



Civic Centre,
Arnot Hill Park,
Arnold,
Nottinghamshire,
NG5 6LU

Agenda

Environment and Licensing Committee

Date: **Tuesday 1 December 2020**

Time: **4.15 pm**

Place: **Virtual Meeting**

For any further information please contact:

Democratic Services

committees@gedling.gov.uk

0115 901 3844

Environment and Licensing Committee

Membership

Chair Councillor Marje Paling

Vice-Chair Councillor Nicki Brooks

Councillor Pat Bosworth
Councillor Boyd Elliott
Councillor Roxanne Ellis
Councillor Des Gibbons
Councillor Julie Najuk
Councillor Sam Smith
Councillor Clive Towsey-Hinton
Councillor John Truscott
Councillor Paul Wilkinson

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AGENDA

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- 1 Apologies for Absence and Substitutions.**
- 2 To approve, as a correct record, the minutes of the meeting held on 3 November 2020** **5 - 7**
- 3 Declaration of Interests.**
- 4 Application for Street Trading Consent at Eagles Square Arnold** **9 - 21**
Report of the Director of Health and Community Wellbeing
- 5 Taxi Licensing Fees for 2020/21** **23 - 40**
Report of Director of Health and Community Wellbeing
- 6 Any other item which the Chair considers urgent.**

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MINUTES ENVIRONMENT AND LICENSING COMMITTEE

Tuesday 3 November 2020

Councillor Marje Paling (Chair)

Present: Councillor Nicki Brooks Councillor Des Gibbons
 Councillor Pat Bosworth Councillor Julie Najuk
 Councillor Boyd Elliott Councillor Clive Towsey-Hinton
 Councillor Roxanne Ellis Councillor Paul Wilkinson

Absent: Councillor Sam Smith and Councillor John Truscott

Officers in Attendance: L Chaplin, A Dubberley and P Gibbs

34 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS.

Apologies had been received from Councillors Smith and Truscott

35 TO APPROVE, AS A CORRECT RECORD, THE MINUTES OF THE MEETING HELD ON 6 OCTOBER 2020

RESOLVED:

That the minutes of the above meeting, having been circulated, be approved as a correct record.

36 DECLARATION OF INTERESTS.

None.

37 ANY OTHER ITEM WHICH THE CHAIR CONSIDERS URGENT.

None.

38 EXCLUSION OF THE PRESS AND PUBLIC.

RESOLVED:

That, the Members being satisfied that the public interest in maintaining the exemption outweighs the public interest in disclosing the information that under Section 100(A)(4) of the Local Government Act 1972, the public and press be excluded from the meeting during the consideration of the ensuing reports on the grounds that the report involves the likely disclosure of exempt information as defined in Paragraph 7 of Part 1 of Schedule 12A of the Local Government Act 1972.

39 CHANGE OF CIRCUMSTANCE OF JOINT HACKNEY CARRIAGE / PRIVATE HIRE DRIVERS LICENCE

Consideration was given to a report of the Director of Health and Community Wellbeing, which had been circulated in advance of the meeting, regarding a change of circumstances following complaints about the holder of a Joint Hackney Carriage/ Private Hire Driver's Licence for NA.

NA attended the meeting and addressed the Committee.

In making the decision the Committee applied the Council's approved Policy and Guidelines.

RESOLVED:

- 1) That due to NA's behaviour, it was considered that he was no longer a fit and proper person to hold a Licence.
- 2) To revoke NA's Joint Hackney Carriage/Private Hire Driver's Licence.

NA was given 21 days to surrender his licence and was advised of his right to appeal against the decision of the Committee.

40 APPLICATION FOR A ONE YEAR JOINT HACKNEY CARRIAGE / PRIVATE HIRE DRIVERS LICENCE (MH)

Consideration was given to a report of the Director of Health and Community Wellbeing, which had been circulated prior to the meeting, regarding an application for a one year joint Hackney Carriage/Private Hire Driver's Licence for MH.

In making its decision, the Committee applied the Council's approved Policy and Guidelines. On the basis of what it heard, the Committee was satisfied on balance that no exceptional circumstances existed which warranted departure from policy.

RESOLVED:

To refuse MH's application for a Joint Hackney Carriage/Private Hire Driver's Licence.

MH was advised of the right of appeal against the decision of the Committee.

41 APPLICATION FOR A THREE YEAR JOINT HACKNEY CARRIAGE / PRIVATE HIRE DRIVERS LICENCE (MMA)

Consideration was given to a report of the Director of Health and Community Wellbeing, which had been circulated prior to the meeting, regarding an application for a three year Joint Hackney Carriage/Private Hire Driver's Licence for MMA.

MMA attended the meeting and addressed the committee.

In making its decision, the Committee applied the Council's approved Policy and Guidelines.

RESOLVED:

To approve MMA's application for a Joint Hackney Carriage/Private Hire Driver's Licence.

The meeting finished at 4.25 pm

Signed by Chair:
Date:

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Report to Environment and Licensing Committee

Subject: Application for Street Trading consent at Eagles Square Arnold

Date: 1 December 2020

Author: Report of Director of Health and Community Wellbeing

Purpose

To consider an application made by Gedling Borough Council for a Street Trading Consent for the Arnold Market to trade in a consent street in Arnold (Appendix 1).

To seek approval for the consent to be for a 12 month period which is a departure from the Council's Street Trading Policy (Appendix 2).

To seek approval to delegate authority to the Director of Health and Community Wellbeing to approve and refuse all future applications for Street Trading Consent.

Recommendation(s)

That Members:

- 1. Approve the application made by Gedling Borough Council for a Street Trading Consent for the Arnold Market to trade in a consent street in Arnold as shown in the Appendix attached to the report.**
- 2. Approve a departure from the Council's Street Trading Policy and that the consent be for a 12 month period.**
- 3. Delegate authority to the Director of Health and Community Wellbeing to approve and refuse all future applications for Street Trading Consent.**

1 Background

- 1.1 Schedule 4 of The Local Government Miscellaneous Provisions Act (1982) gives District Councils the power to designate any street as either

- 'a prohibited street' (all street trading is prohibited);
- 'a licence street' (street trading is prohibited without a licence from the council); or
- 'a consent street' (street trading is prohibited without the consent of the council).

This designation then gives the council the power to control street trading on that street. The Council adopted Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 on 6th June 1983.

