digging machines travelling to and from sites;
- h Vehicles used occasionally on public roads (precise requirements apply);
- i Any vehicle, other than an agricultural vehicle, which is used for agriculture and is used on a public road occasionally (precise requirements apply);
- j Haulage of lifeboats;
- k Vehicles manufactured before 1960, without a trailer;
- l Articulated goods vehicles under 3.5 tonnes;
- m Some military vehicles;
- n Special vehicles for the transport of disabled vehicles;
- o Mobile project vehicles (e.g. for transport of educational exhibitions) (precise requirements apply).

Some passenger carrying vehicles are exempt from the licensing requirements. Holders of category B (car) licences may drive any of the following vehicles:

- a A PCV manufactured over 30 years before the date driven, not used for hire or reward and with less than 8 passengers.
- b A minibus with up to 16 passengers provided that:
 - i The vehicle is used for social purposes by a non-commercial body but not for hire or reward;
 - ii The driver is aged 21 or over;
 - iii The driver has held a category B licence for at least 2 years;
 - iv The driver is providing the service on a voluntary basis;
 - v The minibus weight is under 3.5 tonnes (or 4.25 tonnes including specialist equipment for the carriage of disabled passengers);
 - vi If the driver is aged 70 or over, the driver meets the health requirements of a category D1 licence. Such a driver needs to submit a D4 application.

Drivers of exempted LGVs must be at least 18, and of exempted PCVs or any vehicle over 7.5 tonnes, at least 21.

Categories C1 and D1 were issued as a matter of course with Group 1 (ordinary) entitlement to all drivers who passed the ordinary driving test prior to January 1st 1997. Any driver who passed the ordinary test after that date did not have these categories issued. These C1 and D1 entitlements continue until the licence is renewed after 1st January 1998. A driver who had a C1 entitlement issued with a Group 1 licence before 1st January 1997 is known as an "exempted licence holder". A D4 application has to be submitted on renewal.

Vehicle Type	Licence Requirement	Visual Standards Applied
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Passenger Carrying Vehicles		
A driver of a passenger carrying vehicle which has 9-16 seats	PCV licence category D1	Full vocational standards as below # (no grandfather rights)
A driver of a passenger carrying vehicle which has more than 16 seats	PCV licence category D	Full vocational standards as below #
Goods Vehicles		
For other vehicles it is the maximum authorised mass (i.e. vehicle + authorised load) which determines the driving licence requirement.		
For a maximum authorised mass which is over 3.5 tonnes, but less than 7.5 tonnes	LGV licence category C1 issued before 1 st January 1997	Car acuity standard but visual field requirement is mandatory
	LGV licence category C1 issued after 1 st January 1997	Full vocational standards as below #
For a maximum authorised mass which is over 7.5 tonnes	LGV licence category C	Full vocational standards as below #

Ordinary driving licence provisions (Group 1)

It is a criminal offence for a driving licence holder or applicant to fail to notify Drivers Medical Branch, Driver and Vehicle Licensing Centre, Swansea, immediately they become aware of any eyesight condition which is likely to cause them to be a source of danger to the public when driving. Failure to notify can also have serious motor insurance implications. Awareness is normally regarded in law as starting as soon as the person has knowledge that a danger exists and this includes when they have received professional advice that their condition represents an immediate or potential danger when driving.

Static visual acuity

The standard for Ordinary drivers is the ability to read in good light (with the aid of glasses or contact lenses, if worn) a registration mark fixed to a motor vehicle and containing either:-

- a) letters and figures 79 millimetres high and 57mm wide at a distance of 20.5 metres (67 feet) [NB this refers to a pre 1st September 2001 numberplate]

Or

- b) characters 79mm high and 50mm wide from 20meters (just under 66 feet) [NB this refers to a post 1st September 2001 numberplate]

The distance is reduced to 12.3 metres (40 feet) in the case of an applicant for a licence for authority to drive vehicle confined to Group K (milk floats and pedestrian controlled mowing machines). NB the distance for the number plates introduced on 1st September 2001 is 20 metres, but at the time of writing legislation has not been introduced to reflect this change, and “old style” number plates are to be used until the Act is changed.

