

NOTICE OF MEETING

Meeting: GENERAL PURPOSES AND LICENSING COMMITTEE

Date and Time: FRIDAY, 29 JANUARY 2016, AT 9.30 AM*

Place: COMMITTEE ROOM 1, APPLETREE COURT,
LYNDHURST

Telephone enquiries to: Lyndhurst (023) 8028 5000
023 8028 5588 - ask for Melanie Stephens
Email: melanie.stephens@nfdc.gov.uk

PUBLIC PARTICIPATION:

*Members of the public may speak in accordance with the Council's public participation scheme:

- (a) immediately before the meeting starts, on items within the Committee's terms of reference which are not on the public agenda; and/or
 - (b) on individual items on the public agenda, when the Chairman calls that item.
- Speeches may not exceed three minutes. Anyone wishing to speak should contact the name and number shown above.

Bob Jackson
Chief Executive

Appletree Court, Lyndhurst, Hampshire. SO43 7PA
www.newforest.gov.uk

This Agenda is also available on audio tape, in Braille, large print and digital format

AGENDA

Apologies

1. MINUTES

To confirm the minutes of the meetings held on 13 November 2015, 3 December 2015 and 8 January 2016 as correct records.

2. DECLARATIONS OF INTEREST

To note any declarations of interest made by members in connection with an agenda item. The nature of the interest must also be specified.

Members are asked to discuss any possible interests with Democratic Services prior to the meeting.

3. PUBLIC PARTICIPATION

To note any issues raised during the public participation period.

4. RELOCATION OF HYTHE MARKET AND TRANSFER OF MANAGEMENT CONTROL TO HYTHE & DIBDEN PARISH COUNCIL (Pages 1 - 6)

To consider, following the initial publication of the proposals, Hythe & Dibden Parish Council's request to relocate the weekly Tuesday "street market" from part of New Forest District Council's car park at St Johns Street to parts of the High Street, St Johns Street and The Marsh.

5. PAY POLICY STATEMENT 2016-2017 (TO FOLLOW)

To recommend to the Council that the Pay Policy Statement 2016-17 be approved.

6. TAXI (PRIVATE HIRE & HACKNEY CARRIAGE) LICENSING - REVIEW OF STATEMENT OF PRINCIPLES (Pages 7 - 56)

To consider the review of the Statement of Principles – Taxi Licensing.

7. MEDIUM TERM FINANCIAL PLAN AND ANNUAL BUDGET 2016/2017 (Pages 57 - 60)

To comment to the Cabinet on the Medium Term Financial Plan 2016 – 2017.

8. FEES AND CHARGES 2016/17 (Pages 61 - 64)

To approve the fees and charges for 2016/17.

9. ANY OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

To: **Councillors**

S J Clarke (Chairman)
L R Puttock (Vice-Chairman)
G C Beck
G R Blunden
Ms L C Ford
R L Frampton
A T Glass
L E Harris

Councillors

J M Olliff-Cooper
A K Penson
D N Tungate
A S Wade
Mrs C V Ward
J G Ward
Mrs P A Wyeth

GENERAL PURPOSES AND LICENSING COMMITTEE – 29 JANUARY 2016

RELOCATION OF HYTHE MARKET AND TRANSFER OF MANAGEMENT AND CONTROL OF HYTHE MARKET TO HYTHE AND DIBDEN PARISH COUNCIL

1. INTRODUCTION

- 1.1 A report was made to the General Purposes and Licensing Committee on 13 November 2015, to deal with a request from Hythe and Dibden Parish Council to relocate the weekly Tuesday Hythe Market from part of New Forest District Council's car park at St Johns Street to those parts of the High Street, St Johns Street and The Marsh in Hythe shown coloured green on the plan attached to this Report as Appendix 1 ("the Streets") and to transfer management and control of Hythe Market from the District Council to the Parish Council.
- 1.2 Notice of the proposal to designate the Streets shown on Appendix 1 as 'consent streets' has been given and no representations have been received from the Statutory Consultees or from the public.
- 1.3 The notice referred to in paragraph 1.2 contained the draft resolution intended to be taken by this Committee at its scheduled meeting on 15 January 2016, with the date of the coming into effect of the consent streets being 18 February 2016. However the date of the meeting was changed from 15 to 29 January 2016 so the proposed operative date will now be 16 March 2016.
- 1.4 The Council is obliged, as part of the statutory process under Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 ("the Act"), to consider any representations received. As there are none, the Streets concerned may now be designated as 'consent streets', thus allowing trading to take place.

2. DELEGATION OF POWERS TO THE PARISH COUNCIL

- 2.1 If the Streets are designated as 'consent streets', the next step would be for the District Council to delegate its powers to issue consents to traders to trade on those Streets. The intention of the District Council and the Parish Council has been that these powers would be delegated to the Parish Council subject to a formal agreement between the respective Councils which would include conditions such as, as a minimum:-
 - obliging the Parish Council to be responsible for issuing consents and monitoring compliance;
 - restricting trading to Tuesdays only;
 - maintaining public liability insurance;
 - maintaining adequate arrangements for litter clearance; and
 - ensuring compliance with the instructions of the highways authority over the mechanics of the road closure and diversion signing.

There would also be provisions giving the District Council power to serve formal notice on the Parish Council to rectify any breaches of the agreement, and to terminate the agreement if the breaches continued.

- 2.2 Only full Council can transfer management and control of Hythe Market to the Parish Council by delegating its powers to exercise its functions to control street trading under Schedule 4 of the Act.
- 2.3 The relocation and transfer of control of the Market still remains dependent on a Traffic Regulation Order (“TRO”) being made to permit the closure of part of St Johns Street to traffic on the Tuesday market days and to create 5 alternative but comparable disabled parking bays on The Promenade to off-set the loss of up to 4 disabled parking spaces on that part of St Johns Street on Tuesday Market days. The Council’s Transportation Section envisions the TRO being made in time to enable the Market to trade on the Streets as soon as possible after 25 March 2016.

3. CONCLUSIONS

- 3.1 The Parish Council remains keen to take on control and relocate the existing Hythe Market. It therefore appears appropriate for the District Council to continue to support the Parish Council in its aspirations to benefit Hythe, its businesses and the public by designating the Streets as ‘consent streets’, and by recommending the relocation and transfer of control of Hythe Market to the Parish Council.

