



# Licensing & Public Safety / Licensing Act 2003 Committee

## Annual Report 2018/19



# Chair's Introduction

The borough wide elections of May 2019 resulted in a change of administration in South Ribble and I have been privileged to be appointed the new Chairman of Licensing. My first duty is to thank my predecessors Councillors David Suthers and Barbara Nathan for their outstanding service in the role over 2018 and 2019.

In this Report you will see that South Ribble continues to develop and refine Licensing to ensure residents remain safe and secure when accessing regulated services. As the accompanying Review of Licensed Vehicle Policy shows, we keep vehicle policy under continuous review and some of the issues we will be addressing in the coming year include equalising vehicle age limits in order to reduce as far as reasonably possible air quality issues.

We are also looking at CCTV installations in licensed vehicles to better protect both drivers and members of the public, although as this is likely to be a joint initiative with other authorities, this may take somewhat longer than we would hope.

Licensing services should be revenue-neutral, that is the cost of providing the services should be broadly covered by fees generated from the services. As a relatively small authority our costs currently fail to meet this benchmark. Over the next few years we intend to gradually rectify this so that ideally, we reach revenue neutrality in around four years' time. These changes will be accompanied by full consultation with the trade and our public.

In concluding I would like to thank our officers for their diligence in protecting our residents and ask you please to note the very low levels of crime associated with licensed activity in our borough. This is a fine testament to South Ribble as an excellent place to live.

Cllr. Ken Jones



# CONTENTS

<b>SECTION</b>	<b>PAGE</b>
<b>Licensing Function in South Ribble</b>	<b>3</b>
<b>Taxi Licensing</b>	<b>4 - 11</b>
<b>Licensing Act 2003</b>	<b>12 - 19</b>
<b>Gambling Act 2005</b>	<b>20 - 21</b>
<b>Scrap Metal Dealers</b>	<b>22</b>
<b>Conclusion</b>	<b>23</b>



## THE LICENSING FUNCTION IN SOUTH RIBBLE BOROUGH COUNCIL – WHAT IS ITS ROLE?

The Licensing Service is responsible for the granting, issuing and maintaining the standards of various types of licences required by statute. Areas include taxis and private hire vehicles and drivers, Personal and Premises licences, Gambling permits and licences and smaller miscellaneous areas such as scrap metal, mobile homes and street collections.

The service reports to 2 separate committees' who provide governance and oversight to the areas of regulation that fall under the Licensing services responsibility.

- 1) **Licensing & Public Safety Committee** – this covers the licensing of Hackney Carriage and Private Hire vehicles and drivers, as well as Private Hire Operators; and
- 2) **Licensing Act 2003 Committee** – this covers decisions regarding the licensing of alcohol, late night refreshment etc. under the Licensing Act 2003 and Gambling.

The Annual report of 2017/2018 indicated that both policy and enforcement would broaden into activities relating to the Licensing Act 2003 and Gambling Premises etc. This report will demonstrate that the aspiration of widening the remit of the Licensing service has commenced.





### 1 Taxi licensing - background

There are two separate licensed trades falling within the popular umbrella of “taxis”. Hackney Carriage Vehicles (HCVs) and Private Hire Vehicles (PHVs). The main difference between the two is that HCVs may ply for hire from taxi ranks and can be hired or hailed in the street, whereas PHVs must be pre-booked, pre booking can come in various forms such as telephoning the Operator, calling in at the Operators base or Office and the advancement in technology has seen mobile phone Apps becoming a more popular choice for companies and customers.

### 2 Why do we have a licensing regime for Hackney Carriage and Private Hire vehicles and drivers?

The main purpose of a local authority licensing regime is to ensure public safety. This can come in many forms. For instance:

- Vehicles which are used by the travelling public must be safe to use on the road. This is ensured by regular 6 monthly testing at approved Centre; and
- Drivers must be of good character and able to pass the statutory “fit and proper” test. This assesses the previous history of all drivers /applicants with a view to looking at their overall character. An enhanced criminal records check must be completed on initial application and thereafter every 12 months an update service check is completed by Officers.

A national register of drivers who have been refused a licence or had it revoked has recently become available for authorities to access, at this current time at least 50% of Authorities still have not subscribed. Whilst subscription to this list is not mandatory it is highly recommended that all authorities subscribe this will be incorporated into our checks in 2019.

