



*Castle House
Great North Road
Newark
NG24 1BY*

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www.newark-sherwooddc.gov.uk

Wednesday, 22 February 2023

**Chairman: Councillor Mrs R Crowe
Vice-Chairman: Councillor I Walker**

Members of the Committee:

**Councillor L Brazier
Councillor Mrs B Brooks
Councillor M Cope
Councillor A Freeman
Councillor P Harris
Councillor R Jackson
Councillor Mrs S Michael**

**Councillor S Saddington
Councillor T Thompson
Councillor K Walker
Councillor R White
Councillor T Wildgust
Councillor Mrs Y Woodhead**

MEETING: General Purposes Committee

DATE: Thursday, 2 March 2023 at 6.00 pm

**VENUE: Castle House, Great North Road, Newark 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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1. Apologies for Absence	
2. Declarations of Interests from Members and Officers	
3. Notification to those present that the meeting will be recorded and streamed online	
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PART 4 - EXEMPT AND CONFIDENTIAL ITEMS	
10. Exclusion of Press and Public	
<p>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.</p>	
11. Minutes of HC/PH Driver's Sub-Committee	30 - 32

Agenda Item 4

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, 1 December 2022 at 6.17 pm.

PRESENT: Councillor I Walker (Vice-Chairman)

Councillor L Brazier, Councillor Mrs B Brooks, Councillor A Freeman, Councillor P Harris, Councillor Mrs S Michael, Councillor S Saddington, Councillor T Thompson, Councillor K Walker, Councillor R White, Councillor T Wildgust and Councillor Mrs Y Woodhead

APOLOGIES FOR ABSENCE: Councillor Mrs R Crowe (Chairman), Councillor M Cope (Committee Member) and Councillor R Jackson (Committee Member)

17 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.

18 NOTIFICATION TO THOSE PRESENT THAT THE MEETING WILL BE RECORDED AND STREAMED ONLINE

The Chairman advised that the proceedings were being recorded by the Council and that the meeting was being livestreamed and broadcast from the Civic Suite, Castle House.

19 MINUTES OF THE MEETING HELD ON 22 SEPTEMBER 2022

AGREED that the Minutes of the meeting held on 22 September 2022 were a correct record and signed by the Chairman.

20 GENERAL PURPOSES COMMITTEE FORWARD PLAN (DECEMBER 2022 TO NOVEMBER 2023)

NOTED the General Purposes Committee's Forward Plan from 1 December 2022 to 30 November 2023.

21 POTENTIAL REMOVAL OF THE KIRK GATE, NEWARK TAXI RANK

The Committee considered the report of the Senior Licensing Officer which sought to inform Members of the results of the consultation exercise to potentially remove the Taxi Rank on Kirk Gate, Newark.

The report set out the number and location of existing taxi ranks within Newark Town Centre and that during the early months of the pandemic a number of temporary traffic regulations had been introduced, one of which was the Kirk Gate taxi rank's designation being amended to become a temporary parking space with limited waiting. This temporary regulation remained in force and had resulted in some local businesses approaching Councillor Saddington asking that the arrangement be made permanent to provide additional town centre parking. During Autumn 2021 a survey

of taxi users and trade had been undertaken with the Kirk Gate Rank being mentioned four times. Those responses were set out in paragraph 1.5 of the report. A further consultation exercise on whether the rank should be permanently used as a parking space was carried out, the results of which were attached as Appendix A to the report.

In considering the report, a Member queried whether the respondent suggesting that reducing the number of taxi rank spaces available should result in a reduction in the taxi licence fee, had a valid point. In response, the Business Manager – Public Protection advised that he did not believe the argument was valid as there were other rank spaces available and the fee was for all taxis within the district and not just those operating in Newark Town Centre.

AGREED (unanimously) that:

- (a) The comments from the licensed trade and businesses regarding the removal of the Taxi Rank at Kirk Gate, Newark be noted; and
- (b) Nottinghamshire County Council Highways be informed that Members of the General Purposes Committee had determined that they wished to see the permanent removal of the Taxi Rank on Kirk Gate, Newark to provide additional short stay parking.

22 DEPARTMENT OF TRANSPORT TAXI & PRIVATE HIRE VEHICLE STATISTICS 2021/2022

The Committee considered the report of the Business Manager – Public Protection which sought to inform Members of the latest vehicle figures relating to taxi and private hire vehicles collected and collated by the Department for Transport and also to highlight the national trends and changes in the taxi and private hire fleet.

The report set out both the national and local picture for: licensed vehicles; drivers; wheelchair accessible vehicles; fit and proper policies; and age and fuel type of vehicles. It was reported that the Council would continue to develop its policies and procedures to ensure compliance with national regulations and also to meet the expectations of Members and the public. It was noted that the use of incentives to encourage a more rapid move towards the use of electric vehicles within the fleet would be explored on the coming 12 months.

