



Please ask for Brian Offiler
Direct Line: 01246 345229
Email committee.services@chesterfield.gov.uk

The Chair and Members of Appeals
and Regulatory Committee

17 November 2020

Dear Councillor,

Please attend a meeting of the full APPEALS AND REGULATORY COMMITTEE to be held on WEDNESDAY, 25 NOVEMBER 2020 at 10.00 am, the agenda for which is set out below.

This meeting will be held virtually via Microsoft Teams software, for which members of the Committee and others in attendance will receive an invitation. Members of the public will be able to access Part 1 (Public Information) of the meeting online by following the link [here](#).

AGENDA

Part 1 (Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the agenda
2. Apologies for Absence
3. Taxi Consultative Committee Annual Report 2019-20 (Pages 3 - 10)
4. Hackney Carriage and Private Hire Licensing Policy - Policy Amendments (A410) (Pages 11 - 24)
5. Review of Licence and Registration Fees 2021/22 (A000) (Pages 25 - 32)

Chesterfield Borough Council, Town Hall, Rose Hill, Chesterfield S40 1LP

Telephone: 01246 345 345, Text: 07960 910 264, Email: info@chesterfield.gov.uk

www.chesterfield.gov.uk

6. Programme of Street Collections 2021 (A250) (Pages 33 - 40)

Yours sincerely,

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

Local Government and Regulatory Law Manager and Monitoring Officer



CHESTERFIELD
BOROUGH COUNCIL

TAXI CONSULTATIVE COMMITTEE

ANNUAL REPORT

2019/20

Taxi Consultative Committee

Chesterfield Borough Council

Annual Report 2019/20

1. Background

- 1.1 The Taxi Consultative Committee was established in March 2011 as an informal consultative body for the Council and the taxi trade locally in Chesterfield.
- 1.2 The purpose of the Committee is to meet with local representatives of the taxi trade to discuss matters of mutual concern and interest relating to the licensing of vehicles, drivers and operators.
- 1.3 The Committee's aim is to act as a representative body for the whole hackney carriage and private hire trade, ensuring consultation with all licence holders to enable the Council to make fully informed decisions, through the delegated authority granted to the Appeals and Regulatory Committee or appropriate Council officers.
- 1.4 The Committee's terms of reference are included in the Council's Hackney Carriage and Private Hire Licensing Policy. These terms of reference were most recently reviewed and updated in May, 2017, prior to the amendment made in October, 2019 (referenced in paragraph 2.4 below).

2. Membership and Meetings

- 2.1 The Committee is scheduled to meet at least four times per year. During 2019/20 it actually met only three times in July and October, 2019 and January, 2020, as the meeting scheduled for April, 2020 was cancelled due to the restrictions in response to the Coronavirus pandemic.
- 2.2 The Committee is set up to have nine members - three hackney carriage licence holders (persons who drive or own a hackney carriage), three private hire licence holders (persons who operate or drive or own a private hire vehicle) and three elected members of the Council (selected in accordance with the political balance of the Council).
- 2.3 Nominations of hackney carriage and private hire representatives were invited in May 2019 to serve on the Committee from June, 2019 until May, 2021. Initially only three nominations of private hire representatives were received, with two of these having fewer than the required number (10) of other licence holders supporting their nomination.
- 2.4 Subsequently, a further nomination of one hackney carriage representative was received and the Committee's terms of reference were revised by the Appeals and Regulatory Committee to allow the appointment of nominated representatives supported by fewer than 10 licence holders.
- 2.5 For 2019/20 the three elected members were:

Councillor K Caulfield (Chair)
Councillor D Collins (Vice-Chair)
Councillor P Niblock

the three private hire licence holder representatives were:

Mr J Brookbank
Ms A Dickens
Mr M Rahman

and the hackney carriage licence holder representative was:

Ms M Shaw (wef October, 2019)

- 2.6 In addition to the above members of the Committee, officers from the Council's Licensing and Legal sections and from Derbyshire Police and Derbyshire County Council Highways department are invited to attend the Committee to advise the Committee members.
- 2.7 There has been good attendance at meetings during 2019/20 by elected members, but poor attendance by trade representatives, with average attendance as shown below (with comparison to the previous year):

Average Attendance	2019/20	2018/19
Elected members	2.67	1.5
Hackney carriage representatives	0.0	2.0
Private hire representatives	1.0	1.75

- 2.8 At the January, 2020 meeting concern was expressed at the poor attendance of trade representatives, and it was agreed to seek the views of the representatives on the future viability of the Committee.

