


# Licensing Committee

## (Non Licensing Act 2003 Functions)

Title:	<b>Licensing Committee (Non Licensing Act 2003 Functions)</b>
Date:	<b>14 March 2019</b>
Time:	<b>4.00pm or at the conclusion of the preceding Licensing Act meeting</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> O'Quinn (Chair), Morris (Deputy Chair), Hyde (Opposition Spokesperson), Deane (Group Spokesperson), Bennett, Cattell, Cobb, Gilbey, Horan, Knight, Lewry, Marsh, Page, C Theobald and Wares
Contact:	<b>Penny Jennings</b> Democratic Services Officer 01273 291065 penny.jennings@brighton-hove.gov.uk
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## AGENDA

### Part One

### Page

#### 20 PROCEDURAL BUSINESS

**(a) Declaration of Substitutes:** Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.

**(b) Declarations of Interest:**

- (a) Disclosable pecuniary interests
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

**(c) Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

**NOTE:** Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.

#### 21 MINUTES OF THE PREVIOUS MEETING

5 - 14

Minutes of the meeting held on 29 November 2018 (copy attached)

#### 22 CHAIR'S COMMUNICATIONS

#### 23 PUBLIC INVOLVEMENT

To consider the following matters raised by members of the public:

## LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

- (a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself;
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on the 8 March 2019;
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 8 March 2019.

### 24 MEMBER INVOLVEMENT

To consider the following matters raised by councillors:

- (a) **Petitions:** to receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** to consider any written questions;
- (c) **Letters:** to consider any letters;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

### 25 HACKNEY CARRIAGE VEHICLE TRANSFER AND PRIVATE HIRE DOOR SIGN AMENDMENTS 15 - 26

Report of the Executive Director, Neighbourhoods, Communities and Housing (copy attached)

Contact Officer: Martin Seymour  
Ward Affected: All Wards

Tel: 01273 296659

### 26 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING 27 - 38

Report of the Executive Director, Neighbourhoods, Communities and Housing (copy attached)

Contact Officer: Jim Whitelegg  
Ward Affected: All Wards

Tel: 01273 292438

### 27 ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to Council for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting.

## LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

### **PUBLIC INVOLVEMENT**

Provision is made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fourth working day before the meeting.

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### **FURTHER INFORMATION**

For further details and general enquiries about this meeting contact Penny Jennings, (01273 291065, email [penny.jennings@brighton-hove.gov.uk](mailto:penny.jennings@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

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The lift cannot be used for evacuation purposes so those unable to use the stairs to the public gallery can be seated at the rear of the council chamber on the ground floor should you wish to watch the meeting or need to take part in the proceedings, for example if you have submitted a question.

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Date of Publication - Wednesday, 6 March 2019

<b>LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)</b>	<b>Agenda Item 21</b> Brighton and Hove City Council
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**BRIGHTON & HOVE CITY COUNCIL**

**LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)**

**3.00PM 29 NOVEMBER 2018**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors O'Quinn (Chair), Morris (Deputy Chair), Hyde (Opposition Spokesperson), Deane (Group Spokesperson), Bennett, Cattell, Cobb, Horan, Knight, Marsh, Page, C Theobald and Wares

**Apologies:** Councillors Gilbey and Lewry

**PART ONE**

**8 PROCEDURAL BUSINESS**

8.1 There were none, however apologies were received from Councillors Gilbey and Lewry.

**8(b) Declarations of Interest**

8.2 Councillor Knight declared a personal and prejudicial interest in relation to Item 14 on the agenda "Animal Activity Licensing" by virtue of the fact that she ran a doggie day care centre. Councillor Knight confirmed that she would leave the meeting during consideration of the report and would take no part in the discussion, debate or voting thereon.

**8(c) Exclusion of Press and Public**

8.3 The Committee considered whether the press and public should be excluded from the meeting during the consideration of any of the items listed on the agenda.

8.4 **RESOLVED:** That the press and public be excluded from the meeting during consideration of the items contained in part two of the agenda.

**9 MINUTES OF THE PREVIOUS MEETING**

- 9.1 **RESOLVED** – That the minutes of the Licensing Committee (Licensing Act 2003 Functions) Meeting held on 28 June 2018 be agreed and signed as a correct record.

## 10 CHAIR'S COMMUNICATIONS

### Electric Charging Points – Electric Powered Vehicles

- 10.1 The Chair, Councillor O'Quinn, explained that she had recently been at a well attended a presentation in respect of re-chargeable vehicles. Representatives on behalf of the trade had been widely represented and had been able to give their perspective.

### Gambling - Fixed Stake Betting Machines

- 10.2 The implementation of measures to limit stakes had not been brought forward to April 2019 after the proposed delay to October 2019. The changes to be implemented were welcomed as they sought to address this issue. Limits on the stake that could be laid down would be helpful as the misery which could result from reckless betting in terms of debt and mental health were well documented.

### Uber Hearing

- 10.3 The Uber Hearing had taken place earlier that week on 27 November and those in attendance had been advised that the Judge's decision would be delivered on 11 December. Irrespective of the result the Chair wished to place on record her thanks to all of the officers involved for their hard work and commitment in organising the hearing, on the day of the hearing and subsequently.

### Animal Licensing Legislation

- 10.4 The report (Item 14 on the agenda) in relation to animal licensing legislation was welcomed as it the issue and potential issues around dog boarding had been explored and that was helpful, given the growth in dog care businesses over recent years.
- 10.5 **RESOLVED** – That the content of the Chair's Communications be noted and received.

## 11 CALLOVER

- 11.1 All items set out on the agenda were called for discussion with the exception of Item 18. Hackney Carriage and Private Hire Driver Enforcement.

## 12 PUBLIC INVOLVEMENT

### 12(a) Petitions

- 12.1 There were none.

### 12(b) Written Questions

- 12.2 One written question had been notified by Ms V Paynter. It was noted that this had previously been asked at the meeting of Full Council held on 18 October but at the Chair's discretion Ms Paynter was invited to ask her question again.