There is no precise Snellen equivalent to the number plate standard. Drasdo and Haggerty found that applying a standard of $6/9^2$ (6/10) resulted in a mathematical equivalent to this (i.e. this standard failed the same proportion of people, but not necessarily the same individuals). The normal number plate test found on many test charts is NOT equivalent and should not be relied upon. It must be emphasised that the statutory standard of visual acuity for drivers is the practical test which has to be taken in good light. The number plate test is prescribed in The Motor Vehicles (Driving Licences) Regulations and The Road Traffic Act 1988, makes it an offence for anyone to drive a motor vehicle on a road while his eyesight is such (whether through a defect which cannot be or one which is not for the time being sufficiently corrected) that he cannot comply with the standard quoted above.

DVLA have however indicated that their policy is to take the monocular acuity of the better eye, and if this is 6/12 or better it indicates an almost certain pass on the number plate test except in unusual cases such as patients with nystagmus. They also consider that a patient with 6/24 or below is almost certain to fail the number plate test. Any patient with a best VA of less than 6/12 but better than 6/24 would be classed as borderline and

referred to a Driver Testing Centre, where a driving examiner would conduct a number plate test. DVLA can also request a number plate test in other circumstances if there is concern that the number plate test may not be met, e.g. where there are bilateral cataracts which might exacerbate the glare effect or where there is nystagmus which may affect fixation.

Visual fields

There is no **statutory** requirement in UK legislation for fields of vision for Group 1 drivers but the Second EC Directive applies. The following standard is usually applied when there is evidence that a defect exists. The minimum field of vision for safe driving is defined as a field of vision of at least 120° on the horizontal measured by the Goldmann perimeter using the III4e settings (or equivalent perimetry). In addition there should be no significant defect in the binocular field which encroaches within 20° of fixation above or below the meridian. By these means homonymous or bitemporal defects which come close to fixation, whether hemianopic or quadrantic, are not accepted as safe for driving.

The DVLA requires a binocular Esterman field in the first instance to determine fitness to drive in those persons where a field defect is suspected. On occasion fields are required testing the full field with each eye individually. The advice to DVLA from the Secretary of State's Honorary Medical Advisory Panel on Driving and Visual Disorders is that for Esterman binocular charts to be considered reliable for licensing, the false positive score must be no more than 20%. In addition, fixation losses where measured should be no greater than 20%. If fixation is not measured the tester must examine the candidate closely to ensure that fixation is good.

The following gives some guidance on DVLA's interpretation of defects on the Esterman test

Defect affecting central area ONLY (Esterman) for GROUP 1 ENTITLEMENT

For GROUP 1 licensing purposes, pending the outcome of current research, the following are generally regarded as **acceptable central** loss:

- Scattered single missed points
- A single cluster of up to 3 contiguous points

For GROUP 1 licensing purposes the following are generally regarded as **unacceptable (i.e. 'significant') central** loss:

- A cluster of 4 or more contiguous points that is either wholly or partly within the central 20 degree area
- Loss consisting of both a single cluster of 3 contiguous missed points up to and including 20 degrees from fixation, **and any** additional separate missed point(s) within the central 20 degree area
- Central loss of any size that is an extension of a hemianopia or quadrantanopia.

Exceptional cases for GROUP 1 ENTITLEMENT

Group 1 drivers who hold, or who have previously held **full driving entitlement**, who have a field defect which does not satisfy the standard, can be considered as exceptional cases on an individual basis, subject to strict criteria. The defect must be **both non-progressive and** caused by a non-progressive condition **and** there must be no other progressive condition present which is likely to affect the visual fields. In order to meet the requirements of European law, DVLA will, in addition, require confirmation of full functional adaptation, together with a satisfactory practical driving assessment. **Applicants for, or holders of, provisional entitlement, cannot be considered as exceptional cases.**

PERIPHERAL DEFECT

The following will be disregarded when assessing the width of field:

- A cluster of up to three missed points lying on or across the horizontal meridian
- A vertical defect of only single point width but of any length, which touches or cuts through the horizontal meridian

Diplopia

Insuperable diplopia causes unfitness to drive. Late onset sudden diplopia due to a minor stroke precludes driving for 1 month, then if persisting and superable with a prismatic lens or masking, driving is permitted providing the driver gives an undertaking “always to wear the lens or patch when driving”.

