



*Castle House
Great North Road
Newark
NG24 1BY*

Tel: 01636 650000

www.newark-sherwooddc.gov.uk

Wednesday, 28 August 2019

Chairman: Councillor Mrs R Crowe

Vice-Chairman: Councillor R White

Members of the Committee:

Councillor Mrs K Arnold

Councillor L Brazier

Councillor Mrs B Brooks

Councillor Mrs I Brown

Councillor S Carlton

Councillor M Cope

Councillor P Harris

Councillor R Jackson

Councillor Mrs S Michael

Councillor Mrs S Saddington

Councillor I Walker

Councillor K Walker

Councillor Mrs Y Woodhead

MEETING: General Purposes Committee

DATE: Thursday, 5 September 2019 at 6.00 pm

**VENUE: Castle House, Great North Road, Newark,
Notts. NG24 1BY**

**You are hereby requested to attend the above Meeting to be held at the time/place
and on the date mentioned above for the purpose of transacting the
business on the Agenda as overleaf.**

If you have any queries please contact Helen Brandham on helen.brandham@newark-sherwooddc.gov.uk 01636 655248.

AGENDA

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2. Declarations of Interests from Members and Officers	
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PART 4 - EXEMPT AND CONFIDENTIAL ITEMS	
10. Exclusion of the Press and Public	
To consider resolving that, under section 100A (4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act.	
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NEWARK AND SHERWOOD DISTRICT COUNCIL

Minutes of the Meeting of **General Purposes Committee** held in the Castle House, Great North Road, Newark, Notts. NG24 1BY on Thursday, 13 June 2019 at 6.00 pm.

PRESENT: Councillor Mrs R Crowe (Chairman)
Councillor R White (Vice-Chairman)

Councillor Mrs K Arnold, Councillor L Brazier, Councillor Mrs B Brooks, Councillor Mrs I Brown, Councillor M Cope, Councillor R Jackson, Councillor Mrs S Michael, Councillor Mrs S Saddington, Councillor I Walker, Councillor K Walker and Councillor Mrs Y Woodhead

APOLOGIES FOR ABSENCE: Councillor S Carlton and Councillor P Harris

1 DECLARATIONS OF INTERESTS FROM MEMBERS AND OFFICERS

NOTED that no Member or Officer declared any interest pursuant to any statutory requirement in any matter discussed or voted upon at the meeting.

2 DECLARATION OF ANY INTENTION TO RECORD THE MEETING

NOTED that an audio recording of the meeting was to be made by the Council.

3 MINUTES OF THE MEETING HELD ON 14 MARCH 2019

AGREED (unanimously) that the Minutes of the Meeting held on 14 March 2019 be approved as a correct record and signed by the Chairman.

4 HACKNEY CARRIAGE FARE REVIEW

The Committee considered the report of the Director – Communities & Environment in relation to the consultation proposals for a review of Hackney Carriage fares. The report set out that the last review of fares was undertaken in 2012 but that no change had been effected at that time. The last increase in fares had been some seven or eight years previously. A benchmarking exercise had been undertaken with paragraph 2.3 providing the results thereof. Appendix One of the report set out the current fare levels; those proposed by the trade together with the figures from three separate percentage increases.

In considering the report Members asked a number of questions in relation to enforcement; the cost of fares for hackney carriages and private hire vehicles; whether there was a nationally set level of fares; and the cost of fares in rural areas.

In relation to the proposed consultation on the fare increases the Director – Communities & Environment queried whether it was possible to include the public in the process. The Business Manager – Public Protection confirmed that the public could be included in the consultation. He also confirmed that the proposals already received from the trade only included a small group of individuals who were mainly Newark based. The full consultation would be undertaken throughout the district.

In discussing the figures to be consulted on Members agreed that the following figures be used: a 10% per mile increase; and a 20% flag increase.

AGREED (unanimously) that:

- (a) the proposed fare review calculations as indicated above be consulted on, these being a 10% per mile increase; and a 20% flag increase; and
- (b) the proposed method for carrying out the fare review be supported.

5 CASTLEGATE TAXI RANK

The Committee considered the verbal report of the Business Manager – Public Protection which sought to update Members on the progress in relation to the proposed change of hours for the Castlegate Taxi Rank, as previously reported to Committee.

It was reported that a request had been forwarded to Nottinghamshire County Council, concerning changing the operational hours of the rank from the current 8pm start to 6pm. The County had undertaken a consultation on the proposed change and had received 20 responses from a gymnasium located on Castlegate stating that their customers would be disadvantaged by the proposed changes. A Member stated that there was a public pay and display car park close by and suggested that checks be made as to what other alternative parking arrangements were available.

The Business Manager advised that a suggestion had been received that the new hours of operation only apply on a Friday, Saturday and Sunday but it was felt that the signage would be too complicated. Members agreed and noted that often taxis were double parked because they could not get onto the rank. In discussing the issues Members also agreed that the amended hours would only be meaningful if they were enforced. The Business Manager advised that tickets had been issued to private vehicles which had been parked in the rank during its hours of operation. He noted that most parking breaches occurred during the day but that the Civil Parking Enforcement Officers would change their operational hours if requested to do so.