- 2.9 Following the cancellation of the April meeting the future viability of the Committee was considered further at the meeting in July, 2020, attended by three elected members and two trade representatives. The meeting concluded that any issues were currently being satisfactorily addressed through direct communication between drivers, operators and the Licensing section without the need for meetings of the Committee.
- 2.10 It was therefore agreed to suspend the meetings of the Committee scheduled for October, 2020 and January, 2021, and to then review in early 2021 whether there continued to be a role for the Committee or to recommend to Council that it be dissolved.

3. Issues Considered and Outcomes

- 3.1 At each of its meetings the Committee considers the reported crime figures relating to the taxi trade in the Chesterfield and the Bolsover and North East Derbyshire policing sections, along with any other Police related matters, issues relating to Derbyshire County Council Highways and actions taken by the Licensing team since the previous meeting.
- 3.2 The taxi related crime figures varied between 28 and 39 in the first three quarters of the year, with an average of 33.3 per quarter. This is slightly higher than the figures for 2018/19, when the average was 29.5 per quarter.
- 3.3 The most common type of crime was passengers making off without payment, making up 56 % of the total number of reported crimes.

- 3.4 The Highways proposals for the public realm improvements on Elder Way and Knifsmithgate, including the revised location of the taxi rank to Knifsmithgate, were considered by the Committee throughout the year, leading to the formal Traffic Regulation Order being made in late 2019.
- 3.5 The Licensing team has reported to each meeting on the number of licences suspended or revoked and the number of vehicles which had failed the vehicle test in each quarter. It has also reported on the reduced waiting times for tests following the introduction of computerised knowledge tests and the changed arrangements for drivers having their DVLA licences checked.
- 3.6 The Committee has also been consulted on proposed amendments to the Private Hire and Hackney Carriage Licensing Policy, including:
- to allow the name of the private hire operator / hackney proprietor to be displayed on the rear window of vehicles and to allow officers discretion to permit 'side signs' on the rear doors of larger vehicles (subsequently approved and implemented);
 - Bringing hackney proprietors into the licensing regime in accordance with the Institute of Licensing guidance;
 - Re-classifying a non-stop road accident as a major motoring offence;
 - Harmonising the various references within the policy to when the Council must be notified of convictions or being subject to an investigation.
- 3.7 In addition to these standard items, the Committee has also considered the hackney carriage unmet demand

survey undertaken in late 2019, the findings from which were considered by the Appeals and Regulatory Committee, where it was resolved to retain the existing limit on the number of licensed hackney carriages at 110.

4. Conclusions

- 4.1 The Committee has continued to provide a forum for the consideration of matters of mutual concern relating to the hackney carriage and private hire trade locally, with input from the Council's Licensing team, the Police and the County Council Highways team.
- 4.2 The potential role of trade representatives in raising concerns, considering issues and communicating with other members of the trade more widely is valued, although the fact that fewer nominations were received than places available and that there was limited attendance of trade representatives at meetings in 2019/20 has limited the effectiveness of this role.
- 4.3 Following consideration of the future viability of the Committee at its meeting in July, 2020 (as detailed at paragraphs 2.9 – 2.10 above), it was agreed that the meetings of the Committee scheduled for October, 2020 and January, 2021 be suspended, and to then review in early 2021 whether there continued to be a role for the Committee or to recommend to Council that it be dissolved.

5. Recommendations

- 5.1 That the annual report of the Taxi Consultative Committee for 2019/20 be noted.

- 5.2 That the decision of the Taxi Consultative Committee to suspend its meetings scheduled for October, 2020 and January, 2021 be endorsed.
- 5.3 That the conclusions of the review of whether there continued to be a role for the Taxi Consultative Committee be reported to the Appeals and Regulatory Committee in order to enable, if necessary, a recommendation to dissolve the Taxi Consultative Committee to be made to full Council in April, 2021.