Colour vision

Impaired colour vision is not a bar to driving.

Vision under adverse lighting conditions

Patients who have cataracts, and those having undergone refractive surgery may be unable to meet the required standards under conditions of poor light or glare. A history of inability to see effectively when driving at night with headlights either due to a night vision defect such as retinitis pigmentosa or advance choroido-retinitis may preclude issue of a driving licence. Patients with inability to see in the glare of sun light or on-coming headlights at night may fail to read a number plate at the prescribed distance in good light.

Monocular drivers

Recent loss of an eye may require a period off driving for adaptation, but then driving may be resumed subject to meeting the above standards.

Diabetic Retinopathy

Treatment of proliferative diabetic retinopathy by pan retinal photocoagulation (laser ablation of the retina) can cause reduced visual field and jeopardise the right to drive. DVLA will investigate fields when laser treatment has been carried out on both eyes.

Duration of Ordinary driving licences

The Licensing Authority requires progressive conditions affecting both eyes such as glaucoma, high myopia (if the correcting lens restricts the visual field significantly), cataract, diabetic retinopathy, macular degeneration etc. to be notified at the time of diagnosis even if the field defect produced does not at that time fail to meet the standard. Where appropriate a short period licence, valid for 1,2 or 3 year will be issued.

Advice to Patients

Optometrists are frequently asked by patients whether they are visually fit to drive. Statutory law and the tort of negligence makes it unwise to give advice purely on the basis of the Snellen acuity. If acuity only is in question it is safer to advise the patient to satisfy themselves that they can read a number plate at 20.5 or 20 (depending on format of numberplate) in good light with correction if worn, emphasis being given to the proper measurement of the distance. If there is any doubt they should be advised to report their condition immediately to the Licensing Centre and they will be sent to their local Driving Test Centre for the test to be conducted by a Driving Examiner measuring the distance correctly. Also, the other aspects of vision outlined above should be taken into account when considering advice to the patient. It is an Optometrist's duty, if a patient of driving age does not meet the requirements above, to ask if they drive and if so, to advise accordingly. An appropriate entry should be made on the patient's record card. Patients should be warned that failure to report the condition to DVLA could jeopardise their motor insurance. If it becomes clear that a patient who is manifestly and clearly visually dangerous, is continuing to drive in spite of professional advice to the contrary, it is suggested that the Optometrist should discuss the matter with the legal department at the Association.

Frames and Lenses

Care should be taken in frame selection not to obscure lateral vision. Advice should be given on the limitations of high power lenses and the dangers of wearing tinted lenses at dusk or at night and of photochromic lenses when entering road tunnels and roads shaded by trees from good daylight conditions. Patients with borderline acuity should be advised not to drive vehicles with tinted windscreens, or be prescribed tints. Muscle imbalance must be corrected unless well compensated.

Follow up

The AOP recommends that drivers and riders should have a retest at the most every 3 years up to the age of 70 and annually thereafter, and be advised to immediately report any visual symptoms. Any pathological eye disease should, of course, be referred for investigation.

Replies to enquiries from Employers about employee's fitness to drive

An increasing number of employers are asking optometrists to certify that their employees are fit to drive class 1 vehicles (often fleet cars or vans). In addition several other occupations/roles have adopted the driving class 1 standard in recent years (eg Fork Lift Trucks and National Private Pilot's licence... see specific advice on AOP web site). These requests are often phrased very broadly (eg "is this person fit to drive a car") which could be construed to include other conditions apart from eyesight about which an optometrist has no expertise. An optometrist should not sign a declaration implying that they have checked anything other than eyesight under any circumstances.

However, even certifying that someone's vision meets the Class 1 driving standard is far from straightforward. There is no safe equivalent Snellen value to equate with the number plate test. Drasdo and Haggerty (see ref below) suggest that someone with 6/18 (0.33) binocular VA has a 94% probability of failing the number plate test but conversely would still have a 6% chance of passing. Even those 6/7.5 (0.83) VA have a 1% chance of failing the number plate test with the most obvious differences being in the font, spacing and contrast between number plates and Snellen charts. However since the scaled number plate tests sometimes found on test charts also fail to give a reliable predication of the real world number plate test, it is obvious that other factors such as light levels, glare and even the testing distance are important as well.