AGREED (unanimously) that:

- (a) Nottinghamshire County Council be requested to amend the Castlegate Taxi Rank's hours of operation to commence at 6pm; and
- (b) a further report be presented to the September meeting of the General Purposes Committee on how the amended hours had been received.

6 GENERAL PURPOSES FORWARD PLAN - JUNE 2019 TO MAY 2020

The Committee considered the Forward Plan and suggested the following items be added:

- (i) Update on the Castlegate Taxi Rank (September 2019)
- (ii) Update on the Hackney Carriage Fares Consultation (September 2019)

AGREED (unanimously) that the aforementioned items be added to the General Purposes Forward Plan.

7 UPDATE ON PERFORMANCE AND ENFORCEMENT MATTERS

The Committee considered the report of the Director – Communities & Environment in relation to the activity and performance of the Licensing Team which included details of current ongoing enforcement issues.

Information contained in the report related to the number of applications for grants and renewals of licences for Hackney Carriage; Private Hire; and Ambulance Drivers together with those for Hackney Carriage and Private Hire Vehicles. A note of ongoing enforcement activity was also listed with information as to what action had been taken to-date. Also provided within the report was information relating to both street and house to house collections.

AGREED (unanimously) that the report be noted.

Meeting closed at 6.36 pm.

Chairman

GENERAL PURPOSES COMMITTEE

5 SEPTEMBER 2019

FOOD AND BEVERAGE CONCESSIONS: AMENDMENT TO PROHIBITED STREET DESIGNATION AT THE WHARF

1.0 Purpose of Report

- 1.1 To pass a resolution to commence the formal process to amend the prohibited street designation to exclude the Town Wharf Car Park from the existing designation to support Phase Two of the Concessions Project.

2.0 Background Information

- 2.1 The Concessions Project identifies opportunities to generate a commercial income from food and beverage licenses on Council land. Phase One of the project was successful in procuring two ice cream operators at Sconce & Devon Park and Vicar Water Country Park who were in operation from April 2019 and have generated new income to the Council of approx. £6,500 p/a.
- 2.2 Phase Two of the project will conduct a district wide review of potential locations that will be suitable for food and beverage concessions to maximise income generation for this project. These sites will be selected to ensure that they are appropriate and provide additional benefit to the public without any detriment to local suppliers.
- 2.3 The District Council's Commercial Strategy sets out the principles for the Council to adopt an innovative and entrepreneurial approach that achieves positive annual financial contributions for the Council. This project supports the Council's commercial ambitions and the Council's values of embodying a commercial and business-like approach to operational activity.

3.0 Proposals

Prohibited Streets

- 3.1 One of the sites already identified for Phase Two is the Town Wharf car park in Newark. The Wharf is currently designated as a prohibited street for the purposes of street trading and the parameter of the Town Wharf car park, is shown in **Appendix A**. Street Trading is defined as the selling or exposing or offering for sale of any article (including a living thing) in any street under schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982.
- 3.2 A Committee decision in 1984 approved to designate a number of streets in Newark Town Centre as prohibited streets for street trading, in accordance with paragraph 2 of schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982. This was then gradually extended in 1995 to include all of Newark Town Centre and the full list of streets currently designated as prohibited streets for the purposes of street trading are included as **Appendix B**. The reasons for the Committee decision related to unauthorised traders trading on the public highway with no form of regulation in place.

- 3.3 It is acknowledged that the 1984 and 1995 Committee decisions were made at a point in time and recognising the Council's present commercial ambitions, it is now proposed that the Town Wharf car park be excluded from the prohibited street designation of The Wharf to facilitate commercial opportunities.
- 3.4 Streets including The Wharf (Appendix B) would remain with the existing prohibited street designation. This would seek to maintain a form of regulation from unauthorised traders as per previous Committee decisions.

4.0 Concession at the Town Wharf Car Park

- 4.1 The Town Wharf car park is a Council owned site and it is proposed to grant permission for a concession to operate from this site to generate new revenue for the Council. Following the same process as Phase One for the Project, Phase Two concession opportunities would be advertised as an invitation for expressions of interest in early 2020. Expressions of interest would be made via an application form which can be downloaded from the Council website.
- 4.2 It is considered that the most appropriate charging mechanism is to publish a minimum fee for each site and invite applicants to include their quoted fee in the application form. Assuming the applicant has provided evidence of the necessary insurances and food hygiene certificates, the fee element of the application would be weighted to 70% and the license would be awarded to the business offering the highest annual fee.
- 4.3 The Commercialisation & Major Projects Business Unit would manage the concession process and would be responsible for advertising the concession opportunities, indicating the type of concession on site, letting the contract, issuing permits and continually checking valid MOT, insurance certificates are up to date if they expire mid-year.
- 4.4 The Council will also have the discretion as to whether to extend the contract beyond the initial license period up to a maximum of 2 years and the Council would also have the right to terminate the concession subject to ongoing contracts.
- 4.5 The successful operator would be required to display a permit at all times whilst on site. This would ensure that any unlicensed operators could be easily identified and moved on by the Licensing Enforcement team. The license would determine that the operator would have exclusive rights of that site except where there is an event or at the Council's discretion.

