

Date:

Tuesday 30 September 2025 at 10.00 am

Venue:

Council Chamber, Dunedin House, Columbia Drive, Thornaby, TS17 6BJ

Cllr Eileen Johnson (Chair)

Cllr Mick Moore (Vice-Chair)

Cllr Jim Beall, Cllr Marc Besford, Cllr Diane Clarke OBE, Cllr Robert Cook, Cllr John Coulson, Cllr Jason French, Cllr Elsi Hampton, Cllr Mrs Ann McCoy, Cllr Andrew Sherris, Cllr Hugo Stratton, Cllr Marilyn Surtees and Cllr Hilary Vickers

Agenda

1. **Evacuation Procedure** (Pages 7 - 10)
2. **Apologies for Absence**
3. **Declarations of Interest**
4. **Minutes** (Pages 11 - 26)
To approve the minutes of the last meeting held on 23 April and 27 May 2025.
5. **Exclusion of the Public**
6. **Private Hire Driver Application – 156981** (Pages 27 - 96)
7. **Private Hire Driver Application – 158785** (Pages 97 - 128)
8. **Combined Hackney Carriage and Private Hire Driver – 000879** (Pages 129 - 176)
9. **Private Hire Driver Application – 159009** (Pages 177 - 206)

Members of the Public - Rights to Attend Meeting

With the exception of any item identified above as containing exempt or confidential information under the Local Government Act 1972 Section 100A(4), members of the public are entitled to attend this meeting and/or have access to the agenda papers.

Persons wishing to obtain any further information on this meeting, including the opportunities available for any member of the public to speak at the meeting; or for details of access to the meeting for disabled people, please.

Contact: Democratic Services Officer Sarah Whaley on email sarah.whaley@stockton.gov.uk

Key – Declarable interests are :-

- Disclosable Pecuniary Interests (DPI's)
- Other Registerable Interests (ORI's)
- Non Registerable Interests (NRI's)

