

## **LICENSING AND PUBLIC SAFETY COMMITTEE**

WEDNESDAY, 14TH FEBRUARY 2018, 2.00 PM  
COUNCIL CHAMBER, TOWN HALL, CHORLEY

### **AGENDA**

#### **APOLOGIES**

- 1 **MINUTES OF MEETING WEDNESDAY, 15 NOVEMBER 2017 OF LICENSING AND PUBLIC SAFETY COMMITTEE**

(Pages 3 - 8)

- 2 **DECLARATIONS OF ANY INTERESTS**

Members are reminded of their responsibility to declare any pecuniary interest in respect of matters contained in this agenda.

If you have a pecuniary interest you must withdraw from the meeting. Normally you should leave the room before the business starts to be discussed. You do, however, have the same right to speak as a member of the public and may remain in the room to enable you to exercise that right and then leave immediately. In either case you must not seek to improperly influence a decision on the matter.

- 3 **PUBLIC QUESTIONS**

Members of the public who have requested the opportunity to ask a question(s) on an item on the agenda will be asked to put their question(s) to the Committee. Each member of the public will be allowed to ask one supplementary question within his/her allocated 3 minutes.

- 4 **MINUTES OF THE GENERAL LICENSING SUB-COMMITTEES**

- A **MINUTES OF MEETING WEDNESDAY, 6 DECEMBER 2017 OF GENERAL LICENSING SUB-COMMITTEE**

(Pages 9 - 12)

- B **MINUTES OF MEETING MONDAY, 18 DECEMBER 2017 OF GENERAL LICENSING SUB-COMMITTEE**

(Pages 13 -  
16)

- C **MINUTES OF MEETING WEDNESDAY, 17 JANUARY 2018 OF GENERAL LICENSING SUB-COMMITTEE**

(Pages 17 -  
18)

5	<b>MINUTES OF THE LICENSING ACT 2003 SUB-COMMITTEES</b>	
	<b>A MINUTES OF MEETING WEDNESDAY, 15 NOVEMBER 2017 OF LICENSING ACT 2003 SUB-COMMITTEE</b>	(Pages 19 - 22)
6	<b>ALLOCATION OF A HACKNEY CARRIAGE VEHICLE LICENCE</b>	(Pages 23 - 36)
	Report of the Director of Early Intervention and Support (enclosed).	
7	<b>ANY URGENT BUSINESS PREVIOUSLY AGREED WITH THE CHAIR</b>	

GARY HALL  
CHIEF EXECUTIVE

Electronic agendas sent to Members of the Licensing and Public Safety Committee Councillor Marion Lowe (Chair), Councillor Matthew Lynch (Vice-Chair) and Councillors Jean Cronshaw, Doreen Dickinson, Gordon France, Margaret France, Tom Gray, Roy Lees, Sheila Long, Adrian Lowe, Mick Muncaster, Debra Platt, Kim Snape, Ralph Snape and John Walker.

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**MINUTES OF LICENSING AND PUBLIC SAFETY COMMITTEE**

**MEETING DATE** **Wednesday, 15 November 2017**

**MEMBERS PRESENT:** Councillor Marion Lowe (Chair), Councillor Matthew Lynch (Vice-Chair) and Councillors Jean Cronshaw, Doreen Dickinson, Tom Gray, Roy Lees, Adrian Lowe, Mick Muncaster, Debra Platt, Kim Snape, Ralph Snape and John Walker

**OFFICERS:** Lesley Miller (Regulatory Services Manager), Chris Carney (Licensing Enforcement Officer), Carl Gore (Empty Properties and Enforcement Officer), Alex Jackson (Legal Services Team Leader) and Nina Neisser (Democratic and Member Services Officer)

**APOLOGIES:** Councillor Gordon France, Margaret France and Sheila Long

**OTHER MEMBERS:** Councillor Joyce Snape

Also in attendance were representatives from South Ribble Borough Council's Licensing Committee and Department who came to observe the meeting.

The Regulatory Services Manager paid respects to Shelley Mee, Animal Welfare Officer at Chorley Council, following her sad passing. Shelley had worked tirelessly for the Council for 25 years and would be sorely missed by all her friends and colleagues at Chorley. All those present extended their condolences to her family.

**17.LPS.82 Minutes of meeting Wednesday, 19 July 2017 of Licensing and Public Safety Committee**

**RESOLVED – That the minutes of the Licensing and Public Safety Committee held on 19 July 2017 be confirmed as a correct record for signature by the Chair.**

**17.LPS.83 Declarations of Any Interests**

No declarations of any interests were received.

**17.LPS.84 Minutes of the General Licensing Sub-Committee**

**RESOLVED – That the minutes of the General Licensing Sub Committee held on 19 July 2017 be confirmed as a correct record.**

**17.LPS.85 Exemption of a limited number of Vehicle Conditions for Wheelchair Accessible Vehicles**

Members considered a report from the Director of Early Intervention and Support regarding the revision to the vehicle conditions in relation to Wheelchair Accessible Vehicles (WAV's) as a result of the new information pertaining to the application of NCAP safety ratings and the removal of the condition requiring a fixed bulkhead.

The Licensing and Public Safety Committee recalled that in February 2016, Members agreed a revision of vehicle conditions, including condition 22; the requirement for vehicles subject to a grant to meet NCAP safety rating 4\* and above from 1 January 2017 and existing vehicles to meet this requirement from 1 January 2024.

The research carried out at the time demonstrated that a good proportion of the models available on the market that were used as a donor for the conversion to WAV were NCAP 4\* or above. Therefore at the time it was felt that the condition could be applied to the WAV fleet in the same way as it could do to the standard fleet, in that applicants could choose a model that meets the vehicle conditions.

Following a recent enquiry and some additional communication it was apparent that once the conversion had taken place the NCAP rating was an inappropriate standard to apply, due to the extent of the modifications.

The standards used for safety for the converted vehicles were ISO 10542/1:2012 Wheelchair tiedown and occupant-restraint systems or PAS2012/1: 2015 specification for M1 vehicles for the carriage of one or more passengers seated in wheelchairs. Therefore officers felt it was appropriate to use these standards for WAV's and exempt them from the need to meet NCAP 4\* and above, which was not the most relevant criterion.

Officers contacted the Department of Transport for advice but had not received a response at the time the agenda was published. At the meeting, the Regulatory Services Manager updated Members that following this, the Department Transport had provided reassurances that these proposed changes were adequate.