Since there is poor correlation between clinical tests and the number plate test, AOP advice is that optometrists should not provide certificates of Class 1 driving vision based on consulting room tests. A reply letter for optometrists to give to patients or send to employers explaining the situation and giving the Snellen results for information is provided next to this document on the AOP web site. When using this letter, you should record the type of field test used. Given that the whole rationale of the number plate test is to make self-testing easy, it would probably make sense for concerned employers to do the number plate test themselves at or near the workplace.

If exceptionally an optometrist decided to check patients outside using car number plates at the correct distance, it would be acceptable to issue a certificate to that effect so long as care was taken to measure the distance accurately, ensure that light levels were "good" and that the test was fair and repeatable.

Professional and vocational driving licence provisions (Group 2)

Vocational licences include those for a Large Goods Vehicle {LGV previously HGV}, and Passenger Carrying Vehicle {PCV previously PSV}. Professional driving implies that a person has employment driving and the majority of employed time is spent riding or at the wheel. Hackney carriage and private hire licences may come within this group. These standards may also be applied by other employers of professional drivers, such as **ambulance drivers** etc.

Licence requirements for some vehicles were changed in January 1999. Vehicles which previously could be driven a Group 1 licence may now need a Group 2 licence.

Visual field

The second EC Directive states that a Group 2 driver should have a normal binocular field of vision (see above for definition of normal field). Therefore a pathological field defect in one eye may not preclude driving.

Monocularity is not acceptable except under specific Grandfather Rights for Group 2 licenses.

Diplopia Patching for control is not acceptable for diplopia as this renders the driver functionally monocular.

Visual Acuity

A New eyesight standards for drivers of Large Goods Vehicles (LGVs) and buses and coaches (Passenger Carrying Vehicles or PCVs) apply to all applicants who obtain their first Group 2 licences on or after 1 January 1997.

B Revised rules apply for those drivers who already hold a Group 2 licence on that date and whose eyesight would not, when their licences fall for renewal, meet the new standard. There are two such categories of drivers:

- i. drivers who can comply with the outgoing standard, but who would not be able to comply with the application of the uncorrected visual acuity standard of 3/60 to both eyes in the new standard.
- ii drivers who cannot comply with the outgoing standard, and who first obtained their entitlements some time ago (mostly before 1983) when eyesight requirements were less stringent, and who have been allowed to continue to drive by virtue of provisions in existing national legislation, the so called ‘grandfather rights’.

Drivers in category (i) above will be entitled to renew their Group 2 licences, as long as they can continue to comply with the outgoing (i.e. pre-Second European Directive) eyesight standards. In particular, they will be required to meet the uncorrected visual acuity standard in only one eye, rather than both.

Drivers in category (ii) will retain their existing ‘grandfather rights’ to continue driving and have their licences renewed, as long as they can certify at the time of renewal:

- (i) that they have driven LGVs or PCVs on at least 10 occasions within the preceding 5 years, three occasions of which were in the previous 18 months.
- (ii) that they have not been involved in an accident in the preceding 10 years, in which their eyesight might have been a factor.

The eyesight requirements for Group 2 drivers are in summary:

All applicants, for whatever category of vehicle, must be able to read in good light a number plate at 20.5 metres for a pre 1st September 2001 font numberplate or 20 meters for a post 1st September 2001 font numberplate, and, if glasses or corrective lenses are required to do so, these must be worn while driving. In addition:

- (i) Applicants for medium/ large goods or passenger carrying vehicle entitlements must have by law,
 - A visual acuity of at least 6/9 in the better eye; and
 - A visual acuity of at least 6/12 in the worst eye; and
 - If these are achieved by correction, the uncorrected visual acuity in each eye must be no less than 3/60.