Members – Declaration of Interest Guidance

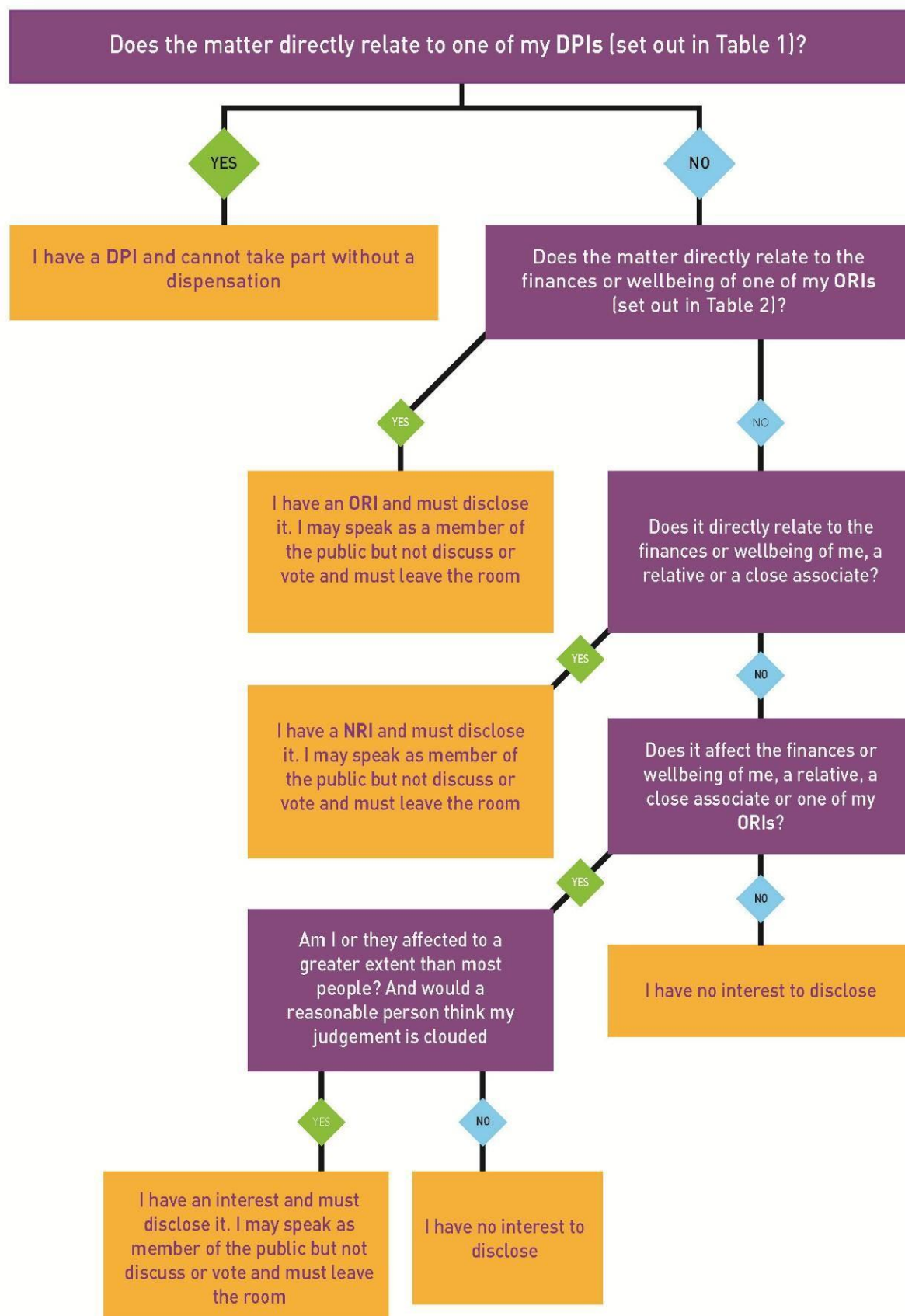


Table 1 - Disclosable Pecuniary Interests

Subject	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain
Sponsorship	Any payment or provision of any other financial benefit (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
Contracts	Any contract made between the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners (or a firm in which such person is a partner, or an incorporated body of which such person is a director* or a body that such person has a beneficial interest in the securities of*) and the council — (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land and property	Any beneficial interest in land which is within the area of the council. 'Land' excludes an easement, servitude, interest or right in or over land which does not give the councillor or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners (alone or jointly with another) a right to occupy or to receive income.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the council for a month or longer.
Corporate tenancies	Any tenancy where (to the councillor's knowledge)— (a) the landlord is the council; and (b) the tenant is a body that the councillor, or his/her spouse or civil partner or the person with whom the councillor is living as if they were spouses/ civil partners is a partner of or a director* of or has a beneficial interest in the securities* of.
Securities	Any beneficial interest in securities* of a body where— (a) that body (to the councillor's knowledge) has a place of business or land in the area of the council; and (b) either— (i) the total nominal value of the securities* exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which the councillor, or his/ her spouse or civil partner or the person with whom the councillor is living as if they were spouses/civil partners have a beneficial interest exceeds one hundredth of the total issued share capital of that class.

* 'director' includes a member of the committee of management of an industrial and provident society.

* 'securities' means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

Table 2 – Other Registrable Interest

You must register as an Other Registrable Interest:

a) any unpaid directorships

b) any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority

c) any body

(i) exercising functions of a public nature

(ii) directed to charitable purposes or

(iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management

This page is intentionally left blank

Council Chamber, Dunedin House Evacuation Procedure & Housekeeping

Entry

Entry to the Council Chamber is via the Council Chamber entrance indicated on the map below.



In the event of an emergency alarm activation, everyone should immediately start to leave their workspace by the nearest available signed Exit route.

The emergency exits are located via the doors on either side of the raised seating area at the front of the Council Chamber.

Fires, explosions, and bomb threats are among the occurrences that may require the emergency evacuation of Dunedin House. Continuous sounding and flashing of the Fire Alarm is the signal to evacuate the building or upon instruction from a Fire Warden or a Manager.

The Emergency Evacuation Assembly Point is in the overflow car park located across the road from Dunedin House.

The allocated assembly point for the Council Chamber is: D2

Map of the Emergency Evacuation Assembly Point - the overflow car park:



All occupants must respond to the alarm signal by immediately initiating the evacuation procedure.

When the Alarm sounds:

1. **stop all activities immediately.** Even if you believe it is a false alarm or practice drill, you MUST follow procedures to evacuate the building fully.
2. **follow directional EXIT signs** to evacuate via the nearest safe exit in a calm and orderly manner.
 - do not stop to collect your belongings
 - close all doors as you leave
3. **steer clear of hazards.** If evacuation becomes difficult via a chosen route because of smoke, flames or a blockage, re-enter the Chamber (if safe to do so). Continue the evacuation via the nearest safe exit route.
4. **proceed to the Evacuation Assembly Point.** Move away from the building. Once you have exited the building, proceed to the main Evacuation Assembly Point immediately - located in the **East Overflow Car Park**.
 - do not assemble directly outside the building or on any main roadway, to ensure access for Emergency Services.

5. await further instructions.

- **do not re-enter the building under any circumstances without an “all clear”** which should only be given by the Incident Control Officer/Chief Fire Warden, Fire Warden or Manager.
- do not leave the area without permission.
- ensure all colleagues and visitors are accounted for. Notify a Fire Warden or Manager immediately if you have any concerns

Toilets

Toilets are located immediately outside the Council Chamber, accessed via the door at the back of the Chamber.

Water Cooler

A water cooler is available at the rear of the Council Chamber.

Microphones

During the meeting, members of the Committee, and officers in attendance, will have access to a microphone. Please use the microphones, when invited to speak by the Chair, to ensure you can be heard by the Committee and those in attendance at the meeting.

This page is intentionally left blank

General Licensing Committee

A meeting of General Licensing Committee was held on Wednesday 23rd April 2025.

Present: Cllr Eileen Johnson (Chair), Cllr Mick Moore (Vice-Chair), Cllr Jim Beall, Cllr Marc Besford, Cllr Diane Clarke OBE, Cllr Robert Cook, Cllr John Coulson, Cllr Lynn Hall (Sub for Cllr Jason French), Cllr Elsi Hampton, Cllr Mrs Ann McCoy, Cllr Andrew Sherris, Cllr Hugo Stratton, Cllr Marilyn Surtees and Cllr Hilary Vickers

Officers: Natalie Hodgson, Sarah Whaley (DoCS), Elliott Beevers and Leanne Maloney-Kelly (DoAH&W)

Also in attendance: Driver 001106, David Wilson (Driver 001106) and Witness

Apologies: Cllr Jason French

GLC/1/25 Evacuation Procedure

The evacuation procedure was noted.