5.0 Amendment to a Designated Street

- 5.1 To amend an existing prohibited street designation, this requires resolution to be passed by the General Purposes Committee. Following a resolution to begin the process by the Committee, the Council will be required to undertake a 28 day public consultation (including mandatory consultation with the Police and local Highways and a public notice in the newspaper). The comments from the consultation are then required to be presented back to General Purposes Committee to pass a resolution to amend the existing prohibited street designation.

6.0 **Proposed Timetable**

- 6.1 It is proposed to undertake the statutory consultation and advertising as required by law to allow for the receipt of any comments on the amendment to the designation of the street. It is also proposed to seek the views of Newark Town Council.
- 6.2 The full process and indicative timescales are included below:-

<u>Activity</u>	<u>Timescales</u>
Report which recommends to General Purposes Committee to amend the existing prohibited street designation at The Wharf for the purposes of the Council's commercial aspirations	5 Sept 2019
Public Notice in a local newspaper (28 day consultation) Consultation with Police, Highways and Newark Town Council	12 Sept 2019 - 10 Oct 2019
Collate comments and responses from the consultation	11 Oct 2019 - 25 Oct 2019
Feedback on comments and responses on the consultation to the General Purposes Committee with a recommendation to pass the resolution to exclude the Town Wharf Car Park from the prohibited street designation at The Wharf.	14 Nov 2019
A Public Notice stating the resolution has been passed and that the Town Wharf Car Park has been excluded from the prohibited designation (adverts to be placed across two consecutive weeks)	Week 1: 21 Nov 2019 Week 2: 28 Nov 2019
The Town Wharf Car Park is now excluded from the prohibited street designation (28 days after the final public notice has been placed)	26 Dec 2019
Advertise the concession opportunity including press release, application form to be uploaded to Council Website	Jan 2020 – Feb 2020
Concession to start on site	Apr 2020

7.0 **Benchmarking**

- 7.1 Neighbouring local authorities such as Ashfield District Council, Rushcliffe Borough Council and Mansfield District Council have recently changed the designation of their prohibited streets recognising that the street designation restricted their commercial ambitions.

8.0 **Equalities Implications**

- 8.1 An EQIA checklist been completed which has determined that there are no equalities implications.

9.0 **Financial Implications – FIN19-20/6300**

- 9.1 There is a one off cost associated with placing a public notice in the newspaper, approximately £450 for three public notices, to be funded from the Commercialisation & Major Projects Team, to be refunded from the concession income. Utilising the knowledge and experience from Phase One, it is expected the income generation from the Wharf Car Park to be approx. £4k-£6k per annum.

10.0 Community Plan – Alignment to Objectives

10.1 This proposal supports the Council objective ‘Generate more income, improve value for money and increase residents’ satisfaction with the Council’. This proposal will also provide a new source of income for the Council and will contribute to funding the Council’s aspirations as detailed within the Community Plan 2019-2023.

11.0 Comment of Director

11.1 This proposal supports the Commercial Concessions Project which aims to generate new revenue through offering concessions on Council owned sites and demonstrates the Council’s commercial vision as set out in the Council’s Commercial strategy which was approved by Council in 2017.

12.0 RECOMMENDATIONS that:

- (a) Members pass a resolution to begin the formal process to amend the prohibited street designation of The Wharf to exclude The Wharf Car Park;**
- (b) the consultation timetable set out in paragraph 6.2 is endorsed; and**
- (c) a further report with consultation comments is brought to the Committee in November, to pass a resolution to amend the existing prohibited street designation.**

Reason for Recommendations

To support the progression of Phase Two of the Concessions Project.

Background Papers

- General Purposes Committee 19 March 1984 – Street Trading in Newark Town
- Recreation & Tourism Committee 3 July 1995 – Street Trading
- Policy Committee 17 July 1995 – Street Trading

