

Agenda for Licensing & Enforcement Committee

Wednesday, 24 June 2015; 9.30am



[Members of the Committee](#)

Venue: Council Chamber, Knowle, Sidmouth, EX10 8HL

[View directions](#)

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- 1 Minutes for 18 February 2015 (pages 3-8)
- 2 Apologies
- 3 [Declarations of interest](#)
- 4 [Matters of urgency](#) – none identified
- 5 To agree any items to be dealt with after the public (including press) have been excluded. There are no items that officers recommend should be dealt with in this way.

Part A - Matters for Decision

- 6 Committee Update – Licensing Act 2003, Gambling Act 2005, Taxis & General Licensing, including Apps A - G (pages 9-29)

- 7 Deregulation changes to the duration of Hackney Carriage and Private Hire driver licences and Private Hire Operator licences and a proposal to change the Council's current default taxi licence expiry dates (pages 30-32)

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EAST DEVON DISTRICT COUNCIL

Minutes of a Meeting of the Licensing & Enforcement Committee held at Knowle, Sidmouth on Wednesday, 18 February 2015

Attendance list at the end of the document

The meeting started at 9.30am and ended at 11.00am

***10 Minutes**

The minutes of the meeting of the Licensing & Enforcement Committee held on 19 November 2014, were confirmed and signed as a true record.

***11 Declarations of interest**

Councillor Steve Hall

Minute 13

Disclosable Pecuniary Interest – private hire licence holder

Councillor John O’Leary

Minute 13

Disclosable Pecuniary Interest – personal licence holder

Councillor Jim Knight

Minute 12

Personal Interest – Devon County Councillor whose ward includes Beer

Councillor Tom Wright

Minute 13

Manager of the Venture Hall, Budleigh Salterton – which has a premises licence.

Councillor Steve Gazzard

Minute 13

Owner of Popplefords is his former wife and good friend.

***12 Beer Hackney Carriage Rank**

The Chairman proposed, with the agreement of the Committee, that this item be brought forward on the agenda. In addition to the report included in the agenda, the Licensing Manager had also circulated the results of a questionnaire issued to all operators in East Devon. Feedback indicated that the existing taxi rank at Beer was a useful drop off and pickup place. He also advised that there had been a complaint that, on occasion, private cars were parked on the rank.

The Chairman invited Parish Councillor Ursula Makepeace to speak. Cllr Makepeace advised that she had lived in Beer Fore Street, opposite the taxi rank, for 31 years and she had only ever once seen a taxi waiting on the rank. She said that Beer needed additional parking for disabled drivers – this would be a better use of the space.

Honorary Alderman Mike Green said that the request from Beer Parish Council to remove the taxi rank was well supported locally. It was unlikely that taxis would use the rank for drop offs or pickups as they would deliver or collect passengers from their home or other venues, providing a door-to-door service. Beer did not need a taxi rank and it was not being used. It was in the spirit of the Localism Act for

decisions to be made at a local level and local people wanted a disabled parking bay rather than a little-used taxi rank.

Ward Member Geoff Pook could not see a local need for the taxi rank in Beer and using this for disabled parking would have more community benefit. The taxi rank was not a local landmark or point of reference. The idea of a taxi rank is for taxis to wait there for trade but this was not happening in Beer. People wanting a taxi would phone for one. There was no logical reason to keep the rank.

Discussion by the Committee included:

- The site of the current hackney carriage rank was wide enough for cars to stop briefly to drop off and pick up passengers attending events at the Mariners Hall – this situation would be the same whether there was a taxi rank on the street or not.
- The purpose of a taxi rank was not for dropping off passengers but for taxis to wait for prospective clients.
- The wishes of local residents should be supported.
- Parking on the taxi rank was the responsibility of Devon Highways – the Devon County Council Traffic Order made it an offence for private vehicles to park there.
- There was a cost to remove the Traffic Order. Although Beer Parish Council had offered to contribute to this cost, the Committee agreed not to consider cost issues in making its decision.
- Whether or not to create a parking space for disabled persons – should the rank be removed - would be a decision of the parish council.
- The Committee was mindful of taking into account equalities issues but it was not the role of the Committee to decide on the future use of the space.

The Chairman thanked members of Beer Parish Council and the Ward Member for attending the meeting and for their valued contribution.

RESOLVED:

1. that the request from Beer Parish Council to remove the Hackney Carriage rank in Fore Street, Beer be supported by this Council,
2. that the Licensing Manager advise Devon County Council of the decision of the Committee and the wishes of Beer Parish Council,
3. that it be understood that Beer Parish Council would approach Devon Highways to ask for a disabled parking space.

***13 Committee update – Licensing Act 2003, Gambling Act 2005 and General Licensing**

The Licensing Manager presented his report - the following issues were highlighted and discussed.

1. Licensing Act 2003

The Licensing Manager expanded on the enforcement activity undertaken and outcomes. In respect of The Castle in Axminster (App A – Para 1.3.1), this long established premises is brewery-owned with a history of complaints. It had been planned that following a recent meeting with the brewery and the Designated Premises Supervisor that the DPS would take over the lease and continue to run the business. This has not been the case as the pub is now closed and the brewery

is looking for a new tenant. Every effort will be made to limit the impact of this business on the area but there will always be a difficult balance due to its proximity to residential properties.

There was likely to be a separate Sub Committee hearing in respect of the Kingfisher, Colyton (App A Para 1.3.3) to consider the application to extend opening hours.

Operational issues in respect of the Red Lion, Axminster (App A Para 1.3.4) were being monitored and contained.

The Committee was advised that two premises licences had been suspended for failure to pay the annual fees – Popplefords in Newton Poppleford and Munchies in Exmouth.

At a meeting of Police Partners held on 4 December 2014, the Licensing Manager had been advised of a trial initiative in Torbay to help address problems at late night venues and reduce crime and disruption. The test venues breathalysed customers before they were granted access to the premises. Initial results seemed to indicate a reduction in street crime and increased revenue to the clubs. Subject to further analysis, the trial could be extended to other locations - subject to agreement as it was a voluntary undertaking.

2. Gambling Act 2005

No Gambling Act offences had been detected; the regular inspections of premises were regarded as a valuable tool to ensure compliance.

The report included details of the hearings held since the last update report. These included the Council's challenge of the veracity of supermarket employees' members' clubs. This had the interest and support of the Gambling Commission, which was seeking talks with the main supermarket chains to provide guidance.