GLC/2/25 Declarations of Interest

There were no declarations of interest.

GLC/3/25 Delegated Decisions Update Report

Members asked to consider and note the Delegated Decisions Update report which provided details of the decisions officers had made utilising delegated powers given to officers by the Licensing Committee.

The main topics discussed were as follows:

Since the last update several delegated decisions have been made and include:

- 3 Revocations for failing to provide policy required documents
- 4 Revocations / refusals for failure to meet DVLA group 2 medical standards
- 9 Revocations following police disclosure
- 3 Refusal to depart from policy on vehicle specifications
- 1 Revocation following a positive oral fluid drug sample

It was highlighted that the Licensing Service had carried out fluid drug screening on licensed private hire and hackney carriage drivers. During this reporting period 43 screening tests had been carried out and of those tested one screen returned a positive lab result, which contained THC (cannabis). The driver who tested positive had his renewal application refused via the delegated decision process.

A brief discussion was had regarding drivers requests to reduce the number of taxi plates on vehicles; however a decision was made to not depart from current policy , therefore drivers would continue to display 4 plates on their vehicles whilst licensed with this authority .

AGREED that the report be noted.

GLC/4/25 Exclusion of the Public

RESOLVED that under Section 100A(4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in paragraph 1 of Part 1 of Schedule 12A of the Act.

GLC/5/25 Combined Hackney Carriage and Private Hire Driver – 001106

Members were asked to consider and determine the continued fitness of combined hackney carriage and private hire driver – 001106 who had provided a DVLA check code with his licence renewal application, showing 10 live points. In addition, a complaint had been received regarding combined hackney carriage and private hire driver – 001106's manner of driving following a road traffic collision.

Combined hackney carriage and private hire driver – 001106 attended the meeting with his representative David Wilson and were given the opportunity to make representation.

A witness also attended the meeting and was given the opportunity to make representation.

Committee papers and reports had been provided to all relevant parties prior to the meeting.

The report detailed the following:

- A copy of combined hackney carriage and private hire driver – 001106's renewal application including the DVLA check code
- A copy of a statement from the complainant stating combined hackney carriage and private hire driver – 001106 was not paying attention on the road whilst driving his taxi as he was looking at his phone / device.
- A copy of a screen shot showing the location of the collision combined hackney carriage and private hire driver – 001106 was involved in.
- A copy of an interview transcript between combined hackney carriage and private hire driver – 001106 and licensing officers.
- Details of combined hackney carriage and private hire driver – 001106's history which detailed the following
 - A poor driving record
 - DVLA penalty points
 - Non-notification to the licensing service of DVLA penalty points as per licence conditions
 - Disqualification from driving due to totting up process
 - Appealing disqualification from driving
 - Alleging not receiving correspondence from court

- Alleging being out of the country on court dates

The Chair introduced everyone present and explained the procedure to be followed during the hearing.

The Committee understood that the matter before them was to determine an application to renew a combined hackney carriage and private hire vehicle driver licence that expired on 31st March 2025, as detailed in the Committee report and appendices.

The Committee heard that combined hackney carriage and private hire driver – 001106 had been a licensed driver since 2016 and was also previously licensed with this authority from before 2004 until 2014.

The Committee noted that when combined hackney carriage and private hire driver – 001106 submitted his renewal application on 4th March 2025, his DVLA check code presented ten live DVLA penalty points. The Committee heard that six of these points related to an MS90 offence; failure to give information as to the identity of the driver; offence date 11th June 2024 and conviction date 27th November 2024.

The Committee were told that the four further penalty points related to a SP30 offence: exceeding the statutory speed limit of thirty miles per hour on a public road, offence date 19th October 2023, conviction date 19th June 2024.

The Committee heard that on 4th March 2025, a complaint was received from a member of the public who stated he had been involved in a collision with vehicle registration number GM19 FDO, private hire vehicle number 2406. The complainant stated that he was involved in a collision at 16:30 hours the previous day, on Crooks Barn Lane in Norton.

The Licensing Officer informed the Committee that the complainant stated that combined hackney carriage and private hire driver – 001106 was not paying attention to the road as he was looking at his mobile telephone.

The Committee heard that when combined hackney carriage and private hire driver – 001106 was interviewed by officers in relation to the collision, he claimed that he was coming around the corner, in his lane, and that the other driver came onto his lane, causing combined hackney carriage and private hire driver – 001106's vehicle to hit the other vehicle.

The Committee heard that combined hackney carriage and private hire driver – 001106 disagreed that he caused the collision, and maintained that the complainant came into his lane, that the complainant could not control his vehicle and that the complainant was driving at speed.

The Committee were told that when combined hackney carriage and private hire driver – 001106 was asked if he became distracted as he was travelling around the corner, combined hackney carriage and private hire driver – 001106 denied being distracted but did admit to looking at his device to ascertain from the data received where he needed to go.