Furthermore, Officers had concluded that the condition to require a fixed bulkhead in WAV's was anomalous; there was no distinct reason why a bulkhead and partition was necessary in a WAV when it was not required within an ordinary vehicle. Therefore Officers proposed the removal of this condition.

Vehicle safety remained a priority for the Council, hence the introduction of a safety rating criterion in the first instance. However where this was not an appropriate measure, due to the conversion of the vehicle, it was understood that the Council should be flexible and amend their policies accordingly. In the same vein it was agreed that it was of high importance that the Council's vehicle conditions did not render it more difficult or unnecessarily limiting for proprietors to replace vehicles with more up to date and modern models, or vehicles that were more accessible to users.

Members welcomed the recommendations and agreed that more should be done to work with the trade to encourage existing WAV's to upgrade their vehicles when appropriate in the future. Following requests from Members it was agreed that Officers would communicate this information to the nine current WAVs and ensure that Chorley Motability be informed of the amendments.

After careful consideration it was proposed by Councillor Matthew Lynch, seconded by Councillor Adrian Lowe, and subsequently **RESOLVED unanimously**;

- 1. to exempt WAV's from the requirement to meet condition 22; NCAP rating of 4\* or above, and replace with the requirement for WAV's to meet ISO 10542/1:2012 or PAS2012/1 (Public Approved Standard for Wheelchair Accessible Vehicles).**
- 2. to remove condition 4 c ii – the requirement for WAV's to have a fixed bulkhead incorporating: A partition screen; A pay point and Assisted means of communication.**

#### **17.LPS.86 Postponement of the Implementation of the CCTV Condition for Licensed Vehicles**

The Director of Early Intervention and Support submitted a report advising the Licensing and Public Safety Committee of the discussion with the trade in relation to the installation of CCTV and consider the proposal to postpone implementation of the condition to allow the trade and officers to review the current and emerging technology.

The Committee recalled that in 2016 the Council consulted on the Consolidated Taxi Licensing Policy. In response to this consultation, a Private Hire Operator suggested mandatory installation of CCTV in private hire and hackney carriages.

At the Licensing Liaison Panel in January 2017 this suggestion was discussed and the panel agreed a timescale for implementation of 1 January 2018. In February 2017 the Licensing and Public Safety Committee agreed the Taxi Licensing Policy, including the condition for CCTV to be installed in licensed vehicles from 1 January 2018. The CCTV condition agreed by the Council included the need for the recordings to be retained for 28 days.

Following this, it became apparent that experience from other local authorities and discussions with the trade indicated that the implementation of CCTV was more complex than originally anticipated. In particular, the storage and control of data and the options available for this technology, which was developing at a rapid rate. Members were advised that there was a lot of activity occurring regarding CCTV at present with regards to case law and an ongoing Judicial Review.

Members were informed that the Lead Licensing Enforcement Officer was working closely with neighbouring authorities with regards to CCTV and discussions were being held to provide consistency across Lancashire. It was understood that central government was also researching the implementation of a mandatory condition for the requirement of CCTV in taxi vehicles. Therefore postponing the implementation date would allow Chorley to gather more information on this.

Officers raised an agenda item at the Licensing Liaison Panel on 27 September 2017, suggesting that the panel review the current and emerging technology and good practice and postpone the implementation of the condition to allow Officers to work with the trade to find the right technological solution. Both Officers and the trade wanted to ensure that the systems installed were effective and appropriate for the requirements of both the Council and the Trade.

Officers proposed that the latest date for the implementation of this condition be 1 January 2020, in line with the review of the consolidated Taxi Policy. However, the Licensing Liaison Panel suggested assessing the developments and recommended an appropriate, more immediate implementation date according to the information brought to the panel. It was advised that Officers would relay an updated proposed specification and any other pertinent information back to the Licensing and Public Safety Committee for future consideration.

Following Member queries, it was confirmed that both data protection and ICO requirements required signage of CCTV recording taking place had to be displayed clearly in all vehicles. It was also reiterated that footage needed to be stored for 28 days in compliance with data protection and ICO requirements. Proprietors could store footage for longer than this if required.

Members discussed the need to provide the trade with further guidance for those looking to implement CCTV in their vehicles and those who already have CCTV installed. It was suggested that a document be created and provided to the trade to provide further information on the requirements. It was also agreed that the Regulatory Services Manager would provide Members with a list of licence holders who already had CCTV installed in their vehicles.

Some Members felt that January 2020 would postpone implementation for too long as it was essential that vehicles had CCTV installed. It was reiterated that the trade had requested the requirement for CCTV and therefore it was in their own interests to install CCTV in their vehicles as soon as possible. Postponing the implementation date to undertake further research would provide greater protection for the public, trade and council. It was agreed that updates would be provided at all upcoming Licensing and Public Safety Committee meetings and Licensing Liaison Panel meetings until an implementation date was finalised.

Councillor Ralph Snape and Councillor Joyce Snape left the room before the item was concluded.

After careful consideration it was proposed by Councillor Mick Muncaster, seconded by Councillor Adrian Lowe, and subsequently **RESOLVED unanimously**;

- 1. to agree that the condition for the installation of CCTV in licensed vehicles from 1 January 2018 is temporarily postponed along with other aspects of the resolution of Licensing and Public Safety Committee on 1 February 2017 in relation to CCTV in vehicles (including CCTV in new vehicles on grant with appropriate signage and new standard conditions attached to vehicle licences relating to storage and access to footage) and kept under review by the Licensing Liaison Panel until a suitable agreed technology is identified.**

#### **17.LPS.87 Any urgent business previously agreed with the Chair**

Due to uncertainty following the proposed Enforcement Restructure, in the instance that this could be her last full committee meeting, the Regulatory Services Manager expressed her thanks to the Chair and Members of the Licensing and Public Safety Committee for their support over the years.

Chair

Date

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**MINUTES OF GENERAL LICENSING SUB-COMMITTEE****MEETING DATE**                    **Wednesday, 6 December 2017****MEMBERS PRESENT:**    Councillor Matthew Lynch (Chair) and Councillors Tom Gray, Gordon France, Sheila Long and Mick Muncaster**OFFICERS:**                    Jenette Hicks (Lead Licensing Enforcement Officer), Jodi Ingram (Solicitor) and Nina Neisser (Democratic and Member Services Officer)**17.LSC.131 Declarations of Any Interests**

There were no declarations of interests received.

**17.LSC.132 Procedure**

The Chair outlined the hearing procedure that would be used to conduct the meeting.