Councillor Kate Caulfield
Chair, Taxi Consultative Committee
Chesterfield Borough Council

For publication

Hackney Carriage and Private Hire Licensing Policy - Policy Amendments (A410)

Meeting: Appeals and Regulatory Committee

Date: 25 November 2020

Cabinet portfolio: Health and Wellbeing

Report by: Licensing Manager

For publication

1 PURPOSE OF REPORT

1.1 To propose amendments to the Hackney Carriage and Private Hire Licensing Policy.

2.0 RECOMMENDATIONS

2.1 The recommendation on signage exemption is approved with immediate effect.

2.2 The remaining policy amendments are approved for a suitable period of consultation.

3.0 REASON FOR RECOMMENDATIONS

3.1 The amendments will enhance public safety.

4.0 BACKGROUND

- 4.1 The proposed amendments fall into three categories:
- Those arising from the recent government publication 'Statutory Taxi and Private Hire Vehicle Standards';
 - Those required in the course of normal policy revision; and
 - A request for an exemption on vehicle signage.
- 4.2 In July 2020 the government published its document Statutory Taxi and Private Hire Vehicle Standards, available to view in full via [this link](#).
- 4.3 The document is issued by virtue of the Policing and Crime Act 2017 and requires that licensing authorities 'have regard to' the document when exercising their licensing functions.
- 4.4 This guidance adds to previous guidance issued in 2010 and recommends that all licensing authorities make publicly available a cohesive policy document that brings together all their procedures on taxi and private hire vehicle licensing. This should include but not be limited to:
- Polices on convictions.
 - A 'fit and proper' test.
 - Licence conditions, and
 - Vehicle standards.
- 4.5 Members will be aware the council already has such a document, but some provisions may require updating.
- 4.6 The standards document requires all licensing authorities to publish their consideration of the measures and the policies and delivery plans that stem from them.
- 4.7 The council can depart from the standards but should provide a reason for doing so.

It is fair to say that the council is at one with most of this standards document, but there are some areas where we can enhance our protective measures and some where we are at variance with the publication.

- 4.7 A full list of recommendations and Chesterfield's response is outlined at Appendix A.
- 4.8 Proposals from the standards document.
- 4.9 Disclosure and Barring Service
- 4.10 Chesterfield taxi and private hire drivers are already checked to an enhanced level that includes barred lists for both children and vulnerable adults and utilise the update service. The standards document recommends that, in addition, standard DBS certificates are required from:
 - 4.11 Private Hire Operators; at present, operators must obtain a record of their convictions.
 - 4.12 Proprietors, or owners, of both private hire and hackney vehicles; at present no check is carried out.
 - 4.13 Private Hire dispatchers, although the certificate will only be viewed by their operator who must certify to the council that it is acceptable; at present no check is carried out.
 - 4.14 These proposals should be accepted, but as they will be a major change for private hire operators and vehicle proprietors a six-month period of grace should be granted to allow smooth implementation.
 - 4.15 Self-reporting
 - 4.16 Throughout the council's policy there are requirements for licence holders to self-report if they are subject to, for example an investigation, been arrested, convicted of a crime etc. The timescale for reporting has been harmonised throughout the policy to read 'without delay and in any case within 24 hours'

throughout. This exceeds the suggestion in the standards document.

4.17 Safeguarding training

4.18 All licensed drivers and operators must attend an awareness session on child sexual abuse and exploitation (CSAE) before they are issued with a licence, that has been council policy since 2016. An additional requirement is for exiting licence holders to demonstrate an acceptable level of CSAE awareness before their application can be renewed. This will most likely be in the form of a handwritten test administered at renewal.

4.19 Convictions

4.20 The council complies with the requirements to assess individuals background outlined at paragraph 5.15 of the standards document, that is to assess each case on its merits but take a particularly cautious view of any offences against individuals with special needs, children and other vulnerable groups, particularly those involving violence, those of a sexual nature and those linked to organised crime.

4.21 The council also complies with the recommendation later in the same paragraph (5.15) to have a clear policy for the consideration of criminal records.

4.22 The standards document does not differentiate between levels of offending, for example a person with a caution for common assault would be disqualified from holding or obtaining a drivers' licence for the same period as a person with a conviction for grievous bodily harm. The annex on the [Assessment of Previous Convictions](#) (page 35 of the standards document) outlines their proposals in full.

4.23 The authors of the document have been asked about the broad approach to convictions; their response was that they do not itemise individual offences for fear of being out of date in the event of new legislation. In the authors view, the wide

parameters of the section on convictions enables members to make the judgement on the individual case.