The Committee heard that when questioned in relation to his ten live DVLA points, combined hackney carriage and private hire driver – 001106 gave the following responses:-

- Four points for exceeding the statutory speed limit on a public road in October 2023 – combined hackney carriage and private hire driver – 001106 admitted to the offence and stated that he had personal family problems at the time and was living at a different address at that time and therefore did not receive any correspondence about the offence. Combined hackney carriage and private hire driver – 001106 also told officers that he had missed the court date in relation to the matter as he was abroad and confirmed that he had appealed the conviction and was awaiting a hearing date.
- Six points for failing to give information as to the identity of the driver in June 2024 – combined hackney carriage and private hire driver – 001106 told officers that he did not receive any correspondence, and that he was waiting a court hearing date to appeal this conviction.

The Committee heard that when combined hackney carriage and private hire driver – 001106 was asked why he did not declare his conviction from June 2024, he stated that he thought his friend had declared this on his behalf; licensing officers confirmed that this offence was not declared.

The Committee were told that when combined hackney carriage and private hire driver – 001106's history of totting up DVLA penalty points and failing to declare convictions was put to him during his interview, he stated that this was a long time ago, but he believed that he did everything that he was required to do.

The Committee heard that combined hackney carriage and private hire driver – 001106 told officers that he did not recall being convicted of driving without due care and attention.

The Committee were told that in relation to combined hackney carriage and private hire driver – 001106's disqualification from driving in 2019, he stated during interview that he was out of the country when he received the penalty points, and that this conviction was subsequently overturned by the courts.

In relation to the complaint regarding the collision on 3rd March 2025, the Committee heard oral evidence from the complainant, who confirmed that he was driving with a friend in the vehicle, who was directing him as he was not familiar with the Crooksbarrow area. The Committee heard from the complainant that he was driving along Curlew Lane, saw combined hackney carriage and private hire driver – 001106 driving his taxi around the corner, clearly distracted, and despite combined hackney carriage and private hire driver – 001106 attempting to swerve, he collided with the side of the complainant's vehicle.

The complainant explained to the Committee that he was trapped inside his vehicle due to the damage it had sustained during the collision. The Committee heard from the complainant that at the time combined hackney carriage and private hire driver – 001106 was apologetic and accepted that the collision was his fault, and the complainant was taken to hospital by an ambulance. The complainant told the Committee that combined hackney carriage and private hire driver – 001106 subsequently denied that the collision was his fault. The complainant told the Committee that he was not exceeding the speed limit, and that combined hackney

carriage and private hire driver – 001106 was clearly distracted at the time of the collision.

In response to questions from the Committee, the complainant stated that combined hackney carriage and private hire driver – 001106 was clearly looking downwards as he turned the corner, appearing distracted by what the complainant believes could only have been a mobile device as he saw combined hackney carriage and private hire driver – 001106 pressing something, possibly a map. The complainant stated to the Committee that he had a clear view of combined hackney carriage and private hire driver – 001106. The Committee were told that the police were not involved, and the matter was being dealt with by insurance companies, which was ongoing. The complainant was clear, in response to the Committee's questions that combined hackney carriage and private hire driver – 001106's car struck his car. The Committee carefully considered photographs provided of the collision site and road layout.

The Committee, combined hackney carriage and private hire driver – 001106, and his representative, Mr Wilson, were given an opportunity to ask questions of the Licensing Officer and the complainant.

Mr Wilson presented the case on behalf of combined hackney carriage and private hire driver – 001106.

The Committee heard from Mr Wilson that his client stated that he was not distracted in any way, was turning left at the junction where the complainant was turning right; both drivers deny any fault.

Mr Wilson submitted to the Committee that in his view, it was more likely that the complainant, as a driver that was unfamiliar with the area, and being directed by a friend, may have "cut the corner", and that because of the layout of the angular junction, combined hackney carriage and private hire driver – 001106 may have been further out into the road as the bend was not a sweeping curve.

Mr Wilson told the Committee that the vehicles colliding may have been a quirk of timing and fate in terms of which vehicle struck the other. The Committee heard from Mr Wilson that combined hackney carriage and private hire driver – 001106 accepted that his vehicle struck the complainant's vehicle. Mr Wilson submitted to the Committee that the junction in question was wide, which invited drivers to cut the corner, whilst drivers travelling in the other direction may take the corner too widely. Mr Wilson told the Committee that in his view, the photographs provided did not depict this. The Committee heard from Mr Wilson that combined hackney carriage and private hire driver – 001106 stated that he did not use a device and did not, at any time, admit that he was responsible for the collision.

The Committee heard from the complainant that he did not understand how Mr Wilson could suggest that he may have cut the corner when his vehicle did not get as far as the corner before the collision, and that he was not turning at the time. Mr Wilson submitted to the Committee, that in his view, there is no clear evidence either way.

The complainant left the hearing once the discussions in relation to the collision had concluded. The Licensing Officer read the remainder of the report before the Committee once the complainant had left the hearing. Mr Wilson then recommenced submissions on behalf of combined hackney carriage and private hire driver – 001106 in relation to the other matters before the Committee.