In considering the report, a Member queried what type of incentive may be used to encourage the use of electric vehicles. In response, the Business Manager advised that this could be reflected in the cost of the application for a licence.

AGREED (unanimously) that the contents of the report be noted.

23 IMPLICATIONS OF THE TAXIS & PRIVATE HIRE VEHICLES (SAFEGUARDING & ROAD SAFETY) ACT 2022

The Committee considered the report of the Business Manager – Public Protection which sought to set out for Members the contents of the Taxis & Private Hire Vehicles (Safeguarding & Road Safety) Act 2022.

It was reported that there were two main aspects to the Act. One was in relation to the sharing of information about a taxi or PHV driver licensed by another authority that was relevant to safeguarding or road safety and secondly, in relation to a central database where licensing authorities were required to enter the details of any taxi or PHV driver who had had an application refused; suspended; not renewed; or revoked based wholly or in part on information relating to the driver concerning safeguarding or road safety. Paragraph 1.6 of the report set out how the Act defined the information that would constitute a safeguarding and road safety concern. It was also reported that in relation to the second part, that prior to the Act coming into force, information sharing on a central database had been voluntary and that the Council had signed up to that.

AGREED (unanimously) that the contents of the Taxis & Private Hire Vehicles (Safeguarding & Road Safety) Act 2022 and that suitable and sufficient processes were in place to comply with the Act be noted.

24 UPDATE ON PERFORMANCE AND ENFORCEMENT MATTERS

The Committee considered the report of the Senior Licensing Officer which sought to present to Members the activities and performance of the Licensing Team which included details of current ongoing enforcement issues.

Information contained within the report related to the number of applications for grants and renewal 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.

In considering the report and noting the report of a driver operating a shuttle bus, a Member queried how the Gate to Southwell Festival could, in the future, offer transport to festival goers. The Business Manager – Public Protection advised that he would give the matter some consideration and speak to the festival organisers.

AGREED (unanimously) that the report be noted.

25 EXCLUSION OF THE PRESS AND PUBLIC

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 involved the likely disclosure of exempt information as defined in Paragraph 1 of part 1 of Schedule 12A of the Act.

26 MINUTES OF HACKNEY CARRIAGE & PRIVATE HIRE DRIVERS SUB-COMMITTEE

NOTED the exempt Minutes of the Hackney Carriage & Private Hire Drivers Sub-Committee.

Meeting closed at 6.42 pm.

Chairman

Forward Plan of the General Purposes Committee Decisions from 1 March 2023 to 29 February 2024

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
22 June 2023	Taxi & Private Hire Vehicle Licensing: Best Practice Guidance for Licensing Authorities in England	
22 June 2023	Training for Committee Members	nicola.rowlands@newark-sherwooddc.gov.uk
22 June 2023	Review of Livery for the Taxi Fleet	
TBC	Update on Kirkgate Taxi Rank	nicola.rowlands@newark-sherwooddc.gov.uk



Report to: General Purposes Committee Meeting - 2 March 2023
 Director Lead: Matt Finch, Director - Communities & Environment
 Lead Officer: Damian Wilkins, Environmental Health & Licensing Manager
damian.wilkins@newark-sherwooddc.gov.uk Tel: 01636 655314

Report Summary	
Report Title	Introduction of Low and Zero Emission Licensed Vehicles
Purpose of Report	To consider a minor Amendment to Hackney Carriage and Private Hire Licensing Policy 2022 to facilitate low and zero emission vehicles and improve accessibility
Recommendations	To amend the Hackney Carriage and Private Hire Policy as set out in paragraph 2.1 this report.
Reason for Recommendation	A climate emergency was declared by this Council on 16 July 2019. We are committed to reducing greenhouse gas emissions and this will support the introduction of low emission vehicles as taxis within this district.

1.0 Background

- 1.1 The Council is the Licensing Authority in regard to the issuing of licences for Hackney Carriage Vehicles and Private Hire Vehicles. The General Purposes Committee has a key role in setting policy in this area.
- 1.2 On 16 July 2019 this Council declared a climate emergency and set about establishing the Council's carbon footprint with a view to systematically reducing it.
- 1.3 The Environment Act 1995 requires the Council to monitor its air quality and take steps to reduce pollution.
- 1.4 ULEVs are currently defined as having less than 75 grams of CO₂ per kilometre (g/km) from the tail pipe. ULEVs include the following types of vehicles:
 - (a) Battery Electric Vehicles;
 - (b) Plug-in hybrid vehicles;
 - (c) Range Extended Electric Vehicles; and
 - (d) Hydrogen Fuel Cell Electric Vehicles.
- 1.5 Newark & Sherwood District Council's Hackney Carriage and Private Hire Licensing Policy (hereafter referred to as 'the Policy') was revised and approved by the General Purposes Committee in 2021.