**17.LSC.133 Exclusion of the Public and Press**

**RESOLVED – That the press and public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A of the Local Government Act 1972.**

**17.LSC.134 Review of a Hackney Carriage and Private Hire Drivers Licence**

The Director of Early Intervention and Support submitted a report for the General Licensing Sub-Committee to review the Hackney Carriage (HCD) and Private Hire Drivers' (PHD) licences. Members were to determine whether the licence holder remained a fit and proper person to hold HCD and PHD.

The licence holder and his representative were both present to make their representations to the Sub-Committee.

The licence holder applied for a PHD and HCD licence in February 2016. The application was processed and issued on 4 April 2016. The licence holder had completed the Council's Mandatory Safeguarding training in September 2016. He received an SP30 motoring offence in August 2014, but this was now spent.

On 19 October 2017, the Council's Regulatory Services Manager was contacted via email by the Compliance Manager of Integrated Transport Services at Lancashire County Council. The email outlined that a Chorley licensed PHD undertaking Lancashire County Council school contract work, had been recorded using his mobile

phone whilst driving. The recording had been made by the child whilst being transported by the driver to school. A copy of the recording was viewed by Members of the Sub-Committee at the hearing.

Investigations took place that confirmed the licence holder concerned as the driver of the vehicle. Following this, an interview, jointly led by officers from Chorley Council and Lancashire County Council was conducted. The licence holder was shown the video clip provided by the passenger and confirmed that he was the driver of the vehicle when the recording was taken.

The licence holder accepted that the footage demonstrated that the vehicle was moving when the phone was being used however, he was unclear what he was using his phone for and states he had no recollection of using his phone. The licence holder confirmed that he had subsequently checked his phone for texts/calls made around the time of the incident but was unable to find anything.

The licence holder understood that it was not acceptable to use his phone whilst driving but could not provide an explanation as to why he chose to do so on this occasion. The licence holder was very embarrassed and ashamed of his actions and outlined that he had family friends who had lost their daughter as a result of an 18 year old texting whilst driving. It was reported that the licence holder was visibly upset during the interview.

The Lead Licensing Enforcement Officer advised the Sub-Committee that there was no motoring conviction against the licence holder for this incident. The evidence on which Members were to base their decision was on the information outlined in the report and the footage and representations provided at the hearing. It was reiterated to Members that there had been no previous concerns or no complaints made regarding the licence holder since being licenced with the Council.

Following queries, it was advised that there was no evidence from the licence holder's phone provider to indicate that the phone was being used to send messages and make calls at this time; however you could see the movement of his hand using the phone on the video. In addition, the licence holder clarified that the car provided by his employer had a Bluetooth system and there was no satnav; he would look on google maps on his phone to pre-plan journeys when travelling out of Chorley but agreed on this occasion that he knew where he was going when the incident took place.

The licence holder reiterated to the Sub-Committee that the incident was a moment of stupidity which he deeply regretted; not only had it cost him money but also his dignity and he could not face his family. He advised that he had searched through his phone to find any record of messages or calls made at the time but was unable to find anything. The licence holder stated that he could not apologise enough, and to simply say sorry was an understatement. He indicated that his employer strongly addressed the incident and he understood the negative effect this had on the reputation of Chorley Council. He advised the Sub-Committee that he had learnt from his mistakes and now left his phone in the glove compartment and would only answer if it rang more than once, indicating an emergency, and would also pull over to take a call.

The licence holder's representative expressed that the licence holder had not been working for them long however he always received numerous compliments off customers. Following the incident, it was reported that the licence's income had suffered. The representative reiterated that the licence holder received a thorough

telling off and reminded Members that there had been no police involvement and no points received, although he understood that this did not make the situation right.

After careful consideration of all relevant facts in the report and the representations from the Council's Lead Licensing Enforcement Officer, the applicant and his representative, and having regard for the Council's Safeguarding, Suitability and Convictions Policy for Taxi Licensing, the Sub-Committee **RESOLVED** that the licence holder remained a fit and proper person to hold a hackney carriage and private hire drivers licence. However, a warning would be issued and placed on his drivers file as to future conduct which may be taken into account should any further complaints be received. The decision was taken for the following reasons;

- 1) Whilst Members recognised the serious nature of the licence holder's actions, he had shown remorse and was ashamed that this had taken place.
- 2) The licence holder confirmed that he had learnt from his mistake and it would not happen again. The licence holder informed the Sub-Committee that his phone now remained in the glove compartment and he now pulled over to answer his phone if in the case of emergency.

The Sub-Committee advised that the Council would be speaking to the trade to remind them to drive responsibly.

Chair

Date

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**MINUTES OF GENERAL LICENSING SUB-COMMITTEE**

**MEETING DATE Monday, 18 December 2017**

**MEMBERS PRESENT:** Councillor Marion Lowe (Chair) and Councillors Gordon France, Adrian Lowe, Mick Muncaster and John Walker

**OFFICERS:** Carl Gore (Empty Properties and Enforcement Officer), Alex Jackson (Legal Services Team Leader), Stefanie Leach (Trainee Solicitor) and Nina Neisser (Democratic and Member Services Officer)

**17.LSC.136 Declarations of Any Interests**

There were no declarations of interests received.

**17.LSC.137 Procedure**

The Chair outlined the hearing procedure that would be used to conduct the meeting.

**17.LSC.138 Exclusion of the Public and Press**

**RESOLVED – That the press and public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A of the Local Government Act 1972.**

**17.LSC.139 Application For The Grant of a Private Hire Driver's Licence Made Under Section 51 of the Local Government (Miscellaneous Provisions) Act 1976.**

The Director of Early Intervention and Support submitted a report for Members to determine whether the applicant was a fit and proper person to hold a Private Hire Driver Licence (PHD).

The applicant, his partner and his representative were all present to make their representations to the Sub-Committee.

Before outlining the report, the Licensing Officer addressed an apparent erroneous entry on the applicant's DBS. It was confirmed that the two offences took place on 11 August 2014. The applicant confirmed that he had recently submitted an appeals form to the DBS regarding the inaccurate dates and an appeal against the classification of the caution as a conviction.

Members were also informed that the new plates, following the amendment of the applicant's private hire vehicle insurance, had been collected subsequent to the writing

of the report. As outlined in the report, officers were informed that the applicant was suffering financially since the expiration of his licence and therefore advised that the applicant could amend his private hire vehicle insurance to include another driver, to whom he could then rent the vehicle. The Licensing Officer presented a letter which confirmed this amendment.

The applicant made an application for a PHD licence on 23 November 2017 under Section 51 of the Local Government (Miscellaneous Provisions) Act 1976. The applicant had previously been licensed at Chorley Council since July 2014 until his licence lapsed in October 2017. Therefore, the new application was to be treated as for a grant as his previous licence had expired and therefore could not be renewed.