The law allows drivers who were licensed originally under lower standards to retain these entitlements, even if (i) cannot be satisfied. These groups are listed below:

ENTITLEMENT	STANDARD	CONDITIONS	NOTES
C1 obtained with car licence prior to 1997.	Must satisfy the numberplate standard.		Monocularity is acceptable if the field in the remaining eye is normal
C or D held on 1/1/83	If not at least 6/9 and 6/12 can be considered for licensing subject to “CONDITIONS” column	Must have held the entitlement on 1/4/91, and must be able to complete a satisfactory certificate of experience.	Certificate of experience requires declaration re. recent C or D driving experience and accident history.
C, D, or D1 (used for hire or reward) held on 1/3/92	If not at least 6/9 and 6/12 can be considered for licensing subject to “CONDITIONS” column	Must be able to complete a satisfactory certificate of experience.	Certificate of experience requires declaration re. Recent C or D driving experience and accident history.
C, D, or D1 (used for hire or reward) first issued between 2/3/92 and 31/12/96	Must have at least 6/9 in the better eye, and 6/12 in the other. The uncorrected acuity is allowed to be worse than 3/60 in one eye.		

Notes to table:

- The 2nd EC directive requires a normal binocular field of vision for group 2 drivers.
- Drivers who are monocular are barred in law from holding C, C1 (12 tonnes combined), D or D1 entitlements. The only exceptions are those drivers whose C or D entitlements had been issued prior to 1/1/91 in the knowledge of monocularity and were still in force on 1/4/91. A minimum acuity of 6/12 is required if licensed prior to 1983 and 6/9 if after. A certificate of recent driving experience will also be required.
- Uncontrolled symptoms of double vision will preclude licensing. As monocularity is a bar, the treatment of double vision with a patch is not acceptable for Group 2 driving.
- Drivers whose best vision in one eye has deteriorated since the previous application to less than 3/60 will be considered to be functionally monocular and a Group 2 licence refused.

Summary For All Licences.

The law states that: A licence holder or applicant is suffering from a prescribed disability if unable to meet the eyesight requirements, i.e. to read in good light (with the aid of glasses or contact lenses if worn) a registration mark fixed to a motor vehicle and containing either:-

a) letters and figures 79 millimetres high and 57mm wide at a distance of 20.5 metres (67 feet) [NB this refers to a pre 1st September 2001 numberplate]

Or

b) characters 79mm high and 50mm wide from 20meters (just under 66 feet) [NB this refers to a post 1st September 2001 numberplate]

If unable to meet this standard, the driver must not drive and the licence must be refused or revoked.

Visual Disorders	Group 1 Entitlement	Group 2 Entitlement
Visual acuity Severe bilateral cataract, failed bilateral cataract extraction.	Must be able to meet the above requirement. (in practice this corresponds usually to between 6/9 and 6/12 on the Snellen chart)	New applicants are barred in law if the visual acuity, using corrective lenses if necessary, is worse than 6/9 in the better eye or 6/12 in the other eye or the uncorrected acuity in each eye is worse than 3/60
Monocular Vision	Need not notify DVLA if able to meet the visual acuity standard <u>and</u> has adapted to the disability.	Applicants are barred in law from holding a Group 2 licence (see grandfather rights above)
Visual Field Defects e.g. homonymous hemianopia or homonymous quadrantanopia, severe bilateral glaucoma, severe bilateral retinopathy, diabetes, retinitis pigmentosa, complete bitemporal hemianopia and other serious bilateral eye disorders.	Driving must cease unless confirmed able to meet recommended national guidance for visual field. (See above for definition)	Normal binocular vision is required.
Diplopia	Cease driving on diagnosis. Resume driving on confirmation to licensing authority that it is controlled by glasses or a patch which the licence holder undertakes to wear when driving.	Recommended permanent refusal or revocation if insuperable diplopia.
Night Blindness	Cease driving if unable to satisfy visual acuity and visual field requirements at all times.	Driving not permitted unless able to fully meet the Group 2 eyesight requirements.
Colour Blindness	Need not notify DVLA. Driving may continue with no restriction on licence/	Need not notify DVLA. Driving may continue with no restriction on licence/
Blepharospasm	Subject to satisfactory medical reports able to retain licence but should inform DVLA of any change or deterioration in condition.	Refuse or revoke licence.

London Bus Drivers

London Transport buses were privatised in September 1994. There is therefore no visual standard for London bus drivers, other than that included in the PCV requirements.