- 1.2 In 2012 the Environment and Licensing Committee approved that the Front Street area of Arnold and portions of the streets that branch off it, be re-designated from a 'prohibited street' to a 'consent street'. This was due to the activities in town centres changing allowing for more markets, fairs and other events to take place whilst balancing the control of such events by the Council by way of a policy to monitor the type of trading and events that take place.

This has allowed for the Arnold town centre to have craft fairs and a Christmas market over the last few years whilst protecting the interests of the Arnold Market traders.

- 1.3 As Members will be aware there is currently a complete restructuring of the Arnold Market area and as a result of this it is proposed that the Arnold Market traders be relocated to the Eagle Square area, which is covered by the consent policy, and the application and supporting documents for this are attached at Appendix 1.

- 1.4 The Council street trading policy is attached at Appendix 2. In Section 4.0 (5) the policy states

'The council will not grant permission for any trader to operate for any more than 16 days within a calendar year'.

The application submitted is for a 12 month period which contravenes this section of the policy but Eagle Square, which is in the 'consent street' area, is the only viable option for the market to continue to operate while the works are being carried out on the new market area.

- 1.5 It is not clear how long the effects of the COVID-19 pandemic will impact on the retail sector and the nation's high streets. Following the first national lockdown there was a strong emphasis on outdoor trading by the

Government. It is anticipated that there could be an increased demand for street trading consents for the foreseeable future.

- 1.6 In May 2012 the Committee resolved that authority be granted to the Corporate Director responsible for Licensing to issue Consents and refuse applications for Consent in accordance with the approved policy.

Given the current climate and the restrictions around trading in the Policy the current delegation is no longer appropriate. For the sake of expediency when considering applications for street trading consent it would be preferable that the Director be delegated authority to grant or refuse all applications for Consent whether the application is in accordance with the approved policy or not. Any application made by the Council for street trading consent will still need to be referred to the Committee for consideration.

The Director also has the option not to exercise the delegated powers and refer any contentious or complicated applications to Committee for a decision.

2 Proposal

- 2.1 To consider an application made by Gedling Borough Council for a Street Trading consent for the Arnold Market to trade in a consent street in Arnold (Appendix 1).

To seek approval for the consent to be for a 12 month period which is a departure from the Council's Street Trading Policy.

To seek approval to delegate authority to the Director of Health and Community Wellbeing to approve and refuse all future applications for Street Trading Consent.

3 Alternative Options

3.1	To not allow the application which would result in the Arnold market being unable to trade in Arnold during the period of the works to the new market area.
3.2	Not to delegate authority to the Director of Health and Community Wellbeing to approve or refuse all future applications for Street Trading Consent. However this could lead to an unnecessary burden on the Committee meaning that every application that falls outside of the Policy will need to be referred to Committee. This could cause a delay in the grant or refusal of Consents.

4 Financial Implications

4.1 None

5 Legal Implications

5.1 None

6 Equalities Implications

6.1 None

7 Carbon Reduction/Environmental Sustainability Implications

7.1 None

8 Appendices

8.1 Appendix 1 – Application made by Gedling Borough Council for Street Trading consent

Appendix 2 – General Street Trading Policy

9 Background Papers

9.1 None



Application for a Street Trading Consent

Local Government (Miscellaneous Provisions) Act 1982

Full name	Mr/Mrs/Miss/Ms KATIE WALTERS
Full address	GEDLING BOROUGH COUNCIL CIVIC CENTRE, ARNOT HILL PARK, ARNDOL Post code NG5 6LU
Telephone number	0115 901 3892
Email address	katie.walters@gedling.gov.uk
Description of stall and number of stalls	12 market stalls (as shown on plans) Dimension on stall is 3.6m x 2.4m, height to apex 2.5m
Description of goods being traded	Mixture of household items food and festive gifts/items
Have you ever had a Street Trading Licence or Consent revoked before – please give details	No
Please detail the dates and times you would like to trade under a Consent	MON - SAT - 8AM - 10PM SUN / BANK HOLIDAYS - 8AM - 4PM

Checklist (please tick)	<p>I enclose a plan showing the location I intend the trade from <input checked="" type="checkbox"/></p> <p>I enclose the correct fee <input checked="" type="checkbox"/> N/A.</p> <p>I enclose a copy of my Public Liability Insurance <input checked="" type="checkbox"/></p> <p>I confirm that I have satisfied the requirements of Nottingham City Council's Market Charter <input checked="" type="checkbox"/> ongoing discussion</p>
Declaration of applicant	<p>I have read the Council's Policy regarding Street Trading Consents</p> <p>I declare that the information in this application is true to the best of my knowledge and belief and I understand that any information given which is subsequently found to be incorrect may result in the revocation or refusal of any Consent.</p> <p>I confirm that my Public Liability Insurance is valid and in date</p> <p>Signed <u>ICost</u></p> <p>Dated <u>15/10/20</u></p>

Eagle Square – Temporary Market

Supporting Statement

Introduction

This Supporting Statement has been prepared on behalf of Gedling Borough Council to support the proposed change of use of Eagle Square for a temporary market for up to 12 months. This will be during the construction phase of the redevelopment of the market place (subject to planning permission, under reference 2020/0827).

Site and surrounding area

The application refers to 620sqm of land located to the southern end of and within Arnold Primary Shopping Centre (see red line boundary below). The site has historically been a public square, with recent improvements by removing some large planters to the north of the square. The site is currently accessed and serviced from the pedestrianised Front Street and High Street. To the north and east of the site, there are parades of shops. The site is bounded by High Street to the south/southwest of the site.