- 4.24 Section 4 of the council's policy goes into some detail on the consideration of convictions through five tables on dishonesty, violence, drugs, indecency and licensing offences. This section outlines to officers the limits of delegated authority, and the first four tables all include the caveat that 'any offence similar to those above to be assessed at the closest match'.
- 4.25 The current policy is seen as reasonable, proportionate and lawful and has enabled several legal challenges to be successfully defended. Officers take a robust view of both convictions and investigations and if they have any doubts, they consult the council's legal team and refer to committee.
- 4.26 For these reasons no change is proposed to the council's conviction policy.
- 4.27 Joint authorisation of enforcement officer
- 4.28 As recommended in the document (page 33), we are in the process of obtaining joint authorisations with North East and Bolsover district Councils.
- 4.29 CCTV consultation
- 4.30 All licensing authorities are advised to commence a consultation to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or adverse net effect on the safety of taxi and private hire vehicle users, including children or vulnerable adults, and taking account potential privacy issues.
- 4.31 This recommendation is accepted, the results of the consultation would be reported back to the committee.
- 4.32 Passenger carrying vehicles (PCV)
- 4.33 Private hire operators can operate vehicles with more than 8 passenger seats through a system of regulation overseen by

the area traffic commissioners. PCV licensed drivers are subject to different checks to taxi and private hire vehicle licensed drivers as the work normally undertaken, i.e. driving a bus, does not present the same risk to passengers.

4.34 Because of the different check levels, it is recommended that private hire operators be prevented from substituting a PCV for a private hire vehicle without the informed consent of the booker.

4.35 Other necessary amendments

4.36 Failing to stop after an accident has been reclassified by the DVSA as a more serious motoring offence. To reflect this, it should be moved from appendix 2 (minor offences) to appendix 3 (major offences) in section 4 of the policy.

4.37 Offence codes in both appendix 2 and 3 of section 4 will be updated with the revised codes.

4.38 At present, under paragraph 4.2 Major Road Traffic Offences (appendix 3), if an applicant has more than one conviction for a major offence, or one major conviction with more than 9 DVLA points, or one major conviction with more than 9 DVLA points in total on the licence the application results in a referral to committee. This is seen as disproportionate.

4.39 The proposed amendment would add the words 'within the last ten years' to paragraph 4.2 of the policy, thereby bringing it into in line with other tables in the policy.

4.40 Exemption from signage

4.41 The council's taxi and private hire licensing policy limits the signage allowed on licensed vehicles, but the committee may authorise the display of signs in support of specific good causes in a manner and duration specified by them.

4.42 The Covid-19 pandemic has posed challenges across the board, but particularly for those in direct contact with the public.

Recent changes in the law make the wearing of face coverings mandatory for passengers in a taxi or private hire vehicle.

- 4.43 It is therefore requested that the sign shown at Appendix B be authorised for display in licensed vehicles for as long as the requirement to wear one remains law. One sign per vehicle would be permitted.

5 EQUALITIES IMPACT ASSESSMENT

- 5.1 A full equalities impact assessment has not been completed but the amendments will have a positive impact on equalities.

6 RISK MANAGEMENT

- 6.1 A full risk management assessment has not been completed but these measures will all enhance public safety.

7.0 RECOMMENDATIONS

- 7.1 The request for an exemption for a face coverings sign is approved with immediate effect.
- 7.2 All other amendments to the Taxi Consultative Committee and the Hackney Carriage and Private Hire Licensing Policy are approved for a suitable period of consultation.

More information about this report is available from Trevor Durham - Licensing Manager on 01246 345203 or trevor.durham@chesterfield.gov.uk

Appendix A

<p style="text-align: center;">Recommendation within 'Statutory Taxi & Private Hire Vehicle Standards</p>	<p style="text-align: center;">Chesterfield Borough Council response</p>
<p>Policy review (3.4) Licensing authorities should review their licensing policies every 5 years, but should also consider interim reviews should there be significant issues arising in their area, and their performance annually.</p>	<p>On average the CBC policy is reviewed every year.</p>
<p>Whistleblowing (3.8) Licensing authorities should have effective internal procedures in place for staff to raise concerns and for any concerns to be dealt with openly and fairly.</p>	<p>The council has an up to date whistleblowing policy.</p>
<p>Consultation (3.13) Licensing authorities should engage in meaningful consultation with trade bodies, other authorities and professional bodies to identify any concerns that might arise from changes in policy.</p>	<p>Each proposed change of policy is subject to wide-ranging consultation as described.</p>
<p>Review licences (3.14) Any changes in licensing requirements should be followed by a review of the licences already issued. This does not necessarily have to take place straight away, but can be at renewal or after a reasonable period of time.</p>	<p>This approach is already taken.</p>