4. FINANCIAL IMPLICATIONS

- 4.1 The Parish Council has agreed to meet the costs incurred by the District Council in designating the Streets as consent streets and of making the TRO.
- 4.2 So long as the proposed formal agreement is entered into with the Parish Council, the financial implications to this Council will be minimal and will become the responsibility of the Parish Council until the agreement is terminated.
- 4.3 Income from the existing Market of around £21,000 per annum in its current location on the St John’s Street car park will be lost. However, it is considered that the benefits to the village centre in relocating and reinvigorating the Market will outweigh that loss.

5. ENVIRONMENTAL AND CRIME & DISORDER IMPLICATIONS

- 5.1 A properly regulated centrally located market can improve the economic vitality of a town or village, countering the perceived attraction of “out-of-town” retail stores.
- 5.2 The conditions in the proposed formal agreement should ensure that the Streets are left in an acceptable state of cleanliness at the end of market days.

6. EQUALITY & DIVERSITY IMPLICATIONS

- 6.1 Increasing the retail offer in the village centre would provide more choice to those local residents with reduced mobility, or those residents where access to private motor vehicles or public transport might be limited.
- 6.2 The proposed TRO is intended to offset the loss of disabled parking on that part of St Johns Street on Tuesday Market days, as it is proposed to create 5 alternative but comparable disabled parking bays on The Promenade, by re-designating 6 existing general purpose limited waiting bays. Overall the proposals will increase the disabled parking provision in the village.

7. RECOMMENDATIONS

- 7.1 That those parts of the High Street, St Johns Street and The Marsh in Hythe shown coloured green on the plan attached to this Report as Appendix 1, be designated as consent streets within the meaning of Schedule 4 to the Local Government (Miscellaneous Provisions) Act 1982, and that this designation comes into force on 16 March 2016; and
- 7.2 That the following recommendations be made to full Council at its meeting on 22 February 2016:
- 7.2.1 That, subject to an agreement being entered into under recommendation 7.2.2 below, and the making of a Traffic Regulation Order in relation to part of St Johns Street and The Promenade, all the Council's functions under paragraphs 7 and 9 of Schedule 4 to the Local Government (Miscellaneous Provisions) Act 1982 be delegated to Hythe and Dibden Parish Council in respect of those parts of the High Street, St Johns Street and The Marsh in Hythe which are to be designated as consent streets on 16 March 2016;
- 7.2.2 That the Executive Head (Governance and Regulation) be authorised to enter into a written agreement with Hythe and Dibden Parish Council concerning the terms on which the Parish Council is to exercise this delegation; and
- 7.2.3 That the Chief Executive, in consultation with the appropriate Executive Head and the Chairman of the General Purposes and Licensing Committee, be authorised to exercise the Council's powers under the terms of the agreement referred to in 7.2.2 above.

Further Information

Emily Harvey
Solicitor
Legal Services
Tel: 023 8028 5588
Email: emily.harvey@nfdc.gov.uk

Background papers

Public documents

Andy Groom
Estates and Valuations Manager
Property Services
Tel: 023 8028 5588
Email: andy.groom@nfdc.gov.uk

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**Hythe and Dibden
Parish Council**

www.hytheanddibden.gov.uk

Title

Date 20/10/15

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GENERAL PURPOSES AND LICENSING COMMITTEE – 29 JANUARY 2016

TAXI (PRIVATE HIRE & HACKNEY CARRIAGE) LICENSING – REVIEW OF STATEMENT OF PRINCIPLES

1. INTRODUCTION

- 1.1 The purpose of this report is to consider the review of the Statement of Principles for taxi (drivers, hackney carriage vehicles, private hire vehicles and operators) licensing, which was previously undertaken in November 2011.

2. BACKGROUND

- 2.1 As with many of its other areas of activities and functions the local authority is entitled to adopt policies in relation to taxi licensing. These policies and procedures are an integral part of the taxi licensing regime and provide transparency and guidance for all those involved in the process. Unlike the licensing regimes that deal with the Licensing Act or Gambling Act there is no statutory requirement to formulate such a policy but they are created voluntarily to assist with consistent decision making.
- 2.2 The current policy can be viewed on the Councils website at: www.newforest.gov.uk/taxi-licensing-policy

3. REVIEW OF POLICY

- 3.1 A twelve week consultation has been undertaken with the trade and other interested parties. This started on the 31 July and ended on the 23 October 2015.
- 3.2 There were 22 responses to the consultation which are attached to this report as **Appendix 1**.
- 3.3 The Licensing Officer appraisal to the consultation is attached to this report as **Appendix 2**.
- 3.4 The Committee is invited to consider the consultation responses and the officer appraisal and make any further changes that are considered appropriate.

4. FINANCIAL IMPLICATIONS

- 4.1 All costs associated with the review are met from taxi fee income.

5. ENVIRONMENTAL IMPLICATIONS

- 5.1 Where applicable the statement of principles will cover the approach taken by the Council to address environmental considerations.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 Where applicable the statement of principles will cover the approach taken by the Council to consider crime and disorder concerns.

7. EQUALITY & DIVERSITY IMPLICATIONS

- 7.1 Where applicable the statement of principles will cover the approach taken by the Council to address equality and diversity matters.

8. RECOMMENDATION

- 8.1 That the Committee considers the responses to the consultation and approve the officer appraisal.

Further Information:

Paul Weston
Licensing Services
Tel: 023 8028 5505
E mail: licensing@nfdc.gov.uk

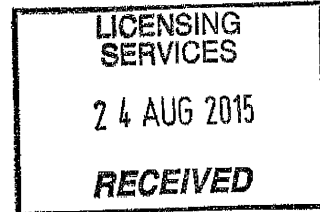
Background Papers:

NFDC Statement of Principles
DFT Best Practice Guidance

①
Paul Weston

To: Licensing e-mail address
Subject: FW: NFDC Consultation - Taxi licensing policy

From: Steve Williams
Sent: 19 August 2015 15:08
To: Chris Elliott; David Groom
Subject: RE: NFDC Consultation - Taxi licensing policy



Chris

My comments on the Taxi Licencing Policy:

The Policy / Statement mainly deals with vehicles and drivers.

Part J (Licence Conditions Relating to Private Hire Operators) may have some planning implications when private hire businesses operate from premises.