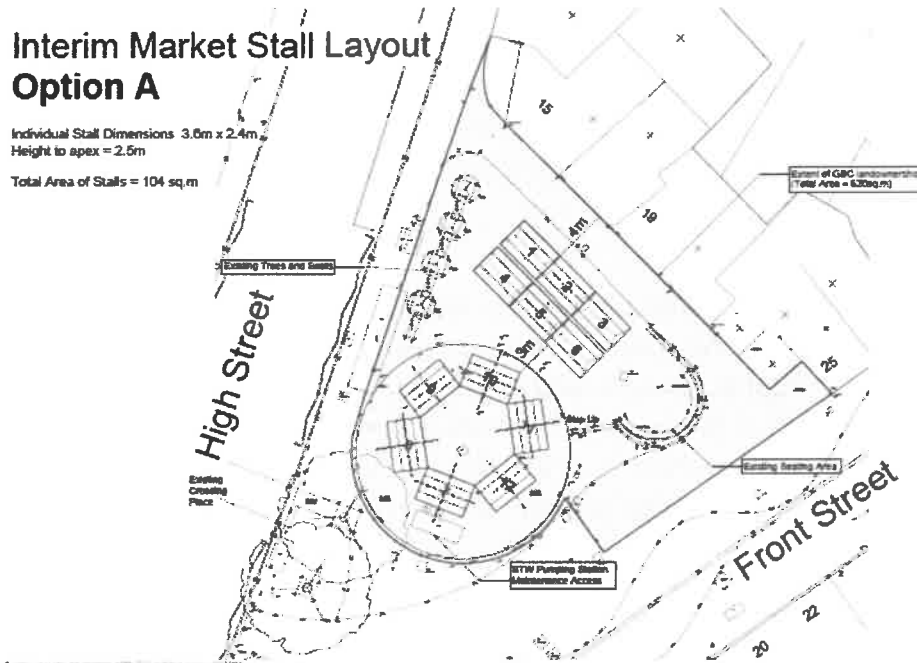
The Proposals

The application seeks street trading consent for the change of use of Eagle Square from a public space to a temporary market use. The proposal includes the temporary installation of 12 market stalls. There are two options for the potential layout of the stalls, as shown below:

Interim Market Stall Layout Option A

Individual Stall Dimensions 3.6m x 2.4m
Height to apex = 2.5m

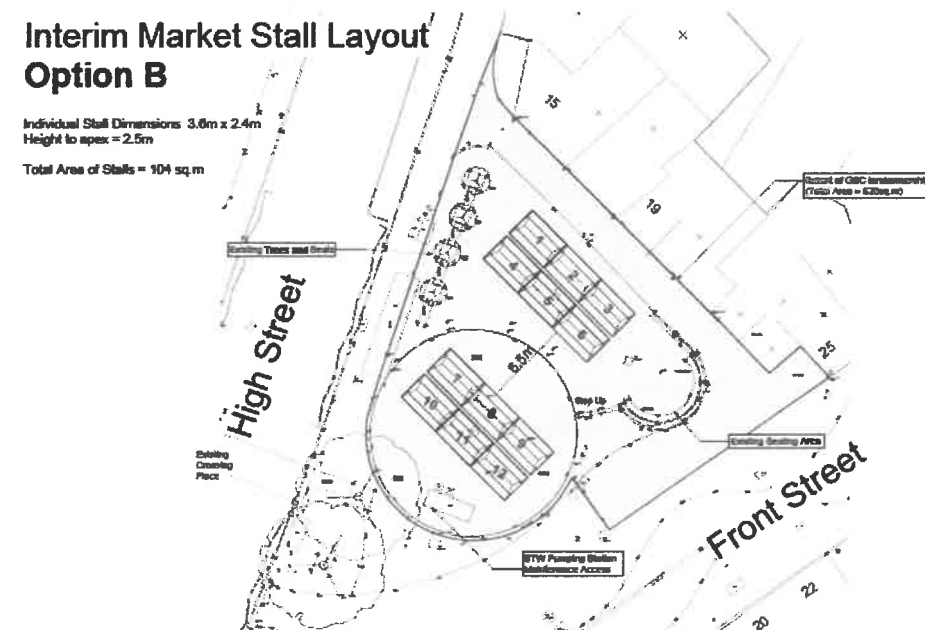
Total Area of Stalls = 104 sq.m



Interim Market Stall Layout Option B

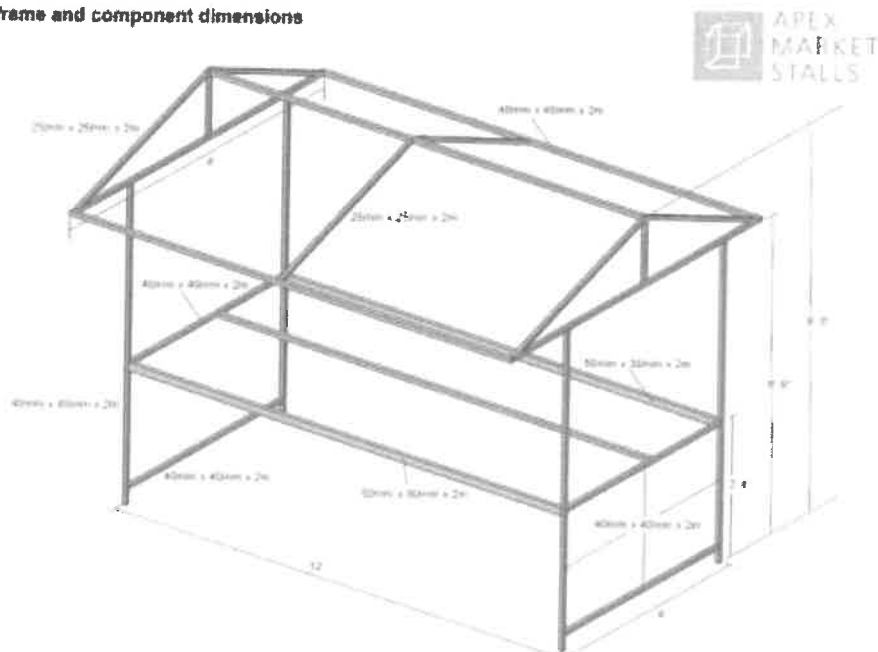
Individual Stall Dimensions 3.6m x 2.4m
Height to apex = 2.5m

