

Town Hall, Rose Hill,  
Chesterfield, Derbyshire S40 1LP

DX 12356, Chesterfield  
Email [democratic.services@chesterfield.gov.uk](mailto:democratic.services@chesterfield.gov.uk)



The Chair and Members of Taxi  
Consultative Committee

Please ask for Brian Offiler  
Direct Line 01246 345229  
Fax 01246 345252

8 April, 2015

Dear Councillor,

Please attend a meeting of the TAXI CONSULTATIVE COMMITTEE to be held on **WEDNESDAY, 15 APRIL 2015** at **6.00 pm** in Committee Room 2, Town Hall, Chesterfield S40 1LP, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declaration of Members' and Officers' Interests relating to Items on the Agenda
2. Apologies for Absence
3. Minutes of Meeting held on 14 January, 2015 (Pages 3 - 8)
4. Matters Arising on the Minutes
5. Stagecoach and the Taxi Trade  
Stephen Read from Stagecoach to attend.
6. Security and Enforcement Issues (Pages 9 - 12)
7. Actions taken by the Licensing Team since the Previous Meeting
8. Police Issues

Chief Executive  
*Huw Bowen*



9. Derbyshire County Council Issues
10. Date of Next Meeting

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Randy', written in a cursive style.

Local Government and Regulatory Law Manager

**TAXI CONSULTATIVE COMMITTEE**

**Wednesday, 14th January, 2015**

Present:-

Representing Chesterfield Borough Council

Councillor Jean Innes  
Councillor Bob Gibson  
Grace Dowson – Licensing  
Trevor Durham – Licensing  
Russell Sinclair – Environmental Health

Representing Derbyshire County Council

Bridget Gould – Traffic and Safety  
Simon Tranter – Traffic and Safety

Representing Derbyshire Constabulary

Inspector John Turner

Representing the Hackney Carriage and Private Hire Trade

Stephen Atkin  
Mandy Briddon  
Jim Brookbank  
Chris Brown  
Ann Dickens  
Victoria Naylor

**22 DECLARATION OF MEMBERS' AND OFFICERS' INTERESTS  
RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

**23 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor David Allen and Stephen Oliver.

**24 MINUTES OF MEETING HELD ON 8 OCTOBER, 2014**

The Minutes of the meeting held on 8 October, 2014 were agreed as a true record, subject to the following amendment:

Minute No. 19 – "... Mr Tranter reported that the proposed changes in respect of taxi clearways and prohibition of waiting/loading in Chesterfield town centre had been approved by the County Council Cabinet, excluding changes to the taxi rank on Stephenson Place."

**25 FEES AND CHARGES - 2015/16**

Trevor Durham reported that the Appeals and Regulatory Committee had decided to increase Licence and Registration fees and charges for 2015/16 by 3%. He distributed a copy of the notice of the increase, including the schedule of current and proposed fees and charges, which would be published in the local press, on the Council's website and was available for inspection at the Town Hall. Any written objections to the proposed fees received by 20 February, 2015 would be considered by the Appeals and Regulatory Committee.

Trade representatives expressed concern at the proposed increase, particularly as they were experiencing a reduction in trade.

**26 ACTIONS TAKEN BY THE LICENSING TEAM SINCE THE PREVIOUS MEETING**

Trevor Durham reported that during the past three months the Licensing Team had revoked the Driver's Licence and the Private Hire Operator's Licence of one driver/operator following conviction for assault.

Licensing Officers were being trained in wheelchair accessibility and trade representatives were asked to remind drivers to bring in evidence of their qualifications in respect of wheelchair accessibility, to enable Licensing Officers to confirm that they would be eligible to drive wheelchair accessible vehicles after 1 April, 2015, as some of the NVQ modules awarded before 2011 were no longer valid. Once drivers had produced satisfactory evidence they would have a wheelchair symbol added to their badge confirming this. Details of the accepted qualifications were available on the Council's website.

There had recently been an increasing number of reports of drivers smoking (including e-cigarettes) in licensed vehicles, and one driver had been prosecuted and convicted with a fine of £150 and costs of £175. Trade representatives were asked to remind drivers of the importance of not smoking in licensed vehicles.

Some trade representatives expressed the view that banning the smoking of e-cigarettes was unfair, although it was explained that the Council had a responsibility to not promote smoking.

Trevor Durham reported that during the previous three months 38 vehicles had failed tests, although these were generally for minor items, and only two cases had necessitated the awarding of penalty points.

## **27 RENEGOTIATION OF THE TEST STATION CONTRACT**

Trevor Durham submitted a report outlining a proposal for the renegotiation of the test station contract for licensed vehicles.

The report outlined some preliminary suggestions for criteria to use in selecting providers, and it was hoped that the plating of vehicles at the test station could be included.

It was suggested that there should be more than one test station, that the specification should include the ability to test large vehicles and that test stations should not also undertake repairs. Further comments from trade representatives would be welcomed.