- 1.6 The Policy includes a requirement in Appendix 11, page 72 for vehicles to have a minimum engine capacity of 90 Brake Horsepower (BHP). ULEVs may not have an engine or may have an engine with a lower capacity. Consequently, this requirement means that the Council is currently unable to authorise the licensing of ULEVs as a hackney carriage or private hire vehicle and accordingly, the current licencing policy does not facilitate the licencing of Zero Emission Capable (ZEC) (electric format) vehicles.

2.0 **Proposals**

- 2.1 It is proposed that the Policy is amended to enable the registration of ULEVs licensed vehicles, as set out below:

“3.1 A minimum engine capacity of 90 Brake Horsepower (BHP) or be regarded as an Ultra-Low Emission Vehicle (ULEV) or have emissions that meet the Euro 6 Emission Standard. The Euro 6 Emission Standard are:

For petrol cars;

CO – 1.0g/km

HC – 0.10g/km NOx – 0.06g/km

PM – 0.005g/km (direct injection only)

PM – 6.0x10¹¹/km (direct injection only)

For diesel cars

CO – 0.50g/km

HC + NOx – 0.17g/km

NOx – 0.08g/km

PM – 0.005g/km

PM – 6.0x10¹¹/k

For the purposes of this policy, Vehicles that are ultra-low emission (ULEV) are those with emissions of less than 75 grams of CO₂. ULEV includes battery electric vehicle (BEV), extended range electric vehicle (E-REV) plug-in hybrid electric vehicle (PHEV) or fuel cell electric vehicle (FCEV-hydrogen vehicle).

3.0 **Implications**

In writing this report and in putting forward recommendations, officers have considered the following implications: Data Protection, Digital and Cyber Security, Equality and Diversity, Financial, Human Resources, Human Rights, Legal, Safeguarding and Sustainability and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

3.1 **Financial**

There are no significant additional resource implications that will derive from the options outlined above.

3.2 **Sustainability**

The choice of low emission/electric vehicle represents a more sustainable mode of transport for taxi journeys.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

[Newark and Sherwood District Council Tax Policy](#)



Report to: General Purposes Committee Meeting – 2 March 2023
Director Lead: Matthew Finch, Director – Communities & Environment
Lead Officer: Nicola Rowlands, Senior Licensing Officer – Public Protection, Extn. 5894

Report Summary	
Report Title	Review of Taxi Fares
Purpose of Report	To update Members of the taxi fare review carried out and for consideration of the results of the consultation.
Recommendations	That Members consider the options set out in the report and identify the preferred option.
Reason for Recommendation	To balance the need of the taxi trade and general taxi users.

1.0 Background

1.1 At the meeting of the General Purposes Committee in September 2022 it was agreed that:

- a) the standard rate (Tariff 1) of £2.90 be increased by £1.00 to £3.90;
- b) the cost of recalibrating the taximeter to £3,90 would be met by the Council; and
- c) a full review of the current taxi fares be undertaken with immediate effect, such review to include all charges, with a report being presented to the March 2023 meeting of the Committee.

1.2 Officers wrote out to all 143 licensed Hackney and Private Hire Drivers and asked the following questions:

- 1) Are you happy with the current rate?
- 2) Would you like to see an increase in the current rate?
- 3) Please give reasons as to your answer to question 2.
- 4) If NSDC were to look at an increase - how would you propose the tariff is increased?
- 5) Any other comments/proposals regarding the rates that you can charge – for example, soiling?
- 6) Any other related comments

- 1.3 Responses were received from 9 drivers and their comments can be found at **Appendix A**. Members will note that there was a limited response and the views on whether there should be an increase were mixed, with some wanting an increase and other suggesting that it was not required. There are a number of comments about the starting time of the evening tariff.
- 1.4 Officers carried out a comparison of Nottinghamshire and other local authorities nearby and the findings can be found in **Appendix B**. For a tariff one journey of two miles the Newark and Sherwood fare is £7.22. Only Nottingham City and Rushcliffe have a higher fare.
- 1.5 The tariff 2 evening fare is set at 1.5 X the daytime tariff. It operates between 23:00hrs and 06:00hrs. For a tariff two journey of two miles the Newark and Sherwood fare is £10.83. This is the highest fare noted in the comparisons with other local authorities.
- 1.6 In September 2022, when committee last looked at the fare review, the price of diesel was approx. £2.00 per litre. At time of writing this report the price of diesel is approx. £167.7 per litre.