In addition to a criminal records check (DBS), the Council also requires further reassurance before a licence will be given;

- A comprehensive “local knowledge” examination assurance of a driver/applicant which also provides command of the English;
- A level 2 NVQ certificate in Road Passenger Vehicle and Driving or equivalent, course designed by Officers of South Ribble Council and a
- Group II medical certificate completed by the applicants own GP.

### 3 A numerical summary of local enforcement activity undertaken in the following areas:

#### Number of taxis inspected:

Period	Number of Inspections	Defect Notices	Prohibition Notices
Q1	23		2
Q2	24		4
Q3	21		1
Q4	25		2



### 4 Comparative data on the total number of Hackney Carriage and Private Hire drivers and vehicles licensed in South Ribble:

Licence Type	March 2017	March 2018	March 2019
Hackney Carriage Drivers	127	130	134
Hackney Carriage Vehicles	115	111	107
Private Hire Drivers	148	152	156
Private Hire Vehicles	123	123	122

## 5 Comparative data on the number of new licences granted during the last 12 months:

Licence Type	2015/16	2016/17	2017/18	2018/19
Hackney Carriage Drivers	8	8	15	23
Hackney Carriage Vehicles	1	4	9	5
Private Hire Drivers	13	11	17	22
Private Hire Vehicles	1	12	18	11
Private Hire Operators	2	2	0	4

This year we have again seen an increase in new Private Hire and Hackney Carriage drivers. Since the introduction of our “Intended use Policy” we have successfully worked with Licensed Operators to encourage “out of town drivers” to apply to our Authority.

However one significant change in the last 12 months has been a small increase in Operators who hold licences with neighboring Authorities as well as us. The result of this means they can use vehicles licensed with another Authority to conduct bookings received in the South Ribble area. This is perfectly legal but can mean drivers and vehicles carrying South Ribble residents where there are different standards in place with regards to vehicle age and condition.

The Government is pressing for minimum standards to apply across the country but they have not embarked on the issue of type, style or age of vehicles, this will likely remain a matter for Local Council Areas to decide through their own policies. The emerging issue of Air Quality may see older and more polluting vehicles forced off the road and these challenges can be met by improved cooperation between neighboring Authorities.

Number of licences granted for operators:

Operators are subject to a similar licensing regime as drivers, having also to satisfy a fit and proper test. Licences are now granted on a 5 year cycle.

Total number of operators in the Borough on 31 March 2019 = **19**

## 6 Summary of Investigations

There are several instances when officers or members involved in Licensing are called upon to make a formal decision as part of the legal process. These include:

- When a new applicant wishes to be licensed as a hackney Carriage or Private Hire driver, or as a Private Hire operator;
- When a previously unlicensed vehicle is to be considered for a Hackney Carriage or Private Hire vehicle licence;
- When an existing licence (for a vehicle or driver is due to be renewed at the end of its statutory life; or
- When a complaint or other intelligence is received which may impact on the continuing ability of a licensed driver to pass the statutory “fit and proper “test.

In many cases, such decisions can be taken by officers as a matter of routine under constitutional delegation. However, in contentious cases or where a decision of particular significance is to be made, the Licensing & Public Safety committee is required to receive evidence on such matters which is presented at a formal quasi-judicial hearing, when elected members are expected to use their judgement in determining the outcome. Any such decisions are open to appeal, which will initially be heard in the Magistrates Court.

### Summary of Action at Hearings

A total of eight hearings were convened in 2018/2019 which is a decrease of two in 2017/2018

- Four hearings were to consider the grant of new licences, three were granted and one was refused which is still subject to appeal.
- Two hearings were in relation to vehicle amendments such as extending the life and one which related to a saloon style vehicle being granted a new Hackney Carriage Licence, one was granted and one was refused.
- The final two hearings were in relation to disciplinary matters, one driver was warned regarding his future conduct and the other had his licence revoked with immediate effect as he was deemed a risk to the public.

### Action taken by Officers using delegated powers

One driver had his licence suspended until he successfully passed a driving test, this action was taken due to a large amount of penalty points accrued in 12 months (in line with policy requirement 5.1 of the convictions policy).

Two drivers had their licences revoked with immediate effect using Standing Order 35, in both cases there was evidence that the drivers presented an immediate risk to public safety.