It would be useful to draw operators' attention to the need to check with the planning authority that any premises which they intend to use has the necessary planning permission or does not need planning permission.

This could be written in the form of an additional condition in Part J or as advice in the Overview (Part A)

With regard to the proposed introduction of 5 year operator licences, there are concerns that a small private hire business set up from the operator's home and which is initially ancillary to the residential use, could expand beyond the point at which a material change of use occurs and planning permission is required.

Regards

Steve

Steve Williams
 Planning Enforcement Team Leader
 Planning and Transportation
 New Forest District Council
 Tel: **023 8028 5588**
 Email: steve.williams@NFDC.gov.uk
newforest.gov.uk



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New Forest In Touch

From: Chris Elliott
Sent: 31 July 2015 14:19
To: David Groom; Steve Williams
Subject: FW: NFDC Consultation - Taxi licensing policy

Do you wish to make any comments in the light of the Moat Close case?

Chris

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	In light of a recent incident when it was clear that taxi drivers at Brockenhurst station did not have sufficient geographical knowledge and linguistic skill to deliver their passengers to the correct address, Brockenhurst Parish Council feels that it is imperative that these skills are tested more rigorously before granting licences to taxi drivers.
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	<div style="border: 1px solid black; padding: 5px; text-align: center;">LICENSING SERVICES - 8 SEP 2015 RECEIVED</div>
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	

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Paul Weston

From:
Sent: 31 July 2015 12:22
To: Paul Weston
Subject: Re: NFDC Consultation - Taxi licensing policy
Attachments: Consultation App1.docx

Good morning Mr Weston

Please find my completed consultation form.

Kind regards

Cllr Michael Thierry

> On 31 Jul 2015, at 11:23 am, Paul Weston <Paul.Weston@NFDC.gov.uk> wrote:
>
> <Consultation App1.docx>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p>Yes. Subject to renewal</p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>No. Test is important and should Be completed before application.</p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>No. Driver must be aware of the period of their licence and re-action accordingly</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p>Yes. Subject to review where required.</p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>Yes. Clients need to know who is Transporting them.</p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>Very much so. Would recommend 'branding' for all Licensed taxi. It is not unknown for firms to use 'private' vehicles when registered vehicles are off the road. Colour branding would instil customer confidence and awareness. Uniformity is increasing apparent with other authorities</p>

	and has lead to an improved service, removing the casual approach which non branded and liveried vehicle are so often guilty of.
<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	Yes.
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	No. Passenger safety would be a greater risk In a 'city' vehicle

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Paul Weston

From:
Sent: 16 August 2015 23:02
To: Licensing e-mail address
Cc: Boldre Parish Council
Subject: NFDC Consultation - Taxi licensing policy
Attachments: Consultation App1-om.docx

Hi,

Please find attached my response on the taxi licensing policy consultation. Please note this is an individual response and not the view of Boldre Parish Council.

Regards,

Oliver Moore

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

<p>PART A – For Drivers</p>	<p>Responses:</p>
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	
<p>PART B – For Operators</p>	<p>Responses:</p>
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	
<p>PART C – For Vehicles</p>	<p>Responses:</p>
<p>Age limit for all new vehicles</p> <p>Should the Council introduce an age limit for all vehicles when presented the first time for licensing?</p>	<p>Yes- the council should introduce an age limit for initially licenced vehicles. I would suggest the absolute maximum to be 5 years old to ensure that passengers are carried in vehicles meeting modern safety standards.</p>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>Yes- the council should introduce a terminal age limit for all licenced vehicles. I would suggest the absolute maximum to be 10 years old to ensure that passengers are carried in vehicles meeting modern safety standards.</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	

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TOWN AND COUNTRY CARS SOUTHAMPTON

PRIVATE HIRE SPECIALISTS

5 October 2015

Ref: Consultation Letter



Dear Paul

Here are my responses to the consultation letter.

Part A

3 Year Licenses:

Currently we have a one year license then after reapplying a three year licence, I think continuing with this is a good idea as somebody coming into the trade fresh may well decide it is not for them after the initial one year also it is good for the council because if you get a string of complaints about the driver you could simply say that the three year license would not be offered.

Driver Applications & Awareness Test:

This again I think is a good idea as a potential driver may not be able to pass the test so the initial cost laid out is smaller than paying out £300.00.

Late or Delayed Renewals:

This would be a great help as even though everyone is given adequate time to complete their new application delays can sometimes happen with a DBS or DVLA application that is out of our hands.

Part B

5 Year Operator Licenses:

A 5 year operating license seems a good idea but to lay out that sort of cost from some operators cash flow might not be good for all so I'm not in favour of a 5 year operating license.

9 Robin Gardens, Southampton, Hampshire, SO40 8US

VAT Reg No: 834 6660 13

Sub-Contracted Bookings:

I have no opinion either way but out of politeness I would contact a customer to confirm this was going to happen anyway.

Part C

Age Limit For All New Vehicles:

I think as long as all new vehicles are clean and tidy inside and out at the point of a first application their shouldn't necessarily be a new age limit I think it should be based on overall condition and whether the vehicle is fit for purpose.

Terminal age Limit policy for all Licensed vehicles:

Again as above I do not think there should be an age limit policy, this is because that just because a car is as an example 15 years old that it is unreliable, not road worthy or not fit for purpose.

I do think though that having two inspections a year is a great idea, this is because any re-occurring issues or faults with vehicles could be spotted i.e oil leaks poor maintenance etc.

I also think that drivers and operators of vehicles should be able to show if asked by NFDC that all taxis and private hire vehicles are maintained correctly and have the vehicles serviced at the right intervals to prove that they are taking their job seriously.

I was in a Southampton Taxi on Saturday night that was a 2012 model Skoda that was banging and crashing at the front of the car, clearly this was not maintained correctly and was only 3 years old so just because the car was fairly new this has no guarantee that newer cars are better, well maintained cars are.

Flexible passenger numbers below four:

Consideration should be given to these as some drivers only carry out wheelchair contracts for councils and shouldn't be discriminated against because they only have two seated passenger places.

Yours Sincerely

Paul Tearse

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CONSULTATION ON THE STATEMENT OF PRINCIPLES

Late or delayed renewals

This would be helpful in circumstance where it is not necessarily the driver's fault that there has been a delay in finalising.