<p>DBS – police (4.11) Licensing authorities should maintain close links with the police to ensure effective and efficient information sharing procedures and protocols are in place and are being used.</p>	<p>The procedures are in place and partnerships exist.</p>
<p>DBS – referral to police (4.14) A decision to revoke or refuse a licence as the individual is thought to present a risk of harm to a child or vulnerable adult should be referred to the DBS.</p>	<p>This is considered in the unusual circumstances when the police are not already involved.</p>
<p>Feedback to the police (4.17) Action taken by the licensing authority as a result of information received from the police should be fed back to the police.</p>	<p>Complied with.</p>
<p>Applicants to disclose (4.20) Applicants and licensees should be required to disclose if they hold or have previously held a licence with another authority. An applicant should also be required to disclose if they have had an application for a licence refused, suspended or revoked by any other licensing authority.</p>	<p>These requirements already form part of our application process.</p>
<p>NR3 database (4.21) Tools such as national anti-fraud network (NAFN) register of refusals and revocations should be used by licensing authorities to share information on a more consistent basis.</p>	<p>Has been council policy since 2018</p>

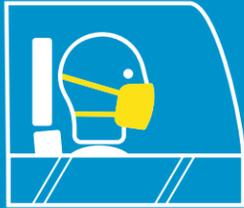
<p>Complaints (4.29) All licensing authorities should have a robust system for recording complaints, including trends across all licensees as well as complaints against individuals.</p>	<p>A system already exists but will be enhanced when the authority adopts the new 'Salesforce' software that is under development.</p>
<p>Train decision-makers (5.3) All individuals that determine whether a licence is issued should be required to undertake sufficient training.</p>	<p>This is delivered by one of the council's solicitors.</p>
<p>Immediate revocation (5.12) All licensing authorities should consider arrangements for dealing with serious matters that may require the immediate revocation of a licence.</p>	<p>The current policy delegates this to officers in certain circumstances, in consultation with the committee chair.</p>
<p>Fit and proper (5.12) Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night?</p>	<p>The council's assessment of 'fit and proper' more than adequately assesses this requirement.</p>
<p>Driver on barred lists (DBS) (6.3) In the interest of public safety, licensing authorities should not, as part of their policies, issue a licence to any individual that appears on either barred list.</p>	<p>This is catered for in section 4 of the council's policy where we consider convictions etc.</p>
<p>Safeguarding training (6.6) All licensing authorities should provide safeguarding advice and guidance to the trade and should require licensed drivers</p>	<p>All drivers have been trained and new applicants must complete training before they are licensed. An amendment to</p>

to undertake safeguarding training.	policy introduces refreshed training at licence renewal.
Language proficiency (6.15) An authorities test of a drivers proficiency should cover both oral and written English language skills.	Already complied with.
DBS check for vehicle proprietors (7.2) and private hire dispatchers.	This is one of the amendments under consideration today, applicants would sign up to the update service.
CCTV consultation (7.9) All licensing authorities should consult to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or adverse net effect on the safety of taxi and private hire vehicle users, including children or vulnerable adults, and taking account potential privacy issues.	Such a consultation is one of this reports recommendations.
DBS for private hire operators (8.2) Licensing authorities should request a basic DBS disclosure from the holders of such licences, to be checked annually.	This is one of the amendments under consideration today, applicants would sign up to the update service
DBS for booking & dispatch staff (8.8) Licensing authorities should, as a condition of granting a private hire operators licence, require a register of all staff that will take bookings is kept. Operators should be required to evidence	This is one of the proposed policy amendments under consideration today.

they have had sight of a basic DBS for all those listed on the register and that the findings are compatible with their employment policy.	
Record keeping (8.13) A list of required information is outlined.	This is already policy
Passenger carrying vehicles (PCV) (8.16) Private hire operators must not substitute a PCV for a private hire vehicle without the informed consent of the booker.	This is one of the proposed policy amendments under consideration today.
Previous convictions (page 35) Authorities must consider each case on its merits and applicants/licensees are entitled to a fair and impartial consideration of their application. The annex goes into some detail on convictions.	This is already adhered to, although CBC takes a different stance on proportionality. This is gone into in some depth within this report.



CHESTERFIELD
BOROUGH COUNCIL



**FACE COVERINGS
MUST BE WORN
IN THIS VEHICLE**

STAY ALERT ► CONTROL THE VIRUS ► SAVE LIVES

27 X 11.69 inch

This page is intentionally left blank

FOR PUBLICATION

REVIEW OF LICENCE AND REGISTRATION FEES 2021/22 (A000)

MEETING: APPEALS AND REGULATORY COMMITTEE
DATE: 25 NOVEMBER 2020
REPORT BY: LICENSING MANAGER
WARDS: ALL

1.0 **PURPOSE OF REPORT**

1.1 To seek approval for revised licence and registration fees for 2021/22.

2.0 **BACKGROUND**

2.1 In accordance with the Council's financial regulations it is necessary for all fees to be annually reviewed.

2.2 The services relate to the regulation, control and administration of the following areas:

- Private Hire and Hackney Carriage fees;
- Scrap Metal collectors and sites;
- Miscellaneous licensing fees.