Mr Wilson told the Committee that in relation to combined hackney carriage and private hire driver – 001106 receiving six points for failing to provide driver details, the papers that they had submitted before the Committee today confirmed that the Court had accepted a statutory declaration from combined hackney carriage and private hire driver – 001106 in this regard, and that the conviction had been set aside and the endorsements removed. Mr Wilson told the Committee that there was now a summons date of 22nd May 2025, for the two offences to be heard in Court.

The Committee heard from Mr Wilson that in relation to the speeding offence, despite combined hackney carriage and private hire driver – 001106 stating that he did not receive the court papers, he did admit speeding and would plead guilty to that charge. Mr Wilson stated that he was hopeful that combined hackney carriage and private hire driver – 001106 would not be convicted of the other matter before the Court. Mr Wilson explained that for combined hackney carriage and private hire driver – 001106, this matter was about the penalty he received rather than disputing his guilt, as combined hackney carriage and private hire driver – 001106 received four penalty points for the matter, when Mr Wilson would have expected him to receive three.

Mr Wilson submitted to the Committee that combined hackney carriage and private hire driver – 001106 was candid in interview and accepted that in the course of driving he had made mistakes over the years. The Committee heard from Mr Wilson that combined hackney carriage and private hire driver – 001106 admitted two speeding offences, however, denied the offence of not providing driver details and denied any fault in relation to the collision in March 2025.

The Licensing Team Leader clarified before the Committee that in relation to the speeding offence on 6th May 2024, the licensing authority were not notified of this offence. Mr Wilson confirmed that combined hackney carriage and private hire driver – 001106 would plead guilty to this offence, but that combined hackney carriage and private hire driver – 001106 could not notify the licensing authority of matters that he was not aware of as he had not received any paperwork. Mr Wilson confirmed before the Committee that combined hackney carriage and private hire driver – 001106 accepted that he had committed two speeding offences within 7 months.

In response to a question from the Committee about the likely maximum penalty points that combined hackney carriage and private hire driver – 001106 was likely to receive, Mr Wilson stated that he expected to have seven penalty points or more in total once matters had concluded. Mr Wilson reiterated to the Committee that they could be certain that combined hackney carriage and private hire driver – 001106 accepted his guilt for two speeding offences.

In response to the Committee's questioning in relation to failing to report matters, or late reporting of matters by combined hackney carriage and private hire driver – 001106, Mr Wilson stated that it would have been impossible for his client to notify the licensing authority of matters that he was not aware of at the time. Mr Wilson did, however, accept before the Committee that combined hackney carriage and private hire driver – 001106 did fail to report matters or reported them late in the past.

Mr Wilson told the Committee that combined hackney carriage and private hire driver – 001106's written English was poor and that his ICT skills were poorer, however accepted that combined hackney carriage and private hire driver – 001106 should have notified the licensing authority of matters that he was aware of.

Mr Wilson was invited to speak last on behalf of combined hackney carriage and private hire driver – 001106 was invited to speak last.

Members had regard to the Committee papers, which had been circulated prior to the hearing and presented to them, in addition to the oral and written submissions made by Mr Wilson on combined hackney carriage and private hire driver – 001106's behalf.

Having carefully considered the written documentation before them and in reaching their decision, the members had regard to the provisions of the Local Government (Miscellaneous Provisions) Act 1976. The Committee also had regard to the Council's Private Hire and Hackney Carriage Licensing Policy 2021 – 2026 ("the Policy").

The Committee noted that under section 51 Local Government (Miscellaneous Provisions) Act 1976, the Committee shall not grant a driver's licence unless they are satisfied that the applicant is a fit and proper person. When determining this application, the Committee considered this matter on its merits.

The Committee felt that combined hackney carriage and private hire driver – 001106's history, plus how he appeared to dispute matters repeatedly, raised concerns about combined hackney carriage and private hire driver – 001106's attitude and his repeated non-compliance with regulatory requirements. The Committee noted that combined hackney carriage and private hire driver – 001106 did not appear to offer any mitigation in relation to the speeding offences that he accepted guilt for; he appeared to suggest that such errors were a 'fait accompli' for anyone driving for a number of years.

The Committee considered the evidence of the complainant, who they found to be credible and honest. The Committee noted that on the balance of probabilities, they found the complainant's account of the circumstances of the collision to be more plausible than the submissions made by Mr Wilson on combined hackney carriage and private hire driver – 001106's behalf.

Members were not persuaded that combined hackney carriage and private hire driver – 001106 was a fit and proper person, as they found that they had too many doubts in relation to the matters of concern before them. The Committee further noted that combined hackney carriage and private hire driver – 001106 had received three warnings in the past, which did not appear to have had the desired effect.

The Committee Members were not satisfied that they would allow people for whom they care to enter a vehicle with combined hackney carriage and private hire driver – 001106 due to their doubts surrounding his history of driving related incidents and offences. The Committee noted that holding a licence is a privilege and not a right.

The Committee considered the Local Government Association Councillor Handbook: Taxi and PHV Licensing.

Ultimately, the Committee did not believe that combined hackney carriage and private hire driver – 001106 was a fit and proper person to hold a combined hackney carriage and private hire vehicle driver licence. The Committee were therefore unanimously satisfied that combined hackney carriage and private hire driver – 001106's application should be refused.