Total Area of Stalls = 104 sq.m

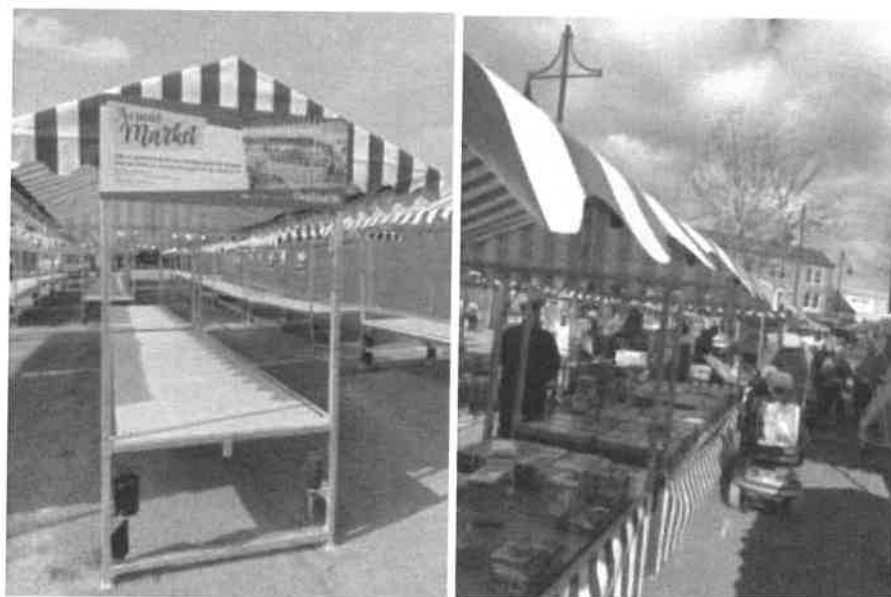


Half of the market stalls to be installed will be relocated from the current market place (whilst the construction of the new building is taking place) to allow another location for the market to operate, if it cannot do so from its current location. There is the possibility of the remaining stalls staying on the current site for the majority of the construction period, but this is yet to be determined. The stall design and dimensions are shown below:

Stall frame and component dimensions



The stalls do not need to be fixed into the ground, as they will be weighted down, as is currently the case (see photographs below). The stalls' appearance is shown on the photograph below – the one on the left is as it would be on non-market times and as they would appear during market times (on the right):



Conclusion

This Statement accompanies and supports the temporary change of use of Eagle Square to allow up to 12 market stalls to be relocated here for up to 12 months, whilst the redevelopment of the Arnold Market Place is taking place. The proposals will have a positive impact economically, socially and environmentally on the Primary Shopping Area, the wider Town Centre and the town itself.

General Policy on Street Trading in Arnold

1.0 Purpose of the Policy Statement

This statement sets out the Council's policy framework for the management of street trading in Arnold Town Centre. The purpose of the Policy is to ensure a high quality street trading provision in the Centres, allowing for markets and fairs to contribute to a thriving shopping environment.

2.0 Background/Definition of Street Trading

The Council adopted Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 on 6th June 1983. This entitles the Council to manage street trading in its area by designating streets as 'consent streets', 'license streets' or 'prohibited streets'.

'Street Trading' is defined in the Schedule as 'the selling or exposing or offering for sale any article (including a living thing) in a street'. A 'street' includes any road, footway or other area to which the public have access without payment.

A list of the streets covered by this policy is attached as Appendix A and maps showing the streets is attached as Appendix B.

3.0 Application Procedure

Applications must be received by the Council's Licensing Section no less than fourteen days prior to the proposed date of the consent coming into effect. The application must be accompanied by the appropriate fee and a plan showing the exact location at which the applicant wishes to trade. All plans should be 1:1250 scale and should show all residential and commercial premises within a 100m radius of the proposed site.

Upon receipt of an application, the Council will consider each application on its merits taking account of the General Policy provisions and objectives.

4.0 General Policy on Street Trading

In order to fit within the council's aims around the promotion of vibrant town centres, this policy is defined by a clear set of principles:

1. The Council will not grant consent to trade from a stationary van, cart, barrow or other vehicle.

In addition, consent will not be given to the following trades:

- a) Obscene or undesirable publications or articles
- b) Goods or articles manufactured on the stall (except for small scale arts and crafts)
- c) Any goods with alcoholic content
- d) Goods or articles deemed not to comply with appropriate Environmental Health or Trading Standards legislation
- e) Any live animals
- f) Any trade which is likely to cause a nuisance to residents or to give rise to, or encourage, public disorder

However, this list is not exhaustive

2. The Council will only grant consent for street trading that supports events to boost trade in the town/district centres.
3. The Council does not have any fixed street trading locations or specific number limitations within those areas designated as consent streets. However, applications will only be granted where it is considered that the trader will add to existing amenities and be of benefit to the residents of and visitors to Gedling borough. It is unlikely that applications for locations close to existing street traders or where they could obstruct busy pedestrian routes or access to or from nearby premises will be granted. Also, where there are waiting and loading restrictions in place, appropriate waivers or consents to use that location must be obtained where necessary.
4. All applications must meet all the following objectives:
 - a) To support the local economy, businesses and retailers by increasing footfall within the centres.
 - b) To attract new visitors, residents and shoppers to the centres.
 - c) To create a welcoming atmosphere for visitors, residents and shoppers.
 - d) To provide an opportunity to trade for local businesses.
 - e) To complement existing retailers and businesses within the centres.
 - f) To provide a diverse and alternative offer of products to residents, visitors and shoppers.
 - g) To build a programme of successful town centre events to support local traders.
5. The council will not grant permission for any trader to operate for any more than 16 days within a calendar year.

5.0 Standard Conditions

The following conditions will be attached to all consents issued by Gedling Borough Council:

- The consent holder shall be in possession of current public liability insurance with a minimum level of £5 million pounds.
- The consent holder shall only trade from the stall at the location approved in writing by the Council. The stall shall not be altered, adapted or replaced without the prior written consent of the Council.
- It is the responsibility of the consent holder to satisfy all fees and requirements to do with Nottingham City Council's Market Charter rules and must be able to produce evidence on request. For more information on whether your event would be subject to any fees, please visit the Nottingham City Council website - <http://www.nottinghamcity.gov.uk/index.aspx?articleid=15134>
- The consent holder shall maintain the stall in a clean state and in good repair and condition.
- The consent holder shall only trade from the authorised stall and shall not

place any additional stalls, free standing signs or storage boxes upon the public highway.

- No waste material shall be discharged onto the highway or any other property, and must be taken away and disposed of in the proper manner.
- The consent holder shall conduct his business in such a manner as to ensure that he/she does not:-
 - cause a nuisance or danger to users of the street;
 - cause an obstruction to other vehicles or pedestrians or users of the street; or
 - prohibit access for loading or unloading.
- The consent holder shall take adequate precautions to prevent the risk of an outbreak of fire at his/her stall. Where a power source or heating appliance is present, e.g. a generator or bottled gas container, a suitable fire extinguisher must be provided.
- The consent holder shall display the street trading consent permit issued by the Council at all times whilst trading.
- When requested to do so by an authorised officer of the Council or Police officer, the consent holder shall produce the consent for inspection.
- The consent is not transferable and is personal to the consent holder.
- The street trading consent does not imply or give any other permission, consent or authorisation to trade in any other products other than those previously granted on application or renewal.
- The consent holder shall immediately notify the Council of any change to his/her name or address.
- The consent holder should not fail, without reasonable cause, to trade at the location for which consent has been given at all times authorised by the consent.
- The stall holder will remove the stall without undue delay upon the request of a Police Officer or Council Officer.

