

## Licensing Committee, Tuesday 10<sup>th</sup> June 2014

### Minutes:

The Head of Licensing and Registration submitted a report which identified the current relevant legislation and the public safety benefits in having a clear and defensible policy that would meet the statutory obligations for protecting the public and which provides clear public information and a decision making criteria and process for Members, Officers and the Courts

Appended to the report was a copy of the following documents:

- Current Convictions Criteria – Points Criteria Table (Appendix 1 refers)
- Proposed Indecency Table (Appendix 2 refers)
- Proposed Violence Table(Appendix 3 refers)
- Proposed Dishonesty Table (Appendix 4 refers)
- Proposed Drugs Table (Appendix 5 refers)
- Racially Motivated Offences (Appendix 6 refers)
- Current Policy Guidelines on Motoring Convictions and Disqualifications (Appendix 7 refers)
- Newspaper articles to illustrate the issues at national level (Appendix 8 refers)
- Driver convictions and penalty point Accumulation (Appendix 9 refers)
- Offences covered under motor convictions (Appendix 10 refers)
- Convictions consultation (Appendix 11 refers)

Des Broster, Section Head, Taxi and Private Hire Licensing presented the report and responded to Members questions and queries

Detailed discussion ensued on the contents of the report which included:

- The distinctions between criminal convictions and driving convictions
- Additions to the convictions criteria

In offering comment Councillor Selby welcomed the report and proposals suggesting that under the new proposals alcohol should be treated in the same way as drugs

Councillor Townsley suggested using the trade newsletter to make drivers aware that the Council would be demanding higher standards.

Councillors Wilkinson and Hussain referred to the totting up process and the build-up of penalty points. It was noted that a number of drivers appeared to exceed 12 points which should result in disqualification from driving.

In responding Mr Broster referred to “Exceptional Hardship” paragraph 3.24 of the submitted report, suggesting that if the driver could demonstrate “Exceptional Hardship” how it might affect the driver and “others” (partner, business partner, family or dependent relative) the Courts may not decide to disqualify.

**RESOLVED –**

- (i) To approve in principle the amendments to the policy and new policy proposals in respect of the “convictions criteria” and to direct Officers to prepare a report for consideration by the Executive
  
- (ii) To approve in principle the amendments to the policy and new policy proposals in respect of the “motoring convictions generally and disqualification from driving” and to direct Officers to prepare a report for consideration by the Executive