RESOLVED that combined hackney carriage and private hire driver – 001106's renewal application for a combined hackney carriage and private hire driver licence be refused for the reasons as detailed above.

Chair:

General Licensing Committee

A meeting of General Licensing Committee was held on Tuesday 27th May 2025.

Present: Cllr Eileen Johnson (Chair), Cllr Mick Moore (Vice-Chair), Cllr Clare Besford (Sub for Cllr Jim Beall), Cllr Marc Besford, Cllr Robert Cook, Cllr John Coulson, Cllr Jason French, Cllr Elsi Hampton, Cllr Mrs Ann McCoy, Cllr Hugo Stratton, Cllr Marilyn Surtees and Cllr Hilary Vickers

Officers: Natalie Hodgson, Sarah Whaley, Elliott Beevers and Polly Edwards

Also in attendance: Applicant – 159077 and Driver – 140921

Apologies: Cllr Jim Beall, Cllr Diane Clarke OBE and Cllr Andrew Sherris

GLC/6/25 Evacuation Procedure

The evacuation procedure was noted.

GLC/7/25 Declarations of Interest

There were no declarations of interest.

GLC/8/25 Exclusion of the Public

RESOLVED that under Section 100A(4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in paragraph 1 of Part 1 of Schedule 12A of the Act.

GLC/9/25 Private Hire Driver – 140921

Members were asked to consider and determine the continued fitness of private hire driver - 140921 due to concerns raised over his alcohol consumption

Private Hire Driver – 140921 attended the meeting and was given the opportunity to make representation.

Committee papers and reports had been provided to all relevant parties prior to the meeting.

The report detailed the following:

- A copy of a statement provided by a member of the Licensing Team who received a call from private hire driver – 140921 where he sounded intoxicated.
- A copy of a statement provided by a Licensing Officer after the continuing the above-mentioned phone call with private hire driver – 140921.

- A copy of summary transcripts following an interview with a Licensing Officer and private hire driver – 140921.
- A copy of a screenshot of part of a medical assessment which showed how many units of alcohol private hire driver – 140921 had declared to his GP that he drank on a weekly basis.
- A copy of a suspension letter to private hire driver – 140921 from the Licensing Service.
- A copy of a Licensing Officer's statement following a further telephone conversation with private hire driver – 140921.

The Chair introduced everyone present and explained the procedure to be followed during the hearing.

The Committee Members were presented with the officers' report and had the opportunity to ask questions of both the officers and private hire driver – 140921.

The Committee reviewed all the information provided and considered the submissions made by both private hire driver – 140921 and the officer.

The Committee heard that private hire driver – 140921 has been a licensed by the authority to drive private hire vehicles since November 2015.

The Committee were told that at approximately 9:30am on Wednesday 19th February 2025, the licensing administration team received a telephone call from private hire driver – 140921, who sounded intoxicated; he was not making sense and was slurring his words. The Committee heard that due to these concerns, the call taker transferred private hire driver – 140921's call through to a licensing officer. The Committee were told that private hire driver – 140921 sounded very intoxicated and was changing topics frequently.

The Committee were informed that enquires were subsequently made with Royal Cars, who confirmed that private hire driver – 140921 had not logged on to their system to accept bookings and had not worked for them that day.

The Committee heard that private hire driver – 140921 was interviewed in relation to those concerns on 11 March 2025 and was asked about the telephone call. The Committee heard from the Licensing Officer that private hire driver – 140921 had stated that he had attended a party the night before, describing it as an 'all night job'. The Committee were told that private hire driver – 140921 had confirmed that he did not get home until around 8:30am that morning and may have therefore been 'a bit squiffy from the night before' during the telephone call.

The Committee were told that the recording of the telephone call was played to private hire driver – 140921 during the interview, and private hire driver – 140921 agreed that this was concerning, admitting that he was embarrassed, and that this was a one-off. The Committee heard that private hire driver – 140921 was reminded during the interview that he had received written warnings in November 2016 and September 2024, after sounding intoxicated during telephone calls to the licensing authority. The Committee heard that private hire driver – 140921 promised that he would not do this again.

The Committee heard that when private hire driver – 140921 was asked about his drinking habits, he said that he had ‘a few cans’ of lager on an evening at home, and that he usually consumed two packs of ten cans per week. The Committee were told that private hire driver – 140921 completed an alcohol harm quiz with officers, which returned results of ‘increasing risk’.

The Licensing Officer told the Committee that when asked if he had ever sought or received help in relation to alcohol consumption, private hire driver – 140921 confirmed that he had not, stating that he had never felt that he had not been able to stop drinking alcohol once he had started, and that drinking alcohol had never prevented him from undertaking anything expected of him.

The Committee heard that private hire driver – 140921 stated that he would never drink alcohol and then drive, nor would he drive the day after a heavy session drinking alcohol. When private hire driver – 140921’s history of alcohol and drug use was put to him in interview, the Committee heard that private hire driver – 140921 confirmed to officers his conviction for obstructing powers of search for drugs was a long time ago, when he was aged 21. The Committee heard that private hire driver – 140921 admitted that he had smoked a joint in the past but denied taking drugs now. The Committee heard that private hire driver – 140921 undertook a drugs test following interview which returned a negative result.