2.3 Fees for the Licensing Act 2003 are set nationally and cannot be altered by the Council.

2.4 Fees under the Gambling Act and for sexual entertainment venues are considered by the Licensing committee.

2.5 Members are reminded that these are statutory services and as such are not subject to market forces. The Council has discretion about the setting of fees.

3.0 **SCOPE**

3.1 In line with council policy a 3% increase is suggested for all fees and charges. A summary of proposed fees is provided at Appendix A which sets out the fees and charges that were agreed in 2019/20 and the proposed increase; the figures have been rounded up or down to assist with cash handling.

3.2 At present these budgets have averaged out to the point where there is a slight deficit on the taxi budget and no material subsidy either way on the others. A 3% increase will maintain that position.

3.3 These fees and charges have not been increased since April 2019.

4.0 **EXCEPTIONAL ITEMS**

4.1 In December 2019 members decided to retain the limit of 110 hackney carriages. The committee also decided to commission another unmet demand survey in 2022, the survey to be funded by hackney carriage licence holders, for which licence holders are charged £10 at each six-month renewal.

4.2 The consumable licensing items are subject to price changes by our supplier. Appendix A shows the costs recharged on the current stock but prices will be adjusted when suppliers alter the costs to us.

4.3 Appendix B shows the comparison of taxi and private hire fees within Derbyshire but does not indicate what increase, if any, those authorities are proposing.

5.0 **FINANCIAL IMPLICATIONS**

5.1 A 3% increase will enable the council to provide these services as close to cost neutral as possible.

6.0 **RECOMMENDATION**

6.1 Approval is given to a 3% increase in fees and charges from 1 April 2021.

TREVOR DURHAM
LICENSING MANAGER
Trevor.durham@chesterfield.gov.uk

APPENDIX A

DRIVERS			
Licence type	Current fee	With 3% increase (rounded)	Notes
Application	211	217	
Renewal	211	217	
Knowledge test	50	52	
Executive hire new application	68	70	
Executive hire renewal	61	63	
DBS disclosure	27	28	
Badge holder	4	4	At cost from supplier
Replacement badge	4	4	At cost from supplier
Lanyard	1	1	At cost from supplier
Badge holder - dashboard	1	1	
VEHICLE			
New application - Private Hire	150	155	
New Application - Hackney Carriage	150	155	No new applications anticipated due to limit set on hackney licences
Vehicle change	39	40	
Vehicle detail change	34	35	
Hackney survey fee	10	10	Tri-annual survey paid on licence renewal.
Renewal Private Hire	105	108	
Hackney Renewal	105	108	
Licence type	Current fee	Rounded fee (+3%)	Notes
Front plate	9	9	At cost from supplier

Rear plate	11	9	At cost from supplier
Transfer	14	14	
Change of details	14	14	
Duplicates	1	1	Reduction in fee
OTHER			
Flexi plate front	3	3	At cost from supplier
Flexi-plate rear	5	5	At cost from supplier
Key/button set	2	2	At cost from supplier
Extension brackets	8	8	At cost from supplier
Q/L pouch	2	2	At cost from supplier
Back rear bracket	7	7	At cost from supplier
Back rear bracket kit	2	2	At cost from supplier
2XQ/L replacements	2	2	At cost from supplier
Dash pouch	2	2	At cost from supplier
Dash card	2	2	At cost from supplier
ABO signs	5	5	At cost from supplier
Security key	25p	25p	At cost from supplier
High bond pad	2	2	At cost from supplier

OPERATORS			
Licence type	Current fee	Rounded fee (+3%)	Notes
Fee	661	681	5 year licence
plus per vehicle	29	30	
vehicle test	60	60	Not CBC income
Retest – within 10 days	15	15	Not CBC income
Retest – after 10 days	35	35	Not CBC income
Limousine test	25	25	Not CBC income

Scrap Metal			
Licence Type	Current fee	Rounded fee (+3%)	Notes
Site licence (3 yearly licence)	437	450	
Collectors licence (3 yearly licence)	183	188	
Addition of new site	218	225	
Change of site manager	13	13	
Add person to a site licence who has not previously been checked.	71	73	

**2020-21: Comparison of proposed fees with other
Derbyshire authorities.**

Authority	Private Hire / Hackney Drivers Licence 3 years	Hackney Vehicle Licence	Private Hire Vehicle Licence
Amber Valley	£223	£338 (renewal) – 1 year £409 (new) – 1 year	£293.50 (renewal) – 1 year £409 (new) – 1 year
Bolsover	£180	£ 92 – 6 months	£92 – 6 months
Chesterfield	£217	£155 new, £108 renewal 6 monthly	£155 new, £108 renewal 6 monthly
Derby City	£246	£169 new & renewal – 12 months (Vehicles over 5 years old to be licensed every 6 months)	£83 new & renewal – 12 months (Vehicles over 5 years old to be licensed every 6 months)
Derbyshire Dales	£189	£351 – 12 months Includes annual & 6 monthly inspection	£275 – 12 months Includes annual & 6 monthly inspection
Erewash	£203	£325 – 12 months (includes 2 vehicle inspections per year)	£325 – 12 months (includes 2 vehicle inspections per year)
High Peak	£225	£180 – 12 months	£180 - 12 months
North East	£180	£92 - 6 months	£92 – 6 months

This page is intentionally left blank

FOR PUBLICATION

PROGRAMME OF STREET COLLECTIONS 2021 (A250)

MEETING: APPEALS AND REGULATORY COMMITTEE
DATE: 25th November 2020
REPORT BY: Licensing Officer
WARD: ALL

FOR PUBLICATION

1.0 **PURPOSE OF REPORT**

1.1 To determine the programme of Street Collections for 2021.

2.0 **BACKGROUND**

2.1 The number of people wishing to hold street collections has reduced considerably during the Covid-19 pandemic, at present just the one notification has been received from the Edale Mountain Rescue Team in November 2021.

2.2 We are confident that more applications will be received once the various 'lockdown' procedures are relaxed.

2.3 Appendix A shows the details of the current application, including a brief summary of the nature of the charity.

2.4 Details of collections held by applicants in previous years are shown at Appendix B.

2.5 This report only refers to street collections for cash; direct debit collections are regulated under agreement with the Institute of Fundraising.

3.0 **RECOMMENDATION**

3.1 That the programme of Street Collections for 2021 be determined.

EMMA MARRIOTT
LICENSING OFFICER
Emma.marriott@chesterfield.gov.uk

APPENDIX A

INFORMATION ON CHARITIES THAT HAVE APPLIED TO COLLECT IN THE BOROUGH OF CHESTERFIELD IN 2021

<u>Date of collection</u>	<u>Charity</u>
20th November 2021	<u>Edale Mountain Rescue</u> Save life and alleviate distress, primarily in upland and mountainous areas.

This page is intentionally left blank

APPENDIX B

CHARITY	2018	2019	2020	Local Regional National
Action Against Hunger		£244.41 (24/11/19)		National
Amnesty International	£80.00 (22/09/18)	£92.51 (07/09/19)		National
Ashgate Hospicecare	£448.86 (07&08/07/18) £163.79 (11/10/18)	£50.39 (06/07/19)	(Cancelled 11.07.2020 and 12.07.2020).	Local
Betel UK - Derby		£520.00 (05/12/19) £534.00 (06/12/19) £735.00 (09/12/19) £515.00 (16/12/19)		Regional
Betel UK - Nottingham	£170.20 (07/04/18) £77.80 (21/04/18) £61.82 (28/04/18) £62.81 (14/05/18) £31.67 (16/06/18) £20.35 (22/06/18) £20.23 (29/06/18) £157.00 (14/07/18) £108.73 (27/07/18) £122.00 (05/10/18) £80.00 (23/11/18) £43.90 (07/12/18) £249.99 (29/12/18)	£591.42 (02/12/19) £364.16 (10/12/19) £439.97 (13/12/19) £499.89 (18/12/19)		Regional
Bluebell Wood Children's Hospice			(Cancelled 11/07/2020, 19/07/2020 and 16/08/2020).	
British Heart Foundation Chesterfield Shop	£42.00 (23/02/18) £45.00 (08/06/18)			Local

Cancer Research UK (Mr. Kenny Owen)	£49.70 (09/02/18) £12.90 (05/04/18) £22.85 (19/04/18) £21.72 (11/05/18) £25.01 (17/05/18) £33.39 (07/06/18) £23.60 (12/07/18) £15.80 (30/08/18) £24.97 (14/09/18) £22.44 (04/10/18) £29.00 (06/12/18)	£39.94 (07/02/19) £30.26 (04/04/19) £23.33 (18/04/19) £24.05 (09/05/19) £14.46 (06/06/19) £21.10 (11/07/19)	£26.23 (06/02/20) NIL Return (Cancelled) (02/04/2020) NIL Return (Cancelled) (16/04/2020) NIL Return (Cancelled) (07/05/2020) (Cancelled 09/07/2020) £33.17 (27/08/2020) (Cancelled 12/09/2020)	National
Christian Education Chesterfield		£386.94 (27/05/19)	(Cancelled 25/05/2020)	Local
Chesterfield Sea Cadets	£226.87 (21/07/18)			Local
Chesterfield Tuneless Choir		£84.23 (22/06/19) £36.21 (22/06/19)		Local
Derbyshire Blood Bikes	£86.18 (19/08/18)	£154.79 (18/08/19)		Local
Dig Deep – Kilimanjaro Challenge		£73.91 (16/02/19) £55.82 (23/03/19)		Local
Guide Dogs Chesterfield		£412.67 (10/08/19)		Local
Edale Mountain Rescue	£403.33 (08/12/18)	£811.51 (23/11/19)		Local
James Whale Fund for Kidney Cancer	£93.50 (02/04/18) £99.50 (13/04/18) £81.00 (24/05/18)			National
Loundsley Green Church (Blue Bell Wood Hospice)	£81.29 (15/12/18)			Local
Marie Curie Cancer Care	£445.11 (24/03/18)	£301.71 (09/03/19)		National

Mayor's Appeal	£125.00 (13/12/18)	£157.50 (30/07/19) £35.55 (18/08/19) £122.00 (12/12/19)		Local
Meningitis Research Foundation	£563.29 (24/02/18) £77.53 (25/06/18) £674.64 (17/11/2018)	£40.00 (09/03/19) £0.00 (07/04/19) £0.00 (16/06/19) £222.71 (19/06/19) £86.95 (27/07/19) £0.00 (16/11/19) £217.86 (08/12/19)	NIL Return (7/3/2020)	National
MIND (Chesterfield Tuneless Choir)	£182.02 (02/12/18)	£31.26 (19/01/19)		National
Pantonic All Stars Steel Orchestra	£549.88 (26/06/18) £241.28 (18/11/18)	£521.60 (01/06/19) £245.86 (17/11/19)	£559.48 19.09.2020 (Cancelled 30.05.2020)	Regional
PATHWAYS of Chesterfield		£19.43 (12/07/19) £7.43 (16/07/19)		Local
Phoenix Children's Society			NIL Return (27/03/2020)	
Royal National Lifeboat Institution	£189.69 (09/06/18) – Hasland £587.36 (07/07/18)	£217.10 (08/06/19) £423.41 (06/07/19)	(Cancelled 6.06.2020 and 04.07.2020)	National
RSPCA, Chesterfield	£137.30 (22/03/18) £18.00 (19/05/18) £45.36 (16/08/18) £73.49 (01/12/18) £53.22 (20/12/18)	£159.47 (02/02/19) £99.41 (20/04/19) £68.88 (25/05/19) £62.83 (28/09/19) £115.90 (07/12/19) £95.05 (21/12/19)		Local
Sheffield Children's Hospital		£80.00 (21/12/19)		Local

Sight Support Derbyshire		£127.97 (21/09/19)		Local
Staveley Armed Forces and Veterans Association/Help For Heroes		£13.40 (13/14/07/19)	(Cancelled 11 th and 12 July 2020)	Local
St John Ambulance		£182.00 (18/05/19)	(Cancelled 28/07/2020)	Local
Terminus Initiative		£184.67 (08/08/19)		Regional
The Friends of Eastwood Park	£144.11 (10/06/18)	£106.78 (09/06/19)		Local
The Phoenix Children's Foundation	£214.03 (25/05/18) £139.00 (28/06/18)	£182.70 (17/01/19) £178.00 (27/06/19) £143.00 (20/09/19)		Regional
The Poppy Appeal The Royal British Legion	£802.87 (26 Oct to 10 Nov 18)	£56,905.08 (25 Oct 2019 – 10 Nov 2019)	(Cancelled October and November 2020 collections).	National
The Salvation Army	£927.98 (08/12/18) £962.67 (15/12/18) £1290.80 (22/12/18)			National
The Royal Air Forces Association	£558.36 (15/09/18)	£0.00 (14/09/19)		National
Tiny Individuals Need You	£78.06 (23/06/18)			National
Versus Arthritis	£174.51 (10/10/18)			Local
Sound of Mind		£57.71 (25/07/19)		Regional