### Consideration of Legal Proceedings

Two matters of plying for hire have been investigated, one driver was offered a formal caution and appeared before the committee where he was formally warned and the other driver is still to be dealt with by the Magistrates Court for plying for hire offence and no insurance.

## 7 Implementation Plan

An implementation or forward plan was considered by the Licensing & Public Safety committee in June 2018, some actions were carried forward from the 2017/18 plan but new additions were included.

A copy of the plan is attached to this report as Appendix 1. Members received regular updates on progress throughout the year. The items on the plan that related to taxis were as follows;

### **D2 - Implement a policy for testing modified vehicles;**

The biggest challenge with this item was identifying the vehicles that required a test, wheelchair adapted vehicles could have been purchased from approved convertors and issued documentation by the convertor when purchased, whereas others could have been converted locally by unapproved convertors. It was the unapproved conversions that the policy was seeking to capture for testing.

We have had to engage regularly with Lancashire County Council who were appointed to conduct the testing and also an Operator who owns and manages the majority of the adapted vehicles.

Most, if not all his vehicles are allotted Lancashire County Council Contracts to transport special needs children and before the award of a contract the vehicle adaptation is inspected by LCC for suitability and issued with a safety certificate.

We are now at a point where all vehicle's that have been adapted have now been identified and inspections have commenced.

### **D3 - Annual review of the Hackney Carriage and Private Hire Vehicle Licensing Policy and associated appendices;**

A report has been commissioned by an external expert to look at all aspects of policy, known as an unmet demand survey. Many of the developments required centre around vehicle policy, ranks and emissions. A revision of some policy wording will take place in the early summer of 2019 but no drastic amendments are envisaged. The vehicle policy will be looked at in October where they may be more ambitious aims and the unmet demand survey will be an important piece of evidence to support any policy changes that are considered.

### **D4 - Reviewing the current Testing Regime**

All garages have signed a fresh commitment to abide by the terms and conditions set by the Council. There was an issue of garages failing to notify us when the vehicle they tested failed the first test but subsequently passed the re test. The average first time failure rate was around 40% but the crucial thing from a Council perspective is being aware of this fact. We have changed the Road Worthiness Certificate which now includes a section where the garage must notify us where the vehicle failed the test first time and identify the reasons for the failure. Quality testing has been done to establish if the garages are complying. One garage was poor at notifying us of the failures and as a result, a formal meeting has taken place where they have been advised of the consequences. Since the meeting no further issues have been identified.

## **B5 - Implement an operator accreditation scheme**

Informal expressions of interest were initially positive but when we invited formal applications in December 2018 there was no take up at all. The initial thinking behind this scheme was to ensure all staff working for a taxi operator had been DBS checked and received some sort of awareness training in relation to safeguarding. To make the scheme mandatory conditions would need to be attached to the operator's licence, but as Licences are only renewed every 5 years this would take some time. Also to be noted, any condition attached to a licence could be appealed to the Magistrates Court. To that end an evidence base that the condition was reasonable and proportionate would need to be obtained on a case by case basis.

## **T1 - Review the Licensing processes in order to streamline and avoid duplication**

Streamlining and creating electronic records for drivers, vehicles and operators is now fully underway, this has reduced filing and scanning considerably and moves, the service in to a space of becoming fully digitised. System and processes were subject to a full audit over a number of months with the final report being issued in October 2018.

The overall findings of the report were very positive with some minor recommendations relating to developing a refund policy, a copy of the internal audit is attached as Appendix 2.

## **T6 - Assessment of fees and charges**

Fees and charges have been assessed in the early part of 2019 and some modest increase have been applied and are now effective. The number of licence holders is relatively low in South Ribble which will always have a bearing on income and it is fair to say that we are not at a point of cost neutrality. Other ways of reducing expenditure and increasing revenue via other means are being explored as the hike in fees needed to achieve cost neutrality may have a damaging effect on the Industries we regulate if it was to be done in one fell sweep. The budget income and expenditure is monitored closely and will be under continuous review with the main aim to reduce the gap between income and expenditure. Many Authorities nationally have been taken to task for excessive charges and forced to pay large sums of money back to drivers, not charging enough for the cost of running a service is something that can also be open to criticism, the argument being that the tax payer is partially funding the costs of private transport which should be self-funding. With a combination of cost saving initiatives and gradual increases in fees and charges cost neutrality is achievable but over the longer term of 6-9 years rather than 1-3 years.