Failure to comply with any of these conditions may result in the revocation of the consent to trade.

6.0 Fees and Charges

No fee

7.0 Enforcement and Monitoring

Stalls may be inspected by authorised officers of the Council and officers from Nottinghamshire Police during hours of operation. Any non-compliance with statutory requirements or conditions of consent will be investigated with a view to taking appropriate remedial action and will also be taken into account upon receipt of an application to renew or modify consent to trade.

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Report to Environment and Licensing Committee

Subject: Taxi Licensing Fees for 2020/21

Date: 1st December 2020

Author: Report of Director of Health and Community Wellbeing

Purpose

To approve the proposed increase of fees for taxi driver, operator and vehicle licences for 2020/21 as shown in Appendix 1, subject to consideration of the objections that have been received by the Council.

Recommendation(s)

That Members:

Approve the increase of fees for taxi driver, operator and vehicle licences for 2020/21 as shown in Appendix 1, subject to consideration of the objections that have been received by the Council at Appendix 2.

1 Background

1.1 Following a report to the meeting held on 6th October 2020, where members were informed of the reasons the fees had not been increased in April 2020 namely due to the COVID-19 pandemic and in recognition of the difficulties facing taxi licence holders during this period, it was subsequently resolved to approve that:

- 1) *Fees for taxi operators and vehicle licences, as detailed in Appendix 1 to the report for 2020/21, for advertisement in accordance with the Local Government (Miscellaneous Provisions) Act 1976 and that such fees will automatically come into force if no objections are received within the statutory period. If any objections are received within the statutory period that these be referred back to Committee for consideration in accordance with the legislation; and*

2) The proposed fees for taxi driver's licences detailed in Appendix 1 to the report for 2020/21 for advertisement and the Director, in consultation with the Chair of Environment and Licensing Committee, be authorised to agree the final fees after taking into account any comments received during the consultation period.

- 1.2 The proposed fees for driver, operator and vehicle licences (Appendix 1) were published in accordance with the legislation and the consultation was open for 28 days. During this period there have been 18 objections, one of them containing 10 separate signatures, received by the Council to the proposed increase in fees and these are attached at Appendix 2.
- 1.3 Although the Director in consultation with the Chair was given delegated authority to consider the driver fees it is felt appropriate that all the proposed fee increases be considered together by the Committee as the objections that have been received relate to all the fees and this will ensure a consistent approach when considering these objections.

2 Proposal

- 2.1 It is proposed that Members approve the increase of fees for taxi driver, operator and vehicle licences for 2020/21 as shown in Appendix 1, subject to consideration of the objections that have been received by the Council at Appendix 2.

3 Alternative Options

3.1	That the fee increase is not approved resulting in the Council not operating the service at full cost recovery.
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4 Financial Implications

- 4.1 The proposed fees and charges are designed to ensure that the service operates on a full cost recovery basis

5 Legal Implications

- 5.1 None

6 Equalities Implications

- 6.1 None

7 Carbon Reduction/Environmental Sustainability Implications

7.1 None

8 Appendices

8.1 Appendix 1 - Taxi driver, vehicles and operator proposed fees 2020/21
Appendix 2 – Objections to the proposed increase in fees for driver,
operator and vehicle licences.

9 Background Papers

9.1 None

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Proposed Public Protection fees 2020/21

Type of Fee	2019/20 - £	Approx.% increase	2020/21 - £
Taxi Licence			
Driver Licence Fee 1 year	150	8	162
Driver Licence Fee 3 year – (If a 3 year licence is refused or not granted for any reason £100 of the application fee will be refunded to the applicant)	388	8	419
Vehicle Licence Fee	146	8	158
Operator's Licence 1 year	111 plus 111 per additional vehicle	8	120 plus 120 per additional vehicle
Operator's Licence 3 year	588 plus 166 per additional vehicle	8	635 plus 179 per additional vehicle

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Responses to the fees increase consultation 2020

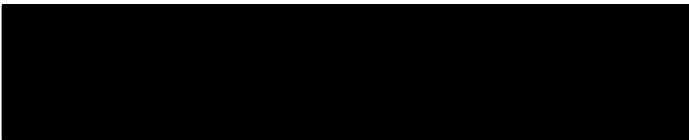
Date: 23.10.2020...

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely

Signed ...Yours sincerely

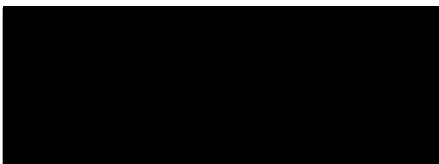


Date: 23/10/2020

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely



Date: 25 October 2020

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely



Date: 25th October 2020

Reference your latest taxi fee increase.

I am writing to object to this proposal of an increase in licensing fees for 2020.

I am struggling to make ends meet, there is NO work out there during this Pandemic and the general public hence has NO Stable income coming in, majority of the public have lost their jobs.

This has taken our taxi trade to a all time low and Gedling Borough Council I am surprised they want to increase taxi fees in this climate of Coronavirus. Instead of reducing taxi fees and helping struggling taxi drivers, some taxi drivers I know have worked for 25 years in the trade and now are claiming Universal Credit, because they can not survive during this Coronavirus Pandemic, there is NO trade from Pubs/clubs/restaurants, this has crippled the taxi trade, and I don't think it will ever recover to what it has been previously.

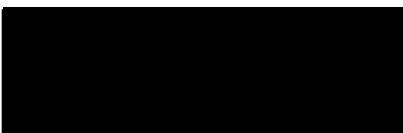
GBC I am very surprised that has not reduced their taxi fees but hence are proposing to increase them, this is utterly disgraceful and not compassionate behaviour from a licensing Authority who should be helping their fellow taxi drivers.

I strongly OBJECT to any increase in this current situation-of the Coronavirus Epidemic. Councils and licensing should be freezing or hence giving reductions in fees NOT increasing fees in this time of need.

GBC actions to increase fees are totally unacceptable.

I Strongly object to this INCREASE in Taxi fees.