Sub contracted bookings

This would also give passengers the opportunity of changing or cancelling the arrangements, particularly if they have had previous experience of the replacement company and do not wish to travel with them.

Age limit for all new vehicles/terminal age limit policy for all licensed vehicles

No the current system for inspecting vehicles for licensing ensures the vehicle meets a good standard. Some companies have strict servicing and maintenance schedule's that ensure that their vehicles are kept in very good repair and therefore able to continue their working life. The people should not be penalized for this. Many of today's 'new' owners are happy to go and purchase the latest vehicle on credit, often as a tax break on other interests. Why make it harder for the old fashioned operator that saves his money and pays outright for a vehicle that he can afford.

Flexible passenger numbers below 4

Primarily, most accidents involving these cars, especially Smart, do not end well. Would operators take the time to ask if passengers are able to get into a smaller vehicle? Also what luggage space would be available, considering you should be able to carry a medium sized suitcase per person.



7

Walhampton Lodge
Undershore Road
Lymington, Hants
SO41 5SB

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Dear Sirs,

11th August 2015

**A Comment on your July 2015 Newsletter Appendix 1,
Terminal Age limit policy for all licensed vehicles**

I am a Blue Badge guide and a member of the national Driver Guides Association and use my licensed PHV to take clients on tours in the south of England. I have been licensed with the NFDC for 14 years. Although my vehicle, a Toyota Lucida, is now 20 years old it is still in very good condition both mechanically and in terms of its bodywork and its interior. It has passed your 6 monthly inspection every time without any difficulty. I work part of my time as a guide for coach parties and part as a driver guide in my own vehicle. My driver guide services are particularly sought after by foreign tourists who want to see a lot of England in a short time. However this work is not very profitable and could not support the additional cost of providing a much newer vehicle.

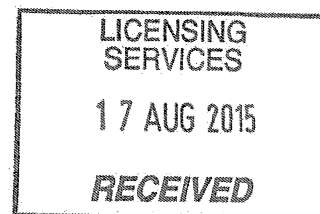
I have never had any adverse comments on the age or condition of my vehicle and all my clients have found it very comfortable and well-suited for the job.

It seems to me therefore that it is not the age of the vehicle that is important but its appearance and condition. I am therefore putting in a plea to stick with the present system of allowing vehicles over 8 years old to continue to be licensed provided that they pass your stringent 6 month inspections.

I have already accepted bookings for 2016, so that if there is a decision to limit the age of licensed vehicles, could I please ask that it does not apply until 2017 or beyond to spare me the embarrassment of having to cancel these bookings.

Yours faithfully

Frances Brook



New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	Have no issues with this.
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	Have no issues with this, providing the awareness test is passed prior to the License issue.
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>Surely it is the licensed drivers responsibility to ensure awareness of expiry date and renew in plenty of time.</p> <p>I would only agree to this statement if the fault was with NFDC late notification to driver....a computer error or maybe a very late CRB reply.</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	This is a big issue currently being discussed in trade publications. Its difficult to comment without cost implications.
<p>Sub – Contracted Bookings</p> <p>A new private hire operator’s licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>Surely this is good business practise ?</p> <p>Does it require a mandate condition, you must have concerns that need addressing.</p> <p>I have no issue with it being a condition, but consider the operators who run mainly business cars, they rely on subcontractors and cannot always inform the passenger who may be currently on a flight into UK.</p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>This is generally practised across the country. I have heard ages from 3-8 years. Some vehicles wear and age better than others...should the mileage at 1st Reg be considered also ?</p> <p>My opinion...Max 6 years old with Max mileage 80,000 at 1st Reg.</p>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p> <p>See Below.statement.</p>	
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>Have no issue with this....the operator would be able to determine practicality depending on current usage.</p> <p>Maybe an incentive should be considered for vehicles that are Hybrid/Electric/Road Tax exempt. Therefore 'Green'.</p>

Terminal Age Policy.....

I consider that age and mileage should be looked at in response to this issue.
 I also consider motor manufacturer should be considered. The more expensive vehicles tend to wear better and have less mechanical/parts failure.
 There are age limits imposed around the country that vary massively.

My opinion would be Max age...12 years with a Max mileage of 300,000 for any registered vehicle, with the 2 compliance tests a year starting from 8 years old as currently.

I think the condition and appearance of all vehicles needs revisiting. There are many currently licensed with dents, faulty lights, rust spots on panels. I know these get assessed at the compliance test but that can be many months between tests.



New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p>GOOD IDEA</p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>GOOD IDEA</p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>GOOD IDEA</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p>YES</p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>YES</p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>No. AS LONG AS THE VEHICLE IS IN EXCELLENT MECHANICAL & APPEARANCE.</p>

LICENSING SERVICES
- 7 AUG 2015
RECEIVED

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>NO</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>YES IN FAVOUR</p>

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	YES
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	NO
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	YES
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	YES
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	NO
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	NO
	<div data-bbox="1114 1787 1426 1995" style="border: 1px solid black; padding: 5px; display: inline-block;"><p>LICENSING SERVICES - 7 AUG 2015 RECEIVED</p></div>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>NO</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>YES</p>



New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p><i>Good Idea</i></p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p><i>Something needs to be done. It is taking too long to put drivers through licencing.</i></p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p><i>A temporary licence pending first applications would be more beneficial. Offering one for renewals is not necessary and would encourage late applications</i></p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p><i>Good Idea</i></p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p><i>N/A.</i></p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p><i>No.</i></p> <div data-bbox="991 1787 1305 1998" style="border: 1px solid black; padding: 5px; text-align: center;"> <p>LICENSING SERVICES</p> <p>- 7 AUG 2015</p> <p>RECEIVED</p> </div>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	No.
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	N/A

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	<i>NO COMMENT</i>
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	<i>NO COMMENT</i>
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	<i>GOOD IDEA</i>
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	<i>WHY NOT</i>
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	<i>GOOD IDEA</i>
	<div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>LICENSING SERVICES 10 AUG 2015 RECEIVED</p> </div>
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	<i>AGE SHOULD BE UNIMPORTANT SO LONG AS IT PASSES NECESSARY TESTS.</i>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>NO. BAD IDEA. WHAT PURPOSE WOULD THIS SERVE? IF VEHICLE HAS PASSED NECESSARY TESTS - THIS SHOULD BE SUFFICIENT.</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>NO COMMENT.</p>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	I do not agree with this. All new drivers should be treated in the first 12 months as a probationary period.
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	I do not agree with this. Although the system is flawed currently.
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	Why would there be delays ? NFDC should apply common sense.
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	Only if discounted !
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	Why ? Common sense should apply again .
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	Ridiculous idea. Some high end vehicles do limited mileage. Testing for condition and again common sense should apply.