2.0 Proposal/Options Considered

- 2.1 There are a number of options now available to Members.

Option 1 - make no amendments to the current tariff

Option 2 – amend the tariffs. This will require detailed work by officers to balance the flag starting fare, the cost per subsequent miles and the impact on tariffs two and three.

Option 3 – Only amend the starting time of the tariff two (evening tariff) to allow this to be used at an earlier time.

3.0 Implications

- 3.1 In writing this report and in putting forward recommendations, officers have considered the following implications: Data Protection, Digital and Cyber Security, Equality and Diversity, Financial, Human Resources, Human Rights, Legal, Safeguarding and Sustainability and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

3.2 Financial Implications

The cost of the taximeter adjustments will be met by the Hackney Carriage Proprietors at a cost of between £25 and £35 per vehicle. If an amendment to the Fare was agreed the cost of approx. £400 for newspaper advert would need to be taken from existing budget A10814

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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Name	Comments
Tony Thomas (thomas889@btinternet.com)	<p>Thanks for your messages in regards to the taxi fare. First of all I wish you all a very happy new year. Concerning my thoughts, I will leave the fare the way it is at the minute due to the current state of the country plus other struggling businesses.</p>
Alex Bannatyne (jammymutt@hotmail.com)	<p>Im not sure if your aware but I have in fact left the industry simply because the costs are far too high to make a living from Taxi driving in Newark.</p> <p>The night life is gradually being killed off by licensing so there is less work for many drivers, there is no sole rank in the town, and cards on Castlegate cars can freely park in the ranks, Personally I think you need to look at the cars coming in from Wolverhampton who have a far cheaper way of licensing and can compete for lower start-up costs.</p> <p>Also, the ludicrous decision to only use one doctor for as medical who is in Nottingham means a morning or an afternoon out of town for a medical WHY NO NEWARK Doctor allowed? Said Doctor in Nottingham wrongly told you and the DVLA I was diabetic which I am not he did alter the HGV licence medical I got at the same time but I couldn't be bothered to argue with the council.</p> <p>If the nightlife isn't there the taxis won't have the potential to earn a living. I think the fares are OK but Newark needs designated Taxi only ranks on Friday and Saturday evenings.</p> <p>It's a rarity to charge for soiling.</p> <p>Have you never thought of council App for independent drivers?</p> <p>The industry in Newark is dying, let night clubs open again and late pubs otherwise nobody need a taxi.</p>

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<p>Damian Carlin (damoavfc@googlemail.com)</p>	<p>Although the last pay rise was appreciated and required i still believe there should be a slight increase in the rolling rate to make the mile equivalent to £2.</p> <p>I also think it would be advantageous to eradicate the 12 and 11p increments and bring them back to 10p on Tarrif1,15p to tariff2 and 20p Tarrif3.</p> <p>Also has suggested before I believe Tariff 2 should start at 20:00pm rather than 23:00pm as there just isn't the work there after 23:00pm.</p> <p>Regarding the soiling charge this should be minimum £100 as our shift is over once we have a soiled vehicle.</p> <p>I believe Nottingham are at £8 for a 2-mile journey and Lincoln are £8.30 for a 2mile journey.</p> <p>To be on par with Nottingham a 9-10% increase on our current 2 Mile journey would match this.</p> <p>Eg: 2 Mile =£8 3 mile =£10 4 mile =£12 5 mile =£14</p> <p>Kind regards Damian Castle Taxis</p>
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<p>Jacqueline Ryan (dogsear0306@gmail.com)</p>	<p>Fare are enough are you trying to kill the trade?</p>
<p>Christopher Carlin (ccarlin47114711@googlemail.com)</p>	<p>Hi Anna/Nicola</p> <p>I was not truly happy about the last rate increase however im happy to hear its being looked into further</p> <p>I would like to see an increase as follows</p> <p>£4.50 on the flag including first 500 meters followed by £2.25 per mile (71 meters at 10p) for the first 5 miles (8046.72 meters) followed by a subsequent £1.95 per mile thereafter (82 meters at 10p)</p> <p>My reasoning is because the long distance is already just about where it needs to be currently, but the shorter journeys are insufficient</p> <p>I have created a spreadsheet where you can make all adjustments required to give accurate tariffs</p> <p>Currently a metered Heathrow journey is £273 and on the new rates it would be £277</p> <p>Also, a trip to the beginning of Collingham from Northgate is 12.93 and the new rate it would be £15.05 making it just a £2.12 increase on a 5-mile journey</p> <p>This is still only a small increase however it would be a great stepping-stone for the rates to be moved accordingly in the future</p>

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	<p>In an ideal world I would of proposed a £4.50 flag including first 500 meters and a rate of £2.40 per mile for first 5 miles and still leave the additional miles beyond 5 miles at £1.95</p> <p>This would take a typical Collingham from 12.93 to £15.75 making it a £2.82 increase</p> <p>The taxi fare calculator I have made will let you guys make alterations to suit and also make it easy to choose the amount of meters per pence charged</p> <p>On that note I would also like us to go back to 10-15 pence increments (ideally 10p)</p> <p>Really hope the calculator can assist</p> <p>Ps as a sidenote - I also believe the tariff 2 should be brought in from 20:00 till 07:00 as there is no incentive for anyone to stay out late anymore</p> <p>And the soiling charge should be increased to £100 minimum</p> <p>Also Lincoln is currently at £8.30 for a 2 mile journey and my proposal would match that and still not be too expensive on the longer distance journeys</p> <p>Kind Regards Christopher Carlin Carlins Cabs</p>
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<p>Alin-Ionel Zdroba (exactmon@gmail.com)</p>	<p>Good morning ,</p> <ol style="list-style-type: none"> 1. I think we need an increase 2. Yes 3. We need to bring the price up with inflation 4. A small increase from 0.11 to 0.15 and 0.12 to 0.15 will be decent.
<p>Martin Henson (chestnutmild@hotmail.co.uk)</p>	<p><u>TAXI FARE REVIEW - 2023</u></p> <p>Q1. Yes, reasonably content with current tariffs.</p> <p>Q2. No fare increase required.</p> <p>Q3. Whilst we would all like a little extra in our pay packet, the reality is that the average man in the street is already having to live with stretched personal finances. Since the £1 flag increase, we have noticed some regular customers no longer use our service, but this has not been detrimental to business as we are now able to accept other bookings.</p> <p>Q4. Round up or down the ‘pence’ on the metre (as suggested before).</p> <p>Q5. No suggestions offered.</p> <p>Q6. No suggestions offered.</p>
<p>Penny Dawson (pennypaco13@gmail.com)</p>	<p>Dear Sirs</p> <p>I refer to email in connection with the Taxi Fare Review which will be considered by the Committee on 2nd March 2023.</p>

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	<p>My response to the questions contained within the email are as follows with the same numbering:</p> <ol style="list-style-type: none">1. No I am not happy with the current rate2. Yes I would like to see an increase in the current rate3. I understand it has been a number of years since the last increase in the rates.4. I would suggest an increase across all fares of 10% rounded up. The standard rate of £3.90 would therefore be £4 and the first 95 metres should be 13p and subsequent charge after that 12p.5. The minimum soiling charge currently £50 should increase to £100. This is on the grounds that it is simply not possible to have a car undergo a full valet with seats cleaned for less than £95 in Newark.6. I think it is high time that taxi fares were increased to assist with the huge increases in the costs of motoring generally. I have been trading for 3 years now and when I first started I could fill my vehicle tank with diesel for £63-£65. Now the cost is £95-£100. I fill up twice a week. I simply cannot afford to keep absorbing an extra £60 per week for the cost of fuel. The costs of a new used car has doubled. I will not be able to afford to buy another vehicle in three years' time, by which time my car will have clocked up towards 250,000 miles, if I have not been able to save a sizeable deposit, which I will not be able to do without an increase in fares. Interest on loans has increased too. The cost of living has increased. My mortgage has gone from £184 per month to £420. Vehicle insurance has increased not decreased as I had expected. I thought that after three years no claims I would have seen a decrease in my insurance premium but it has not decreased at all. The double fare taxis are allowed to charge at Christmas time is no longer relevant. Whilst some city taxis may be able to obtain work at that fare I found that my phone did not even ring. And I could not even take bookings at the fare I was hoping to be able to charge. Customers just could not afford it. This was the general experience across the board for all the drivers. Customers just cannot justify paying that fare on top of their night out to get home. Many people chose to (drink?) drive, walk or simply stayed at home.
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	<p>I hope I have put my opinions across clearly and I sincerely hope the Committee will listen and consider all the responses at the meeting. Thank you for allowing us the opportunity to give our opinions.</p> <p>Yours sincerely Penny Dawson Collingham Cars</p>
<p>Helen Gent</p>	<p>Attention: Licensing Department Re: Taxi Licencing Consultation on Fare Review</p> <p>I write to request taxi fares are increased by 10% on the rolling mileage charge, rounded up to the nearest 10pence, with a minimum £5 flag fare.</p> <p>My reasoning for this is:</p> <ol style="list-style-type: none"> 1. The £1 increase on flag fare isn't a sufficient increase, after having no pay rise for 10 years. The fare should be a minimum of £5, because it isn't worth a driver travelling 15 minutes across town to collect a customer for £3.90. <p>Many drivers turn down such small fares, because quite honestly, it's not worth leaving the house for £2.90, now £3.90.</p> <p>It is particularly common for drivers to turn down fares from Newark Northgate Railway Station to Castle Railway Station for this exact reason - it's not worth the driver leaving their rank position for 'a coupla quid'. This however, leaves customers in a terrible position of not being able to get between stations - customers who would be perfectly happy to pay £6 over having to walk the 20mins between the stations.</p>

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5. Any other comments/proposals regarding the rates that you can charge – for example, soiling?
6. Any other related comments

	<p>This is the same for all small fares across town - particularly in heavy traffic, where the £4.20 fare may take 20minutes. NOBODY should have to work for ½hr for under a fiver - after vehicle costs, it's less than minimum wage per hour!</p> <ol style="list-style-type: none"> 2. Fare increments to be in 10pences for ease and transparency - no taxi drivers give out change in 5p/2p/1pence! 3. All council services, including employed council officers pay, councillors expenses, council tax, business rates, council rents etc etc, have ALL increased multiple times in the last 10yrs to reflect inflation/GDP. <p>The council have totally neglected taxi drivers wage increases and fuel price increases over the last 2yrs, by not providing a fare/pay increase for 10yrs.</p> <p>The £1 flag fare increase does NOT account for this at all. The flag fare increase does not affect private hire vehicles at all, and only provides about a £1-10 per day increase for Hackney Cabs.</p> <p>This does not in any way even cover fuel price increases, let alone also cover our wage increase for 10yrs. Inflation increases by an average of 2% each year, and this year closer to 4%. Over 10yrs, this is 20% of inflationary price rises that taxi drivers have not seen at all - £1 simply does not even touch on covering this.</p> <p>The fuel price rises and the huge rise in the purchase cost of new/2nd hand vehicles, as well as the large rises in vehicle maintenance at garages, due to a national mechanics shortage, as well as vehicle parts shortage and their price rises, means that taxi drivers are massively out of pocket - we aren't allowed</p>
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1. Are you happy with the current rate?
2. Would you like to see an increase in the current rate?
3. Please give reasons as to your answer to question 2.
4. If NSDC were to look at an increase - how would you propose the tariff is increased?
5. Any other comments/proposals regarding the rates that you can charge – for example, soiling?
6. Any other related comments

	<p>the price rises in our fares, to cover our massively increasing costs - so it comes out of our wages, which are now below minimum wage per hour.</p> <p>This is entirely unacceptable that we have to accept below minimum wage just to cover our vehicle costs, just because the maintenance has increased but our fares haven't.</p> <p>It's quite a disgrace that it's been so neglected, and cab prices have fallen so behind. No other council controlled service, would tolerate a 10 year price freeze, PARTICULARLY with such huge current inflationary rises happening on ALL products and services. We must not be left behind and neglected any longer - we NEED it very badly. Our fares should be increased annually, as well as every other service that receives annual inflationary increases. It's a travesty that we've had a 10yr price freeze enforced upon us with no choice.</p> <p>Thank you for your consideration.</p> <p>Yours sincerely, Helen Gent ACORN TAXIS</p>
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LA	T1 Flag	T1 1 Mile	T1 2 Miles	T1 Times	T2 Flag	T2 1 Mile	T2 2 Miles	T2 Times	Waiting Time	Soiling Charge	Date Implemented
Ashfield	£3.60	£3.60	£5.60	06:00 to 23:00	£4.80	£4.80	£7.20	23:00 to 06:00 Bank holidays excluding Christmas Day and New Year's Day	£0.25 per 60 seconds or part thereof	£80.00	03/10/2022
Bassetlaw	£4.40	£4.40	£6.50	07:00 to 00:00	£3.30	£5.64	£8.37	00:00 to 07:00 Bank holidays	£0.11 per 20 seconds	£75.00	
Broxtowe	£3.50	£4.60	£6.80	06:00 to 00:00	£4.38	£5.75	£8.50	00:00 to 06:00 Bank holidays excluding Christmas and New Year periods	£0.10 per 20 seconds	£40.00	Summer 2022
Gedling	£3.50	£3.50	£5.70	06:00 to 00:00	£4.38	£4.38	£7.13	00:00 to 06:00		£50.00	
Mansfield	£3.00	£4.80	£6.80	06:00 to 22:00	£4.00	£6.70	£9.70	22:00 to 06:00	£16.00 per hour on T1 £18.00 per hour on T2		
Newark & Sherwood	£3.90	£5.30	£7.22	06:00 to 23:00 Monday to Saturday	£5.85	£7.95	£10.83	23:00 to 06:00 Sundays Bank holidays excluding Christmas and New Year periods	£0.11 per 30 seconds or part thereof	£50.00	Sep-22
Nottingham City	£2.00	£5.80	£8.00	06:00 to 22:00	£2.00	£6.00	£8.40	22:00 to 06:00			

APPENDIX B

Rushcliffe	£2.00	£5.80	£8.00	06:00 to 22:00	£2.00	£6.00	£8.40	22:00 to 06:00	£0.20 per 38 seconds, £19.00 per hour on T1 £0.20 per 34 seconds, £21.00 per hour on T2	£60.00	12/08/2022
North Kesteven	£3.00	£4.80	£6.80	07:30 to 23:00	£4.50	£7.20	£10.20	23:00 to 07:30	£0.20 per 40 seconds	£100.00	12/12/2022
South Kesteven	£1.70	£3.40	£5.20	06:00 to 23:00 Monday to Saturday	£2.55	£5.10	£7.80	23:00 to 06:00 Sundays Bank holidays excluding Christmas Day and New Year's Day, 06:00 to 20:00 on Christmas Eve and New Year's Eve	£0.15 per 60 seconds or part thereof		Hackney Carriage fares in South Kesteven are partially deregulated. This means that proprietors may set their own rates and register them with the Council or use the default table of hackney carriage fares set by the Council.



Report to: General Purposes Committee Meeting – 2 March 2023
 Director Lead: Matthew Finch, Director – Communities & Environment
 Lead Officer: Nicola Rowlands, Senior Licensing Officer – extn 5894

Report Summary	
Report Title	Update on Performance and Enforcement Matters
Purpose of Report	To provide Members of the Committee with details of the various activities undertaken by the Licensing Team in relation to Hackney Carriage/Private Hire Drivers, Private Ambulance Drivers together with House to House and Street Collections
Recommendation	That the report be noted.

1.0 Background

- 1.1 A new applicant for a Hackney Carriage/Private Hire Drivers or Private Ambulance Drivers Licence have to undergo various checks. These include a: Disclosure and Barring check; DVLA check; two references are required; Group II medical; and knowledge & ability tests.
- 1.2 This report covers the period from 1 October to 31 December 2022 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 Rec'd	Renewal of Applications Rec'd	Number Issued	Comments
Hackney Carriage/ Private Hire Driver	9	8	12	2 new applications withdrawn, 1 failed knowledge tests, 2 in progress
Ambulance Drivers	6	8	13	1 new application in progress
Hackney Carriage Vehicles	10	11	21	Includes 2 temporary vehicles
Private Hire Vehicles	4	7	11	Includes 1 temporary vehicle
Private Ambulance Vehicle Licence	4	38	42	

1.3 Street Collections

The table below sets out the numbers of collections undertaken within the reporting period of 1 October to 31 December 2022 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
Macmillan Cancer Support	Southwell	1.10.2022	£553.21	100%
Poppy Appeal	Whole District	29.10.2022 to 12.11.2022	Information not available until mid-March	
Betel UK	Southwell	15.12.2022	£424.44	100%
Southwell and District Lions Club	Southwell	17.12.2022	£621.79	100%
Newark Round Table	Newark	17.12.2022	£740.00	97%

1.4 House to House Collections

The table below sets out the numbers of collections undertaken within the reporting period of 1 October to 31 December 2022 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
World Cancer Care	01.10.22 to 31.12.22	£499.65	100%
Edwinstowe and Dukeries Lion Club	29.11.22 to 20.11.22	£8072.00	95%
Rotary Club Ravenshead and Blidworth	05.12.22 to 12.12.22	£688.16	94%
Southwell and District Lions	07.12.22 to 23.12.22	£7675.48	94%
Newark Round Table	01.12.22 to 31.12.22	£6090.00	96%

1.5 Enforcement Issues

Enforcement Activity between 1 October to 31 December 2022

Location	Activity	Date Case Opened	Action Taken So Far
Castle House, Newark	Routine HC inspection	06.10.2022	All in order
Betfred, Newark	Routine inspection	03.10.2022	All in order
Oak Amusements, Newark	Routine inspection	03.10.2022	All in order
Northgate Railway Station, Newark	Complaint of touting by non-NSDC licensed vehicles	12.10.2022	LEO advised complainant that Northgate Station is private land and not enforceable by NSDC. Complainant advised to contact a senior member of station staff.