Yours sincerely

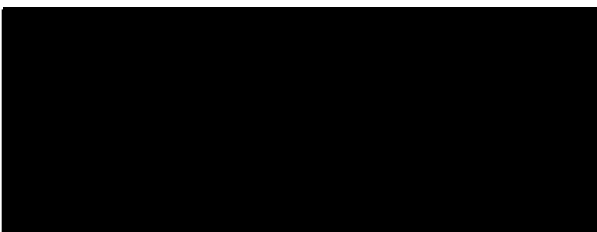


Date: ...24/10/2020

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely



Date 23rd October 2020

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely...

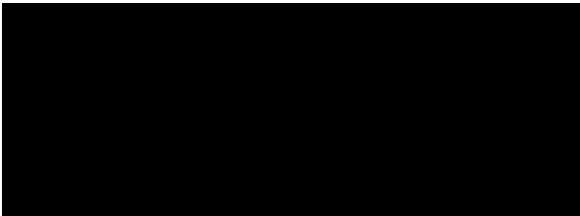


Date: 25/10/2020

Re: Latest Taxi Charge Increase

I write to object to the proposed increase in licensing charges for 2020. I am already struggling because of the lack of work due to the coronavirus. I am shocked that GBC is even thinking about increasing charges at this difficult time.

Yours sincerely

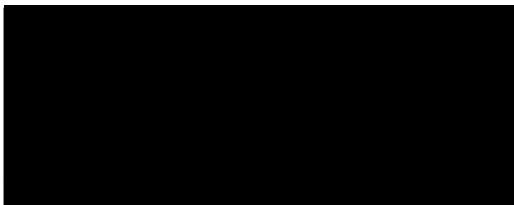


Date.. 27/10/20..

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase.

Yours sincerely



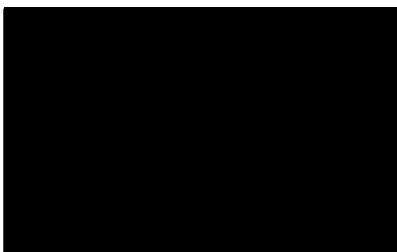
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Date: 23/10/2020

Re: Increase in License Charges 2020

I am writing to say that I do not agree that GBC should be putting up the taxi license charges in the middle of this pandemic. I am already struggling to put food on the table. I urge you not to make any increase. In this time you guys should be supporting drivers and not shafting them. If you look Liverpool council this will be a good example for you guys. However if this continues you will find alot of drivers will be leaving.

Yours sincerely



25/10/20



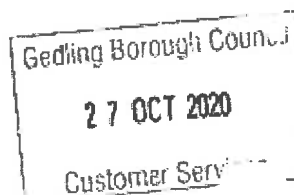
Dear Mr Newlon

I write to object to the proposed Gedling fee increases which have appeared in the Nottingham Post. The current rate of inflation is of the order of 1% yet you propose an increase of approximately 6.5%. Other councils seek to help the trade! I have sought to highlight this to others in the hope that they will also object.



Kevin Newlon

Community Protection



28/10/20

I am totally against these increase in fees coming in on 1st of December 2020. It's shameful the council is even thinking about these increases in Coronavirus times. Driver's are having to find alternative work to make a living as work is at a all time low in the history of our trade. I personally am seriously considering leaving Gedling borough in protest over these increases. Gedling borough taxi driver





29/10/20

Dear Sir,

I am writing to you to appeal and raise my Profound objections to Gedling Council madness of increased licence fees.

I am shocked and appalled by my local government Council if their lack of compassion and understanding on how the local taxi industry has been coping these difficult times throughout this pandemic year of 2020.

This has been an extremely difficult year, The Cronoa Virus has left this trade devastated aswell on the verge of collapse. This year will be a completed as a financial loss a right off. We are already in the red and running our businesses in financial deficit for 2020.

The Gedling taxi trade has been decimated, the Nottingham Taxi drivers have lost their revenues annihilated and have had their profits pulverize down to 20-25% from our regular annual turnovers.

Some drivers have left the trade to take on and learn new trades, some drivers are working 2-3 part-time jobs to make ends meet and cover their running costs of their taxi businesses.

Most drivers now are now surviving off the government assistance of universal credits in order to keep their heads of above water. The taxi trade is on the blink of collapse.

So now you have a clearer picture on how the Gedling taxi driver community is surviving. Now please can you kindly describe to me in what God's name Theia Mania would Gedling Council whats to introduce new increase licence fees while the trade is on it's knees.

Where is the this Council responsibility to our trade, what benefit are you about to unleash to our trade. What do you think your ridiculous and obscenity fee increases will do to this trade as we stand. Is Gedling Council obsessed of a desire to put sole traders out of business!

Why is their a necessity for increases to take place on the worst financial hit year in this century!!!

Why can not Gedling Council not hold back their obsessed fee increases to next year or at least till the pandemic is under more uncontrolled circumstances. And wait till their is a light of hope in the horizon for for recovery of this trade. Or is Gedling Council on quest to deliberately destroy what's remaining of this honorable trade and completely wipe us out?

Now I understand why their is obsession to joining Wolverhampton Council. Perhaps Gedling Council would like the whole of Gedling taxi trade to do a mass cross over and join Wolverhampton council taxi licences.
And join a Council that doesn't want destroy trade a that's on the blink of collapse.

Liverpool Council says this

"Liverpool City Council is to give a grant to thousands of hard-pressed cab drivers struggling as a result of the COVID-19 pandemic."

"The city's 3,886 licensed drivers rely on the previously booming hospitality, events and tourism sector for a lot of their income, and were hit hard earlier this year when it dried up overnight due to the lockdown."

A report approved by the council's Cabinet on Friday 23 October will see Hackney and private hire vehicle drivers given a grant equivalent to the £40 cost of their driver badge, plus a further £170 for their vehicle plate if they own the cab – a total of up to £210.

"The taxi trade is a valued part of the city's economy, particularly as they are among the first people that visitors to our city come into contact with. So this is our way of doing what we can to assist them during these unprecedented times.

"I would also urge people to use local taxi drivers and firms where they can, to help support the trade through this tough period."

Nottingham City is on the verge of a lock down and further hardship to be unleashed to Gedling taxi trade and this is the Gedling Council offer offer the Gedling taxi community.

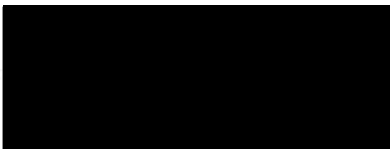
Gedling Council says this...