Ms Paynter put the following question:

"A serious loss of the most frequently specified type of taxi needed by passengers has arisen because of taxi licensing policies that prioritise wheelchair vehicles. To what extent are the Council aware of the damage this has caused the trade and to disenfranchised people needing saloon car access?"

- 12.3 The Chair, Councillor O'Quinn responded in the following terms:

"The Committee recognises the importance of having a mixed fleet which includes the provision of wheelchair accessible vehicles (WAV's). As part of our 3 yearly review of the Taxi Handbook (Blue Book). We have commissioned an Unmet Demand Survey, which among other things, looks at the types of vehicles that make up the taxi fleet, including the number of WAVs as a proportion of the overall fleet. The Unmet Demand Survey has been completed by independent consultants and the report submitted by officers is to be found at Item 15 on the agenda. There will be a presentation by representatives on behalf of the independent consultants following which the Committee will give consideration to whether any changes are required to the current taxi policy."

- 12.4 Ms Paynter was invited to put a supplementary question. Ms Paynter referred to her own experiences and her concern that---
- 12.5 In responding the Chair stated that Ms Paynter's concerns although they had not been put in the form of a question were noted re-iterating that the Committee would determine whether or not the current policy required amendment when they considered the findings of the Unmet Demand Survey and the accompanying Officer report at the appropriate point on the agenda.
- 12.6 **RESOLVED** – That the Public Question and the Chair's response to it be noted.

### 12(c) Deputations

- 12.7 There were none.

## 13 MEMBER INVOLVEMENT

- 13.1 There were no items.

## 14 ANIMAL ACTIVITY LICENSING

- 14.1 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing detailing the legislative changes which had been made to the Licensing of Animal Activities. The report set out the revised fees and charges implemented from 1 October 2018 which were based on the cost of recovery in relation to the licensing of Animal Activities and set out the delegation of authority for granting, refusing, suspending or revoking of licences. The level of fees and charges levied were to be set locally and were based on full cost of recovery.

The Animal Welfare (licensing of activities involving animals) (England) Regulations 2018 had come into effect on 1 October 2018.

- 14.2 It was noted that the new regulations would amend or repeal pre-existing legislation as set out in the report and were now the primary legislation for licensing, animal boarding (catteries and kennels), home boarding of dogs, dog day care, dog breeding, riding establishments, sales of animals (formerly pet shops) and performing animals. A copy of the legislation in full was attached at Appendix 2 to the report.
- 14.3 The Chair, Councillor O'Quinn, stated that the changes in legislation were welcomed as they clarified many of the grey areas that had emerged as a result of the rise in dog care services in particular, home care services which had risen over recent years. Detail specifying arrangements as to how dogs could be accommodated within a property and in relation to written consent being given by a dog's owner were helpful both for those running small businesses and for dog owners themselves.
- 14.4 Councillor Hyde concurred, stating that she was pleased to note that concerns that had been expressed in regard to the previous legislation and the new regulations as originally drafted had been addressed. Councillor Hyde cited a resident in her ward who operated a small reputable dog care business around her child care responsibilities. Whilst it was important that animals were cared for to an appropriate standard if requirements had been too draconian she would have had to cease her business which would have placed her family in a very difficult financial situation.
- 14.5 Councillor Cattell sought clarification regarding elements of the legislation which related to dog grooming and regarding where the activities of organisations such as the RSPCA fell within the legislation.
- 14.6 Councillor Page sought clarification regarding the operation of circuses or other shows where live animal performances took place and in respect of the checks and balances which were in place to ensure that these animals were properly kept and looked after, also in relation to pet vending establishments where the level of fees chargeable appeared to have reduced. It was explained that the number of pet shops in the city had reduced and that that was also reflected in the level of fees charged. Councillor Page also enquired regarding the process for revoking/refusing a licence and it was explained that was a two stage process.
- 14.7 Councillor Morris stated that he still had some concerns regarding the conditions under which animals were kept and how their health needs were catered for, particularly aquatics, it was explained that the care of all animals and fish was covered by these regulations and parallel legislation.
- 14.8 Councillor Deane stated that dog walking services did not appear to be covered but it was explained that this was regulated by legislation.
- 14.9 Councillor Wares stated that for completeness in his view the Committee also needed to ratify the proposed delegations to officers to so that they were authorised to invoke them as appropriate. The Chair, Councillor O'Quinn concurred in that view and Councillor Wares formally proposed the resolution set out at (3) below. This was seconded by Councillor O'Quinn and then voted on and agreed unanimously by the Committee.
- 14.10 **RESOLVED** – (1) That the Committee notes the legislative changes to the Licensing of Animal Activities set out in the report;

(2) That the Committee ratifies the fees and charges detailed in the table set out at paragraph 3.2.3 of the report; and

(3) To the extent that it may be required, that the Committee also ratifies the proposed delegation of powers as set out on paragraph 3.5 of the report.

**Note:** Having declared a personal and prejudicial interest in relation to the above report Councillor Knight withdrew from the meeting during its consideration and took no part in the discussion or decision making process.