The Licensing Manager advised that a new Regional Compliance Manager for the Gambling Commission had been appointed – the area for which he was responsible had been extended to include Somerset as well as Devon and Cornwall. He would work primarily with casinos and large operators but would also be a valued source of information and would be invited to address a future meeting of the Committee.

3. Taxis

Proactive work carried out by the licensing team in respect of education-based enforcement and monitoring of Hackney Carriage and Private Hire drivers and vehicles continued to be effective.

Devon County Council had yet to carry out works to lower the pavement at one end of the Strand, Exmouth taxi rank. Councillor Pauline Stott said that she would raise the matter at the March meeting of HATOC for an update if the work had not been carried out by then.

The Licensing Manager had made a submission to the County Council's Safeguarding Task Group, People's Scrutiny Committee (which was undertaking a review in response to the Rotherham inquiry) as a means of safeguarding children from child sexual exploitation. The Group had published an initial report in December - the section, which specifically deals with the submissions made by

licensing authorities, was set out in the Licensing Manager's report to the Committee.

Serious concern was raised in respect of Home Office guidance to police that licensing authorities would no longer be informed if a taxi driver was being investigated for a serious crime. The Devon Licensing Officers' Group had written to the Crime and Police Commissioner asking him to intercede with both the Home Office and police to have the Home Office advice to the police reversed.

The Local Government Association had raised concerns that police forces were no longer providing information to councils on criminal investigations involving prospective taxi drivers because of the dispute between the Home Office and police on the lawfulness of new restrictions on crucial background checks. At the same time, the government was planning to extend the duration of taxi licences from one to three years. The real problem for councils was that they would be expected to issue longer licences without access to vital intelligence on applicants that could put children and vulnerable people at greater risk of becoming victims of sex crimes, child sexual exploitation and trafficking from organised gangs. The LGA was campaigning for the Deregulation Bill to be deleted and a comprehensive reform of taxi and private hire vehicle licensing.

Members asked if the Council's licensing procedures were sufficiently robust to prevent the serious problems experienced at Rotherham. The Licensing Manager advised that good legislation and processes were in place and enhanced DBS checks were in place for new applicants. He said that the arrangements were as good as they could be but that applicants coming from abroad could be an issue as the service was not able to undertake the same level of checking on those applications as the ones carried out for persons indigenous to this country. However applicants from abroad were required to have held a DVLA licence or European licence for one year before applying for a Hackney Carriage driver's licence.

Members were advised that a software solution to be developed by DVLA would enable licensing authorities to carry out checks on new style driving licences. Current arrangements in respect of the counterfoil (to facilitate checking driver's history) would cease from 8 June 2015.

RESOLVED

1. that the Chairman send a letter to the Home Office highlighting the Council's concerns about the guidance issued to police and the potential danger to children and vulnerable people as a result;
2. that Councillor Tom Wright – the Council's appointed representative on the Police and Crime Panel – Devon and Cornwall, ask for an item on this matter to be included at its next meeting in April;
3. that Councillors Steve Gazzard and Peter Sullivan raise the matter at the next meeting of the Community Safety Partnership of which they were members.

4. Sex Entertainment Venue Licensing

The licence holder of Lush, The Q Club, Exmouth had advised the Licensing Manager that Lush was now permanently closed and he intended to reopen the venue in the Spring with a new format for which a Sex Entertainment Venue licence would not be required.

5. General Licensing

The licensing team arranged inspections of pet shops and animal boarding premises by a vet and a member of the Environmental Health Team.

6. Consultations

The next taxi liaison meeting would be held on Wednesday 1 April 2015.

7. Licensing Service

The service had worked hard to upload new pages on the new Council website. Credit was given to Emily Westlake for being awarded the Council's Star Performer Award largely for her tireless work on the new web pages together with her positive attitude and helpfulness.

The Licensing Team had been re-awarded the Customer Service Excellence award for the sixth year following the annual inspection in December 2014. The Chairman thanked John Tippin, Licensing Manager, and his team for this high endorsement of a valued service. The Inspector's report included four Areas of Compliance Plus and listed five areas of Good Practice. The Chairman would announce this achievement and the successful outcome of the hearing relating to the Honiton and Seaton Tesco Gambling Act 2005 applications when presenting the minutes to Council.

Plans were already in place for licensing training for Councillors after the May 2015 election. These were part of a wider induction/welcome programme. The Licensing Manager was pleased to announce that the presenter would be Philip Kolvin - Monday 8 June 2015 at these offices. Members had attended his presentations in the past and spoke highly of them; that he was very informative and an excellent speaker.

Councillor Pauline Stott said that as this was the last Licensing and Enforcement Committee before the elections, she would like to extend thanks and appreciation to the licensing team on behalf of the Committee.

Attendance list

Councillors present

Steve Hall (Chairman)
Jim Knight (Vice Chairman)
Maddy Chapman
Steve Gazzard
Frances Newth
John O'Leary
Ken Potter
Pauline Stott
Peter Sullivan
Tom Wright

Also present

Councillor Geoff Pook

Officers present

John Tippin, Licensing Manager
Douglas Jackson, Licensing Officer
Neil MacDonald, Licensing Officer
Giles Salter, Solicitor
Diana Vernon, Democratic Services Manager

Apologies:

Councillors:
Bob Buxton
John Jeffery

Chairman Date

Report to: **Licensing and Enforcement Committee**

Date of Meeting: 24 June 2015

Public Document: Yes

Exemption: None



Agenda item: 6

Subject: **Committee Update -
Licensing Act 2003, Gambling Act 2005, Taxis & General Licensing**

Purpose of report: The report provides an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005 and Taxi legislation together with other general licensing matters.

Recommendation: **That the report be noted**

Reason for recommendation: To keep the Council's statutory committee up to date with current arrangements and statistics relating to the Licensing Service.

Officer: John Tippin, Licensing Manager, Ext. 2787, jtippin@eastdevon.gov.uk

Financial implications: There are no financial implications.

Legal implications: There are no legal implications requiring comment.

Equalities impact: Low Impact

Risk: Low Risk

Appendices:

- Appendix A - Licensing Act 2003 Licensing Statistics
- Appendix B - Gambling Act 2005 Licensing Statistics
- Appendix C - Taxis Licensing Statistics
- Appendix D - Animal, Skin Piercing and Scrap Metal Dealers Licensing Statistics
- Appendix E - Charitable Collections and Street Trading Licensing Statistics
- Appendix F - Minutes of meeting dated 1 April 2015 between Members, Taxi Proprietors and Officers
- Appendix G - LGA Press Release on Scrap Metal Dealer Licensing

Link to Council Plan: Living in, working in, enjoying and funding this outstanding place

1 Licensing Act 2003

1.1 Applications Received, Licences Issued and Notices Given

1.1.1 The numbers of applications received, licences issued and notices given since the last update report to the Committee are set out in **Appendix A**.