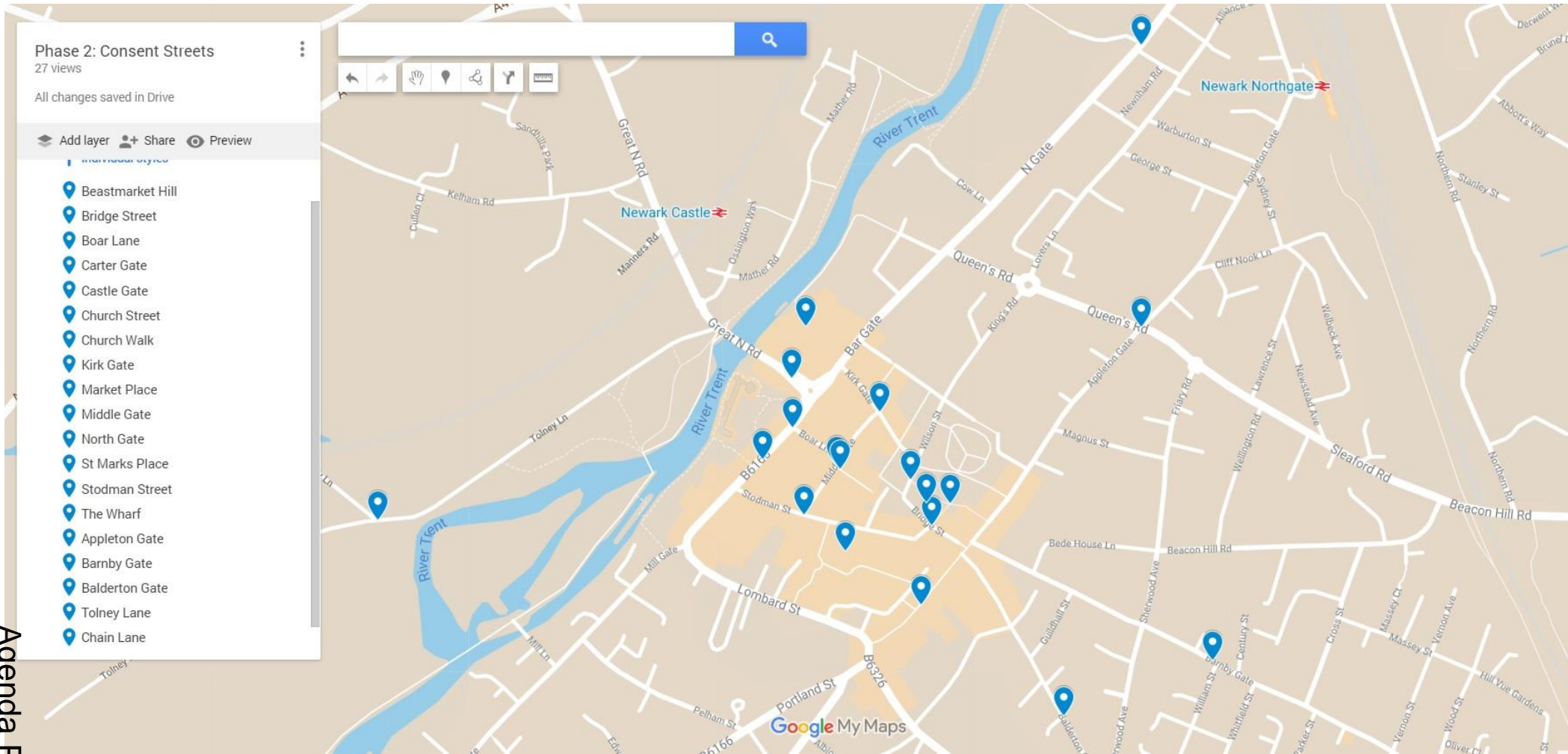
For further information please contact Natalie Cook, Projects Officer, Commercialisation & Major Projects Business Unit on ext 5275.

Sanjiv Kohli
Deputy Chief Executive/Director - Resources

Appendix A – The Wharf and The Town Wharf Car Park



Appendix B – Map of Streets Designated as Prohibited Streets for the purposes of street trading under paragraph 2 of schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982:-



GENERAL PURPOSES COMMITTEE

5 SEPTEMBER 2019

STATUTORY REVIEW OF POLLING DISTRICTS AND POLLING PLACES

1.0 Background Information

- 1.1 Section 16 of the Electoral Administration Act 2006 introduced a number of changes to the Representation of the People Act 1983 in respect of the way in which reviews of polling districts and polling places must be carried out.
- 1.2 A review must be undertaken every four years with the last review having been completed in December 2014.
- 1.3 By 31 January 2020, every relevant authority must have undertaken and completed a review of all the polling districts and polling places in its area. Attached to this report is the introduction to the consultation document.
- 1.4 Following the consultation, the findings will be reported to the Committee's meeting scheduled for 14 November 2019. The Committee will then be asked to put forward a recommended final scheme to the Full Council for approval. The full timetable for the review is set out in the consultation document introduction.

2.0 RECOMMENDATION

That the process to consult on polling districts and polling places be approved in accordance with the proposed timetable.

Background Papers

Full Consultation Document

For further information please contact Nigel Hill on Ext 5243

Karen White
Director – Governance & Organisational Development



**NEWARK &
SHERWOOD**
DISTRICT COUNCIL

**Newark & Sherwood District Council
Review of Polling Districts and Polling Places 2019**

Consultation Document

August 2019

Background

Section 16 of the Electoral Administration Act 2006 introduced a number of changes to the Representation of the People Act 1983 in respect of the way in which reviews of polling districts and polling places must be carried out.

The most important change to note is that by 31 January 2020 every relevant authority must have undertaken and completed a review of all the polling districts and polling places in its area. This consultation document has been produced as part of the review in the Newark and Sherwood area.

The last review of polling districts and places was completed in December 2014.

Definitions

Polling Districts

A polling district is a geographical area created by the division of a constituency or local government area such as a ward.

As the relevant authority, the District Council is responsible for deciding the boundaries of polling districts and must therefore seek to ensure that all electors in the area, have reasonable facilities for voting as are practicable in the circumstances.

In England, each parish must be a separate polling district, although larger parishes can be divided into two or more districts. A parish must not be in a polling district which has a part of a different parish within it, or any un-parished part of the local authority within it.

Polling Places

A polling place is a geographical location in which a polling station is situated. Although it is usual to have one polling station in one polling place, there are situations where several polling stations are located in one polling place.

As the relevant authority, the Council is responsible for determining polling places and must therefore make sure that the polling places are accessible to all electors and must take into account the accessibility needs of disabled people.

Polling Station

A polling station is the actual area where the process of voting takes place and must be located in the polling place designated for the particular polling district. The polling station may consist of a whole room or in certain circumstances a designated area within a room or building.

The Returning Officer (Acting, Deputy or Local) for the particular election is responsible for providing a sufficient number of polling stations and allotting electors to those polling stations.

The Review Process

The timetable for the review is set out below: -

Publication of notice and consultation document – consultation opens	Monday 9 September 2019
Closing date for representations	Friday 25 October 2019
Report on representations to General Purposes Committee General Purposes to recommend a final scheme to the Full Council	Thursday 14 November 2019
Full Council to agree final scheme	Tuesday 17 December 2019

The publication of this consultation document represents the first stage of the review. The existing schedule of polling districts and polling places are detailed in this document.

You are invited to comment on the existing scheme, and if you feel it appropriate you may suggest changes to polling district boundaries or alternative proposals for polling places.

All representations will be published on the Council's website at <https://www.newark-sherwooddc.gov.uk/vote/latestnews/>. Any representations you wish to make should be submitted by Friday 25 October 2019.

All representations should be made by email to: voting@newark-sherwooddc.gov.uk or by post to: -

Electoral Services
Newark & Sherwood District Council
Castle House
Great North Road
Newark
NG24 1BY

GENERAL PURPOSES COMMITTEE

5 SEPTEMBER 2019

HACKNEY CARRIAGE FARE REVIEWS

1.0 Purpose of Report

- 1.1 For Members to consider the consultation responses from the trade to the proposals for a review of Hackney Carriage fares.

2.0 Introduction

- 2.1 At the General Purposes Committee meeting in June the Committee resolved to consult the Hackney Carriage trade on the following proposal for a fare increase.

Number of Miles						
Flag	1	2	3	4	5	10
£2.88	£4.32	£6.23	£8.14	£10.05	£11.96	£21.51

- 2.2 A letter setting out the proposal has been sent to all drivers and proprietors of Hackney Carriages licensed within Newark and Sherwood. This has been supported by telephone calls to ensure that there was a good response to the consultation.

- 2.3 The proposal shown above is for Tariff 1. The remaining tariffs for evening and weekend rates are simple multipliers of the above.

Tariff 2	Evenings, Sundays and Bank Holidays (not covered by T3)	= Tariff 1 X 1.5
Tariff 3	Christmas/New Year	= Tariff 1 X 2
Tariff 4	When carrying 5 or more passengers	see attached

3.0 Consultation Responses

- 3.1 There were 175 letters sent to the taxi trade seeking views on the proposals. A full copy of the responses and the comments made are attached as **Appendix One** to the report.

- 3.2 A summary of the responses is set out below.

Total number Consulted	Number in Favour	Number against
175	17	3

- 3.3 It can be seen that the majority of the respondents are in favour of the proposal, although the overall response was very low.

4.0 Proposals

- 4.1 The local authority are required to advertise the new fares in a local newspaper for 14 days and to have them available for viewing at the Council offices.

- 4.2 It is proposed that the fares as set out in paragraph 2.1 above are advertised in the Newark Advertiser for a period of 14 days.

- 4.3 The proposals have already been seen by the trade so it is not expected to generate many comments from them, however, members of the public have the ability to comment and therefore these will need to be taken into consideration should any be received.
- 4.4 Once the 14 day period has elapsed the Council will need to consider any objections. In order to avoid any undue delay it is proposed that the Chairman, Vice Chairman and Business Manager – Public protection consider the objections and confirm the adoption of the new fares. If the objections are such that the Chairman feels they should be considered by Committee these will be brought to the General Purposes Committee in November.
- 4.5 It is proposed that the new fares shall become effective from Monday, 21 October – subject to 3.4 above.

5.0 Equalities Impacts

- 5.1 There are no equalities impacts from this report.

6.0 Financial Implications

- 6.1 The taximeters are required to be set so as to reflect the new fares. This is done at the expense of the vehicle owner, therefore there are no financial implications for the authority other than the cost of advertising the fares. There is an existing budget for this purpose.

7.0 Community Plan – Alignment to Objectives

- 7.1 ***Objective 7: Enhance and sustain Newark Town Centre:*** having a buoyant taxi trade will support the town centre.