## 15 HACKNEY CARRIAGE UNMET DEMAND SURVEY

### Presentation – Ian Millership, LVSA – Unmet Demand Survey

- 15.1 Before proceeding to consider the officer report, the Committee received a presentation from Ian Millership of LVSA who had been engaged by the Council to carry out its unmet demand survey. It was explained that the aim of the survey had been to identify any significant unmet demand, or otherwise, to provide the committee with evidence of the current position regarding unmet demand and its significance at the present time, to review the policy of managed WAV growth and to consider other matters including the level of environmentally sustainable vehicles in the fleet.
- 15.2 It was explained that the survey had been undertaken between February and October and that the test of main rank demand had been carried out in Spring 2018, full rank observations had taken place in May 2018 and on street interviews had taken place during March and April 2018. Key stakeholders had been actively involved in the process, some in face to face consultation, an all driver survey had also been carried out and meetings had taken place with trade reps. There were 575 hackney carriage vehicles and 455 private hire vehicles licensed in the city, although it was difficult to know the number of out of town vehicles operating in the city; the trade structure was complex and this allowed a high degree of flexibility in relation to the operating models used. It had been identified that there was a maximum of 660 drivers who did not have their own vehicle with 352 vehicles whose owners were unable to drive them; there was no restriction on any of the 1,020 vehicles which prevented them from being rented to appropriate drivers.
- 15.3 There remained a wide geographic spread of ranks and an early review had found that demand had reduced by 1-13% and that overall demand at ranks was 27% less than it had been in 2015. There appeared to be very low levels of unmet demand with the index of significance of unmet demand was at its lowest from all recent surveys and overall the index was now negligible compared to the 80 vehicle cut-off and the only increase was in latent demand. In terms of disability, whilst there were some detailed issues which needed to be addressed, it was generally accepted that a mixed fleet represented the best option for dealing with a range of disabilities, the level of observed usage by those in wheel chairs remained the same as in 2015, there was a higher percentage of WAV vehicles at ranks than in actual fleet figures and the percentage of WAV's seemed right for the area.
- 15.4 The key conclusions of the survey were that the rank based market had reduced, hailing was strong, the hackney carriage app had, had a positive impact on hackney carriage

vehicle usage, there was confidence that unmet demand was very unlikely to become significant, on balance there was a benefit to leaving managed growth in place but no further increase in WAV vehicles was necessary, there was scope for further work in terms of hackney carriage vehicles in order to replace inappropriately met demand; also there was a need to prepare for becoming more environmentally friendly.

- 15.5 In answer to questions regarding possible reasons for the fall in demand, Mr Millership explained that this could be attributed to a number of factors, although he considered that this could in part be as a result of customers being more selective and cost conscious when choosing their mode of cross town transport opting to walk or use a bus when there was sufficient time to do so rather than calling a taxi or visiting a rank as their default.

### **Consideration of the Officer Report**

- 15.6 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing which presented the results of the Hackney Carriage Unmet Demand Survey and set out various options for consideration going forward. It was noted that the Executive Summary and recommendations put forward by the Council's consultants, LVSA, were set out in Appendix A to the report.
- 15.7 Councillor Deane referred to the reduction in use of ranks seeking confirmation regarding whether that was attributable in part to the overall fall in demand and it was confirmed that it was. The number of trips made had reduced and major concerns had also been voiced by representatives of the trade in relation to out of town vehicles taking their trade.
- 15.8 Councillor Wares referred to the frequency, accessibility and general reliability of public transport links across the city which made use of other modes of transport viable in the absence of time constraints, considering that could also be a contributory factor.
- 15.9 Councillor C Theobald referred to the fact that she had pre-booked a taxi on a Saturday evening recently, which notwithstanding that it had been pre-booked had failed to arrive, that was unacceptable. It was explained that could happen at times when there was a surge in demand and there was a shortage of vehicles as a result.
- 15.10 Councillor Hyde referred to the trends in usage which were apparent from the survey results and to the fact that consultation had taken place with those representing the trade and that 53% supported continued managed growth.
- 15.11 Councillor Bennett referred to the type and specification of wheelchair accessible vehicles noting that they were not appropriate for use by all disabled passengers. She was aware of a constituent living in her ward who was reliant on taxis and who because of the nature of their disabilities had an electric wheelchair. On a number of occasions she had been unable to take the vehicle which had arrived. Further thought needed to be given to the type of such vehicles provided in the longer term. The Chair Councillor, O'Quinn concurred there was a need for some larger vehicles which could accommodate heavier electric wheelchairs they were expensive to purchase and run and the number of such vehicles required would be considered by the next survey.

Greater use of electric powered vehicles was also being explored with trade representatives.

- 15.12 **RESOLVED** – (1) That the Committee agrees to increase the number of Hackney Carriage Vehicle Licences issued by the Council to 5 annually, such licences to be issued in May each year commencing in May 2019; and

(2) Resolves that any additional licence issued under (1) above should be issued in accordance with the conditions attached to the Brighton & Hove City Council, Hackney Carriage Vehicle Licence Waiting List and to vehicles which are constructed or adapted and configured to carry passengers seated in wheelchairs, or vehicles which are fully electric, or plug in hybrid (PHEV) vehicles the type and design of the vehicle to be agreed by the Executive Director of Neighbourhoods, Communities and Housing.

**16 HACKNEY CARRIAGE AND PRIVATE HIRE, DRIVERS, VEHICLES AND OPERATORS BLUE BOOK REVIEW – 5TH EDITION**

- 16.1 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing detailing the review which had taken place in preparing the fifth edition of the Hackney Carriage and Private Hire, Drivers, Vehicles and Operators Handbook. The Committee were requested to approve the content of the handbook as set out in Appendix A to the report.
- 16.2 It was noted that the handbook was designed to combine the existing bye-laws, conditions advice and information for hackney carriage and private hire drivers, vehicles and operators previously in various separate forms in one place. This had first been approved by the Committee in February 2007. All changes previously agreed by Members since November 2015 had been included in this new and updated version of the Blue Book which also included updated guidance on determining the suitability of applicants and licensees following suggested guidance issued by the Institute of Licensing.
- 16.3 It was explained that it had been intended to include amendments to CCTV requirements following intervention from the ICO and the Council becoming Data Controller, however, it had become clear that further consultation and clarification from the ICO would be necessary prior to implementation and in consequence a further report on CCTV would come forward to the Committee at a later date. It was intended that the handbook would be produced in a booklet format and would be made available for all hackney carriage and private hire drivers, proprietors and operators and would also be available on the Council's website. The proposed changes had been highlighted for Members' benefit.
- 16.4 Councillor Hyde asked whether consultation had taken place with representatives of the trade in respect proposed changes. It was confirmed that it had and that the Unions had also been involved in the process. The amendments had also been discussed at a recent meeting of the Taxi Forum and were fully supported.
- 16.5 Councillor Cattell referred to the references to the behaviours expected when carrying anyone who was inebriated. She was concerned that there were particular sensitivities to be when dealing with young people, girls in particular, who could be especially

vulnerable if drunk. It was explained that these issues were dealt with as part of the driver training programme.

- 16.6 Councillor Page expressed concern that in his view some of the amended wording appeared to be diluted in relation to potentially serious offences than had previously been the case. It was explained that whilst at instances where an offence, criminal or otherwise had occurred there was sufficient flexibility and discretion for each incident to be judged on its individual merit and a proportionate approach adopted. If serious, the sanction(s) invoked would always be robust with details of the action(s) taken included in the Enforcement and Monitoring report (a standing agenda item) at a subsequent meeting of the Committee.
- 16.7 **RESOLVED** - That the Committee approves the 5<sup>th</sup> edition of the Blue Book handbook as set out in Appendix A to the report.

## 17 LICENSING FEES 2019/2020

- 17.1 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing which set out the proposed licence fees and charges for 2019/20 in relation to Street Trading, Sex Establishments and Sex Entertainment Licences, Gambling premises, taxi licensing and other licensing functions.
- 17.2 The Regulatory Services Manager, Jim Whitelegg, explained that in order to ensure that council tax payers did not subsidise licensing administration work, fees needed to be raised and set at a level aimed to cover the cost of administration of each regime within the constraints of regulation. Licence fees could not be used in order to raise surplus revenues. A further review had been taken of the way in which charges were calculated and the suggested level of fees had therefore been calculated based on the most recent and detailed analysis of officer time. Details in respect of how the setting of fees was regulated including changes which had been made as a result of legislation and cases was set out in the body of the report.
- 17.3 Councillor Wares sought clarification regarding how the percentage figures had been arrived at and it was explained that they had been rounded. Councillor Wares also queried whether the percentages cited could in fact generate a higher increase than anticipated and whether if that were to be the case it would be more appropriate to refer to the actual sum charged for the respective types of licence rather than expressing that figure as a percentage. Councillor Wares also sought confirmation that reports seeking approval of subsequent fees would be brought back for approval by the Committee. It was explained that a licensing fees report seeking approval of the level of fees for any given financial year was brought to Committee for its agreement and ratification annually.
- 17.4 **RESOLVED** – That the Committee approves the following licence fees:
- Raise all taxi licence fees by the corporate rate of inflation (or 2%) for 2019/20;
  - Sex entertainment venues and sex establishment fees – fees remain unchanged;
  - Street trading fees – fees remain unchanged; and

- All Gambling Act 2005 – fees remain unchanged.

**NB:** A list of agreed fees for 2018/19 and proposed fees for 2019/20 was set out in Appendices 1 and 2 to the report for comparative purposes.

## **18 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING**

- 18.1 The Committee considered a report of the Executive Director, Neighbourhoods, Communities and Housing which provided an update for Members on enforcement action taken against Hackney Carriage & Private Hire Drivers and Applicants between June 2018 and November 2018.
- 18.2 **RESOLVED** - That the contents of the report be noted, officers to continue to take action as appropriate.

## **19 ITEMS REFERRED FOR COUNCIL**

- 19.1 There were none.

The meeting concluded at 6.35pm

Signed

Chairman

Dated this

day of



# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 25

Brighton & Hove City Council

<b>Subject:</b>	<b>Hackney Carriage Vehicle Transfer &amp; Private Hire Door Sign Amendments</b>		
<b>Date of Meeting:</b>	<b>14 March 2019</b>		
<b>Report of:</b>	<b>Director of Neighbourhoods, Communities &amp; Housing</b>		
<b>Contact Officer:</b>	Name:	<i><b>Martin Seymour</b></i>	Tel: <b>29-6659</b>
	E-mail:	<a href="mailto:martin.seymour@brighton-hove.gcsx.gov.uk">martin.seymour@brighton-hove.gcsx.gov.uk</a>	
<b>Wards Affected:</b>	All		

### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Members are asked to consider that a Hackney Carriage Vehicle is no longer required to become wheelchair accessible following transfer to another person.
- 1.2 Members are also asked to consider whether to approve a generic private hire door sign.

### 2. RECOMMENDATIONS:

- 2.1 That Members agree to remove the requirement that a Hackney Carriage Vehicle must become wheelchair accessible following transfer to another person but confirm that existing compulsory wheelchair accessible vehicles must remain wheelchair accessible. **and;**
- 2.2 Non-wheelchair accessible vehicle proprietors would have a choice, on transfer, of whether to change the type of vehicle or not. **or;**
- 2.3 Non-wheelchair accessible vehicles must become electric, plug-in hybrid (PHEV) or wheelchair accessible at renewal following transfer.
- 2.4 That Members approve the generic Private Hire door sign as shown in appendix 1.

### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Current policy requires that any vehicle transferred to another person, including transfer by the proprietor to her/himself and another person, for registration under the Town Police Clauses Act 1847 s42 will be required to become wheelchair accessible at renewal or replacement following transfer. Where the interest of an existing proprietor's hackney carriage vehicle licence registration is amended to a beneficiary

following the death of a proprietor or at the discretion of the Director of Neighbourhoods, Communities & Housing, where the change of registration is required for reasons such as the incapacity of a proprietor or following a legal separation from a partner, and is not for financial gain, the vehicle is exempt from becoming wheelchair accessible at renewal unless previously required by licence conditions.

- 3.2 This policy was adopted following an Equalities Review into Hackney Carriage and Private Hire policies in 2010 and was one measure adopted to boost the number of wheelchair accessible vehicles in the hackney carriage fleet.
- 3.3 This policy has worked very well and has seen the % of wheelchair accessible vehicles in the Hackney Carriage rise from 25% to approximately 50%. The Council recognises the importance of having a mixed fleet as being the best way to provide transport for a range of differently abled passengers. The Hackney Carriage Unmet Demand Survey that reported to committee in November 2018 concluded that 'It appears that the 'best' level of WAV for this area might be 50%, a level the fleet is now currently at, so that the focus of fleet change could now switch to encouraging improved vehicle emissions whilst ensuring the level of achievement on the WAV side remains.'
- 3.4 Where a current vehicle is classed as a 'compulsory wheelchair accessible vehicle' it must remain wheelchair accessible including at transfer. However, other vehicles may become wheelchair accessible or reinstated at the owners choosing.
- 3.5 In November 2017 members adopted policy that Private Hire Vehicles may only be exempt from displaying livery in certain circumstances to ensure a consistent approach is taken to such applications for exemption and that there is a transparent decision making process and to ensure that public safety is not compromised. The Exemption Policy can be found at appendix 1.
- 3.6 The practice of displaying a vehicle plate and door signs is to ensure clear identification of licensed vehicles by licensing officers, police officers and the hiring public. A strict policy in displaying plates can help prevent the highly illegal practice of unlicensed vehicles operating for hire and reward and can also prevent confusion with hackney carriage vehicles.
- 3.7 For vehicles used by the general public, the display of identification plates on a licensed vehicle and of the driver's badge is important in terms of public safety and reassurance. They indicate to the travelling public and to enforcement authorities that prior to being licensed both the vehicle and the driver have been subjected to checks to ensure their (the public's) safety.
- 3.8 As it is now common practice for vehicles to work for two or more operators and this is expected to grow over time a generic door sign has been developed so it can be used where a vehicle is being operated on more than one circuit. (see appendix 1). Proprietors would have the choice of a generic door sign, as shown in appendix 1, or a specific operator's logo or contact number, as is existing.

3.9 Comments received following the Taxi Forum (17 January 2019) are attached to this report. (see appendix 2 & 3).

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1. This matter of vehicle transfers was discussed at the recent Taxi Forum on the 17<sup>th</sup> January 2019. There was consensus that “compulsory wheelchair accessible vehicles” should remain wheelchair accessible including at transfer. With regard to other vehicles, GMB and Unite members felt vehicle owners should have the choice, whereas the Private Hire representative felt drivers should have the option to change to either a electric, plug-in hybrid or WAV at renewal following a transfer.

4.2 This matter of private hire door signs was discussed at the recent Taxi Forum on the 17<sup>th</sup> January 2019. The views put forward were split between in favour of a generic door sign to having a sign with a contact number or operator name.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

5.1. Any costs associated with the introduction of a generic private hire door sign will be met from within existing revenue budgets.

Finance Officer Consulted: Michael Bentley      Date: 23/01/2019

##### Legal Implications:

5.2. The power to attach conditions to Hackney Carriage vehicle licences derives from S47 of the Local Government (Miscellaneous Provisions) Act 1976

Lawyer Consulted: Rebecca Sidell      Date: 23/1/2019

##### Equalities Implications:

5.3 None.

##### Sustainability Implications:

5.4 None.

##### Crime & Disorder Implications:

5.5 Contained in the body of the report.

#### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1. Option 1  
Do nothing.

6.2. Option 2

Remove the requirement for vehicles to become wheelchair accessible on transfer.  
Approve a generic Private Hire door sign.

6.3. Option 3

Existing compulsory wheelchair accessible vehicles must remain wheelchair accessible and non-wheelchair accessible vehicles must be changed become electric, plug-in hybrid (PHEV) or wheelchair accessible at renewal following transfer of interest

## **7. REASONS FOR REPORT RECOMMENDATIONS**

7.1. To amend current Policy

**Brighton & Hove City Council**  
**PRIVATE HIRE**  
**LICENSED VEHICLE**  
**PRIOR BOOKING ONLY**





## **Comments received from the Private Hire Association**

Dear Jim,

Just for your records, the PH Ass are happy with the way things are now i.e. transfer of plates must be WAVs on renewal, and all new plates issued under the managed growth policy must be WAVs.

The only change to those requirements we support are that, in addition to WAVs, the owners have the option to put on an electric or plug in hybrid vehicle.

In short any existing restricted WAV (those issued via managed growth, or the transfer's, policy) should remain as a WAV. However any newly transferred plate, and newly issued plate via the managed growth policy, should also have the option to licensed as an electric vehicle or plug in hybrid.

Many thanks





United Taxi Drivers Association - Brighton Sudanese Taxi Forum - Independent Taxi Drivers  
 City Cabs - Radio Cabs - Streamline Taxis - NPTTU - Unite the Union - GMB BHTS  
 Brighton & Hove Private Hire Association - email: info@bhtfa.co.uk

### **Jim Whitelegg**

Regulatory Services Manager (Licensing and Trading Standards)  
 Brighton & Hove City Council

January 23 2019 V2

Dear Jim

With reference to Plate Transfers – WAV's – EV's – Plug in Hybrids and so on and where at the conclusion of the last Trade Forum Meeting on 17/1/2019 whereby I stated that I would endeavour to try and get a proposal from the trade with the limit time given to be in by January 23 2019.

### **Firstly I would like to comment about the notion of 'Plug in Hybrids' as opposed to 'Hybrids'**

As we know the infrastructure of electric charging points is not in place and there is currently no time scale for this to be implemented. Therefore the idea to put forward the option of 'WAV – EV's or Plug in Hybrids' is unrealistic.

This may look good for the council to have this in place but does not benefit the local taxi trade.

The option should be 'WAV's - EV's or Hybrids'. However this change of conditions of licensing in general is opposed as explained further down. This is especially relevant to the report of one proprietor of the only two electric cabs in the city being driven to near suicide due to lack of charging points or access to them resulting now only having a single electric cab in the city

I would like to first point out the following which was also stated in my previous email dated 18/1/2019 which reflected on recent matters:

There are members of the trade who consider that 'Item 8' on the Agenda – Vehicle Transfers was confusing.

The information given on the revised Agenda with regards to the matter of 'Item 8 Vehicle Transfers' was not as expected to be relating to the withdrawn Item from the Licensing Committee Meeting in November 2018.... but instead specifically related to vehicle transfers under 'Medical Conditions' which was a very different matter.

We had a driver attend the meeting which we welcomed to express his personal view and circumstances which related to a 'Medical Condition' and the fact that he had recently had a hackney carriage licence transferred into his name. This meant that under the current conditions he would be compelled to have a WAV when the vehicle is next relicensed even though I understand that that he would be exempt from handling wheelchairs.

It is believed that the intention was to change the conditions of licensing to allow those proprietors with a medical condition to be exempt from being compelled to purchase a WAV and was this was mainly debated on that point.

However there was very little debate on the withdrawn proposal made by the council at the November Licensing Committee meeting with regards to changing the current condition of plate transfers compelled to be WAV compliant at the next licensing to 'WAV.. EV or Hybrid' instead of just 'WAV'.

It needs to be reminded that we were actually informed that at one point we had two EV's in the city but now only one because the owner of one was "Driven to despair" (or worse) because of the distinct lack of charging points in the city.

Therefore it could be considered that changing the condition to 'WAV..EV or Hybrid' is in fact unrealistic as these really only offers a Hybrid as a further option.

### **Moving on slightly:**

**I have put some questions to the trade reps via email of which there are variations in replies so I have had to take the majority of the responses supplied in the limit time allowed.**

Since the Trade Forum Meeting I put the following to the trade:

**1:Do we consider that the notion of transferred plates to now have the choice of 'WAV..Electric or Plug in Hybrid' to have had full consultation with the trade?**

The majority was answer of **No**.

There are several factors on this point of consultation which would have been raised if a proper proposal was given to the Trade at the meeting other than what was listed at Item 8 regarding a 'Medical Condition' where the following would have been raised:

With the major impact of non-licensed Brighton & Hove cabs now working in the city the trade considers that our high standards are being undermined and indeed there is now considerable unrest in the trade.

We now have Brighton & Hove licensed drivers/proprietors in the trade speaking about obtaining a licence in another area instead... such as Lewes where the standards of conditions of licensing are much lower.

There is also the consideration of effectively forcing the trade by default to adopt electric vehicles now at a time when the infrastructure for this is not in place.

It needs to be stressed that even with the impending review of the Lewes Conditions of Licence.. the details of which I have been involved in... these still do not reach the standards expected of Brighton & Hove.

### **For example – Emission Standards**

There is no proposed condition of licensing to ensure that all vehicles have Euro 4 petrol and Euro 6 Diesel

The following is taken from the recent LDC consultation document which relates to both Hackney Carriages and PHV's

**“Environmental Considerations**

*The Council has given careful consideration to introducing tougher emissions standards for all licensed vehicles and considers its responsibility in protecting the environment to be an important objective of the Guidance.*

*The Council is committed to reducing emissions through raising awareness of environmental issues with the trade and other interested parties.*

*However, at this time the Council considers that its requirement for all vehicles to be tested every six months means that it does not require tougher emission standards for licensed vehicles.*

*There is also the factor of much cheaper CCTV and the LDC proposed conditions do not meet the current Brighton & Hove specifications. No Medical 2 standards and effectively an 18 year old could be licensed to drive a cab.*

The matter of emissions of course is very alarming and may be adding to the factor that instead of getting licensed in Brighton & Hove in the first place drivers are just going to the lower common denominator route.... to work on an APP platform such as Uber or Ola which is no doubt on the way.... and indeed why not?

We appreciate that the conditions of licensing we are referring to relate to hackney carriages. However... if the council makes such changes to one side of the trade then this could equally be applied to the other side as well ... being the private hire trade... at some point... which we have to take into consideration.

However the fear is that existing or indeed potential Brighton & Hove licensed drivers may also follow this route which means a lower size fleet

The consequences of a lower size fleet means a reduction in revenue which then means either the licensing fees will have to up or maybe even redundancies in the HCO as the Brighton & Hove fleet diminishes over time.

A big change in legislation on cross border hiring may be the remedy but the trade cannot see this happening for a long time.

**I put the following question to the trade:**

**2: Transfer of ‘Unrestricted’ Vehicle Licence Interest:**

**2A:** That at the next licensing of a transferred vehicle licence it must be either ‘WAV..Electric or Plug in Hybrid’

This is the same as what was withdrawn at the November Licensing Meeting.

The majority answer to this was **No**

Or:

**2B:** That there to be no restrictions on vehicle specification on vehicle transfers other than Euro 4 Petrol and Euro 6 Diesel.

The majority answer to this was **YES** which means that a hackney carriage vehicle licence transfer on a current ‘Unrestricted Plate’ would open up the full choice and not limit the proprietors option.

It is reiterated that this would only apply to current ‘Unrestricted Plates’.

It is very clear from the recent Unmet demand Survey that the city is very well served with WAV's.

This is the result of many years of the 'Managed Growth Policy' ...which continues to be in place ...where such newly issued plates have the condition of being a WAV compliant that when considering that there is now the option for such vehicles to also be "EV or Plug in Hybrid" the costs of these two types is prohibitive and cannot be easily charged due to no mass charging infrastructure being in place. Therefore the choice is only really considered to be window dressing.

The other way that WAV numbers have increased was due to the policy of 'Transferred Vehicle Licences' compelled to be WAV compliant upon the next date of licensing... which is what we are addressing now.

It is considered that the target of increasing WAV's in the city has been achieved and we now have the taxi trade in city catering for all needs.

However this last policy should now be revised to ensure that there is not an imbalance.

**I put the following question to the trade:**

*"I am aware that we had agreed at the Pre-Trade Meeting that any currently 'Restricted Plate' should remain as 'Restricted' and this was stated at the meeting. I also suggested that all such 'Restricted Plates' should be prefixed with 'W' which would avoid any possible confusion in the future."*

**3:** I believe it was debated that all newly issued plates under 'Managed Growth' would be restricted to WAV only.

The answer came back as **YES** therefore the trade considers that all existing 'Restricted Plates' must remain WAV compliant. To ensure no errors are made then it is recommended that all such 'Restricted Plates' must be assigned 'W' to the plate number. This can be achieved at little cost to existing 'Restricted Plates' just be adding a separate vinyl cut 'W'. Newly printed 'Plates' could have the 'W' properly printed.

It must be made clear that there are currently some 'Unrestricted Plates' that have volunteered through choice to be WAV compliant and as such these specific plates must remain as 'Unrestricted' should the proprietor decide to change to a saloon at some point. Effectively no 'W' assigned.

**Lastly...**

I have also been asked to clarify an important point relating to where there are two names on an Unrestricted hackney carriage licence that where a name is removed this does not affect the status of the licence.

For example there may be a case of such a hackney carriage licence being in the name of a married couple where a divorce may occur. Or indeed in more dire circumstances where there may a death of a person on the licence.

So please confirm that under these circumstances the status of the hackney carriage vehicle licence remains unaffected.

Thank you

With regards

Andrew Peters

On behalf of the Brighton & Taxi Trade Forum Association

# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 26

Brighton & Hove City Council

<b>Subject:</b>	<b>Hackney Carriage &amp; Private Hire Driver Enforcement and Monitoring</b>		
<b>Date of Meeting:</b>	<b>14 March 2019</b>		
<b>Report of:</b>	<b>Director of Neighbourhoods, Communities &amp; Housing</b>		
<b>Contact Officer:</b>	Name:	<b><i>Martin Seymour</i></b>	<b>Tel: 29-6659</b>
	E-mail:	<a href="mailto:martin.seymour@brighton-hove.gcsx.gov.uk">martin.seymour@brighton-hove.gcsx.gov.uk</a>	
<b>Wards Affected:</b>	All		

### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report is to update Members on enforcement action taken against Hackney Carriage & Private Hire Drivers and Applicants between November 2018 and February 2019.

### 2. RECOMMENDATIONS:

- 2.1 That Members note the contents of this report and that officers should continue to take action as appropriate.

### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Legislation in relation to the Town Police Clauses Act 1847 Local Government (Miscellaneous Provisions) Act 1976 which applies to both hackney carriages and private hire vehicles is enforced by the local authority. Non-criminal enforcement can also be effected by means of action taken against the licence held by the person who has transgressed such as warnings, suspensions or revocations.
- 3.2 Any driver must be a fit and proper person. It is not possible to give a precise definition of what this is, but at its heart is keeping passengers safe and free from risk. It is the responsibility of the applicant to satisfy the council that they are fit and proper and that they are safe and suitable to hold a licence.
- 3.3 The council can suspend, revoke or refuse a hackney carriage or private hire vehicles and/or driver licences. However, a driver licence cannot be suspended and then revoked at a later date such as at the conclusion of a prosecution. Other actions are available to officers such as verbal or written warnings which can be applied in line with the Councils [Licensing Enforcement Policy](#).
- 3.4 All cases are looked at on their own individual merit and if necessary such as in CSE cases multi agency meetings may be held to review available evidence. Legal

advice is sought where appropriate and all enforcement decisions are approved by the Regulatory Services Manager/Head of Safer Communities services. In addition, the most difficult matters would come to the Chair and to the two lead members for discussion. If a matter was really serious and required immediate suspension then officers would come to members as soon as possible after they had taken action.

- 3.5 In addition to day-to-day enforcement work, officers carryout weekly out-of-hours enforcement work, normally at weekends and weekday evenings. A table of days/dates and times of out of hours enforcement can be found in Appendix 3. This enforcement includes monitoring of hot spot areas for over and illegal ranking and plying for hire, vehicle inspections and occasional test purchase operations. General enforcement is essentially checking the vehicle is safe to be on the road and that the drivers details are correct. The officers are trained in vehicle inspection and checks could include a number of things illustrated on the check list in Appendix 1. Primarily, it involves checking the tyres, lights, steering, suspension, as well as the general condition of the vehicle, livery and that the meter is working correctly.
- 3.6 Officers have continued to work with neighbouring Local Authorities and are planning to carryout joint operations with officers from Lewes, Portsmouth, Chichester and Adur-Worthing throughout the year.
- 3.7 Officers have been carrying out routine inspections of operators to check that the operator is operating from the licensed premises and that bookings have been maintained correctly and where work has been transferred to/from another operator that this is recorded correctly.
- 3.8 The Council decision to revoke a taxi driver's licence was upheld on appeal at Brighton Crown Courts on 15 February 2019. This was a second appeal following the Justices decision to uphold the Council's actions at Brighton Magistrates Court on 17 December 2018.
- 3.9 For actions taken against drivers / applicants between November 2018 and February 2019. See Appendix 2

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1. None.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

5.1. This report is for information purposes only, so there are no financial implications.

Finance Officer Consulted: Michael Bentley Date: 23/01/19

##### Legal Implications:

5.2 There are no direct legal implications.

Lawyer Consulted: Rebecca Sidell Date:

Equalities Implications:

5.3 None.

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1. None – for information only.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1. For information only.



BTEC Vehicle Inspection Programme

Vehicle Reg No \_\_\_\_\_

Mileage \_\_\_\_\_

Examining Officer \_\_\_\_\_

Private Hire ☐

Hackney Carriage ☐

Vehicle No \_\_\_\_\_

Badge No \_\_\_\_\_

Time Stopped \_\_\_\_\_

Date Stopped \_\_\_\_\_

Location \_\_\_\_\_



Exterior Lights Front	Serviceable	Unserviceable
Side Lights		
Headlights / Dip / Main		
Fog Lights Front		
Indicators N/S O/S + Hazards		
Exterior Front	Serviceable	Unserviceable
Condition Of bodywork + Number Plate		
Underbonnet Condition		
Oil / Brake / Steering Fluid		
Fluid Leakage		
N/S Front Tyre Depth Pressure		
N/S Wheel + Nuts		
N/S Suspension Leaking / Bounce		
N/S Wing Mirror		
O/S Front Tyre Depth Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		
O/S Wing Mirror		
Steering Systems	Serviceable	Unserviceable
Amount of Free Play		
Condition of Gaitors		

Driver Interior / Exterior	Serviceable	Unserviceable
Condition of Steering Wheel		
View to Front and Side / Tints		
Seatbelts / Driver + Passenger		
Footbrake Operation + Slip Device		
Carpets / Wires / Obstructions		
Radio + PDA + Sta Navs		
ABS Warning + Other Warning Lights		
Handbrake Operation + Warning Light		
Seat Security		
Door + Window Operation (All)		
Signs / Fare Tables / Badges Etc		
Taximeter + Calibration		
O/S Passenger / Interior + Exterior	Serviceable	Unserviceable
Seatbelts / Passenger + Centre Belt		
Carpet Condition / Tears / Trip Hazard		
Window Operation		
Door Operation / Fuel Filler + Cap		
O/S Rear Tyre Depth + Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		

Rear Of Vehicle	Serviceable	Unserviceable
Side Lights		
Brake Lights + High Level / Central Lights		
Indicators N/S O/S + Hazards		
Rear Fog Lights		
Reversing Lights		
Number Plate Condition + Light		
Tailgate / Boot Operation		
Spare Wheel or Inflator Kit		
N/S Passenger / Interior + Exterior	Serviceable	Unserviceable
Seatbelts / Passenger		
Carpet Condition / Tears / Trip Hazard		
Window Operation		
Door Operation / Fuel Filler + Cap		
O/S Rear Tyre Depth + Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		
Additions	Serviceable	Unserviceable
Fire Extinguisher		
First Aid Kit		
Wipers / Washers / Horn		

Brief Report

General Condition of Vehicle

Good ☐  
Average ☐  
Poor ☐  
Very Poor ☐

Defects likely to warrant suspension

Suspension Issued

Yes ☐ No ☐

Categorisation of Defects

Section \_\_\_\_\_

Page \_\_\_\_\_

I.M No \_\_\_\_\_

Note \_\_\_\_\_

Other Defects Noted \_\_\_\_\_



	<b>Licence Type</b>	<b>Date</b>	<b>Brief Description of Case</b>	<b>Aggravating Factors:</b>	<b>Mitigating Factors:</b>	<b>Enforcement Action Taken:</b>
1.	Dual HC/PH	06.11.2018	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspended pending results of satisfactory medical assessment
2.	Private Hire Driver Licence	13.11.2018	Plying for Hire without a Hackney Carriage Proprietors Licence	Invalidating Private Hire Vehicle Insurance		Simple Caution Issued
3.	Lewes District Hackney Carriage Vehicle	26.11.2018	Waiting on Norton Road Taxi Rank			Warning letter issued
4.	Dual HC/PH	30.11.2018	Plying for Hire without a Hackney Carriage Proprietors Licence. (Touting)	Soliciting for work off the Street		7 Day Suspension issued
5.	Private Hire Operator	03.12.2018	Not operating licence from address on licence			Licence Suspended
6.	Hackney Carriage Driver Licence	12.12.2018	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspended pending results of satisfactory medical assessment
7.	Dual HC/PH	19.12.2018	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspended pending results of satisfactory medical assessment

8.	Dual HC/PH	20.12.2018	Failing to use taxi meter	CCTV showed that the meter had not been used on several occasions		Licence Suspended 21 Days
9.	First Application	08.01.2019	Historic Convictions on DBS. Previous Allegations of Rape and sexual Assault	Previously suspend (Upheld by Magistrates Court) following allegations of rape and sexual assault. Further investigations on new application found that there were 2 further allegations of sexual assault.	Found not guilty of all charges. Not recorded on DBS Certificate	Licence application refused
10.	Havant Private Hire vehicle	09.01.2019	Parked on London Road Taxi Rank			Warning letter issued
11.	Dual HC/PH	11.01.2019	Conviction for driving without due care and attention	Failed to notify HCO at time of conviction		Formal Warning letter issued
12.	First Application	11.01.2019	Historic Caution on DBS. Six entries provided at the discretion of the Chief Police Officer	Previously refused (Upheld by Magistrates Court) following allegations of domestic violence.	Recent DBS certificate Clear	Licence application refused
13.	Adur & Worthing Hackney Carriage Vehicle	14.01.2019	Waiting on Marine Parade Taxi Rank			Warning letter issued
14.	Adur & Worthing Hackney Carriage Vehicle	14.01.2019	Waiting on Marine Parade Taxi Rank			Warning letter issued

15.	Dual HC/PH	15.02.2019	Driver arrested on suspicion of rape		Still under investigation by the Police	Licence Revoked
16.	Dual HC/PH	20.02.2019	Driver arrested for possession and distribution of indecent images of children		Still under investigation by the Police	Licence Revoked
17.	Dual HC/PH	22.02.2019	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspended pending results of satisfactory medical assessment
18.	Dual HC/PH	22.02.2019	Applicant does not meet DVLA Group 2 Medical Standard			Licence suspended pending results of satisfactory medical assessment



Hackney Carriage Enforcement  
November 18 – February 19

Day	Date	Time
Tuesday	12 Feb 2019	19.30 - 22.00
Wednesday	20 Feb 2019	19.00 - 21.30
Thursday	28 Feb 2019	19.30 - 22.00

Day	Date	Time
Saturday	05 Jan 2019	17.30 - 21.50
Thursday	10 Jan 2019	19.45 - 22.15
Tuesday	15 Jan 2019	19.30 - 22.00
Saturday	19 Jan 2019	07.00 - 10.30
Thursday	24 Jan 2019	19.00 - 22.00

Day	Date	Time
Saturday	01 Dec 2018	20.00 - 23.00
Tuesday	04 Dec 2018	19.00 - 22.00
Saturday	08 Dec 2018	16.45 - 21.30
Tuesday	11 Dec 2018	19.00 - 21.30
Saturday	15 Dec 2018	19.30 - 23.15
Tuesday	18 Dec 2018	19.00 - 21.45
Friday	21 Dec 2018	21.30 - 01.00
Friday	28 Dec 2018	19.00 - 22.45
Saturday	29 Dec 2018	14.00 - 17.00

Day	Date	Time
Saturday	03 Nov 2018	19.30 - 23.30
Tuesday	08 Nov 2018	19.30 - 22.30
Saturday	10 Nov 2018	11.00 - 15.45
Saturday	17 Nov 2018	20.00 - 23.45
Tuesday	20 Nov 2018	19.00 - 22.00
Thursday	22 Nov 2018	19.00 - 22.00
Thursday	29 Nov 2018	19.00 - 21.45