When originally licensed in 2014 the applicant produced his Enhanced DBS Certificate as required. The applicant was convicted in May 2003 of offence for failing to report an accident that took place in December 2002 and fined £80 as a result. At the meeting, the applicant confirmed the details of the incident whereby a vehicle undertook him and clipped his mirror, words were exchanged but the applicant was in the car with his son and so drove off. Four months later the police came to the applicant's house for not reporting the incident when he was required to do so within 24 hours.

At the time of his application, the applicant also completed a Knowledge Test in October 2014 in which he identified that a taxi driver must notify the Council in writing within 7 days of any conviction in any court. The applicant was again required to produce a new Enhanced DBS Certificate for the new application. The Certificate revealed a conditional caution of Offence Destroy or Damage Property and a caution for the Offence of Battery in August 2014. This was in addition to the Conviction disclosed in the original DBS Certificate. The information on the DBS revealed that the applicant was convicted as above during the application process for his PHD licence but did not reveal this information to Chorley Council at the time.

It was noted that during the application process the applicant satisfied all of the other required criteria, provided a suitable medical report, passed the Knowledge Test, and Advanced Driving Course. Members were also made aware that the applicant changed his address a number of times during the period of his licence. As such, the applicant complied with the conditions of his licence by informing the Council of this information. Furthermore, the applicant did not come to the attention of the Council in a negative way during the period of his previous licence.

Following queries from the Legal Officer it was confirmed by the Licensing Officer that the Knowledge Test was not comprehensive in every aspect. The signed declaration document on page 12 of the report was also clarified to the Legal Officer by the Licensing Officer. It was noted in this declaration that cautions were relevant and were required to be disclosed.

The applicant's partner provided the Sub-Committee with a detailed account of how the two cautions came about in August 2014, for which she blamed herself. Essentially, the incident was associated with the intoxication of both parties and some confusion. The police were called and they arrested the applicant; subsequently he

was held in a cell overnight and released the next day with a caution. The applicant's partner reassured Members she did not make up the statement to protect her partner and confirmed that she was not injured. The applicant reiterated the details of the event and advised the Sub-Committee that he just wanted to leave the police station the next day and therefore accepted the caution.

Following queries from the Legal Officer, the applicant explained the requirements of the conditional caution.

The applicant informed the Sub-Committee that the incident had occurred in between him applying for his licence in 2014 and it being granted. He admitted a misunderstanding and he thought he did not have to inform the Council of his caution as it had not been through the courts. The applicant acknowledged the seriousness of not declaring this caution to the Council and recognised the requirement of informing the Council with regards to future conduct. He stated that this situation had put him under severe pressure and strain and he would not do it again.

The applicant's representative informed the Sub-Committee that the applicant had been a taxi driver for 7 years in total and had never been subject of complaint to the council where he was previously licensed. The applicant had no convictions prior to 2003 and no cautions or motoring offences. The applicant's representative also provided the Sub-Committee with positive references from a parent whose child travelled under a school contract with the applicant. It was advised that regardless of these incidents, the applicant was physically and mentally fit and there was no reason to believe that he was a danger to the public.

The Sub-Committee **RESOLVED** that the applicant was a fit and proper person to hold a Private Hire Driver Licence under Section 51 of the Local Government (Miscellaneous Provisions) Act 1976 and that his application be granted for the following reasons:

- 1. More than three years had elapsed since the cautions in 2014. The rehabilitation period for battery under the Council's policy is three years.**
- 2. There had been no complaints regarding the applicant in connection with his taxi licence at Chorley.**
- 3. The applicant had made full disclosure on both application forms in 2014 and in 2017 in relation to his convictions and cautions at the material time.**
- 4. Members attached weight to the representation from the applicant's partner regarding the circumstances of the incident which were associated with the intoxication of both parties and some confusion.**

Members suggested that the applicant apply in good time before the expiration of his licence when it was next due for renewal to avoid any period when he cannot taxi and to not inconvenience officers and Members in having to summon an ad hoc Sub-Committee at short notice.

Chair

Date

**MINUTES OF GENERAL LICENSING SUB-COMMITTEE****MEETING DATE** Wednesday, 17 January 2018**MEMBERS PRESENT:** Councillor Marion Lowe (Chair) and Councillors Margaret France, Mick Muncaster, Debra Platt and Kim Snape**OFFICERS:** Carl Gore (Empty Properties and Enforcement Officer), Jodi Ingram (Solicitor) and Nina Neisser (Democratic and Member Services Officer)**17.LSC.141 Declarations of Any Interests**

There were no declarations of interests received.

**17.LSC.142 Procedure**

The Chair outlined the hearing procedure that would be used to conduct the meeting.

**17.LSC.143 Exclusion of the Public and Press**

**RESOLVED – That the press and public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information and defined in Paragraph 1 of Part 1 of Schedule 12A of the Local Government Act 1972.**

**17.LSC.144 To Determine the Renewal of a Private Hire Driver Licence as per Section 61 of the Local Government (Miscellaneous Provisions) Act 1976**

The Director of Early Intervention and Support submitted a report for the General Licensing Sub-Committee to determine whether the Licence Holder remained a fit and proper person to renew her Private Hire Driver's (PHD) licence.

The Licence Holder did not attend the hearing. Following contact in December 2017, the Licence Holder was informed that her application would be considered by the Sub-Committee on 17 January 2018 and a detailed explanation of the process was given. The Licence Holder was invited to attend the hearing to make representations.

The Empty Properties and Enforcement Officer was informed that the Licence Holder would be unable to attend the hearing as she was out of the country at this time. The Licence Holder confirmed that she was happy for the hearing to go ahead and would submit a statement for consideration by Members in her absence. She confirmed that she would not be asking another party to attend as her representative.

Before considering the report, an update was provided by the Empty Properties and Enforcement Officer. It was noted that the Officer had received contact from an

individual wishing to discuss the matter on the Licence Holder's behalf. The Empty Properties and Enforcement Officer subsequently contacted the Licence Holder on the email address she provided to request her authority to discuss the matter with the individual concerned. The Licence Holder did not respond and therefore no authority was provided. No further contact was received from the individual.

The Sub-Committee was provided with a copy of the emails from the Empty Properties and Enforcement Officer to the Licence Holder. It was noted that the Licence Holder advised that as she was travelling she would only have access to her emails intermittently.

Taking all of this into consideration the Sub-Committee agreed to continue with the hearing in the Licence Holder's absence.