## **28 SECURITY AND ENFORCEMENT ISSUES**

A suggestion had been received from trade representatives for the driver's identity card displayed in vehicles to be larger and to include the driver's photograph, to make this more prominent and visible to passengers. The Licensing Officers agreed to consider how this could be achieved.

It was confirmed that enforcement staff had been on duty on two nights over the Christmas period in addition to during normal office hours.

**29**     **POLICE ISSUES**

Inspector Turner provided crime figures for the period 1 October, 2014 to 31 December 2014 for the Chesterfield and the Bolsover and North East Derbyshire Policing sections, totalling:-

24 occasions where the driver was the victim  
1 occasion where a taxi company was the victim  
3 occasions where a member of the public was the victim  
3 occasions where the driver was an offender

Timing – 20 crimes were between 0000 hours and 0600 hours.

Violence against drivers – 1

Crime breakdown:

13 – making off without payment  
3 – theft  
3 – assault  
1 – fraud  
2 – damage to vehicle  
2 - damage  
2 – sexual assault  
1 - burglary

The figures showed a reduction in the number of reported incidents in Chesterfield compared to the corresponding quarter in previous years, although an increase since the previous quarter. He agreed to include summarised information in respect of the number of convictions in future reports.

Inspector Turner thanked operators and drivers for their positive response to the ‘Say Something if You See Something’ campaign in respect of the sexual exploitation of young people and the ‘Getting You Home Safely’ campaign in respect of drink driving over Christmas.

**30**     **DERBYSHIRE COUNTY COUNCIL ISSUES**

Simon Tranter reported that the changes in respect of taxi clearways and prohibition of waiting/loading in Chesterfield town centre which had been approved by the County Council had been implemented, excepting the

work on Stephenson Place, which was awaiting the relocation of a bus stop.

He invited suggestions from trade representatives on where they would like to see direction signs to taxi ranks, and Licensing Officers agreed to investigate the potential for locating these on the town centre fingerposts.

**31 DATE OF NEXT MEETING**

The next meeting would be held on Wednesday, 15 April, 2015 at 6.00 pm.

This page is intentionally left blank



Chesterfield Borough Council

Taxi Consultative Committee

Update from the meeting on 14 January 2015

## **Re. Larger size drivers badge**

### 1.0 Introduction

At the last meeting of the committee a member of the taxi trade suggested the council adopts a larger drivers badge for display on the vehicle dashboard to assist passengers in identifying the driver. The suggestion was prompted by an incident involving a female passenger who alleged she had been molested by the driver of a black and white taxi late at night but could not recall any identifying details of the vehicle or driver.

### 2.0 Background

- 2.1 Hackney carriages and private hire vehicles licensed by Chesterfield Council must already display a number of notices to assist with identification. These notices remain in the vehicle no matter who is driving and ensure the prominent display of the vehicles taxi licence number together with its registered number and licence expiry dates. Each licensed vehicle must display weather proof licence plates to the front and rear, quarter light badges in the rear windows and an internal licence plate (figure 1) fitted on the vehicles dashboard. In addition, the driver must display a credit card sized driver's badge on the dashboard and wear another on their person.
- 2.2 As can be seen, vehicle identification should be straightforward if the vehicle concerned is complying with policy and displaying all the necessary signage. Vehicle signage stays with the vehicle, no matter who is driving.
- 2.3 Once a vehicle is identified it is a straightforward process for the authorities to determine who was driving it at a given time and date.
- 2.4 In the incident outlined above it transpired that that the passenger's consciousness was seriously affected by alcohol and they could not recall how they had got into the taxi in the first place. In those circumstances it is debatable what benefit could have been obtained from a larger driver's badge.
- 2.5 Contact has been made with an officer from the National Transport Authority in the Irish Republic and an example of the larger drivers badge has been obtained, see figure 2.
- 2.5 Drivers in the republic are able to take pre-booked fares (equivalent to a private hire) across the whole country, but can only ply for hire in counties where they have passed the local area knowledge test (equivalent to our hackney carriage). The identification of an individual driver's entitlement is, therefore, a priority. The reverse of the Irish drivers badge describes the operational area(s) where a driver can operate as a hackney carriage; the badge is of a larger size to enable those outside the vehicle to read it from a distance. Drivers also get a credit card sized photo ID which is supplied so they can identify themselves when out of the vehicle.

2.6 The larger badge costs around £3.00 each and a suitable printer would be at least £1,000 (based on the recent purchase of a data card printer for existing CBC driver's badges). These costs would be recovered from taxi licence holders.

3.0 Conclusion

3.1 There is sufficient signage on licensed vehicles to identify the vehicle concerned.

3.2 As such a larger drivers badge is not required.

4.0 Recommendation

4.1 No further action is taken at this stage but the licensing team continue to monitor the situation and report back to the committee if they feel the suggestion should be progressed.

FIGURE 1 – Chesterfield Borough Council vehicle discard (actual size)



FIGURE 2 – Republic of Ireland drivers badge (actual size)