1.2 Premises Risk Ratings

- 1.2.1 Visits to all the high risk premises in our area have been completed for the year 2014/2015 without any issues or concerns being found by the visiting officers. Visits to high risk premises for 2015/2016 will now commence with a completion date for all the visits being the end of March 2016.

1.3 Licensing

- 1.3.1 At the beginning of the year officers become involved in pre-event meetings for some of the larger summer events that take place in East Devon. During February and April officers chaired multi agency pre-event meetings for the Sausage and Cider Festival held in Honiton, Folk Week held in Sidmouth and also attended a meeting for the Kite Festival including two evening concerts held in Exmouth. The meetings are of benefit to both the applicants and the responsible authorities as advice and guidance can be given prior to any licensing application being submitted.
- 1.3.2 Officers were also involved in checking the premises of the new Premier Inn on Exmouth Seafront prior to the premises opening to the public and with the opening of a new nightclub known as Fever (previously Pulse) situated in Exmouth Town Centre. Because of the issues involved several visits were made to Fever with the Police Licensing Officer and an Environmental Health Officer.
- 1.3.3 Several visits were also made to a large family entertainment park with the Police Licensing Officer and an Environmental Health Officer to give advice on a proposed new extended licence for the park and adjoining camp site.
- 1.3.4 Officers were also committed with completing visits to the identified high risk premises within the area that needed to be completed by the end of March.
- 1.3.5 It is proposed that the system for identifying high risk premises for the coming year be updated to ensure that high risk premises that have had successful inspections for several years without any incidents being recorded be re-assessed to see if they can be dropped to medium risk status. All new premises to be initially included in the high risk band to ensure an initial risk inspection.

1.4 Report published on impact of Licensing Act – 10 years on

- 1.4.1 A report published by the Institute of Economic Affairs looks at the impact of the Licensing Act 2003 over the last decade.
- 1.4.2 In short, the report's conclusions were:
- ❑ It was widely predicted that the relaxation of licensing laws would lead to higher rates of alcohol consumption, more binge-drinking, more violent crime and more alcohol-related attendances to Accident and Emergency departments. In the event, none of this occurred.
 - ❑ Per capita alcohol consumption had been rising for many years, but peaked in 2004 and has fallen by 17 per cent since the Licensing Act was introduced. This is the largest reduction in UK drinking rates since the 1930s.
 - ❑ Rates of 'binge-drinking' have declined amongst all age groups since 2005, with the biggest fall occurring amongst the 16-24 age group.
 - ❑ Violent crime declined in the first year of the new licensing regime and has fallen in most years since. Since 2004/05, the rate of violent crime has fallen by 40 per cent, public order offences have fallen by 9 per cent, homicide has fallen by 44 per cent, domestic violence has fallen by 28 per cent and the number of incidents of criminal damage has fallen by 48 per cent. There has been a rise in violent crime between

3am and 6am, but this has been offset by a larger decline at the old closing times (11pm-midnight and 2am to 3am).

- The weight of evidence from Accident and Emergency departments suggests that there was either no change or a slight decline in alcohol-related admissions after the Licensing Act was introduced. Alcohol-related hospital admissions have continued to rise, albeit at a slower pace than before the Act was introduced, but there has been no rise in the rate of alcohol-related mortality. There was also a statistically significant decline in late-night traffic accidents following the enactment of the Act.
- The evidence from England and Wales contradicts the 'availability theory' of alcohol, which dictates that longer opening hours lead to more drinking, more drunkenness and more alcohol-related harm. The British experience since 2005 shows that longer opening hours do not necessarily create greater demand.
- There is little evidence that the Licensing Act led to the creation of a continental café culture, as some proponents of liberalisation had hoped, but the primary objectives of diversifying the night-time economy, allowing greater freedom of choice and improving public order have largely been met. By relaxing the licensing laws, the government allowed consumers to pursue their preferences more effectively. In practice, this resulted in relatively modest extensions in opening hours, not '24 hour drinking'. By allowing a greater degree of self-regulation, the Licensing Act benefited consumers without creating the disastrous consequences that were widely predicted.

1.4.3 A copy of the report is available at http://www.iea.org.uk/sites/default...slow_web.pdf

1.5 Hearings

1.5.1 The numbers of hearings held since the last update report to Committee are set out in **Appendix A**.

2 Gambling Act 2005

2.1 Applications Received, Licences Issued and Notices Given

2.1.1 The numbers of applications received, licences issued and notices given since the last update report to the Committee are set out in **Appendix B**.

2.2 Enforcement

2.2.1 The programme of visits to licensed premises and other premises where gaming is permitted continues. It is still the case that no Gambling Act offences have been detected, a result which is pleasing and confirms that regular inspections are a valuable tool to ensure compliance.

2.3 Hearings

2.3.1 The numbers of hearings held since the last update report to Committee are set out in **Appendix B**.

2.3.2 On 14 May 2014 a Sub Committee hearing was held to consider three applications for Club Gaming Machine permits for "staff social clubs" located at Tesco Stores in Honiton, Seaton and Axminster. If granted the permits would allow up to three gaming machines of either Category B, C or D to be sited in each of the staff canteen rooms at the stores. The hearing was adjourned to allow a Sub Committee request to see evidence that a members' club existed for each of the stores.

2.3.3 At a subsequent adjured hearing in July 2014 the Sub Committee considered that the applicants at Honiton and Seaton were not members' clubs pursuant to S.266 of the Gambling Act 2005 and the applications relating to the stores at Honiton and Seaton were refused (the application relating to the Axminster store was subsequently withdrawn).

2.3.4 The refused applications relating to the stores at Honiton and Seaton were then appealed to the Magistrates Court. Both appeals were dismissed by the magistrates who found that the

agent did not to have the “locus standi” to make the appeal as he was not the applicant and therefore did not have the right to address the magistrates. The appeal could not be formally made because the agent had no proprietary rights or sufficient control of the premises to place the regulated machines. (Gambling Act 2005 s159 (5)).