Notice Hereby Given

That from the the 1st December 2020

The Gedling Borough Council intend to repeal and replace the fees presently charged fro Hackney and Private Hire Drivers Licences and Hackney Carriages and Private Hire Vehicle Licences and Private Hire Operator Licences are set out below.

Bravo...👏👏👏 Gedling Council you definitely the pillar of symbolism for our trade.



P.S My application to Wolverhampton Council licensing is already in the post.

29 October 2020

Dear Councillor.

I refer to the Environment and Licensing Committee meeting of 6th October 2020 of which you were Chair.

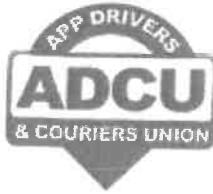
The Committee approved the increase in Taxi Licensing fees and charges for 2020/21, pending a consultation period. Appendix 1 clearly states that this would amount to an increase of 8%, on the 2019/20 charges.

Firstly, I am bewildered as to why the Committee would approve such a move in the middle of a pandemic. This will bring even further hardship to the drivers and their families. And secondly, 8% is way above the rate of inflation. In fact around ten times the current rate. How is this justified?

Year on year , our trade becomes less profitable and yet our fees are constantly increasing at a ridiculous rate. Our fees should reflect our rates and how much work there is . Also I would like to know why our fees are so much more than other local councils ?

I look forward to your comments.





App Drivers & Couriers Union

Broxhead House
60 Barbados Rd,
Bordon GU35 0FX
Email: office@adcu.org.uk
Web: www.adcu.org.uk

Community Protection Manager - K. Nealon
Gedling Borough Council
Customer Services, Civic Centre
Arnot Hill Park
Arnold
Nottingham
NG5 6LU

RECEIVED
29 OCT 2020

27th October 2020

Replacement of HC and PH Drivers License Fees from 1st December 2020

Dear K. Nealon

Further to the above notice being consulted upon to your drivers and license holders on the price increases that Gedling Borough Council intend to repeal and replace the fees presently charged for Hackney Carriage and Private Hire Drivers Licences and Hackney Carriage and Private Hire Vehicle Licences as set out as: - Driver Licence Fee 1 year - £162.00 Driver Licence Fee 3 year - £419.00 Vehicle Licence Fee - £158.00 Vehicle Inspection fee - £88.00

We the undersigned hereby provide our objections to this increase based on the following:

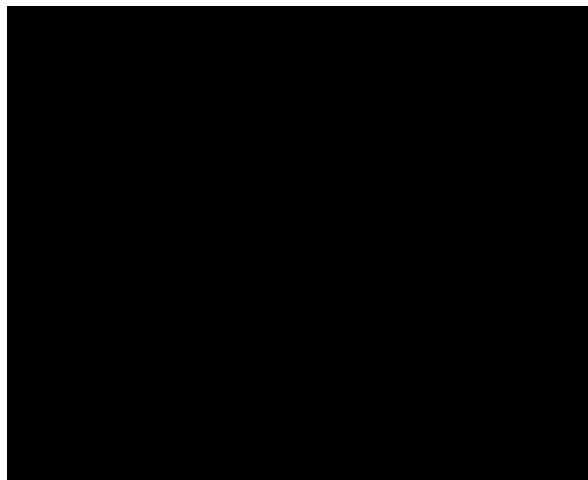
1. Places precarious workers under further financial strain
2. There are no financial implications for the Council. However, there are to passengers, owners and possibly drivers of Hackney Carriages.
3. Covid-19, the pandemic has decimated the trade and earnings by 90% and would be adversely affecting drivers' incomes with restricted trading hours of 10pm curfew
4. PH & HC drivers across other cities like Liverpool City and in Ireland have had financial support from their respective licensing authorities yet here, Gedling Borough is financially burdening their licensed drivers by increasing fees. Is this really justifiable?
5. Other business has had support dedicated both by Government and Local Authorities yet the Taxi trade widely has had no financial support
6. The proposed increase is extremely ill-timed on the part of Gedling Borough Council when they know the countries current financial position and their own MP's approving wage increases of 7% is beyond despicable and an act of sheer greed
7. Tier 3 that Nottingham and Gedling will be going into from Thursday 29th October for a min 28 days will add further financial constraints on earning potentials with further business closing as a result of the local lockdown and businesses that we service closing
8. Brexit looming, the financial impact on the trade would impact drivers even further

Page 1 of 2

9. Fees are currently high enough as is and in line with region and therefore any further increase would be subject to being overpriced within the wider Nottingham region but also across the UK
10. Drivers would leave the Gedling Council and seek to ply their trade in other boroughs for example and not limited to Broxtowe Council, Wolverhampton Council or even Nottingham Council in light of point 6 above as the rates are not competitive with other councils
11. A healthy and viable Hackney Carriage Service within the Borough has the potential to influence a number of the Council's key Community Strategy and Corporate Plan Objectives relating to integrated transport strategies, regeneration of the Town Centre and the reduction of Crime and Disorder
12. The Council's discretionary power to determine prices is largely utilised so as to enable the taxi trade to operate effectively whilst ensuring that the general public can afford to use them in a borough with low private car ownership, a limited train/tram service and a growing bus service. Hackney Carriages also provide a valuable door to door service for the disabled
13. There are no direct risks to this Local Authority regardless of the decision taken. However, as raised previously the council must balance the provision of a quality service with the desire to keep prices low for passengers and thus make it financially viable for Hackney drivers/owners to continue to ply their trade
14. Any increase would adversely affect the BAME communities as well over 90% are from the BAME community and therefore would there be a legal challenge on the licensing increases that then take financial resource away from dedicated essential services run by Gedling council and thus depriving our community further
15. This maybe contravening my human rights by increasing licensing fees

Drivers hereby undersigned by:

Azeem Hanif (Mr.)
ADCU Nottingham Branch Chairman



29 October 2020

Dear Councillor.

I refer to the Environment and Licensing Committee meeting of 6th October 2020 of which you were Chair.

The Committee approved the increase in Taxi Licensing fees and charges for 2020/21, pending a consultation period. Appendix 1 clearly states that this would amount to an increase of 8%, on the 2019/20 charges.

Firstly, I am bewildered as to why the Committee would approve such a move in the middle of a pandemic. This will bring even further hardship to the drivers and their families. And secondly, 8% is way above the rate of inflation. In fact around ten times the current rate. How is this justified?

I look forward to your comments.