## 8 Policy Issues

A number of Policy considerations have been before the committee over the year they include;

- **Age Policy of vehicles** was discussed in July 2018, the question under consideration was to create parity between saloon vehicles and wheelchair accessible / MPVs.
- Saloons could be no older than 4 years when first licensed and must be taken off when they reach 8 years old.
- WAV (wheelchair accessible) vehicles could be no older than 6 when first licensed and must be taken off when they reach 12.
- The consultation responses were virtually all in favour of extending the shelf life of saloon vehicles therefor creating parity.
- Air pollution concerns were raised by Environmental Health where there was anecdotal evidence presented that older vehicles were generally more polluting.

As such the policy remains unchanged.

The recent unmet demand survey has drilled into significant detail with regards to the age of the fleet and the air pollution issue and revisiting this area of policy is planned for October 2019 where more detailed facts will be available for decision makers.

**CCTV in Taxis** was discussed in September 2018, the question under consideration where to make CCTV a mandatory requirement for taxi and private hire vehicles. Interesting facts came out of this report namely that South Ribble taxis drivers rarely reported incidents of crime, 1.7% of our 287 drivers have had occasion to report a crime, this is remarkably low.

Complaint information was also looked at which again is very low in terms of numbers.

Whilst the installation of CCTV is seen as positive to everyone to both prevent and detect crime, a reasonable evidence base would be required to make it a mandatory requirement. The current policy gives drivers a choice to install it but if they do choose to install it, it must be to the Council's specification.

The committee determined to leave the current policy unchanged.

**Professional Qualifications** was discussed in November 2018, the current policy requirements are;

- Before a new applicant is granted a Hackney Carriage or a Private Hire driver's licence, they must be able to provide original evidence that they have passed the BTEC Level 2 Certificate in Taxi and Private Hire Driver or an appropriate and equivalent Level 2 qualification. Alternatively, a new applicant must have attended and successfully completed any appropriate in-house course to be devised and presented by officers of South Ribble Borough Council, and paid any fee approved by members for administration of this course. Any driver whose licence with the authority has been granted since July 2016 on the basis of them having completed the now-discontinued course provided by the Driver Standards Agency will be given a period of 6 months to register for a suitable training course and 12 months to complete the qualification.

The 2019/2020 report declared an aspiration for Officers to devise and deliver an in house training course. This is now in pace with 4 dates per year scheduled to deliver the training. This can only be done on a demand basis and so far take up has been low. Due to external expenses associated with running the training it is only cost effective to run the course when we have a minimum of 6 candidates. For this reason no courses have been conducted to date but we remain in a position to offer the training should the need arise.

## 9 Looking ahead

2018/2019 will see policy revision relating to drivers and vehicles which will come in early summer and autumn. Specific issues that will be looked at include;

- a) Reducing the environmental impact of issuing vehicle licences, the current position is that each vehicle is licensed with 4 sets of plastic plates (for Hackney carriages) and 2 sets (for Private Hire Vehicles) per year as they are licensed for 6 month periods. This can be reduced by 50% if we licence vehicles for 1 year therefore reducing the demand for plastic which is costly to produce, purchase and dispose of. The plan will be to keep the testing frequency the same, once every 6 months so processes and communication between the Authority and the approved testing Centre's will need some fine tuning.
- b) Reviewing the age policy and the grant of new hackney carriage plates, this area of policy again will have cleaner air and environmental issues at its core. We have undertaken research and studies to show that our wheelchair accessible vehicle numbers more than meet the local need. To go on issuing plates to wheelchair accessible vehicles only, especially when these are seen as the most polluting seems at odds with the local and national agenda on Air Quality. Careful consideration of the impact on special needs transport will require detailed examination with a dual priority of safeguarding the most vulnerable taxi users and future proofing the vehicle fleet for tougher environmental standards that are already upon us.
- c) Reviewing the Private Hire signage to be clearer and more explicit. The travelling public should have clear notification of the type and scope of any taxi or private hire vehicle they choose to hire. Private Hire vehicle must be pre booked through a licensed operator, without this mandatory requirement being fulfilled insurances implications could arise. The layout, design and positioning of signage is also an important factor for the travelling public making a clearer distinction in the type of vehicle they are hailing or hiring. The current private hire signage does very little to achieve these aims.
- d) Improving the proactive capability of enforcement. The department is now resourced well which enables us to meet the balance of the administrative organisation, policy and process and enforcement capability. The last 12 months has seen numerous changes in the approach to compliance and supervision which has included covert enforcement plying for hire operations. Local intelligence suggests there is an emerging issue with "out of town vehicles" plying for hire in South Ribblesdale. We have tacit agreement with a neighbouring Authority that they will work in partnership with us to use the legal and committee process to deter such activities.