Invalid Carriages

There are three classes of invalid carriages defined in “The Use of Invalid Carriages on Highways Regulations 1988”.

- Class 1 Manual wheelchair, i.e. self propelled or attendant propelled, not electrically powered;
- Class 2 Powered wheelchairs and scooters, for footway use with a maximum speed limit of 4 mph;
- Class 3 Powered wheelchairs, and other outdoor powered vehicles, including scooters, for use on roads/highways with a maximum speed of 8 mph and facility to travel at 4 mph on footways.

Class 3 vehicles are not legally defined as motor vehicles and therefore do not need licensing or MoT testing, and the user does not need a driving licence or insurance. However they can (in general) be driven only by disabled people over 14 years of age.

There is no legal eyesight standard, but it is recommended that riders should be able to read a car number plate at 12.3 metres (40 feet).

Licensing Authority

The Licensing Authority for driver licences in the case of both Ordinary and Large Goods/ Passenger Carrying Service Vehicles is the Secretary State for the Department for Transport (DfT) The Driver and Vehicle Licensing Agency (DVLA) at Swansea acts as his agent.

Taxi drivers are normally licensed by local authorities and in the Metropolitan Police area by the Public Carriage Office.

Right Of Appeal

If a driving licence is refused or revoked, a driver has a right to appeal to a magistrate’s court in England or Wales or to a sheriff’s court in Scotland. The Agency’s Medical Advisers will always be prepared to consider any fresh medical evidence without recourse to the Courts.

Driving Instructors

In order to pass the qualifying (ADI) examination to register as a driving instructor under the Road Traffic Act 1988, Part 5 amended by the Motor Cars Driving Instruction regulations 1989: 5(2), the candidate is required to read a motor car number plate at a distance of 27.5 metres (90 feet) where the letters and figures are 3¹/₈ inches high, in good light, with the aid of glasses if worn. The general regulations regarding motorists’ vision (see above) also apply.

Taxi and Private Hire vehicle drivers

Taxi and Private Hire vehicle drivers are usually licensed by a local authority who will determine the standards to be imposed. These vary considerably from area to area. DVLA recommend that Local Authorities use the Group 2 standards but the Local Authority may choose to use a different standard. Grandfather rights are often poorly understood or totally absent from Local Authority standards. Optometrists asked to certify suitability for Taxi/Private Hire drivers will need to obtain the local standard from the relevant local authority. See <http://www.dvla.gov.uk/medical/taxi.aspx>

Greater London Authority area

Drivers of Metropolitan motor cabs and Private Hire vehicles within the Greater London Authority area are required to meet the Professional Drivers Group 2 licence standards applying to PCV drivers as above, including the “Grandfather rights” clauses. Medicals are undertaken on entry, and then at age of 45, every 3 years thereafter until age 65 and then annually. The eyesight check will be performed as part of this medical by a

General Practitioner, but if there is any doubt the driver will be referred to an ophthalmologist or optometrist for completion of the relevant form.

Other Professional Drivers

Other drivers (such as **ambulance drivers**) may have standards applied by the employer, and are usually the Group 2 standard. Some individual employers may set vision standards to be applied in respect of their employees driving company vehicles (such as delivery vans, cars) which do not have specific requirements in law.

Visual Field Testing On Behalf Of DVLA

Optometrists who wish to undertake visual field testing on behalf of DVLA and have the appropriate equipment can apply for an application form and information sheet on 01792 761171.

Useful References

British Standard 4274 (1968) Test charts for determining distance visual acuity. British Standards Institution, London.

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Second Council directive on driving licences (1991). *Official Journal of the European Communities* 27/8/1991 No. L237-1 to -24.

At A Glance Guide to the Current Medical Standards of Fitness To Drive Drivers Medical Unit, DVLA, Swansea. Updated twice per year. The most recent edition is always available on the website at <http://www.dvla.gov.uk/>

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Taylor, JF (1987). Vision and Driving. *Ophthalm. Physiol Opt.* Vol 7, No. 2, pp 187-189.

Road Traffic Act (1988). London HMSO.

Highway Code London HMSO also at <http://www.highwaycode.gov.uk/>