The Committee were told that when private hire driver – 140921 was asked if he believed that he was a fit and proper person, he stated that he had been driving private hire vehicles for a long time and was good at it, he was a good man and he was polite.

The Committee heard that on 4th April 2025, private hire driver – 140921 provided the licensing team with a completed group 2 medical assessment form; officers noted that private hire driver – 140921 had declared to the GP that he consumed 14 units of alcohol each week. The Committee were told that 14 units of alcohol was equivalent to approximately 8 pints of Carling lager per week, however, there were 36 units of alcohol in 20 cans of Carling lager (the amount that private hire driver – 140921 stated during interview that he consumed per week).

The Licensing Officer told the Committee that due to these concerns, enquiries were made with private hire driver – 140921’s GP. The Committee heard that private hire driver – 140921’s GP had confirmed that during the medical examination, private hire driver – 140921’s blood pressure was slightly raised, as a result of which private hire driver – 140921 was asked to attend another appointment to have this checked again. The Committee were told that private hire driver – 140921 failed to attend the appointment to have his blood pressure checked. The Committee were told private hire driver – 140921’s GP had confirmed that private hire driver – 140921 stated during the examination that he consumed 14 units of alcohol during a typical week.

The Licensing Officer told the Committee that on 16th April 2025, at approximately 1:00pm, private hire driver – 140921 was contacted via telephone to arrange a second interview with him to discuss concerns in relation to his alcohol consumption. The Committee heard that when private hire driver – 140921 answered the telephone, he sounded heavily intoxicated, and admitted that he had drunk alcohol, and stated that he can drink alcohol whenever he wants as he is ‘a fully grown man’. The Committee were told that following the call, it was agreed that private hire driver – 140921’s

licence to drive private hire vehicles should be suspended due to the risk to the public should private hire driver – 140921 drive a licenced vehicle whilst intoxicated.

The Committee and private hire driver – 140921 were given an opportunity to ask questions of the Licensing Officer.

Private hire driver – 140921 referred to paragraph 31 of the Committee report, which stated, “When officers delivered this letter further concerns were raised due to there being two open 10 packs of lager in private hire driver – 140921’s kitchen and he answered the door in his underpants/shorts with one sock on”. Private hire driver – 140921 told the Committee that when the Licensing Officer came to deliver the suspension letter, he had woken private hire driver – 140921, and that he had pulled on a pair of shorts to answer the door. With reference to the cans of lager, private hire driver – 140921 told the Committee that they were empty and were stored in the kitchen as his bin was stored outside his home.

Private hire driver – 140921 told the Committee that he simply had a few drinks on his day off, and that he was never rude or insulting to officers. The Committee heard from private hire driver – 140921 that he believed that he told his GP that he consumed 14 pints per week, rather than 14 units, but that it was not an exact science and it depend who came to visit him. Private hire driver – 140921 assured the Committee that he would not take any risks and would never drive after consuming alcohol.

In response to questions from the Committee in relation to previous warnings for being intoxicated, private hire driver – 140921 confirmed that he was regretful but reiterated that he was not nasty and never drank alcohol and drove. Private hire driver – 140921 told the Committee that he did not get into his vehicle if he smelt of alcohol. Private hire driver – 140921 assured the Committee that he did not work the day after he had consumed alcohol.

In response to questioning in relation to his alcohol consumption and routines, private hire driver – 140921 confirmed that on a typical day he arrived home at around 5:00pm, had a ‘couple of cans to chill out’, had something to eat and went to bed early. Private hire driver – 140921 confirmed to the Committee that he did not drink cider or spirits. Private hire driver – 140921 assured the Committee that he did not intend to make any more telephone calls to the licensing authority.

The Committee and officers were given an opportunity to ask questions of private hire driver – 140921, with private hire driver – 140921 speaking last.

Members had regard to the Committee papers, which had been circulated prior to the hearing and presented to them, in addition to the oral submissions made the Licensing Officer and private hire driver – 140921.

Having carefully considered the written documentation before them and in reaching their decision, the members had regard to the provisions of the Local Government (Miscellaneous Provisions) Act 1976. The Committee also had regard to the Council’s Private Hire and Hackney Carriage Licensing Policy 2021 – 2026 (“the Policy”).

The Committee noted that the relevant legislative provision in this case is under section 61(1)(b) of the Local Government (Miscellaneous Provisions) Act 1976. This allows the Committee to suspend or revoke licences for “any other reasonable cause”. When determining this matter, the Committee considered this matter on its merits.

The Committee noted that private hire driver – 140921 had been licenced to drive private hire vehicles since November 2015, and that his licence was granted with a written warning due to a historical conviction for driving a motor vehicle with excess alcohol. The Committee understood that that a further written warning was issued in November 2016 due to private hire driver – 140921 making telephone calls to officers whilst intoxicated, and then the same concerns were raised again in September 2024, and 19th February and 26th April 2025. Whilst the Committee understood that almost eight years had passed between the concerns in 2016 and those in 2024, the Committee still deemed there to be a pattern of private hire driver – 140921 being intoxicated, which concerned them, particularly due to the concerns being on three separate occasions between September 2024 and April 2025.