LICENSING SERVICES
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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>As long as is reasonable, other wise you could add to the unemployment list.</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>Seems a reasonable idea.</p>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p>Yes</p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>Good idea but awareness test is rubbish. Bring in compulsory NVA and Bree qualifications</p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>Good idea.</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p>Yes</p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>No. This won't work!</p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>NO! NO! NO!</p>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>NO! NO! NO!</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>NO!</p>

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	AGREE
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	STRONGLY AGREE
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	VERY GOOD IDEA
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	GOOD IDEA
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	GOOD IDEA
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	NOT NECESSARY / MOT TESTS ARE SUFFICIENT

LICENSING SERVICES
 14 AUG 2015
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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>WOULD NOT BE VIABLE FOR ADAPTED VEHICLES AS MINIBUSES WOULD HAVE TO BE REPLACED CAUSING A BIG INCREASE IN COSTS TO THE LOCAL COUNCILS AT A VERY DIFFICULT TIME</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>YES</p>

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	PERSONALLY THINK 5 YEARS WOULD BE A FAIR PERIOD.
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	I THINK THE DRIVER AWARENESS TEST SHOULD CONTINUE AS IS WITH THE TEST BEING MORE COMPLEX.
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	AGREE A TEMPORARY LICENCE SHOULD BE INTRODUCED WHERE RENEWAL DELAYS ONLY OCCUR. (NOT LATE)
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	FULLY AGREE THAT OPERATOR LICENCES SHOULD BE VALID FOR 5 YEAR PERIODS.
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	OPERATORS SHOULD ALWAYS NOTIFY CUSTOMER PRIOR TO A CHANGE IN THE PERSON / COMPANY PICKING UP OR COLLECTING THEM.
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduce an age limit for all vehicles when presented the first time for licensing?	YES. IRRESPECTIVE OF CONDITION I THINK VEHICLES OVER TEN YEARS OF AGE.

LICENSING SERVICES
17 AUG 2015
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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal-age limit for all licensed vehicles?</p>	<p>YES - 10 YEARS</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>NO</p>

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p>GOOD IDEA</p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>GOOD IDEA</p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>GOOD IDEA BUT SURELY THEY SHOULD MAKE ARRANGEMENTS WAY BEFORE IT EXPIRES, AS IT IS THEIR LIVELY HOOD.</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p>EXCELLENT IDEA</p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>GOOD IDEA but how would this be policed, the main priority is that the operator does all the checks to ensure they are licenced, as it is the operators responsibility & has a duty of care & liable</p>
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>NO! BAD IDEA As many older vehicles are in much better condition & cared for by many newer vehicles</p>

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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>NO! BAD IDEA As previously mentioned some older vehicles are in much better condition than newer ones.</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>Maybe.</p>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	THE INITIAL LICENCE SHOULD STAY AS 1 YEAR TO MAKE MONITORING EASIER.
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	I KEED IT AS WAITING TILL TEST IS PASSED AS IT MIGHT TAKE YEARS TO PASS FOR SOME PEOPLE AND IF THEY CAN'T PASS THEN THEY SHOULDN'T BE DRIVING ANYWAY.
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	NO TEMPORARY LICENCE SHOULD BE GRANTED AS THEY MIGHT OF HAD IT REVOKED FOR SOME REASON.
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	This could be a good idea but it could make operators lapse in their legalities if they only have to meet requirements every 5 years.
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	This is a good idea in principal. Only problem I can foresee is if there is a problem and it needs immediate resolve we may not be able to inform customer.
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduce an age limit for all vehicles when licensed the first time for licensing? <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> LICENSING SERVICES 19 AUG 2015 RECEIVED </div>	I believe this would be a good idea. Depending on age limit this could save admin costs and put an end to six month checks.

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>If operators are keeping the vehicles roadworthy to NFDC standards at the operators expense then it would be unfair to penalise them, if they pass tests they should be allowed</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>NO.</p>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
<p>3 Year Driver Licences</p> <p>Introduction of an initial 3 years driver licence.</p>	<p>NOT GOT A PROBLEM WITH THAT</p>
<p>Driver Applications & Awareness Test</p> <p>Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>COULD HELP TO GET NEW DRIVERS INTO WORK FASTER</p>
<p>Late or Delayed Renewals</p> <p>Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>COULD SAVE OPERATORS HAVING TO SUB CONTRACT WORK FOR SCHOOL CONTRACTS ESPECIALLY</p>
PART B – For Operators	Responses:
<p>5 Year Operator Licences</p> <p>Introduction of 5 year operator licences.</p>	<p>I WOULD WELCOME THAT</p>
<p>Sub – Contracted Bookings</p> <p>A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>MAKES SENSE</p>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>LICENSING SERVICES</p> <p>20 AUG 2015</p> <p>RECEIVED</p> </div>	
PART C – For Vehicles	Responses:
<p>Age limit for all new vehicles</p> <p>Should the Council introduce an age limit for all vehicles when presented the first time for licensing?</p>	<p>DO NOT SEE THE NEED PROVIDING VEHICLE IS OF A PROPER STANDARD</p>

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>IF VEHICLES ARE UP TO THE HACKNEY TEST STANDARDS DO NOT SEE THE NEED</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>DO NOT SEE THE NEED FOR A VEHICLE WITH LESS THAN 4 PASSENGERS.</p>