## B. LICENSING ACT 2003

### 1 Background

The Licensing Act 2003 (LA03) transferred the liquor licensing functions from the Magistrate's Court to the Local Authority and consolidated these activities with entertainment licensing legislation, the provision of late night refreshment, cinemas and theatres.

The number of new licenses issued by us in the year 2018/2019 is as follows;

Granted	16/17	17/18	18/19	Current Total
Personal Licenses	89	75	82	1306
Premises Licenses	9	9	10	413
Club Premises	0	1	0	12
Temporary Events Notice	110	111	136	N/A
Variations			14	N/A

### 2 Hearings

There have been 8 formal hearings in 2018/19, 2 new applications, 1 variation, 4 Reviews and 1 hearing relating to a Personal licence holder.

Hearing Type	Date	Premises	Result	Appeal
New	19 July 2018	Weavers Arms	Refused	Yes
	23 January 2019	Indigo	Granted	No
Variation	28 August 2019	Lime Bar	Granted	No
Review	20 August 2018	Nazz	Conditions Added	No
	27 November 2018	Moss Lane Stores	Revocation	Yes
Review	27 November 2018	Sangham	Suspension	No
	12 February 2019	Harleys	Suspension	No
Personal		Confidential	Warning	No

## New Applications

**Weaver Arms, 2-4 Spinners Square** On the 19 July 2018 the Committee considered an application for a new Micro Style Pub on Station Road in Bamber Bridge. The premises was formally a fishing tackle shop and had been vacant for some years. The applicants had ambitious plans to develop the site utilising the majority of the external space for tables and chairs and outside drinking.

There were numerous residents who objected to the licence on the grounds of Public Nuisance and they were joined by the Environmental Health Department who also shared their concerns regarding noise transmission between the premises and adjoining residential property and the external drinking space.



The application was refused but the applicants appealed to the magistrates and substantially revised their application addressing the concerns raised at the hearing. The licence was subsequently granted on appeal later in the year.

To date the site is still awaiting development as there are still some Planning matters outstanding.

## Reviews

### Moss Lane Convenience Store



In September 2018 Officers joined forces with the Immigration Enforcement team conducting visits on Licensed Premises, an illegal worker was detected by Officers which generated formal action against the Licence holder. One week later the premises failed an underage test purchase which elevated concerns. The licence was subsequently reviewed by the Licensing Authority and revoked.

An appeal was lodged and the business has recently changed hands so a decision has been made to reinstate the licence as we can no longer demonstrate harm to the Licensing Objectives now the problematic operators have moved on.

This review contained information relating to Public Safety, Prevention of Crime and Disorder and the Protection of Children from Harm.

This case was a combined effort by two Responsible Authorities demonstrating the reinstatement of partnership working is always the most effective way of working.

### 3 Local Enforcement Activity undertaken:

The overall spirit of working under the Licensing Act 2003 is to form strong and effective partnerships, not just with other agencies but with Licence Holders. Giving early notice of concerns to Licence Holders should be a routine step unless justification to depart from this approach can be made.

Building better partnership relationships with the Police, Fire and Rescue Service and Immigration has been high on the agenda and numerous joint working has occurred.

In August 2018 we conducted visits with the Immigration team and Lancashire Fire and Rescue service.

9 visits occurred on a Friday evening which resulted in;

2 x licensing reviews

1 x civil penalty for employing an illegal worker

1 x immediate prohibition by LFRS on a flat above a takeaway premises



In October 2018 we worked with the Police and conducted alcohol test purchasing on Off Licenced Premises, a total of 11 premises were tested. Only 1 premises failed, the young volunteer used for these tests was only 14 years old and certain aggravating factors materialised against the premises that failed which resulted in a review of the licence and a prosecution.

## 4 Building Partnerships

In November 2018 we set about re-establishing a local Pubwatch Scheme, Pubwatch Schemes should be operated by the Industry but it was necessary to gather expressions of interest and formalise the conception which included partnership buy in.