The Committee were concerned at private hire driver – 140921's apparent lack of insight into his alcohol consumption and what appeared to the Committee, on balance, to have been an attempt by private hire driver – 140921 to misinform his GP about the amount of alcohol that he regularly consumed. The Committee were also concerned that private hire driver – 140921 did not appear to be taking his health seriously, as he had not returned for the appointment to have his blood pressure monitored and had declined the healthy heart check appointment.

The Committee considered the Local Government Association Councillor Handbook: Taxi and PHV Licensing, which states:- "In the case of *McCool v Rushcliffe Borough Council* 1998, Lord Bingham said this:

"One must it seems to me approach this case bearing in mind the objectives of this licensing regime which is plainly intended among other things to ensure so far as possible that those licensed to drive private hire vehicles are suitable persons to do so, namely that they are safe drivers with good driving records and adequate experience; sober, mentally and physically fit, honest and not persons who would take advantage of their employment to abuse or assault passengers."

Lord Bingham's view had since been confirmed in two further court cases; *Anwar v Cherwell District Council* and *Leeds Council v Hussain*. In the Committee's view, the circumstances that had led to the matter being brought before them meant that they could not ensure as far as possible that private hire driver – 140921 was a safe and sober driver. The Committee noted that holding a licence is a privilege and not a right, and the Committee's paramount concern is the safety of the public.

The Committee noted that private hire driver – 140921 did not appear to acknowledge any issue with the amount of alcohol that he consumed, despite admitting to drinking alcohol regularly. The Committee did not feel that private hire driver – 140921's attitude towards alcohol consumption was compatible with being a responsible licenced driver.

The Committee members were not satisfied that they would allow people for whom they care to enter a vehicle with private hire driver – 140921, due to their concerns in relation to private hire driver – 140921's alcohol consumption, and the nonchalant way he presented himself before them at the hearing. Private hire driver – 140921 appeared to suggest that not making telephone calls to the licensing authority in the future would resolve the concerns, rather than him addressing the amount of alcohol that he regularly consumed.

The Committee members were not satisfied that they would allow people for whom they care to enter a vehicle with private hire driver – 140921. Ultimately, the Committee did not believe that private hire driver – 140921 was a fit and proper person to hold a private hire driver licence. The Committee were therefore satisfied that the current suspension should be lifted, and that private hire driver – 140921's licence should be revoked with immediate effect.

RESOLVED that private hire driver – 140921's current suspension be lifted and that private hire driver – 14092's licence be revoked with immediate effect.

GLC/10/25 Private Hire Driver Application – 159077

Members were asked to consider and determine an application for a private hire driver licence from Applicant- 159077 who had provided a DVLA check code with his application showing 8 live DVLA points.

Applicant - 159077 attended the meeting and was given the opportunity to make representation.

Committee papers and reports had been provided to all relevant parties prior to the meeting.

The report detailed the following:

- A copy of Applicant – 159077's application including the DVLA check codes TS10 and CD10.
- A copy of a summary transcript of an interview with Licensing Officers and Applicant – 159077.
- A copy of a letter from Middlesbrough Council to Applicant – 159077 renewing his licence.

The Chair introduced everyone present and explained the procedure to be followed during the hearing.

The Committee Members were presented with the officers' report and had the opportunity to ask questions of both the officers and Applicant - 159077.

The Committee reviewed all the information provided and considered the submissions made by both Applicant – 159077 and the officer.

The Committee considered Applicant – 159077's explanation of the road traffic incident on 6th June 2024, that led to his conviction on 10th October 2024. Applicant – 159077 explained that he made a split-second decision where his options were to perform an emergency stop and significantly injure the passengers on the bus that you were driving, or to quickly change lanes and go through a red-light signal to avoid injuring a cyclist who had crossed the road without looking. Applicant – 159077 confirmed to the Committee that he had driven for over 30 years without any other accidents, which included driving busses in London for 10 years.

The Committee determined that Applicant – 159077's application should be granted, as they found his explanation to be plausible. Applicant – 159077 was required to complete the relevant assessments prior to his licence being issued.

The Council had a duty to ensure, so far as possible, that those licensed to drive hackney carriage and private hire vehicles were suitable persons to do so, that they were safe drivers with good driving records and adequate experience, sober, courteous, mentally and physically fit, honest and not people who would take advantage of their employment to abuse or assault passengers.

Applicant – 159077 was advised that he must always drive in a courteous and professional manner. Licence holders should endeavour to promote the image of the hackney carriage and private hire trade by:

- a) complying with this Code of Conduct.
- b) complying with all the conditions of their licence and the Council's Hackney Carriage and Private Hire Licensing Policy;
- c) always behaving in a professional manner.

Applicant – 159077 was informed that his licence was granted with a warning that should he commit any further motoring offences, receive any convictions, complaints or concerns, he would likely to be referred to appear in front of the Licensing Committee again for determination of his continued fitness to hold a licence, which could result in the revocation of his licence.

RESOLVED that Applicant – 159077's private hire drivers licence be granted for the reasons as stated above.

Chair:

This page is intentionally left blank

Agenda Item 6

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Agenda Item 7

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Agenda Item 8

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

Agenda Item 9

By virtue of paragraph(s) 1,2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank