



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

The Chair and Members of Appeals
and Regulatory Committee

9 March 2021

Dear Councillor,

Please attend a meeting of the APPEALS AND REGULATORY COMMITTEE to be held on WEDNESDAY, 17 MARCH 2021 at 10.00 am virtually via Microsoft Teams, 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. Minutes (Pages 3 - 4)

Minutes of the meeting of the Appeals and Regulatory Committee held on 24 February, 2021.

4. Review of Licence and Registration Fees 2021/22 (A000) (Pages 5 - 16)

5. Taxi Consultative Committee (A000) (Pages 17 - 34)

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

APPEALS AND REGULATORY COMMITTEE

Wednesday, 24th February, 2021

Present:-

Councillor A Murphy (Chair)

Councillors	Perkins Bellamy Bingham G Falconer Flood P Innes Marriott	Councillors	Miles S Niblock Perry Rayner Redihough Rogers
-------------	---	-------------	--

*Matters dealt with under the Delegation Scheme

21 DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS RELATING TO ITEMS ON THE AGENDA

No declarations of interest were received.

22 APOLOGIES FOR ABSENCE

No apologies for absence were received.

23 MINUTES

RESOLVED –

That the minutes of the meetings of the Appeals and Regulatory Committee held on 4 March, 11 March and 16 December, 2020 and on 19 January, 2021 be approved as a correct record and signed by the Chair.

24 HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY - POLICY AMENDMENTS (A000)

The Licensing Manager presented a report for Members to consider comments received from the consultation on the proposed amendments to the Hackney Carriage and Private Hire Licensing Policy.

A period of consultation on the proposed amendments had been approved by the Appeals and Regulatory Committee at its meeting on 25 November, 2020. A response had been received in respect of the proposal to require a standard DBS certificate from private hire call dispatchers, and a copy of the response was attached as Appendix B to the report.

The report explained the rationale behind this requirement arising from the recent government publication 'Statutory Taxi and Private Hire Vehicle Standards', and it outlined at paragraph 4.5 related additional measures that would need to be included as conditions on a private hire operator's licence, with a suggested period of six months for operators to implement these measures.

The report also referenced the other proposed amendments to the policy arising from the government standards document which had been outlined in the previous report to the Appeals and Regulatory Committee meeting on 25 November, 2020 (which was attached as Appendix A to the current report), including the use of the disclosure and barring service, self-reporting by licence holders, completion of safeguarding training, consideration of convictions, joint authorisation of enforcement officers, consultation on CCTV in vehicles, private hire operators using passenger carrying vehicles (PCV), the reclassification of failing to stop after an accident as a major motoring offence and limiting consideration of major road traffic offences to within the last ten years.

In considering the response received to the consultation, the Committee was of the view that requiring standard DBS certificates from private hire call dispatchers was a reasonable step to enhancing public safety.

*** RESOLVED –**

That the amendments to the Hackney Carriage and Private Hire Licensing Policy outlined in paragraphs 4.9 – 4.39 of the report to the Appeals and Regulatory Committee of 25 November 2020, with the added provisions regarding private hire operators' licences outlined in paragraphs 4.4 – 4.6 of the officer's report, be implemented from 1 April 2021.

FOR PUBLICATION

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

MEETING: APPEALS AND REGULATORY COMMITTEE
DATE: 17 MARCH 2021
REPORT BY: LICENSING MANAGER
WARDS: ALL

1.0 PURPOSE OF REPORT

1.1 To report on representations made during the consultation on a proposal to increase taxi fees and charges from 1 April 2021.

2.0 BACKGROUND

2.1 The committee considered a report on increased fees and charges for several regulatory areas on 25 November 2020 and approved a 3% increase from 1 April 2021. A copy of that report is attached as Appendix I.

2.2 To facilitate the increase for the taxi trade, the proposed fees and charges must be advertised and consulted on. The consultation ended on 25 February 2021 and seven representations have been made.

2.3 The representations are reproduced in full at Appendix II, the common theme being it is inappropriate to increase fees and charges in the middle of the Covid-19 pandemic as the taxi trade is suffering financially.

2.4 All the representations were made before the council was able to offer a grant of £500 to every licensed driver under the delegated grant scheme. That scheme has already seen significant pick-up rates.

3.0 **SCOPE**

3.1 Members are reminded that these fees and charges have not been increased since April 2019.

4.0 **FINANCIAL IMPLICATIONS**

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

5.0 **RECOMMENDATION**

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

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

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

Representations to the proposal to increase taxi fees and charges

<p>1) John Singlehurst</p> <p>Yet again the fees all go up ... disgusting taking into consideration that we had NO help over the last year through this pandemic by CBC.</p>
<p>2) Gary Foster</p> <p>I'm a private hire driver, I don't think fee should go up at this time as there is hardly any work out there for drivers with the pandemic, it's already hard work trying to earn a wage without the fees going up.</p>
<p>3) Eddie Burton</p> <p>So, we have a terrible year and our charges go up?</p>
<p>4) Dean Ford</p> <p>I think putting this up such amount from £199, what I paid to the current fee at £211, now we're in a lockdown with covid 19 increase daily cases average 1,500 daily losing their lives, testing positive 35,000 - 38,000 daily, putting it up to £217+ dvla check £15 (? ?) with no work on taxi 's earning £20 -£30 daily if lucky, less fuel, insurance tax etc, I think it's a bit thoughtless and not considering taxi drivers at all or the situation we find ourselves in when told by government to STAY HOME AND PROTECT LIVES. An impossible situation to be in.</p>
<p>5) Nicholas Wright</p> <p>I object strongly to any fee increases for 2021/2022. During the current pandemic taxi and private hire drivers are losing a great portion of their trade, and are therefore struggling to make ends meet. I feel that any increases in fees would add to drivers burden at a particularly difficult time. You (Chesterfield borough council) have here an opportunity to set an example of solidarity and decency in not raising the fees. Please reconsider this ill-timed price rise. Many thanks for your time and consideration.</p>

6) Steve Prince

With all due respect. We feel that the Council couldn't care less about it's drivers by not supporting us like most other authorities have yet they still increase their fees when 90%of Hackney and PHV drivers are probably earning 25-30% of their pre Covid levels. I would like to state that I formally object to the increases.

7) Duckmanton mini-bus hire

With the current Covid restrictions having a serious impact upon our business, and lack of support for our sector throughout the last year, we feel that the proposed fee increase would be totally unjust. There is not only a significant decrease in foot fall both in the town centre and the rail passengers, there is also no night-time trade due to the licenced premises being closed. Also, on-top of all of the above, there has been and continues to be serious disruption to the taxi rank spaces provided for hackney vehicles.

For publication

Taxi Consultative Committee (A000)

Meeting: Appeals and Regulatory Committee

Date: 17 March 2021

Cabinet portfolio: Health and Wellbeing

Report by: Licensing Manager
Democratic & Scrutiny Officer

For publication

1.0 PURPOSE OF REPORT

- 1.1 To consider responses received from members of the Taxi Consultative Committee and relevant officers and partners as part of the recent review of whether there continued to be a role for the Committee and to determine the best practical approach for the future of the Committee.

2.0 RECOMMENDATIONS

- 2.1 That meetings of the Taxi Consultative Committee scheduled in April and July, 2021 be suspended.

- 2.2 That the appointment of the three trade representatives who have been involved in the Committee over the last two years and who have responded to this recent review be extended for a temporary period of six months from May, 2021.
- 2.3 That a further review be undertaken in September / October, 2021 of whether there continues to be a role for the Taxi Consultative Committee, in order to enable the Appeals and Regulatory Committee to consider whether it should continue or whether it should be recommended to Council that it be dissolved.

3.0 REASONS FOR RECOMMENDATIONS

- 3.1 To take account of responses from members of the Taxi Consultative Committee to the recent review.
- 3.2 To provide further opportunity to assess whether there continues to be a role for the Taxi Consultative Committee.

4.0 BACKGROUND

- 4.1 The annual report of the Taxi Consultative Committee for 2019/20 was presented to the meeting of the Appeals and Regulatory Committee held on 25 November 2020 (copy attached at Appendix A).
- 4.2 The annual report referred to the difficulties which had been experienced during the year of not having filled all of the trade representative appointments and of low attendance at meetings by trade representatives.
- 4.3 The report explained that the meeting of the Committee held on 8 July, 2020 had concluded that any issues were currently being satisfactorily addressed through direct communication between drivers, operators and the Licensing section without the need for formal meetings of the Committee. The

Committee had therefore agreed to suspend the meetings 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.

- 4.4 The Appeals and Regulatory Committee meeting on 25 November, 2020 endorsed this approach.
- 4.5 As part of the review, at the end of January, 2021 members of the Taxi Consultative Committee (trade representatives and elected Members) and relevant officers and partners were asked for their views on whether:
 - a) there had been any issues since July, 2020 which they had not been able to deal with by contacting the Licensing section directly;
 - b) there had been any issues which would have benefitted from being considered at a meeting of the Taxi Consultative Committee;
 - c) they would support the Taxi Consultative Committee being dissolved permanently.
- 4.6 A summary of the responses received is shown at Appendix B.
- 4.7 Of the total of seven responses received, no issues were identified which had not been able to be dealt with by contacting Licensing directly or which respondents felt would have benefitted from being considered at a meeting of the Committee.
- 4.8 However, three respondents (two trade representatives and one elected Member) expressed reservations about the Committee being permanently dissolved, partly due to the Covid pandemic having disrupted the normal working of the trade and partly due to the resulting lack of elected Member input and opportunity to hold the County Council Highways function to account.

- 4.9 The two trade representatives who had expressed these reservations requested that meetings of the Committee be suspended for a further six months, by which time it was hoped that the trade would be operating more normally. This would then enable reconsideration at that stage of whether there continued to be a role for the Committee.
- 4.10 If this were to be done, the appointment of the trade representatives on the Committee would need to be temporarily extended, as they are currently appointed for a two year period from June, 2019 until May, 2021. It would not seem practical to seek new nominations for trade representatives at this stage if there is the possibility of the Committee being dissolved within six months of new appointments, especially given the difficulty of sufficient nominations being made in 2019.
- 4.11 It is the view of Councillor Caulfield, Chair of the Taxi Consultative Committee, the Licensing Manager and the Legal and Democratic Services officers advising the Committee that this is the most practical option at this stage, i.e.:
- a) to suspend meetings of the Taxi Consultative Committee scheduled in April and July, 2021;
 - b) to extend the appointment for a temporary period of six months of the three trade representatives who have been involved in the Committee over the last two years and who have responded to this recent review. These representatives have confirmed their willingness for their appointments to be extended. It is not proposed to extend the appointment of the fourth trade representative who was appointed in June 2019, as he has had no involvement with the Committee since then and he has not responded to this review;
 - c) to undertake a further review in September / October, 2021 of whether there continues to be a role for the Taxi Consultative Committee, in order to enable the Appeals and

Regulatory Committee to consider whether it should continue or whether it should be recommended to Council that it be dissolved.

- 4.12 It is recognised that the Taxi Consultative Committee has provided a forum in which trade representatives, Council officers, elected Members and other agencies such as the Police and the County Council Highways have been able to engage with each other on relevant matters. However, there has not appeared to be any detriment from this forum having only met once since January, 2020, and this recent experience would suggest that appropriate levels of engagement can be maintained as required without this forum in the future.
- 4.13 Alternative options which have been considered are outlined at section 5 below.