Assistance from National Pubwatch was in place from the beginning;



In December 2018 a Chair and Vice Chair were elected, the group has now met on three occasions with guest speakers from Community Safety and the Gambling Commission, membership is still growing.

Elected as Chair of the South Ribble Pubwatch was Paul Cookson, 58, an ex-serviceman who has more than 30 years of experience in the pub industry.

**Mr Cookson runs The Queens Pub in Leyland, said:**

“I am delighted to take on the role of Chair. The South Ribble Pubwatch is a great scheme which has the backing of both the council and the police. I encourage all pubs, bars and other licensed venues such as sports clubs to get involved and join the Pubwatch as soon as they can. I will be going round the borough over the next two or three weeks, encouraging license holders and landlords to sign up.”

Elected as Vice-Chair of the South Ribble Pubwatch was Jim Andrew, 60, from Leyland, who has been a member of the National Pubwatch for more than 10 years.

**Mr Andrew is the new manager of The Railway Pub in Leyland, which recently went through a massive refurbishment – including improved CCTV. He said:**

“I’m a great believer in Pubwatch. I’ve been a member for many years. I want to try and use and promote the use of technology in order to prevent crime and keep tabs on barred individuals. A great example is something called ‘Schemelink’ which allows landlords to share and view the names and photos of banned pub-goers so that they know who they should and should not admit. One of the key notions behind Pubwatch is the slogan: “Out of one; out of all”. We want the pubs in South Ribble to be safe places to come and enjoy yourself without the blight of bad behaviour or illegal activity.”



## 5 Accredited Licensing Training



In June 2018 we were accredited by the BIIAB (British Institute of Innkeepers). The BIIAB are very well established as an award winning end point assessment organisation for work based learning providers.

The Council can now provide the Level 2 qualification which is needed to become a Personal Licence Holder. Being accredited now enables us to operate in a commercial environment selling training courses to the public and also gives a platform to advocate

best practice to potential licence holders who will become the future managers and owners of licensed premises in South Ribble.

Below is an image from the course that ran in December 2018, courses are run every month, so far the delegate numbers have been quite low but we hope as notoriety grows then popularity of the course will increase. We are using the Councils social media platform and the Pubwatch network to spread the message.



## 6 Implementation Plan

### **S1 - Re-establish a working relation with; Police, LFRS, and Home Office Immigration**

Numerous operations and joint working highlighted in this section demonstrates that we are well underway in re-establishing operational working practices between agencies, the mutual flow of information has assisted no end in day to day activities.

### **B2 - Develop a Licensing Tracking sheet to be sent to all Responsible Authorities and Elected Members weekly.**

In July 2018 the tracking sheet was first sent out, and records all new applications, transfers, temporary event notices, variations and reviews. This record helps us to keep a precise record of all applications that have been received and processed.

### **T2 - Obtain BII (British Institute of Innkeepers ) Status and begin to deliver Personal Licence Course with a view to increasing income generation**

Accreditation achieved on the 26 June 2018, since then 7 courses have been undertaken, 27 delegates have successfully achieved the Level 2 qualification with South Ribble Borough Council.

### **T5 - Register to the Dot Gov web site so that electronic applications for LA 2003 matters can be accepted.**

Due to the complexities and costs of integrating the Dot Gov system with South Ribble payment system we have had to create our own electronic forms which are soon to be available on the web site.



## C. GAMBLING ACT 2005

### 1 Background

During 2018/2019 the Council continued to fulfil its statutory functions under the Gambling Act 2005 ( GA05). This legislation replaced most of the existing law relating to gambling in Great Britain and (much like the Licensing Act 2003) aimed to put in place an improved, more comprehensive structure of gambling regulation. Once implemented, the Act transferred the licensing of gambling regulation. Once implemented, the Act transferred of gambling premises from the local Magistrates Court to the Council.



The Licensing Team now issues licenses for the following:

- bingo halls;
- betting shops;
- adult gaming centres; and
- family entertainment centres

The numbers of premises which have continued to be licensed by this Authority under the Gambling Act are set out below.

