

## Licensing Liaison Panel

### Meeting notes for 16 January 2017

#### Chorley Council, Town Hall

#### Attendance:

Chorley Council: Cllr Marion Lowe – Chair Licensing and Public Safety Committee  
Lesley Miller- Regulatory Services Manager  
Steve Culleton- Lead Licensing and Enforcement Officer  
Tracy Brzozowski – Licensing Enforcement Officer  
Conrad Heald- Town Centre Manager

Taxi Licensing Trade: Phil Cooper- Coopers Private Hire  
Shamail Ahmed – Private Hire  
Andrew Price- Yellow Cabs Private Hire  
Anthony Price – Yellow Cabs Private Hire  
Julie Price - Yellow Cabs Private Hire

Licensing Trade: Peter Verhaege- Pub Watch and Licenced Trade

Agenda Item	Discussion Notes	Actions
Part 1-1	Apologies- Charles Oakes – The Hackney Drivers Association Ltd Sgt Tony Bushell – Police Licensing	
2	Minutes from Meeting on 5 October 2016- had been sent out with the original email before Xmas	
3	Matters Arising – none	
4	Licensed Premises – PV gave an update from pub-watch and raised concerns about the increased prevalence of nitrous oxide canisters to give the user a high, these canisters can be purchased on the internet but it is unknown how they affect individuals, particularly in combination with alcohol. It is understood that this is the same gas which was historically used by dentists as an anaesthetic. SC advised that premises will need to review their drugs policies to accommodate these new drugs. He will speak to our communications team about some publicity. PV also raised a question about the fire safety policy in Microbars. Most established premises have been required to provide outward opening fire doors and an ante-lobby to comply with fire regulation, but the recently established microbars do not all seem to have to comply with this. Can the LA ask the fire authority to clarify if this is still a legal requirement? LM/TB responded, advising that the fire service as a responsible authority for a licensing application will be relied upon to view the fire risk assessment and ensure compliance with current standards. Only if the fire enforcement officer finds a clear breach will they take any action. The current thinking is that it is the responsibility of the premises	SC to talk to comms

	<p>licence holder to ensure that the risk assessment is fit for the premises, as will any other health and safety risk assessment, and they have to demonstrate this and show due diligence in the way they manage those risks within the premises. It did used to be more prescriptive and the fire service would be more involved in offering advice and guidance, but as their resources have diminished they have put the onus on the operator.</p> <p>LM will seek some clarification from the fire service and report back. AP/PV confirmed there were no town centre working group issues for this meeting.</p>	LM to contact Fire service
5	Gambling Act – Club Gaming licences are due for renewal in 2017	
6	<p>Police Items – police have not asked for any matters to be included in this item and are not in attendance.</p> <p>Following the police email that LM forwarded to PV with regard to the potential for football fans to stop off in Chorley over the previous weekend, PV confirmed that he had put the details on pub-watch online, but in the end there were no fans in the town on that day. Thanks to PV for making the police intel report available to pub-watch. LM just reported that Tony Bushell is due to retire in May, and as yet there is no information on how the police intend to cover his duties.</p>	
Part 2 1.	<p>Taxi Items –</p> <p>Taxi Policy consultation: LM reported that we had received 2 consultation responses, one from the guide dogs regarding the wording and nature of medical exemptions- there are currently no drivers with medical exemptions licenced in Chorley. The other response was from Coopers with a suggestion for the mandatory installation of CCTV in all vehicles, this will be put forward to the LPSC on 1<sup>st</sup> Feb</p> <p>CCTV- PC explained that there have been a number of instances that had made him make the suggestion and even over Xmas there was an incident in a vehicle that luckily had CCTV, which meant that when the driver was accused of assaulting a passenger the CCTV showed there had been no altercation.</p> <p>Some questions were raised about data protection. The Information Commissioner’s Officer website has some guidance on data control and how to comply with the rules. There is a licence fee of about £35 per year. There was some concern over whether audio is allowed, again the guidance is available on the ICO website.</p> <p>PC wants to have this as a requirement because it helps deal with false accusations and keep drivers on the road.</p> <p>Yellow cabs are in consultation with a local firm to provide a system for them in all their cars.</p> <p>Timescales were discussed and AP suggested that it should apply from either 1<sup>st</sup> Jan or 1<sup>st</sup> April 2018 for existing- as there is quite a lead in for bigger systems. Could apply to all new vehicles on grant.</p> <p>Other recommendation to LPSC will be: DBS- that certificates are produced before the renewal is issued. There is a 3 month period to start the renewal process and the new electronic system is quite quick. There were no comments from the group.</p> <p>MOT advisories- LM explained the research done prior to the last LPSC where there were clear links between advisory notes on an MOT and failures at the next test. AP questioned how we can ask for this when the MOT is a legal requirement.</p>	LM will report to committee as part of their considerations

	<p>SC explained that the Council's taxi test has to be equivalent or better than the MOT, so a Council can require anything over and above the basic MOT as part of that test.</p> <p>Following discussion on the types of failures noted there were no objections from the group to this proposal.</p>	
2.	<p>Taxi Rank consultation:</p> <p>Conrad explained the consultation that has taken place with all the HCV's and Town Centre Working Group on the proposal to move the rank on Tuesday to accommodate the alternative location of the Market from the flat iron.</p> <p>There have been 12 responses from the trade and 60 from the public. Many responses from the trade are opposed to the whole market walk and town centre regeneration program- but this is going ahead, the consultation was in relation to the rank and few responses covered this point.</p> <p>Conrad advised that the consultation was still open and that further feedback or responses in relation to the specific proposal would be welcomed.</p> <p>AP commented that the town centre refurbishment is a good idea and can only be good for the businesses and people of Chorley and therefore supports the proposals to enable that to happen.</p>	
3	<p>Fee Review-</p> <p>AP questioned the discrepancy between a single and co-terminus (dual) badge fee. LM advised that this is an anomaly from the previous review and this is being addressed in the current review of fees.</p>	
4	<p>Engaging with WAV HCV's –</p> <p>LM explained that following the unmet demand survey, although there has been no change to the HCV numbers on this occasion, it has been recognised that there is a potential for criticism of the Council limiting numbers as the disabled residents of the borough are not serviced well by Chorley WAV's. There are no LCC contracts held by Chorley WAV's and the recent public interest consultation identified concerns by disabled groups and care homes that they are unable to access Chorley licensed WAV's and use vehicles from the surrounding boroughs. This issue will inevitably lead to HCV numbers being reviewed again before too long.</p> <p>Cllr Hasina Khan, as our equality lead, has asked that these concerns are raised at LLP and suggestions are made by the group on how the PHO's can engage better with the WAV HCV's or how we can get more WAV's on the PH fleet.</p> <p>AP advised that Yellow Cabs do get asked, but now it isn't that often, but this could be as a consequence of people knowing they don't have a WAV available.</p> <p>Coopers don't own any of the fleet, so it is up to individual owner-drivers to invest. Because it is not permitted to charge more fare for a WAV, the additional investment is not worthwhile if the vehicle can't be an HCV. Coopers have offered before and are very happy to include WAV HCV's in their radio system as they know they can provide work for them.</p>	
5	AOB- none	
	Date and Time of Next Meeting:	