[REDACTED]

Gedling Licensed Drivers Association

29 October 2020

Dear councilor Palin I am totally against these new taxi increase in fees coming in on 1st of December 2020. It's shameful that Gedling borough council is even thinking about these increases in Coronavirus times. Driver's are having to find alternative work to make a living as work is at a all time low in the history of our trade. I personally am really upset and worried at driver's in the borough not getting any support what so ever. Nottingham city council has stopped a recent increase in taxi MOT to support there driver's. I feel you should help support us in these difficult times. Please help us thanks

Gedling borough taxi driver

[REDACTED]

FAO: Kevin Nealon

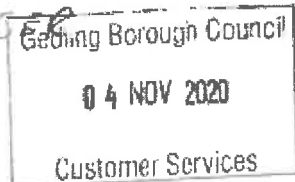
COMMUNITY PROTECTION MANAGER

CIVIC CENTRE

ARNOLD HILL PARK

NOTTINGHAM

NG5 6LH.



1 - 11 - 2020

Dear Sir,

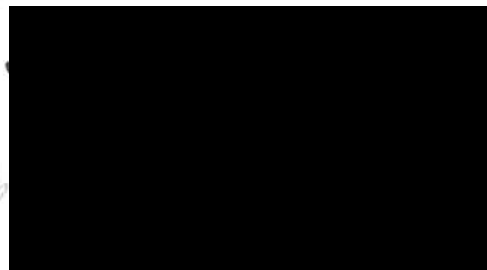
I am writing to you
to object to the proposed increase
in licensing charges 2020.

How can you be thinking about
an increase when all Taxi drivers
are struggling at the moment with
a pandemic in progress.

I am quite amazed that you
are even considering this increase
with the state of the Trade at the
moment.

Yours Sincerely,

BRUCE NURB



Kevin Nealon
Community Protection Manager
Civic Centre, Arnot Hill Park,
Arnold, Nottingham
NG5 6LU

30 October 2020

Dear Mr Nealon

Re: Proposed Increase in Licensing Charges

I write to object to the proposed increase in taxi licencing charges.

Although we, the trade, appreciate that GBC did not implement the increase scheduled for April 2020, we do not believe this is the right time to bring in that increase.

This has been a very difficult year for everyone especially the taxi trade and I think it is at the very least insensitive to increase charges now. Nottingham is in Tier 3 lockdown and it would appear restrictions will only get tighter and this will affect trade negatively even further. Therefore I ask that you postpone any increase until lockdown restrictions have been lifted.

Yours sincerely

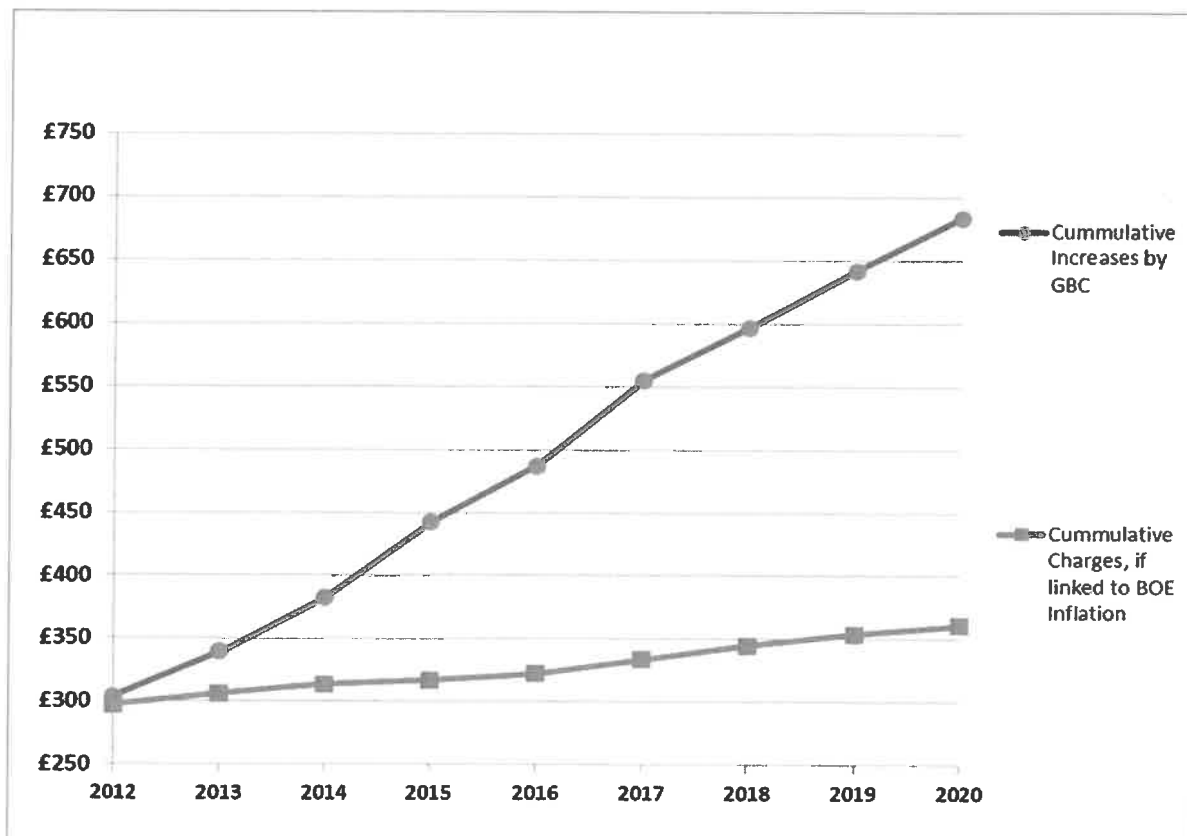


Dear Councillor Paling

I understand that taken in isolation an increase of a few per cent may not seem significant, but over time this can amount to an almost exponential increase. Please look at the increases in taxi licensing charges over the last few years.

	GBC Increase	BOE Inflation
2012	5.40%	3.20%
2013	11.90%	3.00%
2014	12.70%	2.40%
2015	15.60%	1.00%
2016	10.20%	1.70%
2017	14.00%	3.60%
2018	7.60%	3.30%
2019	7.50%	2.60%
2020	8.00%	2.00%

The chart below shows the cumulative effect of the above charges when set against charges if they had been based on (Bank of England) BOE Inflation:



Best regards

██████

Gedling Licensed Drivers Association