8.0 RECOMMENDATIONS that:

- (a) the advertising of the new Hackney Carriage Fares as set out in Appendix Two be approved;**
- (b) the proposed implementation date of 21 October be agreed; and**
- (c) delegated authority be given to the Chairman, Vice-Chairman and Business Manager - Public Protection to determine the relevance of any objections raised.**

For further information please contact Alan Batty on 01636 655467

Matthew Finch
Director – Communities & Environment

<u>Name</u>	<u>Comments</u>	<u>Support of Proposal</u>
John Foster	I agree with the proposal.	Yes
Paul Dowd	<p>Hi my name is Paul Dowd and I am a taxi driver in the Newark & Sherwood District. In regards to your letter about an increase in taxi tariffs I would be in favour of the increase. My reasons are listed below.</p> <p>We have not had an increase for a very long time but in that time.</p> <p>1/fuel costs have risen. 2/vehicle maintenance costs have risen. 3/the licence fee has risen. 4/the plate cost has risen. 5/medical cost has risen. 6/taxi test/mot has risen.</p> <p>And I feel a meter rise is long overdue.</p> <p>Obviously this just my opinion.</p>	Yes
Sean Stevens	<p>I do agree with the fare increase but I think the flag should be £2.90 rather than £2.88. This would also round up the flag for tariff 2 to £4.35 and £5.80 for tariff 3.</p> <p>The price increase will be very welcome as our costs have been rising over the years but trade has fallen dramatically due to shop and nightclub closes in the town.</p> <p>We are also required to buy newer vehicles by Newark & Sherwood Council so I would like to see the public notified of this when the price increase is issued so they know what they are paying for.</p> <p>On another note I would also like the council to do more checks on z cars/Dg as they are breaking the</p>	Yes

	<p>rules off their private hire licence by picking up flag downs off the street (seen many times by myself and other drivers).</p> <p>They should also be made to display signage saying (illegal hire unless pre-booked) as in other towns and cities, to make the public aware they are not hackney carriage taxis.</p> <p>They also use hackney taxis in Newark licensed from other towns, but as a private hire firm they are not allowed to do this so clearly breaking the law. I would like to see more effort from the council to ensure z cars stick to their operator’s license conditions as they are taking trade from us.</p> <p>We are licensed by yourself and have to follow your rules z cars do not have the same restrictions so would appreciate regular checks on z cars by the licensing authority.</p>	
<p>Stephen Priestley</p>	<p>Thank you for your letter dated 27 June 2019 outlining Council proposals for increasing fares.</p> <p>It has been a long time since an increase which I support but realistically only a small increase should suffice as trade has fallen dramatically since turn of the New Year. Personally I think 10 pence increase in tariff 1 fare (to £2.50 start) with an increase of 15 pence increase in tariff 2 (to £3.75 start) is adequate.</p> <p>Licensing dept should have other priorities though like perhaps having secret shoppers similar to those used in retail industry as I hear a lot from disillusioned customers about one or two independent one-man bands deliberately going a long way round between pick up and drop off points irrespective of roadworks.</p> <p>The biggest bone of contention however is the continuation of out of town registered taxis eg, City of Wolverhampton and City of Nottingham licensed vehicles operating in Newark & Sherwood District Council, blatantly ranking up illegally in this town. Going through all rules given to us Drivers and Operators this is obviously illegal as we Drivers cannot go to either of these cities and work out of them as there would, quite rightly, be an uproar from both of those licensing authorities.</p>	<p>Yes</p>

	This matter needs addressing as a priority with us local Drivers being supported 100% by our local licensing authority.	
Tony E	I support this proposal. Will I receive details of how to alter my meter at the relevant time?	Yes
Richard Cresswell	I am not currently working as a private hire driver but I have no objection to the proposed increases.	Yes
James Kavanal	This email is in response to the letter I received about the Hackney carriage fares increasing. In my opinion, the fares that are currently being charged are reasonable compared to surrounding areas such as Nottingham. I would be happy for the prices to remain the same.	No
Florin Dorgo	I would like to say YES, but our unfair competition from DG CARS, who are coming with old cars, with price under our rates on almost time, don't let me go forward with this proposal.	No
Lyndsey Cummings	Wondering if you can help me I would like to put my name forward to agreeing with the price increase for taxis after receiving the letter unsure of who I'm supposed to send this too? Also Pete was saying to me that we can give our numbers to the council for advertising Newark and Sherwood taxis? Is this correct and where do I send this to also? Sorry to bombard you! Hope you are ok	Yes
Gee Deba – Gxpress Cars	I do support fares increase of 20% on flag rate and 10% on rolling mile. I understand that this increase will be on each tariff 1 to 4. Also I hope that council will look into problem of Z Cars which also operate as DG cars as they break lots of operators license rules.	Yes
Graham Phillips	An increase, which is long overdue has to be a fare balance between the needs of taxi operators and the	Yes