5.0 ALTERNATIVE OPTIONS

- 5.1 **Continue scheduled quarterly meetings of the Taxi Consultative Committee**
- 5.2 Under the current terms of reference of the Committee this option would require nominations of trade representatives for the six positions available for appointment for a two year period from June, 2021. This nomination process is time consuming, there were less than six nominations received in 2019 and there has been no indication since that other licence holders wish to be nominated.
- 5.3 No issues have been identified since July, 2020 which would have benefitted from being considered at scheduled quarterly meetings of the Committee.

5.4 Continue the Taxi Consultative Committee without scheduled meetings

5.5 This option would require the terms of reference to be revised to remove the requirement for quarterly meetings and would also require the nomination of trade representatives (as in paragraph 5.2 above).

5.6 Although this option would enable meetings of the Committee to be arranged as and when issues arose, the experience since July, 2020, and to a large extent for the 12 months prior to that, has shown that issues have been satisfactorily dealt with by direct contact between the trade and Licensing.

5.7 Recommend to Council that the Taxi Consultative Committee be dissolved

5.8 Whilst no issues have been identified since July, 2020 which would have benefitted from being considered at meetings of the Committee, the comments received from trade representatives regarding the Covid pandemic having disrupted the normal working of the trade have been noted.

5.9 It is therefore recognised that it may be appropriate to reconsider the situation again after a further six months, rather than recommend that the Committee be dissolved at this stage.

6.0 EQUALITIES IMPACT ASSESSMENT

6.1 A full equalities impact assessment has not been completed but the recommendations within this report have neither a positive or a negative impact on any of the groups with protected characteristics. There continues to be opportunity for any licence holders with protected characteristics to deal with the Licensing section direct or to be nominated to fill one of the vacant trade representative appointments.

7.0 RISK MANAGEMENT

7.1 Risk management implications of the recommendations within this report are summarised below:

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
No scheduled meeting to consider issues if they arise.	M	L	A meeting of the Committee could be arranged if necessary.	L	L
Lower level of engagement from the trade if new nominations not sought.	M	L	Scope for nominations to be made to fill vacant appointments at any stage.	L	L

8.0 RECOMMENDATIONS

- 8.1 That meetings of the Taxi Consultative Committee scheduled in April and July, 2021 be suspended.
- 8.2 That the appointment of the three trade representatives who have been involved in the Committee over the last two years and who have responded to this recent review be extended for a temporary period of six months from May, 2021.
- 8.3 That a further review be undertaken in September / October, 2021 of whether there continues to be a role for the Taxi Consultative Committee, in order to enable the Appeals and Regulatory Committee to consider whether it should continue or whether it should be recommended to Council that it be dissolved.

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



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

Summary of Responses Received re Future of Taxi Consultative Committee (February 2021)

	Since TCC meeting on 8 July, 2020 have there been any issues which you have not been able to deal with by contacting the Licensing section directly?	Have there been any issues that you think would have benefitted from being considered at a meeting of TCC?	On balance, would you support the TCC being dissolved permanently?
Trade Representatives (x 3)	NO (x 3)	NO (x 3)	NO (x 2) Could we leave the next meeting for an extra 6 months until hopefully things will be more normal post Covid? YES (x 1) Issues can be dealt with either by phone or email with the Licensing team directly. In the unlikely event of some kind of dispute, could possibly be raised with the Appeals and Regulatory Committee?
Elected Members (x 2)	NO (x 2)	NO (x 2)	NO (x 1) Need to be able to respond to issues that need member input and once cancelled the member input will be lost. Need to hold DCC to account on some issues that they don't resolve. YES (x 1)

<p>Officers / Partners (x 2)</p>	<p>NO (x 2)</p>	<p>NO (x 2)</p>	<p>YES (x 1) Some time since we had contentious issues. Recent issues dealt with direct with trade.</p> <p>N/A (x 1) Possibly combine with other public transport groups in the Chesterfield area rather than focused towards one single group?</p>
---	-----------------	-----------------	---