Ladbrokes, Ollerton	Routine inspection	20.10.2022	All in order
William Hill, Ollerton	Routine inspection	20.10.2022	All in order
Cashino, Newark	Routine inspection	20.10.2022	All in order
Ladbrokes, Newark	Routine inspection	20.10.2022	All in order
Northgate Railway Station, Newark	Complaint of touting by non-NSDC licensed vehicles	12.10.2022	LEO advised complainant that Northgate Station is private land and not enforceable by NSDC. Complainant advised to contact a senior member of station staff.
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine PH inspection	26.10.2022	1x action (no smoking signs). LEO followed up, all in order.
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	All in order
Castle House, Newark	Routine HC inspection	26.10.2022	2x actions (washers not working, cleanliness). LEO reinspected, all in order.
Castle House, Newark	Routine HC inspection	26.10.2022	3x actions (rear washer not working, rear brake light not working, cleanliness). LEO reinspected, all in order.
Castle House, Newark	Routine PH inspection	26.10.2022	All in order
Castle House, Newark	Routine PH inspection	26.10.2022	All in order
Castle House, Newark	Routine PH inspection	26.10.2022	All in order
Castle House, Newark	Routine PH inspection	26.10.2022	All in order
Mark Jarvis, Balderton	Routine inspection	31.10.2022	All in order
Goodwin Court, Farnsfield	Routine operator inspection	31.10.2022	Advised RE keeping records of subcontracted books and having a complaints procedure.
Harlow Street, Blidworth	Routine operator inspection	31.10.2022	1x action (records of bookings), advised RE complaints procedure. Evidence of records seen, all in order.
Corkhill Lane, Normanton	Routine operator inspection	31.10.2022	All in order
Newark Road, Wellow	Routine operator inspection	31.10.2022	All in order

Stuart Avenue, Boughton	Routine operator inspection	02.11.2022	Advised RE recording safeguarding training details
Carter Gate, Newark	Complaint of vehicle using road outside of permitted times	04.11.2022	LEO spoke to the vehicle proprietor, who agreed that the road should not be used at that time and will speak with the driver to advise them accordingly.
Brailwood Road, Bilsthorpe	Routine operator inspection	15.11.2022	All in order
Church Street, Southwell	Routine operator inspection	16.11.2022	All in order
Moorhouse Road, Laxton	Routine operator inspection	23.11.2022	Advised RE having a complaints procedure.
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	1x action (rear wiper not working). Wiper subsequently removed (not a MOT requirement).
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine PH inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	1x action (no smoking sign). LEO followed up, all in order.
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	1x action (warning triangle). LEO followed up, all in order.
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine HC inspection	25.11.2022	All in order
Castle House, Newark	Routine PH inspection	25.11.2022	All in order
Castle House, Newark	Routine PH inspection	25.11.2022	All in order
Castle House, Newark	Routine PH inspection	25.11.2022	All in order
Castle House, Newark	Complaint of unprofessionalism and use of CCTV	28.11.2022	Complaint related to complex history between driver and passengers. The driver denied the allegation of unprofessionalism – the outward journey was not recorded but the return journey was recorded by the driver. LEO spoke to complainant, who was

			not aware of any CCTV or other recording equipment. Driver attended an informal interview with LEO and a formal letter was sent RE standards of behaviour expected of drivers. LEO also pointed out that the driver's use of recording equipment was not compliant with policy. Verbal warning given.
Northgate Railway Station, Newark	Complaint of harassment	05.12.2022	Complaint was the result of a disagreement between an NSDC licensed driver and an out of town driver, who said he was picking up a legitimate fare. LEO advised the complainant that British Rail are responsible for activity at the station.
Southwell Racecourse, Rolleston	Routine inspection Gambling	22.12.2022	All in order, information provided RE self exclusions.
Castle House, Newark	Routine HC inspection	29.12.2022	All in order
Castle House, Newark	Routine HC inspection	29.12.2022	All in order
Castle House, Newark	Routine HC inspection	29.12.2022	All in order
Castle House, Newark	Routine HC inspection	29.12.2022	
Castle House, Newark	Routine HC inspection	29.12.2022	
Castle House, Newark	Routine PH inspection	29.12.2022	All in order
Castle House, Newark	Routine PH inspection	29.12.2022	All in order
Castle House, Newark	Routine HC inspection	29.12.2022	All in order
Castle House, Newark	Routine HC inspection	29.12.2022	All in order

2.0 Proposal/Options Considered

This report is intended to provide Members with a summary of the various activities undertaken by the Licensing Team in relation to Hackney Carriage/Private Hire Drivers, Private Hire Ambulance Drivers together with House to House and Street Collections.

3.0 Implications

In writing this report and in putting forward recommendations officers have considered the following implications; Data Protection, Digital and Cyber Security, Equality and Diversity, Financial, Human Resources, Human Rights, Legal, Safeguarding and Sustainability and where appropriate they have made reference to these implications and added suitable expert comment where appropriate.

There are no implications arising from this report

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None

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

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