	<p>needs of the service users.</p> <p>I do believe that any increase should reflect the aggregated average uk annual pay rises and not necessarily the aggregated inflation rates if the latter is higher because financial sacrifices have been made by all.</p>	
M N Iqbal	With due respect, I would prefer for the fares to remain the same as before.	No
Alin Iordache	I do agree with the increase of the taxi fares	Yes
Carl Forster	<p>I will agree in principle to the proposed changes but would like to ads an idea.</p> <p>If the flag is raised to £4 and start distance also increased to 1mile and the pence per mile decreased to bring us in line with Lincoln and other surrounding areas to generate more business that would otherwise go to cheaper districts</p>	Yes
Tony Thomas	<p>In reaction to the question my answer yes but it's not suppose to be an increase in other fees we pay.</p> <p>But the influx of the already saturated unknown companies using the loop holes of the law to trade is a bit concern.</p>	Yes
Damian Carlin	<p>Hi this is Damian Carlin from Carlins Cabs Just a short email In regards to the tariff increase just to say I agree to the increase But I believe it would be more appropriate to round the flag up to £2.90 or even £3</p> <p>And then for the rates to be reviewed again in 4-5 years time due to inflation</p>	Yes
Sorin Dan	<p>I am Dan S Lazar taxi driver since 2008 here in Newark</p> <p>I am agree to rise the taxi fare in a way that should protect eighter customers eighter drivers.</p> <p>So a fare of £5 for first 0.7 mile and £7.5 for the first mile would be resonable.</p> <p>The rest of journey taxi fare should stay as it is to be able to compete with other taxi companies from Lincoln and Nottingham who already chasing this town.</p>	Yes

	Thank you for your attention	
Roger Ifie	The fare Increase is welcome as long as all fees are not increased as well.	Yes
Martin Henson	<p>The proposal for Tariff 1 increase appears to be sensible and affordable. However, purely from a practical point of view the inclusion of the ‘pence’ is unnecessary. I believe most cabbies would prefer rounded figures and those I know ‘round the fare’ ie: £4.10p is £4 etc etc.</p> <p>On a personal note the eradication of small fares would be welcome. At Yellow Cabs we do a lot of fares that are often uneconomical. As an example, I recently counted my first 17 jobs, all local. Of these fares, one was £4 and ten were well under £4. The distance involved and time to do these fares are often long.</p> <p>As an example I travelled from Balderton to Albert Street, the fare went from Albert Street to Lombard Street Doctors (set down was Asda top car park). The customer has severe mobility issues and takes ‘forever’ getting in the car and settling the fare. My next fare was in Farndon. Total time from Balderton to do the job and then pick up in Farndon was 23 minutes. I had taken £2.60 in 23 minutes. Anything that could have increased my takings during that period would have been welcome.</p> <p>On 1 Apr 19, the living wage increased to £8.21p an hour for those over 25 and working outside London. I can honestly say that in terms of earnings I and my colleagues do not earn that amount. The exception to that rule is that a specific job may earn more than £8.21p and with also with gratuities. However, at the end of a 10/11 hour shift earnings are often significantly lower.</p> <p>The decision to ‘leave alone’ T 2, 3 & 4 is welcome. T2 from Fernwood to McDonald’s and Vodafone on a Sunday via the A1 is around £15 and these journeys take less than 10 minutes; I am always generous with customer discount on such fares; very expensive (enough said).</p> <p>Any increase in fares has to be controlled and reasonable so that the ‘customer’ continues to use NSDC taxi services. Even as part of a small and relatively busy company earnings remain low and most definitely not in line with normal low paid unskilled employment.</p>	Yes

	<p>Finally, whilst it does directly affect me, the decision made to increase the year from 5 to 4 years for a newly registered taxi/PH is disgraceful. This inexcusable decision has clearly been taken by a person(s) who have zero experience of the trade and of the financial hardship taxi owners/operators face. It has obviously been taken by a 'know it all, know nothing' council staff member(s) who clearly take such irresponsible decisions without any thought for those it affects. Having spoken to many other owner drivers from other districts over the years and seen for myself the cars they buy, none ever enter into the ridiculous regulations of having to buy 5 and now 4 year old cars.</p> <p>That concludes my opinion</p>	
Binod Giri	<p>It is my pleasure to get chance to take part on the above subject.</p> <p>I have gone through the documents and from my knowledge I found the revision proposal alright. Therefore I fully agree upon the proposed proposal for revised taxi fares.</p>	Yes
Simon Sparks	<p>I would just like to give you my thoughts regarding the proposed meter increase.</p> <p>It has been a long time since our last increase and since then as you can appreciate fuel, insurance, hackney licensing charges and hackney badge charges have risen considerably.</p> <p>The proposed meter increase therefor in my opinion is justified and I am sure will be welcomed by most of the cab drivers in the NSDC area.</p> <p>However, my major concern is the timing of it.</p> <p>The pound is very weak against the euro & the dollar at the minute and is forecast to drop lower until Brexit is sorted. The uncertainty of Brexit is making a-lot of people and businesses hold on to their money. Our government could possibly be looking at another general election very shortly which is also putting doubt into the spending market. In my opinion taking all of the above into account, this makes travelling by taxi a luxury.</p>	Yes – supports the proposal but would like to wait until after Brexit.

I know this sounds silly, but, the only people that are going to be affected by the fare increase are the customers (obviously) who use taxis. We should be encouraging these people to keep using taxis to support local businesses and not penalise them by a fare increase when cash is already pretty tight. We are now on the downhill run leading up to Christmas. This always has an impact on our trade but this year without the fare increase, I foresee a decline in custom so again, I fear an increase at this unstable time of year is the wrong call.

I have the experience to know that along with a fare increase comes a drop in footfall. The initial increase in profit due to the rise is very quickly retracted by a drop in footfall, again putting the taxi prices for many out of reach, or making them choose alternative arrangements for travel.