Type	2017/2018	2018/2019
Betting Premises	12	12
Bingo Premises	0	0
Adult Gaming Centres	1	1
Family Entertainment Centres	0	0
Casinos	0	0

Other types of Permits/Licenses which form part of the Gambling Act are;

Type	2017/2018	2018/2019	Total
Small Society Lotteries	88	68	68
Gaming Machine Permits	12	14	14
Notification of intent (2 or less machines)	70	75	75

All yearly maintenance fees as set out in the Gambling Act 2005 which have been set by the Local Authority for the year ending 2018/2019 have been received by the Authority.

## 2 Policy Review

In January 2019 the revised Gambling Policy took effect, this policy will again need reviewing in 3 years. As the gambling profile in South Ribble is modest, so the consultation received very few comments. Public Health submitted some considerations which were all incorporated into the policy.

Matters such as Gambling harm were addressed within the policy which is seen as an emerging Public Health emergency.

## 3 Pro Active Compliance and Enforcement

In September 2018 we conducted a joint test purchase exercise with the Gambling Commission. The aim of the exercise was to test compliance levels within licensed premises. The underage volunteers were instructed to play the over 18 machines in pubs or Adult Gaming Centres

There were 6 gambling tests conducted and all premises failed to step in and challenge the volunteers for identification, in effect all premises allowed children to gamble. We have to accept that the volunteers were at the older end, being 16 and 17 but the results replicate the nationally high failure rate for exercises of this type.

All premises were formally warned and will be retested in 2019.

In January 2019 an Adult Gaming Centre was jointly visited by the Authority and the Gambling Commission. In December 2018 the Operator's licence was revoked by the Gambling Commission, a premises licence is only valid if used in conjunction with a valid Operator's Licence. The Commission are the Primary Regulators of the Gambling Industry but rely on Local Authorities to licence the premises. In this case the arcade had continued to operate his premises whilst no Operators Licence was in place. The owner was formally cautioned and applied to transfer the premises licence into a company name that held a valid operator's licence. The formal action was taken by South Ribble Borough Council, the Gambling Commission praised the Authority for the swift resolution that was achieved in this case.

## 4 Implementation Plan

### T7- Review of the Gambling Policy

Consultation and review of the policy undertaken. Revised policy was implemented in January 2019.



## D. SCRAP METAL DEALERS

In October 2013 the Scrap Metal Dealers Act 2013 came into force in the District. Under this new legislation the Council is responsible for issuing mobile scrap metal collector licences and scrap metal site licences. The total number of current licences are;

Licence Type	Amount
Site Licence	2
Mobile Licence	3



## E. MOBILE HOMES

### 1. Background

In February 2018 the Licensing Committee received a report on whether to adopt the following documents;

- a) The 2008 Model Standards- these are a government sponsored blue print for the setting out of residential sites, and
- b) A draft Fees Policy (which would allow the local authority to charge for a variety of functions relating to residential mobile homes, which it had not been able to do to date.
- c) The policy was adopted on the 21 March 2018 and the Council is now able to levy cost neutral fees to cover much of it enforcement activities.

### 3. Looking ahead

The fees policy had a review date of 12 months so will need revision again in 2019, each site has been visited at least twice in the last year, and we have 3 sites;

1. Carwood Park - 80 sites
2. Penwortham Residential Park - 78 sites
3. Croft Park - 38 sites.

All sites are in good order with very little cause for concern, Penwortham has recently changed hands to a large national operator, and there is currently a small amount of development taking place where we envisage the site numbers to increase by an additional 7.



## **E. CONCLUSION**

2018/2019 has principally been a year of adopting working practices to fit in with previously implemented policies, broadening the scope of the enforcement work and working hard to establish a reputation of competence and efficiency.

The team have developed their skills in investigations and inspections, undertaking numerous PACE interviews, preparing court files and conducting multi-agency visits. The emphasis on inspections now goes beyond looking at licensing conditions and instead focuses on “bigger picture issues”.

Looking at matters such as fires safety, electrical safety, staff welfare, including rights to work in the UK are now bedded in as routine, referrals to partner agencies and the focus on the multi-agency approach has paid dividend’s resulting in an increased profile with partners, an increase in formal action including licensing reviews and establishing new relationships with the Industries we regulate.

Further improvements are planned for Taxi Licensing in 2019 focusing on the Cleaner Air Agenda and reducing the use of Plastic by 50%.

Officers and members have worked closely over the past year to raise the profile of the Licensing service at South Ribble and show its work in a valuable light. All concerned hope that you will find this annual report a helpful and informative guide to the important work being carried out on your behalf.