NEIL COLLIS / SOLO CARS

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

<p>PART A – For Drivers</p>	<p>Responses:</p>
<p>3 Year Driver Licences Introduction of an initial 3 years driver licence.</p>	<p>No Comments</p>
<p>Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.</p>	<p>No Comments</p>
<p>Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.</p>	<p>No drivers should be more organised</p>
<p>PART B – For Operators</p>	<p>Responses:</p>
<p>5 Year Operator Licences Introduction of 5 year operator licences.</p>	<p>Yes how would cost compare to present licence fees in relation to a longer licence</p>
<p>Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>Yes, Full disclosure to customer is as good as it would stop smaller operators taking too much work and then handing it out to other small operators. Disallowing larger operators to compete</p>
<p>PART C – For Vehicles</p>	<p>Responses:</p>
<p>Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?</p>	<p>Age + mileage limit for this would be better so that £1000 cars cannot be presented with no history of what the vehicle has been used for or a record of any accident repairs that have been carried out.</p>

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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>Would be acceptable so long as existing operators had a realistic time limit to comply as large operators could not meet criteria quickly i.e. replace 30 vehicles.</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>What plate would go on these vehicles. * Has to be disabled vehicle* to have a Hackney plate. (Continued below)</p>

Do not feel it fair to make it acceptable to have a hackney plate for these vehicles as this would just make it easier for smaller operators to flaunt it and flood the already over packed taxi ranks in the area with unsuitable vehicles. Just like the Fiat Doblo conversions disabled taxis have where certain operators have used this to obtain a hackney plate but have no intention of using them for disabled work just use these as a loophole to get a yellow plate.

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New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	YES PLEASE.
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	YES, A GOOD IDEA HOWEVER A MORE COMPREHENSIVE AWARENESS TEST & THE ABILITY TO CONVERSE IN ENGLISH SHOULD BE INTRODUCED
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	yes <div data-bbox="1093 913 1401 1122" style="border: 1px solid black; padding: 5px; display: inline-block; margin-left: 20px;"> LICENSING SERVICES 24 AUG 2015 RECEIVED </div>
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	yes
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	WHY? ALL THE CUSTOMER WANTS IS TO GET TO DESTINATION ON TIME & SAFELY, THE ON THE WHOLE DONT CARE WHO TAKES THEM! AS LONG AS IT'S A NFDC PLATED VEHICLE.
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	DONT YOU ALREADY? TO BRING IN A LOWER AGE LIMIT FOR INITIAL PLATE WHEN THE FINANCIAL CLIMATE IS POOR WOULD ONLY RESTRICT THE NUMBER OF NEWER VEHICLES GOING ON TO THE SYSTEM.
	SO A DEFINATE NO

<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p><u>NO</u></p> <p>AS LONG AS THE VEHICLE HAS PASSED ITS 3 TESTS A YEAR 2x COUNCIL + 1 VOSA MOT WHY SCRAP IT? TO LOSE A PHRASE "TIMES IS HARD"</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p><u>YES</u></p> <p>CARRY OUT A SURVEY & YOU WILL SOON SEE THE PERCENTAGE OF JOURNEYS THAT INVOLVE TWO OR LESS PASSENGERS. A VERY GOOD IDEA!</p>

New Forest District Council consultation on the statement of principles for hackney carriage and private hire licensing 2015:

PART A – For Drivers	Responses:
3 Year Driver Licences Introduction of an initial 3 years driver licence.	FOR AGREE
Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	DISAGREE
Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	AGREE
PART B – For Operators	Responses:
5 Year Operator Licences Introduction of 5 year operator licences.	DISAGREE REASON BEING THAT BEGAN A SMALL OPERATOR THAT A BIG OVER HEAD
Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.	AGREE
PART C – For Vehicles	Responses:
Age limit for all new vehicles Should the Council introduction an age limit for all vehicles when presented the first time for licensing?	AGREE @ 17 TEN YEARS OR UNDER

LICENSING SERVICES
 14 SEP 2015
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<p>Terminal age limit policy for all licensed vehicles</p> <p>Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>AGREE UP 75 YEARS</p>
<p>Flexible passenger numbers below 4</p> <p>Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>DISAGREE</p>

ONE OTHER COMMENT.

I work as a Hackney carriage proprietor out of LYMINGTON. COULD SOMEONE LOOKING INTO PUT A TAXI ONLY SIGN UP AT THE RANK IN LYMINGTON. BEFORE ~~SOME~~ SOMEONE GET HURT TO DRIVERS GET INTO ROWS WITH NONTAXI DRIVERS PARKING ON THE RANK. THIS HAPPENS ABOUT 4 TIME DAYS SOMETIME MORE.

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TAXI LICENSING: REVIEW OF STATEMENT OF PRINCIPLES – CONSULTATION RESPONSES

REF:	QUESTION	RESPONSES	APPRAISAL
1	3 Year Driver Licences Introduction of an initial 3 years driver licence.	YES: = 11 NO: = 3 N/A = 8	See Report GPLC 13 November 2015
2	Driver Applications & Awareness Test Changes to initial application to allow drivers to make full application rather than waiting until Driver Awareness Test has been passed.	YES: = 7 NO: = 8 N/A = 7	Recommend no change to policy - As the alternative in allowing applicants to submit the full application carries a risk that the DBS certificate (valid for 1 month) or possibly the Medical (valid for 3 months) could become out of date (under the terms of the current policy) before the licence is ready to issue. There is also the issue of refunds applicable to applicants who fail to pass the driver awareness test or fail to fulfil other licence application requirements.
3	Late or Delayed Renewals Introduction of a temporary licence where driver renewals are delayed or are made late prior to expiry.	YES: = 13 NO: = 5 N/A = 4	Recommend change to policy to allow the issue of a temporary licence in the following circumstances - where renewal applications have been made in good time but are subject to undue delay which have been caused by the DBS (disclosure & barring service) or DVLA (driver & vehicle licensing agency) a temporary licence should be issued. For new applications it is viewed on grounds of public safety that the required checks with the DBS & DVLA <u>must</u> be undertaken before a licence is initially issued.
4	5 Year Operator Licences Introduction of 5 year operator licences.	YES: = 13 NO: = 3 N/A = 6	See Report GPLC 13 November 2015

5	<p>Sub – Contracted Bookings A new private hire operator's licence condition requiring operators to notify customers if their booking has been sub-contracted.</p>	<p>YES: = 13 NO: = 4 N/A = 5</p>	<p>For the benefit of customers a new condition should be added to the policy/PHO licence conditions requiring operators to notify the hirer when their booking has been sub-contacted to another operator. The condition will require the original operator to provide the name and contact details of the sub contracted private hire operator.</p>
6	<p>Age limit for all new vehicles Should the Council introduce an age limit for all vehicles when presented the first time for licensing?</p>	<p>YES: = 7 NO: = 12 N/A = 3</p>	<p>Recommend no change to policy. The alternative is for the Committee to request a full report regarding this matter is submitted for consideration.</p>
7	<p>Terminal age limit policy for all licensed vehicles Should the Council introduce a terminal age limit for all licensed vehicles?</p>	<p>YES: = 7 NO: = 13 N/A = 2</p>	<p>Recommend no change to policy. The alternative is for the Committee to request a full report regarding this matter is submitted for consideration.</p>
8	<p>Applications that do not Conform to the Policy Should the Council consider applications for suitable vehicles to be licensed with the determination of passenger capacity based on the DVLA V5 document where less than 4 passengers (city cars etc)?</p>	<p>YES: =7 NO: = 8 N/A = 7</p>	<p>Given the complexity of this matter it is recommended that a further report is submitted to the Committee to consider an appropriate approach to deal with vehicles that fall outside the current policy.</p>

9	Any other comments	<p>(1) Planning</p> <p>(2) DAT</p>	<p>Application form already includes reminder to all operators to check any possible planning implications. The licence also states that it does not supersede any planning restrictions etc.</p> <p>Passing the Driver Awareness Testing (DAT) is now compulsory for all drivers. Originally introduced in September 2007 there are however a number of drivers holding a licence prior to its introduction.</p>

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GENERAL PURPOSES AND LICENSING COMMITTEE – 29 JANUARY 2016

MEDIUM TERM FINANCIAL PLAN AND ANNUAL BUDGET 2016/17

1. PURPOSE OF REPORT

- 1.1 To consider the development of the draft Medium Term Financial Plan and the Annual Budget for 2016/17 and, in particular to comment back to the Cabinet with any proposals on the base budget shown in Appendix 1.

2. DETAIL

- 2.1 The Cabinet on 7 October 2015 and 6 January 2016 considered the Medium Term Financial Plan and the Draft Annual Budget process for 2016/17.
- 2.2 The base budget for the service areas falling under the responsibility of this Committee is set out in Appendix 1. The Committee is asked to consider these and in particular to comment to the Cabinet on any budget matters affecting this Committee.
- 2.3 The principal changes affecting General Purposes & Licensing Committee budgets are additional costs due to the enhanced electoral registration process now required as a result of Government guidance (£26k) alongside a withdrawal of Government funding towards these costs which was available during the transition period during which these changes were introduced (£48k) and on the other hand additional income projected for 2016/17 from the introduction of the new 5 year Private Hire Operator (PHO) taxi licences. Budget increases of £9k are due to the annual impact of pay and price inflation, revised building and ICT costs etc.
- 2.4 Further changes to the base budgets are due to movements in allocations based on a reassessment of employee time spent dealing with specific service areas. These are partly movements within the Portfolio in terms of reductions of allocations to Animal Welfare, Caravan and Camping and Gambling Act Licences which is largely offset by an increase in allocations to Taxi and other Licences, which as a result only leads to a minimal effect on the overall General Purposes and Licensing Committee budget. The reduction in allocations to Health and Safety on the other hand is largely balanced by increased allocations to services in other portfolios (e.g. Food Safety within the Environment Portfolio) and does therefore reduce the overall General Purposes and Licensing Committee base budget by a significant amount (£57k). The changes outlined in sections 2.3 and 2.4 are included in the breakdown of figures within Appendix 1, although they will not be finalised until the overall budget is formally agreed in February.

3. CRIME AND DISORDER / EQUALITY AND DIVERSITY / ENVIRONMENTAL IMPLICATIONS

- 3.1 Nothing arises directly from this report.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications are contained within the body of the report.

5. RECOMMENDATION

- 5.1 That the Committee considers the 2016/17 base budget for the service areas within the terms of reference for this Committee, as set out in Appendix 1 to this report and submits any comments to the Cabinet.

For Further Information Please Contact:

Bob Jackson
Chief Executive
Telephone: (023) 80285588
Email: Bob.Jackson@NFDC.gov.uk

Background Papers:

Published documents

GPL COMMITTEE BASE BUDGETS

Service Allocation to GPL Committee:	2015/16	Draft 2016/17
	Budget £	Budget £
Licences:-		
Animal Welfare	27,190	25,130
Caravan and Camping	39,370	30,530
Skin Piercing	1,820	2,400
Gambling Act	14,240	8,190
Taxi / Public Entertainment / Liquor / Misc. Licences	-33,720	-55,960
	48,900	10,290
Elections	88,780	93,060
Registration of Electors	188,500	272,110
Health and Safety (H&S)	207,210	150,090
GRAND TOTAL	533,390	525,550

NOTES:

£

1 - Principal Budget Proposals affecting this Committee

- Increase in Taxi income due to new 5 year PHO licence	-32,000
- Costs due to enhanced electoral registration process	26,000
- Withdrawal of Government funding towards electoral registration costs	48,000
- Net Change due to other factors (e.g. pay inflation)	9,160

2 - A review of employee time allocations has resulted in the following increases/ (reductions) in the cost of services

Animal Welfare	-2,000
Caravan and Camping	-9,000
Gambling Act	-8,000
Taxi and other licences	17,000
Health and Safety	-57,000

3 - Draft budgets shown above are subject to change due to further decisions by Cabinet and / or Council and subject to the final determination of business unit and corporate cost allocations.

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GENERAL PURPOSES AND LICENSING COMMITTEE – 29 JANUARY 2016

FEES AND CHARGES – 2016/17

1. INTRODUCTION

- 1.1 This report sets out the suggested fees and charges for 2016/17 for Council services forming part of the General Purposes and Licensing Committee. The report forms part of the Council's medium term financial plan and annual budget for 2016/17.

2. BACKGROUND

- # 2.1 A schedule of the proposed fees and charges for the financial year 2016/17 is attached as **Appendix 1**.

- 2.2 The schedule contains the following information:

- Current charges for 2015/16
- Proposed charges for 2016/17
- Year on year percentage increase
- An indication that identifies whether, this year:
 - M** Market comparisons have been made
 - L** Local Authority comparisons have been made
 - S** Charge is statutory based

3. FINANCIAL IMPLICATIONS

- # 3.1 The proposed fees and charges, detailed in **Appendix 1** have been set principally in accordance with the Council's charging policy and financial targets for 2016/17. Where possible, opportunities have been taken to maximise income. In some areas charges have not been raised in order to safeguard demand levels or because statutory constraints require the charge to be set at predetermined levels.

4. ENVIRONMENTAL IMPLICATIONS

- 4.1 None as a direct result of this report but the licensing and regulation of some of the business activities that these fees apply to, contributes positively to the general environment.

5. CRIME & DISORDER AND EQUALITY IMPLICATIONS

- 5.1 None directly arising from this report.

6. CONCLUSION

- 6.1 Fees and charges are proposed for the 2016/17 financial year. There are no significant financial implications from the proposals.

7. RECOMMENDATION

- 7.1 The Committee is asked to approve the proposed fees and charges as set out in Appendix 1.

For Further Information Please Contact:

Alfons Michel
Principal Service Accountant
Tel: 023 8028 5588
Email: alfons.michel@nfdc.gov.uk

Background Papers:

None

**GENERAL PURPOSES AND LICENSING COMMITTEE
PROPOSED SCALE OF FEES AND CHARGES FOR 2016/17**

APPENDIX 1

	Charges 2015/16 £	Proposed Charges 2016/17 £	Increase %	Review Indicator
<u>HACKNEY CARRIAGE & PRIVATE HIRE LICENCE FEES</u>				
Hackney Carriage / Private Hire Drivers Joint Licence				
New or Renewal 3 year (includes drivers badge)	N/A	140.00	NEW	L
Initial 1 year (includes drivers badge)	72.00	N/A	N/A	N/A
Renewal 3 years	98.00	N/A	N/A	N/A
Drivers Awareness Test	36.00	36.00	-	M
Private Hire Operator's Licences				
New or Renewal 5 year	N/A	509.00	NEW	L
Initial 1 year	290.00	N/A	N/A	N/A
Renewal per annum	155.00	N/A	N/A	N/A
Vehicle Licence				
Hackney Carriage per annum	192.00	192.00	-	L
Private Hire per annum	192.00	192.00	-	L
Hackney Carriage/Private Hire (Over 8 years old) per annum	242.00	242.00	-	L
Duplicate driver's badge	12.00	12.50	4.2	M
Vehicle plate - replacement	22.00	23.00	4.5	M
Vehicle plate - replacement of insert	11.00	11.50	4.5	M
Vehicle plate - replacement of bracket and fixings	11.00	11.50	4.5	M
Vehicle Re-test fee (set by Environmental Services)	50.00	50.00	-	M
Vehicle - private plate registration	50.00	50.00	-	M
<u>ANIMAL WELFARE LICENCE FEES</u>				
Breeding of Dogs Act new Licence per annum (+ vets' fees)	146.00	N/A	N/A	N/A
Breeding of Dogs Act first licence		380.00	NEW	L
Breeding of Dogs Act Licence renewal per annum	146.00	149.00	2.1	L
Pet Animals Act Licence per annum (+ vets' fees where dangerous wild animals are sold)	146.00	149.00	2.1	L
Animal Boarding Establishments Licence per annum (+ vets' fees if necessary)	206.00	206.00	-	L
Smaller Animal Boarding Estab. Licence per annum	55.00	56.00	1.8	L
Riding Establishments Act Licence				
annual fee (+ vets' fees)	176.00	176.00	-	L
annual fee per horse	17.00	17.00	-	L
Increase of horse numbers during licenced year per horse	17.00	17.00	-	L
Renewal of provisional licence	75.00	75.00	-	L
Dangerous Wild Animals Acts Licence (+ vets' fees)	146.00	149.00	2.1	L
Zoo Licence	<-----Actual Cost----->			
<u>HEALTH & SAFETY SERVICE CHARGES</u>				
Accident Reports (Provision of Accident Reports to Solicitors and other interested groups)	<-----Actual Cost----->			
Training				
Level 2 Award in Health and Safety in the Workplace	54.00	54.00	-	L
<u>REGISTER OF ELECTORS</u>				
Statutory Charges Apply - For further details please contact 023 8028 5445				

**GENERAL PURPOSES AND LICENSING COMMITTEE
PROPOSED SCALE OF FEES AND CHARGES FOR 2016/17**

APPENDIX 1

	Charges 2015/16 £	Proposed Charges 2016/17 £	Increase %	Review Indicator
<u>OTHER LICENCE AND REGISTRATION FEES</u>				
Sex Shop Licence	3,969.00	3,969.00	-	L
Public Health (Amendments) Act 1907				
Pleasure Boat per annum including plate	83.00	85.00	2.4	L
Self Drive Crafts etc	23.00	24.00	4.3	L
Boatman Licences - new 1 year	71.00	72.00	1.4	L
Boatman Licences - renewal 3 years	86.00	88.00	2.3	L
Scrap Metal Dealers - Site Licence	137.00	140.00	2.2	L
Scrap Metal Dealers - Collectors Licence	101.00	103.00	2.0	L
Ear Piercing				
Registration of Premises	112.00	112.00	-	L
Registration of Practitioners	51.00	51.00	-	L
Tattooing - Electrolysis - Acupuncture				
Registration of Premises	130.00	133.00	2.3	L
Registration of Practitioners	53.00	53.00	-	L
Reissue of registration certificate where changes are requested	15.00	15.00		L
<u>LICENSING ACT 2003 & GAMBLING ACT 2005 FEES</u>				
Statutory Fees Apply - For further details please contact Paul Weston 023 8028 5505				
<u>RELEVANT PROTECTED CARAVAN SITE LICENCE FEES</u>				
Application for a New Single Licensed Site	360.00	360.00	-	L
Application for a New Multiple Licensed Site	510.00	510.00	-	L
Multiple Licensed Site Annual Fee for Each Permitted Caravan	10.70	10.70	-	L
Transfer of Site Licence	148.00	148.00	-	L
Alteration of Conditions Attached to an Existing Site Licence	302.00	302.00	-	L
Depositing Site Rules	72.00	72.00	-	L

Licence Fees are not subject to VAT unless otherwise stated
Where applicable veterinary charges will be added at cost

Review Indicator Key

M = Market Comparisons undertaken
L = Local Authority Comparisons undertaken
S = Statutory Charge Level