Like I said in the beginning, I do feel we are ready for a fare increase and with me running the largest taxi company in Newark I should be welcoming this with open arms, and I will, but please could this be put on the back burner until after the new year, April possibly. By this time our Government, the strength of the pound and Brexit would of all been sorted, hopefully.

Finally, please amend the committee proposal for a flag rate of £2.88 and £4.32 respectively to £2.80 and £4.30. Small change is something that taxi drivers hate, just a suggestion.

I look forward to hearing from you regarding my thoughts shortly

Forward Plan of the General Purposes Committee Decisions from 1 October 2019 to 30 September 2020

This document records some of the items that will be submitted to the General Purposes Committee over the course of the next twelve months.

These committee meetings are open to the press and public.

Agenda papers for General Purposes Committee meetings are published on the Council's website 5 days before the meeting <http://www.newark-sherwooddc.gov.uk/agendas/>. Any items marked confidential or exempt will not be available for public inspection.

Meeting Date	Subject for Decision and Brief Description	Contact Officer Details
14 November 2019	Food and Beverage Concessions: Amendment to Prohibited Street Designation at The Wharf Consultation Comments	natalie.cook@newark-sherwooddc.gov.uk
12 March 2020	Annual Canvass Update 2019	mark.jurejko@newark-sherwooddc.gov.uk

GENERAL PURPOSES COMMITTEE

5 SEPTEMBER 2019

UPDATE ON PERFORMANCE AND ENFORCEMENT MATTERS

1.0 Purpose of Report

1.1 To inform the Committee of the activity and performance of the Licensing Team and to provide Members with details of current ongoing enforcement issues.

2.0 Background

2.1 A new applicant for a Hackney Carriage/Private Hire Drivers or Private Ambulance Drivers Licence have to undergo various checks. These include a: Disclosure & Barring check; DVLA check; two references are required; Group II medical; and knowledge & ability tests.

2.2 This report covers the period from 1 April to 30 June 2019 inclusive and sets out the range and number of licence applications during this period. It also highlights any activity required as a result of the applications.

Application Type	New Applications Received	Renewal of Applications Received	Number Issued	Comments
Hackney Carriage/ Private Hire Driver	3	17	17	3 pending
Ambulance Drivers	3	8	11	
Hackney Carriage Vehicles	0	20	20	
Private Hire Vehicles	0	7	7	
Private Ambulance Vehicle Licence	6	6	12	

2.3 Street Collections

The table below sets out the numbers of collections undertaken within the reporting period of 1 April to 30 June 2019 and the charities supported. The organisations undertaking the collections are required to complete a return that sets out the 80% of the collection that is returned to the charity.

Charity	Location	Date	Total amount collected	% returned to charity
Marie Curie	Newark	06.04.2019	£238.97	100%
Beaumont House Community Hospice	Newark	08.06.2019	£361.93	100%

2.4 House to House Collections

The table below sets out the numbers of collections undertaken within the reporting period of 1 April to 30 June 2019 and the charities supported. The organisations undertaking the collections are required to complete a return that sets out the 80 % of the collection that is returned to the charity.

Charity	Date	Total Amount Collected	% Returned to Charity
Just Helping Children Charity	15.04.19	£279.90	100%
North of England Children's Cancer Research	April 2019	£49.14	80%
Coping with Cancer North East	April 2019	£127.82	80%
Child and Teenage Cancer and Leukaemia Foundation	May 2019	£123.00	100%
Tree of Hope Charity	23.05.19	£100.50	85%
Beads of Courage UK	May 2019	£114.00	80%
Coping with Cancer North East	June 2019	£109.73	80%

2.5 Enforcement Issues

Hackney Carriage/Private Hire Ongoing Enforcement Activity between 1 April to 30 June 2019

Location	Activity	Date Case Opened	Action Taken So Far
North Gate Rank, Newark	Taxi Inspection X 2HC	01.04.19	All in order
Albert Street, Newark	Taxi Complaint regarding Driving Standard	04.04.19	LEO spoke to driver and reminded him of duties and driving standards that are expected of NSDC licensed drivers.
Sherwood Court, Sherwood Avenue, Newark	Taxi Complaint that driver was seen smoking in vehicle	29.05.19	LEO spoke to driver and reminded him of duties as a NSDC driver and that smoking in taxis is illegal.
A17 near Friendly Farmer roundabout, Newark	Taxi Complaint that driver had cut him up	24.04.19	The driver disputed the claims of the complaint and gave a different version of the incident stating that the complainant was in the wrong lane and had caused his own problems.
Middle Gate Rank, Newark	Taxi Inspection X 1HC	21.05.19	All in order
North Gate Station Rank, Newark	Complaint of racist abuse/assault towards another driver.	05.06.19	This incident is being investigated by the Transport Police who are keeping NSDC updated with the progress.

3.0 RECOMMENDATION

That the Committee consider the contents of the report and identifies any issues it wishes to examine further.

For further information please contact Nicola Kellas on extension 5894

Matt Finch
Director – Communities & Environment

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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