The Empty Properties and Enforcement Officer informed the Sub-Committee that the Licence Holder was originally granted a PHD Licence in January 2015. In her original application there were two driving convictions noted, however, these did not prevent the issue of the licence at that time. When the Licence Holder applied to renew her PHD licence in October 2017, it was noted that three driving convictions had been received not previously known to the Council which she had failed to previously disclose as required by the conditions of her licence. The Licence Holder subsequently provided the Council with the required documentation.

Following confirmation that the Licence Holder would not be in the country to attend the hearing on 17 January 2018 she submitted a statement in December 2017. The statement explained the nature of her motoring convictions which had failed to be disclosed. In the statement, the Licence Holder reassured the Sub-Committee that she took extra care as to not exceed the required legal speed limits since receiving these motoring convictions.

Members were advised that apart from the information provided in regards to motoring convictions, there were no other adverse comments recorded on the Licence Holder's driver record.

After careful consideration of all the relevant information in the report and the representation from the Council's Empty Properties and Enforcement Officer, consideration of the Licence Holder's statement, and having regard for the Council's Safeguarding, Suitability and Convictions Policy for Taxi Licensing, the Sub-Committee **RESOLVED that;**

- 1. The application to renew be granted as Members considered that the Licence Holder remained a fit a proper person to hold a Private Hire Drivers Licence.**

A warning would be issued to remain on the Licence Holder's record as she failed to inform the Council of the convictions within 7 days in accordance with the licence conditions.

Chair

Date

**MINUTES OF LICENSING ACT 2003 SUB-COMMITTEE****MEETING DATE**                      **Wednesday, 15 November 2017****MEMBERS PRESENT:**      Councillor Marion Lowe (Chair) and Councillors Adrian Lowe and John Walker**OFFICERS:**                      Lesley Miller (Regulatory Services Manager), Chris Carney (Licensing Enforcement Officer), Stuart Oakley (Environmental Health Officer), Carl Gore (Empty Properties and Enforcement Officer), Alex Jackson (Legal Services Team Leader), Nina Neisser (Democratic and Member Services Officer) and Dianne Scambler (Democratic and Member Services Officer)**OTHER MEMBERS:**              Also in attendance were representatives from South Ribble Borough Council's Licensing Committee and Department who came to observe the meeting.**17.LAS.66 Declarations of Any Interests**

No declarations of any interests were received.

**17.LAS.67 Procedure**

The Chair outlined the procedure to be used to conduct the meeting.

**17.LAS.68 Application for a Premises Licence under Section 17 of the Licensing Act 2003, for the Coppull Conservative Club**

The Sub-Committee considered an application made under Section 17 of the Licensing Act 2003 for the granting of a premises licence for Coppull Conservative Club, 261 Spendmore Lane, Coppull, Chorley, PR7 5DF.

It was reported to the Sub-Committee that the Council received an application for a new Premises Licence for Coppull Conservative Club on 29 September 2017. The premises benefited from a Club Premises Certificate (CPC). Members considered an application for a new premises licence, not the CPC, which sought to obtain a full premises licence to allow non-members to attend the venue whilst continuing to have the CPC running in conjunction with the new licence.

The application received three representations, one of which from Environmental Health had been subsequently resolved through negotiation and agreement to additional conditions, prior to the hearing. There were two other representations from local residents, although one of those representations came attached to the first via email. The Licensing Enforcement Officer advised that one of the parties had

subsequently moved away, therefore he considered that representation to carry far less weight as the venue could no longer affect the author of the letter. No subsequent representations had been received from the new residents at the address. The issues raised by the representations related to the licensing objective of the Prevention of Public Nuisance.

It was understood that Lancashire Constabulary agreed additional conditions and made no representations. Both Environmental Health and Lancashire Constabulary had agreed with the applicant a time limit of 6-8 weeks after the licence was issued to implement the changes required within the additional conditions. Chorley Licensing Enforcement Officers also negotiated a reduction in the operating and licensable activities hours applied for with the applicant.

At the hearing, residents explained that their main concerns were the noise and parking issues which were generated and believed that the club had not been responsible licence holders over recent years. It was also noted that seven other residents had expressed similar objections regarding noise when approached by the objector but these had not been submitted in writing. Mr Whelan advised the Sub-Committee that he had had numerous discussions with various people at the club but no consequent actions had been made. He had subsequently rung the police, but chose not to make a formal complaint and also contacted the MP's office.

Following contact with the Environmental Health Officer, Mr Whelan was provided with a sound device to monitor the levels of noise received at his property from the club. On the August Bank Holiday weekend, music at levels of 50 decibels was recorded at 11.30pm. Mr Whelan said that the World Health Organisation specified that the maximum acceptable limit was 30 decibels. Mr Whelan commented that some of the forms of adult entertainment at the premises were not appropriate.

In summary, Mr Whelan did not object categorically to the grant of the licence or music noise levels and was not trying to get the premises closed, but held concerns regarding the proposed licensed hours, including the agreed reductions and believed 11pm was a more suitable time. He said that people in the club could not hear his television so he should not be able to hear noise from the club. He also suggested that the licence might be granted for a lesser number of hours than requested and the licensed hours increased after a period, only if the club proved itself. Mr Whelan felt that the club had treated residents with contempt and total disregard and some club officials had not dealt with his concerns properly.

Mr Whelan's neighbour Mr Wawrzyniak talked of the problems he had experienced with club members congregating on the patio and arguing. He commented that the noise limiter and the doors not being propped open should make matters all right.

The applicant and their solicitor reiterated that the proposed times had already been reduced from the original application in agreement with Council Officers. A sound limiter device would be installed to help mitigate noise issues further and as the only licensed premises in the borough to do so at present, believed this showed that the club was willing to address residents' concerns. It was also advised that CCTV was scheduled to be implemented at the club by the end of November 2017. Following a query from the Legal Officer it was confirmed that there were visible signs in the premises advising customers to be quiet and respectful to neighbours when leaving the club.

The Sub-Committee carefully considered the applicant's written and verbal representations and the written and verbal representations from the objectors. The Sub-Committee also had regard to the Council's Statement of Licensing Policy; in particular those paragraphs referred to within the report and gave consideration to the guidance issued by the Secretary of State under Section 182 of the Licensing Act 2003. The Sub-Committee also considered Human Rights implications, in particular Article 6, Article 8 and Article 1 of the First Protocol.

Members **RESOLVED** to grant the premises licence with the following amendments to the proposed conditions:

1. The word "Prominent" to be inserted in the condition regarding CCTV signage at Paragraph 1(e) of Appendix 4 to the report
2. Delete the words "where such a request is made in accordance with the Data Protection Act 1998" in the condition at paragraph 1(d) of Appendix 4 to the report regarding handing over CCTV footage so it is not a request under the Data Protection Act 1998 but an obligation
3. An additional condition that the conditions regarding noise proposed by Environmental Health be implemented before any regulated entertainment takes place when the premises are open to the public.

The reasons for the decision were as follows;

1. Members took account of the recommendations of the Environmental Health Officer that the measures recommended would promote the objective of prevention of public nuisance and that the police were in agreement over other proposed conditions.
2. Issues raised by the residents regarding parking are matters to be taken up with the Highways Authority of Lancashire County Council where such occurs on the highway and not something which could be dealt with under the licensing regime.
3. It is not possible to grant a premises licence as suggested on a trial basis for less hours than applied for if members are satisfied that conditions imposed would address the risk of public nuisance.
4. Mr Wawrzyniak agreed that the noise limiter should address the issues raised.
5. Mr Whelan referred to seven local residents having issues with the club but no relevant representations appear to have been received from them.
6. The types of entertainment to which Mr Whelan opposed were a matter of personal taste and not something that the licensing authority could seek to control.

Chair

Date

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Report of	Meeting	Date
Deputy Chief Executive/ Director (Early Intervention and Support)	Licensing & Public Safety Committee	14 February 2018

## THE ALLOCATION OF A HACKNEY CARRIAGE VEHICLE LICENCE

### PURPOSE OF REPORT

1. The report is a follow on report, from a report considered by the Committee on 19 July 2017.
2. The report informs the Committee of the expressions of interest received for a wheelchair accessible (WAV) motor hackney vehicle licence and invites the Committee to undertake a Tombola style selection to identify the preferential order in which the expressions of interest should be considered.

### RECOMMENDATION(S)

3. Members are asked to note the information contained in the report and if satisfied that the correct process has been followed undertake a Tombola style selection.
4. That the tombola draw is undertaken in a way that all expressions of interests are drawn. This then provides an audit trail demonstrating that all valid expressions of interest have been entered into the tombola.
5. That the Committee agree that the assessment of compliance with the criteria in relation to pending convictions is considered at the time of an application. That the assessment of compliance will be by means of a basic disclosure, a DVLA licence check and a fully completed statutory declaration, all of which must be submitted as part of the application and dated within 2 months prior to the date of application.
6. That the Committee accept a change to the guidance and criteria in Appendix 1, as highlighted, where the WAV vehicle conditions in this guidance do not reflect the standard WAV conditions. In this case this relates to the criteria preventing the use of rear loading/access doors.

### EXECUTIVE SUMMARY OF REPORT

7. Following on from the report considered by the Committee on 19 July 2017 the Regulatory Services Manager wrote to all eligible licence holders and provided a form for completion inviting persons to submit expressions of interest regarding the provision of a wheelchair accessible hackney carriage vehicle.
8. The returned expressions of interest forms have been considered against the Guidance and criteria provided at **Appendix 1**.
9. A total of 13 expressions of interest forms were returned. One of which was rejected as not meeting the criteria in that the person had not held a relevant licence for the required 3 year period.

<b>Confidential report</b> Please bold as appropriate	Yes	No
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### CORPORATE PRIORITIES

10. This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all	x	A strong local economy	x
Clean, safe and healthy homes and communities		An ambitious council that does more to meet the needs of residents and the local area	x

**BACKGROUND**

- 11. The report of the 19 July 2017 provides the background to this report.
- 12. The Regulatory Services Manager wrote to 89 licence holders who may have met the criteria detailed in Appendix 1. The compliance with the criteria could not be fully assessed at this stage, for example officers could not have known, whether all licence holders had any pending convictions.
- 13. Deadline dates were provided in respect of the return of expressions of interest. All received expressions of interest were returned within the required timescales.
- 14. Persons named on the returned expressions of interest forms, have been checked on companies house records and the Insolvency Service Register for any evidence of bankruptcy or disqualification and have had their licence records checked on the current licensing software systems to ensure that they do not/ have not previously held a hackney carriage vehicle licence issued by Chorley Council.
- 15. The eligibility criteria require that persons do not have *any pending convictions or other relevant matters that have not previously been considered by the Council*. No assessment of compliance has been made in respect to this criteria. Compliance with this criteria will incur financial expense by persons who have submitted expressions of interest and therefore it is considered proportionate that these criteria are assessed as part of any application made following the tombola.
- 16. Persons who have submitted expressions of interest which comply with the assessed eligibility criteria have been notified in writing. A copy of the letter is attached at **Appendix 2**.
- 17. **Appendix 3** provides information compiled by officers in relation to expressions of interest which comply with the eligibility criteria assessed to date. The names have been listed in the document so that any party has the opportunity to provide the Council with information if they consider that the eligibility criteria have not been properly applied.
- 18. One expression of interest was received from a person who appeared not to have held a licence for the prerequisite time. The Regulatory Services Manager wrote to the person concerned explaining the reason for the exclusion and offering the person the opportunity to provide further information demonstrating that they did in fact meet the eligibility criteria. A verbal update will be available at the meeting.
- 19. The WAV vehicle conditions in the guidance (Appendix 1) do not reflect the standard WAV conditions. In this case, this relates to the criteria preventing the use of rear loading/access doors. This was an oversight when producing the criteria, as this restriction for WAV's was removed in the updated vehicle conditions in 2016. The change is highlighted in the Appended document.

**ACTION FOLLOWING TOMBOLA**

20. If the Committee approve the recommendations and undertake the Tombola, officers will note the order in which the expressions of interest are drawn. The first drawn will be invited to make an application for a hackney carriage vehicle licence, the application should be submitted in accordance with the criteria in Appendix 1. In the event of the first drawn expression of interest not meeting the criteria, the second drawn will then be invited to submit an application. The process will be repeated until one hackney carriage vehicle licence has been allocated.

**IMPLICATIONS OF REPORT**

21. This report has implications in the following areas and the relevant Directors’ comments are included:

Finance		Customer Services	
Human Resources		Equality and Diversity	x
Legal		Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	

**COMMENTS OF THE STATUTORY FINANCE OFFICER**

22. \*No Comment

**COMMENTS OF THE MONITORING OFFICER**

23. Section 37 of the Town Police Clauses Act 1847 as amended by section 16 of the Transport Act 1985 provides that a Council may only limit the number of licensed hackney carriages if it is satisfied that there is no significant unmet demand for the services of hackney carriages.
24. Under Section 37 of the 1847 Act the Council may exercise its discretion when granting a hackney carriage vehicle licence. It follows that it may choose to assess the suitability of applicants as described at paragraph 5 above.
25. In the event of any challenge to the Council’s policy of restricting the number of hackney carriages, reliance can be placed on the findings of the most recent survey in respect of unmet demand. DFT Guidance suggests a survey should be obtained every three years.
26. As hackney carriage vehicle licences are highly sought after and a limit on numbers confers a “licence premium” or “street value”, there is always the possibility of a legal challenge to the allocation process, or an appeal by an unsuccessful applicant. In order to mitigate the risk, it is important that members should be seen to act fairly and openly. The Council’s established tombola method would also assist in mitigating the risk.
27. Case law has held that the licence premium is unlikely to be property for the purposes of the Human Rights Act 1998.
28. Any person who is refused the grant of a hackney carriage vehicle licence would have the right of appeal to the Crown Court within 21 days of receiving notice of the decision.

CHRIS SINNOTT  
 DEPUTY CHIEF EXECUTIVE/DIRECTOR OF EARLY INTERVENTION AND SUPPORT

<b>Background Papers</b>			
<b>Document</b>	<b>Date</b>	<b>File</b>	<b>Place of Inspection</b>
Report to Licensing and Public Safety Committee Hackney Carriage vehicle	19 July 2017	***	Council website

Licence			
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<b>Report Author</b>	<b>Ext</b>	<b>Date</b>	<b>Doc ID</b>
Jenette Hicks	5628	18.1.18	***



## GUIDANCE FOR PERSONS INTERESTED IN OBTAINING A HACKNEY CARRIAGE LICENSING

1. The Council is issuing one (1) wheelchair accessible Hackney Carriage licence. Only one entry from each address will be considered.
2. A licence will only be issued in respect of a Hackney Carriage vehicle purpose built to accommodate wheelchair disabled passengers, which is defined as follows:

A wheelchair accessible vehicle means, "a vehicle purpose built by the manufacturer or adapted prior to registration in a manner approved by the manufacturer and Chorley Borough Council and has obtained the appropriate vehicle type approval". The vehicle must provide access for a wheelchair through the near side or offside doors. ~~Vehicles with rear door access will not be acceptable.~~ Any door used for wheelchair access must be capable of opening as wide as the aperture. An approved method to secure both the wheelchair and the wheelchair occupant must be provided; additional high visibility handholds and additional steps must be provided for the assistance of elderly and ambulant disabled people; ramps or other means (mechanical lift) must be employed with the vehicle for the loading/un-loading of wheel chairs." (In all cases any ancillary fittings will be Type 1 approved or equivalent).

3. It will be a condition of the issue and renewal of the licence that the vehicle, and any subsequent replacement vehicle, shall be wheelchair accessible as defined above.
4. Any driver of the wheelchair accessible vehicle licensed will be required to demonstrate that he/she has either undertaken or has made arrangements for persons with disability training and will have successfully completed an accredited course.

**Note:** Under the Disability Discrimination Act 1995, the Secretary of State may make "taxi accessibility regulations"; containing detailed specifications for hackney carriages. These specifications may be phased in over a period of time, and will likely apply to all hackney carriages, although as yet it is not known when. The Regulations have not yet been made, and it should be noted that the Council cannot guarantee that a vehicle which complies with its own definition of "wheelchair accessible" will necessarily comply with future taxi accessibility regulations.

5. The award will be subject to the current licence fee (on grant) for a Hackney Carriage vehicle licence + 1/36 of any outstanding unmet demand survey fee where appropriate. Licenses are issued for a period of six months. All vehicles must be inspected prior to first licensing, and following licensing are then invited to apply for the renewal of that licence every six months.

6. The following criteria have been set for the allocation of the licence:
- a) Every vehicle shall be a London style taxi , or other model which meets the requirements of paragraph 2
  - b) Vehicles shall be of an Emission standard at or above Euro 5 in general terms this will be a vehicle that was first registered in 2009 or later. Before purchasing any vehicle, the purchaser should assure themselves of the Euro emission standard of the vehicle Vehicles must be purpose built hackney carriage vehicle and purpose built to accommodate wheelchair disabled passengers.
  - c) Vehicles shall be properly tested and roadworthy to a standard approved by the Council's vehicle inspectors such testing to include the structural integrity.
  - d) Vehicles shall be properly insured and proof of purchase to bear the name of the proposed proprietor to be produced to the Council either upon application or before the issue of the licence.
  - e) Applicants must confirm that he or she has never previously sold, transferred, surrendered or had revoked a vehicle licence.
  - f) The applicant is required to be an owner/driver or an intended owner/driver and must demonstrate proof of proprietorship or intended proprietorship of their vehicle. The vehicle licence will be awarded on a sole proprietorship basis.
  - g) The applicant must be registered on the electoral register or be liable to be invoiced in relation to business rates in the Borough of Chorley on the date that the HCV licence becomes available for allocation.
  - h) Applicants must have held a private hire, hackney carriage driver licence, PHV licence or PHO licence issued by Chorley Council for 3 years or more at the time of application.
  - i) No Application will be entertained from any person who at the time the HCV licence becomes available is named on any existing HCV licence.
  - j) No Application will be entertained from any person who has had a HCV, PHV, HCD, PHD or PHO licence refused or revoked within the last 5 years by any authority.
  - k) No Application will be entertained from any person who has transferred a Chorley Borough Council HCV licence.
  - l) The winning applicant must present a suitable vehicle for inspection at the council within two months of the date the licence is awarded. Failure to do this will result in the offer being withdrawn and the 1st reserve applicant will be allowed to apply for the licence with the same time restriction applied. Should that person fail to complete the process in the allotted time the 2nd reserve person will be offered the opportunity with the same conditions applied.

- m) Should the HCV licence remain un-allocated following this process then the initial allocation process will be repeated using the expressions of interest originally submitted. Those applicants that have failed to previously comply with this condition will be excluded from the subsequent draw.
  - n) Any other considerations, which may fairly and reasonably relate to the grant of a hackney carriage licence and appear to the Council to be relevant including the proposed area of operation of the vehicle in respect of area to be worked, may be taken into account at the time of the award of the said licence.
  - o) The transfer of the licence will be prohibited for a period of 5 years from first application.
  - p) The applicant must not currently be declared bankrupt or have been excluded from directing a business by order of any court.
  - q) The applicant must be able to supply two references from their existing and most recent employer, or persons' who have known the applicant for a period of 5 years. Doctors, Teachers, JP's, Council officials, members of legal or medical profession, persons of good standing from within the community.
  - r) The applicant must be free from any driving convictions or penalty points and has none pending at the time of application 'other than convictions that have been previously declared and/or considered by the council's licensing sub committee
  - s) The applicant must be free from any criminal convictions and has none pending at the time of application 'other than convictions that have been previously declared and/or considered by the council's licensing sub committee.
7. If more than one applicant satisfies these criteria, their names will be placed in sealed envelopes and then placed into a tombola type box under the scrutiny of the Chair and Vice Chair of Licensing and one name shall be drawn from the box at a Licensing and Public Safety Committee. A second and third place name shall be drawn as reserve should the awarded person fail to meet those obligations from two months of the award.

It is anticipated that there will be more than one person interested in obtaining the available HCV licence and satisfy the above criteria. Applicants are asked at this stage to complete a 'registration of interest form'. **It will not** be necessary for a fee to be paid or a vehicle presented for testing until the licence is allocated and thereafter and in any case within two months of the award.

8. The 'registration of interest form' must be returned, to the Deputy Chief Executive/ Director of Early Intervention and Support of Chorley Borough Council at the address at the bottom of this document by; 18th December 2017

**APPLICATION OF INTEREST FOR A WHEELCHAIR ACCESSIBLE MOTOR HACKNEY VEHICLE LICENCE TO PLY FOR HIRE IN THE BOROUGH OF CHORLEY**



1	Full name of person making application		Title: Mr/Mrs/Miss/Ms		
	Forename(s)				
		Surname			
2	Permanent Address				
	and  Post Code				
	Details of current and previous licences issued by Chorley Council		Licence number	Licence type	Current/ expired
3	Telephone N°				
		Mobile			
		E-Mail			
4	<b><u>Details of proposed vehicle</u></b>				
		Registration		Year of Manufacture	
		Make		Model	
		Passenger capacity		Engine capacity	
		Is the vehicle purpose built for the carriage of wheelchairs?			Yes / No
		Was it adapted prior to registration			Yes / No
		Was the adaptation approved by the manufacturer (documentary evidence of this will be required)			Yes / No
		Will you own the vehicle? (proof of proprietorship or intended proprietorship must be supplied)			Yes / No
5	Have you ever been convicted at a court or cautioned by the Police for any Offence			Yes / No	
		Have you ever been convicted of any motoring or traffic offence?			Yes / No
		If the answer to either of the above questions is YES, provide details of offences below including approximate date, the offence and the court or Police force which dealt with you and all relevant fixed penalties :			
		Date of conviction or fixed penalty	Court or Police force	Offence (s)	Sentence or order of court

6	Have you ever sold or transferred a Hackney Carriage vehicle licence	Yes / No
7	Do you hold a Hackney Carriage Vehicle licence issued by Chorley Borough Council	Yes / No
8	If yes please give number and date of issue of licence	
9	If there are there any other matters that you wish to mention that are relevant to this application please enter these below:	

Please read and sign declaration -

I wish to be considered for the issue of a new hackney carriage licence.

I have read and understood the guidance enclosed with this document, and I accept the terms and conditions contained therein.

The information, which I have given in this form, is true to the best of my knowledge and belief. I understand that the information I have given will be used by the Council to determine whether I may be allocated the vehicle licence, and that if I have knowingly or recklessly made a false statement or omitted any material particular, I may be liable to prosecution under Section 57(3) of the Local Government (Miscellaneous Provisions) Act 1976, and any licence granted may be revoked.

**Signed** \_\_\_\_\_ **Dated** \_\_\_\_\_

Please return to: Deputy Chief Executive/  
 Director of Early Intervention and Support  
 Early Intervention and Support Directorate  
 Chorley Council  
 Civic Offices  
 Union Street  
 Chorley  
 Lancs  
 PR7 1AL

**Important Note: THE FORM MUST BE RETURNED BY 5pm on the 18<sup>th</sup> December 2017**

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**Appendix 2****Letter sent to persons named in Appendix 3****Expression of Interest****Hackney Carriage Vehicle Licence**

The Council has received your expression of interest regarding a Chorley Hackney Carriage vehicle Licence.

This letter is to advise you that on 14 February 2018 the Licensing and Public Safety Committee will be considering a report in respect of the expressions of interests received in respect of a hackney carriage vehicle licence

The Committee are being asked to enter the expressions of interest into a tombola style draw. The effect of the tombola will be to determine the order of priority in which persons who appear to have made valid expressions of interest are then invited to make an application for the one hackney carriage vehicle licence that is currently available for issue.

The names of persons who appear to have made valid expressions of interest will be detailed in the report. This has been done in the interests of transparency and to offer an opportunity to any person to provide the Council with any information which they consider challenges the validity of the expression of interest.

The report regarding this matter will be available on the Councils website approximately 1 week prior to the meeting. The meeting is a public meeting which you are able to attend as an observer.

Yours sincerely,

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**Appendix 3 Hackney Carriage Vehicle licence Expression of Interest**

	Applicant Name	Living within borough or Paying Business Rates (taxi related Business)?	HCV plate already?	HC Vehicle Licence ever transferred, surrendered or revoked?	Held CBC licence for 3 years?	Licence refused or revoked in last 5 years?	**Applicant bankrupt or excluded from directing a business?	undeclared driving or criminal convictions?
No 1	Ali Hassan	Yes	No	No	Yes	Not at Chorley	No	Basic DBS and DVLA check required after draw for successful applicant
No 2	Fazail Iyaz Ahmed	Yes	No	No	Yes	Not at Chorley	No	
No 3	Siraj Jiva	Yes	No	No	Yes	Not at Chorley	No	
No 4	Habij Miah	Yes	No	No	Yes	Not at Chorley	No	
No 5	Shamail Iyaz Ahmed	Yes	No	No	Yes	Not at Chorley	No	
No 6	Hussain Mama Assan	Yes	No	No	Yes	Not at Chorley	No	
No 7	Yaseer Siddique	Yes	No	No	Yes	Not at Chorley	No	
No 8	Makbul Hussain	Yes	No	No	Yes	Not at Chorley	No	
No 9	Yellow Cabs	Yes	No	No	Yes	Not at Chorley	No- for directors	
No 10	Fazeel Ahmed	Yes	No	No	Yes	Not at Chorley	No	
No 11	Shakail Ahmed	Yes	No	No	Yes	Not at Chorley	No	
No 12	Usman Iyaz Ahmed	Yes	No	No	Yes	Not at Chorley	No	

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