- 2.3.5 These hearings attracted the Gambling Commission's interest as they are believed to have been the first instances of a Council challenging the veracity of supermarket employees' members' clubs. The Commission has been supportive of the Council's stand and as a result of the Council drawing attention to this country wide issue the Gambling Commission has been seeking talks with the main supermarket chains to provide guidance. It is understood that this is still on going.
- 2.3.6 As an addendum to this saga in recent weeks North Devon District Council licensing officers have been liaising with East Devon officers as the same operator who made the unsuccessful applications to this council is in the process of making similar applications relating to Tesco in North Devon. We have been able to provide useful information and advice to both the North Devon officers as well as the Gambling Commission's regional inspector who is new in post this year.

3. Taxis

3.1 Applications Received and Licences Issued

- 3.1.1 The numbers of applications received and licences issued since the last update report to the Committee are set out in **Appendix C**.

3.2 Enforcement

- 3.2.1 The Licensing Team has continued the education based enforcement and monitoring approach to the Hackney Carriage and Private Hire drivers and vehicles as we have used with the Licensing Act. Close liaison is maintained with partner agencies and the taxi trade to ensure that the principles of consistency, transparency and proportionality are maintained.
- 3.2.2 A Licensing Officer usually attends all meetings of the local taxi trade associations. There are at least two of these meetings annually. Mr Jackson, Licensing Officer, represents the Council and discusses any issues taxi drivers have and provides an update to the taxi association of matters that had arisen. The Council also holds two meetings between the trade and the Licensing Committee every year so that the taxi drivers can liaise with the Councillors and air any grievances they may have and to receive an input from officers into current legislation and trends in the taxi and private hire trade.

3.3 Hearings

- 3.3.1 There has been one Sub Committee hearing during the past quarter in relation to a vehicle that was just outside the four year age limit for licensing and in this case, as the vehicle had previously been licensed with another neighbouring authority, the Sub Committee agreed that it could be licensed as a hackney carriage.

3.4 Taxi Rank Update

- 3.4.1 Exmouth – As the Committee has been aware the Exmouth Taxi Association and some taxi drivers from the Exmouth area have been unhappy with the new Strand rank provided as a result of the regeneration scheme in the town, the main issue being the lowering of the pavement at one end of the rank. The work has now been completed by Devon County Council.
- 3.4.2 Beer – Following the request from Beet Parish Council it was agreed at the last Committee meeting on 18 February 2015 that the taxi rank should dispensed with in Beer. Devon County Council as the highways have been advised of the council's decision and asked to liaise with Beer Parish Council over its future use.

3.5 Driving Licence Changes

3.5.1 After one false start when we were initially informed that from 1 January 2015 the counterpart of the driving licence would no longer be issued by the DVLA it eventually happened on the 8 June 2015. This meant that from that date where a person is in possession of the new style driving licence they would only be issued with the plastic card. Licensing authorities need to be able to check driver's records and without the counterpart it is not so straight forward. Whilst it is early days it is feared that the absence of the counterpart is likely to make the process of applying for new and renewing taxi drivers licences more complicated. The DVLA have, rather belatedly put systems in place for driver's get access their records however how well these work remains to be seen.

4. General Licensing including Animal Licensing and Skin Piercing

4.1 Animal, Skin Piercing and Scrap Metal Dealers Licensing Statistics

4.1.1 The statistics relating to animal, skin piercing and scrap metal dealer licensing and registrations since the last update report to Committee are set out in **Appendix D**. These statistics include, where relevant, the numbers of licences issued, the number of hearings held and the number of applications received.

4.2 Street Trading

4.2.1. The statistics relating to street trading since the last update report to Committee are set out in **Appendix E**. These statistics include, where relevant, the numbers of consents issued, the number of hearings held and the number of applications received.

4.2.2 As is now the council's usual routine the application forms for pitches on the Esplanade at Sidmouth during Sidmouth Folk Week were made available on the Council's website on the 1 April. For the first time this year the council provided the ability for applicants to apply online. This proved extremely popular as we run a first come first served principle when allocating pitches for the week. The webpage went live at midnight and the first application was received around 10 minutes later. As usual within a few days we were oversubscribed for all the available 60 pitches. We are now running a waiting list should any consents be returned before the event.

4.3 Scrap Metal Dealers

4.3.1 The Scrap Metal Dealers Act 2013 came into force on the 1 December 2013. This legislation was intended to strengthen the previous legislation dealing with this issue and provide the Council and police with stronger powers. The council currently licences 6 Scrap Metal Dealer sites and 19 mobile Scrap Metal Dealer collectors. Previously only dealers with sites in the District needed to register with the Council.

4.3.2 During 2014 East Devon licensing officers carried out several successful combined operations involving the Vehicle Inspectorate (VOSA), East Devon and Exeter City Licensing Officers in and around the district. Nationally there were similar coordinated operations to coincide with the introduction of the new legislation – under the operation name - Tornado. As a result there has been a reduction in the crime figures relating to scrap metal. Whilst this is very welcome the effect has been that the additional resources provided by the police when the legislation was new has largely been withdrawn across the country and Devon and Cornwall is no different. For example for much of 2013 and 2014 our local police force provided a dedicated police officer to liaise with councils and provide police resourcing for local operations. This officer has now been reassigned to other duties.

4.3.3 The Local Government Association have been a strong supporter of the new legislation and the close liaison between the councils and the police. A copy of a recent press release by the LGA appears at **Appendix G** of this report.

5. Consultations and Partnership Working

5.1 Meeting between Members, Taxi Proprietors and Officers

5.1.1 A taxi liaison meeting with the taxi trade was held on Wednesday 1 April 2015 and commenced at 1430 hours in the Council Chamber, Knowle, Sidmouth. A copy of the minutes of that meeting appears at **(Appendix F)**.

5.1.2 The next liaison meeting has been arranged for Thursday 29 October 2015 (during the Autumn half term) commencing at 1430 hour in the Council Chamber, Knowle, Sidmouth. The Committee's Chairman and Vice Chairman normally attend these meetings but other members are free to attend. Unfortunately recent meetings have not been well supported by the taxi trade.

5.2 East and Mid Devon Drug and Alcohol Group

5.2.1 There is a statutory responsibility for public agencies such as the Police and councils to work in partnership with other agencies to tackle crime, disorder and anti social behaviour. (Crime and Disorder Act 1998), and as a result of this legislation, the Community Safety and Anti Social Behaviour Co-ordinator for East Devon, Gerry Moore, hosts a quarterly meeting, called the Drug and Alcohol Group which is held under the banner of the East and Mid Devon Community Safety Partnership. The Drug and Alcohol Group is a multi agency group where representatives from agencies who provide a service in relation to drugs and alcohol or those with an interest in such, meet every quarter to discuss amongst other things the following:

- ❑ Local implementation of Drug & Alcohol plans.
- ❑ To act as a forum for promoting local partnerships between members to work together to implement Drug & Alcohol plans and share best practice.
- ❑ To act as a conduit for information sharing between partners to include information on available services.
- ❑ To identify and secure local sources of funding and resource.

Mr Jackson, as a representative of the East Devon Licensing team tries to attend these meetings.

6. Member Training

6.1 Following the May elections suitable training for new Councillors appointed to the Licensing and Enforcement Committee together with refresher training for those more experienced members was arranged. A one day training seminar was held on Monday 8 June 2015 at Sidmouth and was taken by Philip Kolvin, QC. The event was very well attended with a total of 65 attendees including councillors and officers from South Somerset, Mid and West Devon, South Hams and Exeter together with three police personnel. Where members of the East Devon Licensing and Enforcement Committee were not able to attend the Philip Kolvin training the council made an arrangement for those to be able to attend the South Somerset District Council training at Yeovil on Monday 1 June. This was taken by Jim Button, a solicitor who specialises in teaching licensing law. Three East Devon councillors took up the South Somerset offer and attended the Yeovil event.

6.2 It is envisaged that further short training sessions on specific areas of licensing, for example taxi or gambling licensing will be run at the end of the Committee's quarterly meetings. Members are invited to suggest the subjects they would like covered.

7. Entertainment Deregulation came in to effect 6 April 2015

7.1 As a result of the Legislative Reform (Entertainment Licensing) Order 2014 various aspects of entertainment deregulation contained in the Order came into effect on 6 April 2015.

- 7.2 The Order generally exempts all the below listed entertainment up to 11pm only:
1. The provision of entertainment by or on behalf of local authorities, health care providers or schools on their own defined premises
 2. Live music in relevant alcohol licensed premises and workplaces
 3. Recorded music in relevant alcohol licensed premises (not workplaces)
 4. Live and recorded music held by 3rd parties in schools, hospitals, local authority and community premises.
 5. Travelling circuses
 6. Greco-Roman and freestyle wrestling
 7. Incidental films (where the film is incidental to another activity which is not a itself description of regulated entertainment, e.g. drinking or eating)
- 7.3 All in the list are up to 11pm only, and most are limited to audiences of 500 (Greco-Roman and freestyle wrestling up to an audience of 1,000 and the provision of entertainment by or on behalf of local authorities, etc no audience limit).
8. Deregulation Bill finally receives Royal Assent
- 8.1 The Deregulation Bill received Royal Assent on Thursday 26 March and became the Deregulation Act 2015. This Act brought in a swath of deregulation measures across many aspects of our lives including licensing law.
- 8.2 **Personal Licences** - The first piece of licensing law to be effected was the abolition of the requirement to renew Personal licences. Previously all licences were issued for 10 years. Personal licences now run indefinitely until surrendered or revoked.
- 8.3 **Miscellaneous Provisions including TENs** - The next wave of licensing deregulatory measures brought into force by the Deregulation Act 2015 was implemented on 26 May 2015. The three measures are:
- ❑ Increasing the number of Temporary Event Notices in a calendar year from 12 to 15 – this will take effect from the 1 January 2016;
 - ❑ Introducing Community and Ancillary Sellers Notices ('CANS');
 - ❑ Removing the requirement to report lost Personal or Premises Licences to the Police, before the Licensing Authority can issue a replacement'.
- 8.4 **Taxi and Private Hire Deregulation**
- 8.4.1 Included within the Deregulation Act was two measures relating to hackney carriage and Private hire licensing. These changes are due to come into effect on the 1 October 2015.
- 8.4.2 **Hackney carriage and Private Hire driver licences** – This deregulation changes the law to establish a standard duration of three years for taxi and private hire vehicle driver licences. It specifies that a licence may be granted for a period of less than three years but only in the circumstances of an individual case, not because of a blanket policy.
- 8.4.3 **Private Hire Operator licences** – The deregulation changes the law to establish a standard duration of five years for a private hire vehicle operator licence. Again there is a requirement that a licence may be granted for a period of less than five years but only in the circumstances of an individual case, not because of a blanket policy.
- 8.4.4 This council, like some others, has currently a blanket policy of only issuing 12 month licences for drivers and operators. As a result of these changes the Licensing Manager will be bringing a separate report to the Committee to explain further the changes.
- 8.4.5 **Private Hire vehicles: sub-contracting)**: The deregulation makes two changes to current legislation in relation to the sub-contracting of bookings from one private hire vehicle operator to another. These changes apply in England and Wales except in London or Plymouth where different legislation applies.

8.4.6 It is anticipated that this change will not greatly affect the council as we only licence a few Private Hire vehicles as most operators prefer the flexibility of licensing as a hackney carriage.

Licensing Act 2003

Number of Current Licences and Notices Given

	Apr-14	Apr-15	Changes
Premises Licences	607	608	1
Club Premises Certificates	57	56	-1
Personal Licences	1,914	1,947	33
Temporary Event Notices including sale or supply of alcohol - includes late TENs	6,086	6,205	119
Temporary Event Notices Entertainment and/or Late Night Refreshment only - includes late TENs	604	615	11

Hearings

	Feb-15	Mar-15	Apr-15
Hearings where no agreed position has been reached	0	0	1
Hearings held to approve an agreed position	1	2	1

Applications Received and Notices Given

	Feb-15	Mar-15	Apr-15
Grant of a Premises Licence	2	5	1
Variation of a Premises Licence	2	1	1
Transfer of a Premises Licence	4	2	2
Change of Designated Premises Supervisor	12	5	5
Minor Variations	1	1	0
Grant of a Personal Licences	12	7	9
Personal Licence Change of name or address	10	13	8
Temporary Event Notices given	42	50	82

Gambling Act 2005**Number of Current Licences and Notices Given**

	Apr-14	Apr-15	Changes
<u>Premises Licences</u>			
Adult Gaming Centre	4	4	0
Betting	9	10	1
Bingo	1	1	0
<u>Total</u>	14	15	1

Hearings

	Feb-15	Mar-15	Apr-15
Hearings	0	0	0

	Apr-14	Apr-15	Changes
<u>Premises Permits</u>			
Family Entertainment Centre	8	9	1
Prize Gaming Permit	1	1	0
Club Machine Permit	19	17	-2
Licensed Prem Machine Permit	13	13	0
Notification of Gaming Machines	99	98	-1
<u>Total</u>	140	138	-2

	Apr-14	Apr-15 Change
<u>Small Society Lotteries</u>	164	157 -7

Taxis**Number of Current Licences**

	Apr-14	Apr-15	Changes
Hackney Carriages	164	162	-2
Private Hire Vehicles	11	12	1
Hackney Carriage Drivers	202	204	2
Private Hire Drivers	16	24	8
Private Hire Operators	3	12	9
<u>Total</u>	396	414	18

Hearings

	Feb-15	Mar-15	Apr-15
Hearings	0	0	1

Applications Received

	Feb-15	Mar-15	Apr-15
Hackney Carriage Licence (including renewals, transfers & vehicle changes)	14	4	8
Hackney Carriage Drivers Licence (including renewals)	2	2	3
Private Hire Vehicle Licence	2	2	2
Private Hire Vehicle Drivers Licence	4	2	7
Private Hire Operators Licence	0	1	2

EH Licensing**Number of Current
Licences**

	Apr-14	Apr-15	Changes
Animal Home Boarding	24	28	4
Kennels/Catteries	19	22	3
Pet Shops	10	12	2
Dangerous Wild Animals	2	1	-1
Zoo	4	6	2
Riding Establishments	9	10	1
Ear-Piercing	18	19	1
Electrolysis	15	16	1
Tattooing	14	15	1
Acupuncture	24	28	4
Scrap Metal Dealer - Mobile Collector	13	18	5
Scrap Metal Dealer - Site Licence	1	5	4
Sex Entertainment Venue	1	1	0
<u>TOTAL</u>	154	181	27

Hearings

	Feb-15	Mar-15	Apr-15
Hearings	0	0	0

Applications Received

	Feb-15	Mar-15	Apr-15
Animal Home Boarding	1	1	2
Kennels/Catteries	0	0	0
Pet Shops	3	0	0
Animal Breeding	1	0	0
Dangerous Wild Animals	0	0	1
Zoo	0	0	0
Ear-Piercing	1	0	0
Electrolysis	1	0	0
Riding Establishments	2	1	1
Acupuncture	0	0	0
Tattooing	2	1	0
Scrap Metal Dealer - Mobile Collector	1	0	0
Scrap Metal Dealer - Site Licence	0	0	0
Sex Entertainment Venue	0	0	0

General Licensina**Applications Received**

	Feb-15	Mar-15	Apr-15
Street Collections	24	14	14
House to House	1	2	3
Street Trading	0	0	0
Street Trading (Charitable)	0	0	3

Hearings

	Feb-15	Mar-15	Apr-15
Hearings	0	0	0

East Devon District Council

Report of a meeting between Members, Taxi Proprietors and Officers held at Knowle, Sidmouth on Wednesday 1 April 2015

Present:

Councillors

Steve Hall – Chair, Licensing and Enforcement Committee

Jim Knight – V. Chair, L & E Committee

Taxi Proprietors

Charlie Stone

Steve Glover

George Shorters

Alan Hill

Brian Bailey

EDDC Officers

John Tippin - Licensing Manager

Douglas Jackson - Licensing Officer

Stephen Saunders - Licensing Officer

The meeting started at 1433 and ended at 1625 hours

1. Apologies

Apologies – No apologies received

2. To receive the report of the meeting held 30 October 2014

3. Matters Arising

4. Exmouth taxi and other ranks

Cllr Knight had a declaration of interest in this item (Beer rank)

Mr Jackson stated that a decision had been made to remove the taxi rank at Beer. Mr Tippin informed the meeting a report had gone to the Licensing and Enforcement Committee and it had been agreed the rank should go. To comply with the legislation a public notice had been placed in the local press to see if there were any objections, before a final conclusion was agreed.

Devon County Council had finalised the lowering of the kerb at the Strand rank. Cllr Hall apologised for the time it had taken to complete but it was DCC

who were completing the works. There was a general feeling that the rank was in the wrong place and a lively discussion ensued highlighting such issues as dangerous exits, bad parking etc. It was agreed that Mr Glover and Mr Jackson would attend the next Exmouth Transport Partnership meeting on 8 April 2015 to highlight these issues to the group.

5. Driving Licence Changes Update

Mr Tippin informed the meeting that as from 8 June 2015 the counter part (paper) driving licence was to be discontinued and after this date the counterpart driving licence could be destroyed, and the plastic part of the licence retained. The old paper licence (pre 1998) should be retained if applicable. The details of the changes were explained by Mr Tippin. There was a way to check driving licences for endorsements etc. but that had to be done with the consent of the driving licence holder. The systems to be used by the council to check licences had still to be finalised but would have to be in place for 8 June 2015.

6. Updates/DBS checks

Mr Jackson gave an update on the new DBS procedure which seemed to be working well, the meeting was reminded that the applicant had to do the DBS on line and then contact the licensing office with the fee and relevant documentation to ensure the application is completed. The checks seemed to be very quick with some coming back in twenty four hours. Mr Jackson further stated that we have the ability to help applicants to complete the DBS at the council offices (with the applicant,) if they experience any difficulties completing the on line procedure. Just contact us to arrange an appointment.

7. Wheelchair Accessible Vehicles (WAVs)

Mr Jackson informed the meeting that there is still a need to licence more WAV s. They are thinly spread across the district. DCC use local operators with WAVs for the school runs etc. Applications for this type of vehicle would be welcomed.

8. Video Surveillance in Licensed Vehicles Update

Mr Jackson asked if there was still no need for video surveillance in licensed vehicles. A J Hill stated that he was now considering fitting all of his fleet with CCTV. The meeting was informed that there were certain legal requirements which needed to be met, for example signs in vehicles and the issue of sound recording.

A J Hill stated that there were guidance notes at DCC on CCTV conditions for the County Council.

Mr Jackson will check CCTV conditions to see what they state in relation to requirements, locally and nationally.

9. Taxi Roof Signs and how they are placed on vehicles

This was an issue previously raised by Mr A J Hill. Operators were asked to place them correctly on the vehicle. An operator stated there were two licensed East Devon hackney vehicles working at the Exeter airport that did not appear to have any roof signs. Also there were different coloured light bulbs in some EDDC roof signs making the sign appear a different colour. The meeting was asked to report any breaches of the conditions in order that hackney vehicle licence holders can be contacted and advice given. The issue of the airport taxi/private hire licensing was discussed and a general update was given that Apple cars from Exeter hold the contract and operate private hire vehicles from the airport which are licensed in Exeter. There are a number of East Devon hackney licences which also operate at the airport for Apple cars. The question was asked by the meeting “who owned the land and could East Devon cars pick up at the airport”. In answering the question Mr Jackson stated the contract for the airport was with Apple cars and they could operate from the private land immediately outside the arrivals lounge. East Devon cars and any other licensed vehicle could pick up/drop off their pre booked fares at the airport.

10. Safety of drivers and vehicles in general

Mr Jackson asked if there were any safety issues at the moment. The answer was no. Mr Jackson stated MOT test certificate advisories were causing a problem and that if they showed worrying faults then the licence may be suspended until defects were rectified. Mr Jackson stated he was very happy with the fact that some operators were considering CCTV for their vehicles as it is a great safety measure.

11. Fees

Mr Tippin informed the meeting that fees had not risen for two years, and now may need to rise possibly by around 2.3 to 2.5 %. The decision would be taken by full Council. The new fees would then be subject to a public notice in the press before being implemented.

12. Any Other Business

The meeting was informed by A J Hill, and others that over the Christmas and New Year period there were various posts on media sites advertising lifts into town or to pubs/clubs for fees or drinks. It was widely assumed that the vehicles used for these journeys were not licensed vehicles and therefore acting illegally. The meeting was asked to draw things of this nature to the attention of the licensing authority or the police at the time so some kind of action could be taken.

Mr Jackson explained that from the 2 March 2015 the law changed to make it easier for police to catch and prosecute drivers who were driving under the influence of drugs. It is now an offence to drive with certain drugs above a specified level in your blood. Mr Jackson handed out a leaflet in relation to driving whilst under the influence of drugs which highlighted the use of eight drugs commonly associated with medicinal use that are sometimes abused for example morphine, diazepam etc. The hand out covered the new testing

procedure, the list of drugs and a short update on drink driving changes in Scotland.

13. Date of Next Meeting

The date of the next meeting – Thursday 29 October 2015 commencing at 2.30 pm in the Council Chamber, Knowle, Sidmouth.

LGA Press Release on Scrap Metal Dealer Licensing

Metal thefts have fallen by a third in the past year as councils lead efforts to combat unscrupulous thieves targeting churches, desecrating war memorials and causing disruption by stealing electric cables and metal from railway lines.

Latest figures show there were 40,680 metal thefts in England and Wales in 2013/14 – down from 59,788 in the previous 12 months.

The Local Government Association said the decline in metal thefts – which cost the economy around £770 million a year - follows the new Scrap Metal Dealers Act which came into force in October 2013 alongside a range of other measures to tackle the crime.

Under the law, every scrap metal dealer had to obtain a licence from their local council to trade. Town halls have been able to refuse or revoke licences, have new powers of entry and inspection and the ability to shut down rogue dealers.

The LGA said councils have worked hard to issue nearly 8,000 licences to scrap metal dealers since the Act came into force.

It is also now illegal for anyone to buy or sell scrap metal with cash while traders have to keep records of names and addresses of scrap metal suppliers. This is increasing traceability for all transactions and making it more difficult for thieves to sell stolen metal to scrap yards.

Councils across the country have been assisting the police to prosecute unlicensed traders and shut down scrap metal businesses that break the law.

Other figures include:

- Infrastructure-related metal thefts – including from railway lines, church roofs and machinery – dropped by 41 per cent in the past year;
- The number of metal theft offences recorded each month more than halved from 6,609 in April 2012 to under 3,000 in March 2014;
- The South-east region (Hampshire, Kent, Surrey, Sussex and Thames Valley) saw the biggest fall in metal thefts dropping 46 per cent from 7,580 in 2012/13 to 4,105 in 2013/14;
- Metal thefts in London fell 44 per cent from 3,536 in 2012/13 to 1,966 in 2013/14;
- The north-west region (Cheshire, Cumbria, Greater Manchester, Lancashire and Merseyside) saw metal thefts drop 40 per cent from 8,231 in 2012/13 to 4,907 in 2013/14.

The LGA is urging the Government to continue investing in council and police efforts to co-ordinate enforcement action and gather intelligence to target and disrupt criminal networks and keep up the pressure on metal thieves.

Cllr Ann Lucas OBE, Chair of the LGA's Safer and Stronger Communities Board, said:

"The scourge of metal theft costs the country hundreds of millions of pounds a year and has a hugely negative impact on communities, businesses and councils.

"It sees trains disrupted, precious memorials desecrated, church and library roofs vandalised, children's playground equipment targeted and road signs stolen.

"Such a significant drop in metal thefts is excellent news for communities who have suffered from the chaos, disruption and heartache caused by unscrupulous metal thieves.

"Councils were long-calling for new laws to help them regulate the scrap metal industry in order to make it more difficult for thieves to flog their stolen goods to scrap yards.

"It is great to see it is having such a positive impact but the fact there are still around 40,000 metal thefts a year shows there can be no let up. Town halls will continue working closely with police to keep driving metal thieves out of communities and out of operation for good."

CASE STUDIES

- ❑ Milton Keynes Council and Thames Valley Police served the first closure notice at a business under the Scrap Metal Dealers Act last month (January). The site had been warned to stop buying and selling scrap metal as they had not been granted a licence.
- ❑ An unlicensed scrap metal dealer was ordered to pay costs and fines totalling £1,961 after pleading guilty to illegally trading. It followed a joint-operation by Lichfield District Council and police - dubbed Operation Tornado - which saw scrap metal collectors stopped and checked to ensure they were licensed and keeping records.
- ❑ A scrap metal collector was left lamenting his lack of paperwork after he was ordered to pay out more than £800 for not keeping a record of his haul, the first prosecution of its kind brought in Haringey.
- ❑ East Staffordshire Borough Council recently assisted in the prosecution of a scrap metal dealer found working without a licence and using a loudspeaker to advertise for business.

NOTES TO EDITORS

1. The Scrap Metal Dealers Act 2013 replaced the 1964 Scrap Metal Dealers Act and was passed in Parliament in February 2013 - http://www.local.gov.uk/c/document_library/get_file?uuid=042d3fde-366e-4e47-8ea6-2c327955d3e7&groupId=10180
2. Scrap metal dealer licences last for three years and trading without a licence or buying metal with cash is now a criminal offence. Anyone looking to sell scrap metal will need a licence and provide ID at the point of sale which is recorded by the scrap metal dealer. A central public register of all those licensed is kept by the Environment Agency.

3. Anyone operating as a scrap metal dealer without a licence faces a fine of up to £5,000.
4. The latest metal theft crime statistics, from the ONS, can be found here:
http://www.ons.gov.uk/ons/dcp171776_386943.pdf

Report to: **Licensing and Enforcement Committee**

Date of Meeting: 24 June 2015

Public Document: Yes

Exemption: None



Agenda item: 7

Subject: **Deregulation changes to the duration of Hackney Carriage and Private Hire driver licences and Private Hire Operator licences and a proposal to change the Council's current default taxi licence expiry dates**

Purpose of report: To inform the Committee of a recent deregulation change from 1 October 2015 effecting the duration of Hackney Carriage and Private Hire driver licences and Private Hire Operator licences and to seek the Committee's approval of (1) a policy of requiring all drivers to produce their DVLA driving licence and share their electronic driving licence record with the licensing authority at initial application, at each renewal and at the end of year one and two of a three year hackney carriage or private hire driver's licence, (2) a proposal to change the current taxi licence default expiry date of one per year of 31 May for all Private Hire licences and 31 October for all hackney carriage licences to 12 default dates annually.

Recommendation: **That the Committee:**

- (1) note the legislation requirements introduced by the Deregulation Act 2015 and effective from the 1 October 2015 to introduce 3 year hackney carriage and Private Hire driver licences and 5 year Private Hire Operator licences and**
- (2) approve a policy of requiring all drivers to produce their DVLA driving licence and share their electronic driving licence record with the licensing authority at initial application, at each renewal and at the end of year one and two of a three year hackney carriage or private hire driver's licence.**
- (2) approve a move from one annual licence default expiry date of 31 May for Private Hire licences and 31 October for hackney carriages to twelve monthly default dates (the last day of each month). This also to be effective from the 1 October 2015.**

Reason for recommendation:

- 1. To update the Committee of the changes to the taxi legislation requiring councils to offer as a default three year hackney carriage and Private Hire driver licences and 5 year Private Hire Operator licences.
- 2. Request a policy change relating to holders of taxi driving licences to enable the council to check their driving licences and share their electronic driving licence record annually throughout the duration of the taxi driving licence.
- 3. Request approval to change the council's policy on a single annual expiry date for all taxi licences and move to a monthly expiry date (12 a year) to allow improved resource use and to accommodate requests from some operators.

Officer: John Tippin, Licensing Manager, Ext. 2787, jtippin@eastdevon.gov.uk

Financial implications: There are no immediate financial implications

Legal implications: The legal implications are set out within the report.

Equalities impact: Low Impact

Risk: Low Risk

Appendices:

None

Background Papers:

□ [Deregulation Act 2015](#)

Link to Council Plan: Living in, working in, enjoying and funding this outstanding place

1 Taxi and Private Hire Deregulation

- 1.1 The Deregulation Bill received Royal Assent on Thursday 26 March 2015 and became the Deregulation Act 2015. This Act brought in a swath of deregulation measures including two effecting hackney carriage and private hire licensing. One of these measures is to establish a standard duration of three years for taxi and private hire vehicle driver licences and a standard duration of five years for a private hire vehicle operator licence.
- 1.2 This council currently issues one year licences for all hackney carriage and private hire licences. Although councils, for many years, have been able to issue longer driver and operator licences many, like East Devon have retained annual licences believing that they provided better opportunity for ensuring licence holders were still suitable (fit and proper) to hold the licences.
- 1.3 Now, from the 1 October 2015 we have no choice but to offer as standard three year driver licences for hackney carriage and private hire vehicles and standard five year private hire operator licences. All taxi vehicle licences remain as one year licences without any flexibility to issue longer ones.
- 1.4 Drivers and operators will still be able to opt for 1 year licences but only in the circumstances of an individual case, not because of a blanket policy. In recent years Plymouth City Council have introduced 3 year licences and they have reported a surprising number of drivers have chosen to still stay with the one year licences.
- 1.5 The change to five year private hire operator licences is not likely to make much difference as they are very much an administration licence. In any case it only currently affects 12 licence holders in East Devon.
- 1.6 In the case of licensed drivers the council currently requires a fresh medical report (Group 2 Standard – same as a heavy good vehicle driver) and a Disclosure and Barring Service (DBS) check every three years. These checks are run independently of the renewal process so they will be unaffected.
- 1.7 The value of an annual renewal was that it gave the council the opportunity to annually review the licence holder's driving record when the applicant produced their driver's licence and counterpart.

- 1.8 There is concern that those taking out a three year driver's licence could avoid the council carrying out its current annual check on the licence holder's driver's record at the end of year 1 and 2 of a three year licence. It is therefore proposed that the council adopt a policy of requiring all drivers to produce their DVLA driving licence and share their electronic driving licence record with the licensing authority at initial application, at each renewal and at the end of year one and two of a three year hackney carriage or private hire driver's licence.
- 1.9 In the near future a report will be taken to Council seeking approval of a new schedule of hackney carriage and private hire licence fees to accommodate the new three and five year licences referred to in this report.
- 2 Hackney Carriage and Private Hire Licence Expiry Dates
- 2.1 All East Devon District Council hackney carriage licences expire on the 31 October each year and all private hire licences expire annually on the 31 May. The origin of this policy is unknown but has served its time well as it allowed the opportunity to clear the renewal applications in two batches each year and then freed up officers for other licensing work for the remainder of the year.
- 2.2 Over recent years however the numbers of licences have increased together with the complexities of the required checks. This coupled to other changes within other licensing regimes has made the single expiry date particularly in relation to the hackney carriage licence renewals in October difficult to sustain in terms of officer resources and the service's efficiency. Additionally there have been requests on various grounds from some large operator to have the ability to stagger their renewals and in some cases the cost.
- 2.3 In view of these issues it is proposed that the opportunity is taken with the introduction from the 1 October of the three and five year licences to change the council's policy on a single annual expiry date for all taxi licences and move to a monthly expiry date (12 per year). This means for example where a three year licence is issued during July 2016 it would expire on 30 June 2019 and thereafter on the 30 June at three year intervals. Similarly a one year vehicle licence issued on the 26 February would expire the following year at the end of January (31) and then annually on the 31 January.