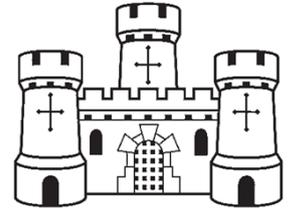


Public Document Pack

Date of meeting Tuesday, 17th March, 2026
Time 7.00 pm
Venue Astley Room - Castle
Contact Geoff Durham 742222



**NEWCASTLE
UNDER LYME**
BOROUGH COUNCIL

Castle House
Barracks Road
Newcastle-under-Lyme
Staffordshire
ST5 1BL

Licensing & Public Protection Committee

AGENDA

PART 1 – OPEN AGENDA

LICENSING COMMITTEE

- 1 APOLOGIES
- 2 DECLARATIONS OF INTEREST IN RELATION TO LICENSING MATTERS

To receive declarations of interest from Members on items contained within the agenda.

- 3 MINUTES OF A PREVIOUS MEETING (Pages 3 - 6)
- 4 THE NATIONAL LICENSING POLICY FRAMEWORK FOR THE HOSPITALITY AND LEISURE SECTORS (Pages 7 - 10)

PUBLIC PROTECTION COMMITTEE

- 5 DECLARATIONS OF INTEREST IN RELATION TO PUBLIC PROTECTION MATTERS

To receive declarations of interest from Members on items contained within the agenda.

- 6 NEWCASTLE TOWN CENTRE PUBLIC SPACE PROTECTION ORDER RENEWAL (Pages 11 - 24)
- 7 GOVERNMENT CONSULTATION ON PROPOSALS TO MAKE TAXI LICENSING THE RESPONSIBILITY OF LOCAL TRANSPORT AUTHORITIES (Pages 25 - 34)
- 8 MINUTES OF PUBLIC PROTECTION SUB-COMMITTEE MEETINGS (Pages 35 - 40)

To consider the minutes of the Public Protection Sub-Committees which have met since the previous Licensing and Public Protection Committee.

PART 2 - CLOSED AGENDA

9 DISCLOSURE OF EXEMPT INFORMATION

To resolve that the public be excluded from the meeting during consideration of the attached report, because it is likely that there will be disclosure of exempt information as defined in paragraphs 1, 2 and 7 in Part 1 of Schedule 12A of the Local Government Act 1972.

10 URGENT BUSINESS

To consider any business which is urgent within the meaning of Section 100B (4) of the Local Government Act 1972.

Members: Councillors Whieldon (Chair), Johnson (Vice-Chair), Whitmore, Barker MBE, Heesom, Sweeney, Wilkes, Skelding, Adcock, Dymond, Wright, Allport, J Williams, G Williams and Edgington-Plunkett

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums: Where the total membership of a committee is 12 Members or less, the quorum will be 3 members.... Where the total membership is more than 12 Members, the quorum will be one quarter of the total membership.

SUBSTITUTE MEMBER SCHEME (Section B5 – Rule 2 of Constitution)

The Constitution provides for the appointment of Substitute members to attend Committees. The named Substitutes for this meeting are listed below:

Substitute Members:	Hutchison	Lewis
	Turnock	Fox-Hewitt
	Parker	D Jones
	J Tagg	Richards
	J Waring	Stubbs
	Burnett-Faulkner	Beeston

If you are unable to attend this meeting and wish to appoint a Substitute to attend on your place you need to identify a Substitute member from the list above who is able to attend on your behalf

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

NOTE: IF THE FIRE ALARM SOUNDS, PLEASE LEAVE THE BUILDING IMMEDIATELY THROUGH THE FIRE EXIT DOORS.

ON EXITING THE BUILDING, PLEASE ASSEMBLE AT THE FRONT OF THE BUILDING BY THE STATUE OF QUEEN VICTORIA. DO NOT RE-ENTER THE BUILDING UNTIL ADVISED TO DO SO.

Agenda Item 3

Licensing & Public Protection Committee - 13/01/26

LICENSING & PUBLIC PROTECTION COMMITTEE

Tuesday, 13th January, 2026
Time of Commencement: 7.00 pm

[View the agenda here](#)

[Watch the meeting here](#)

Present: Deputy Mayor. Councillor Joan Whieldon (Chair)

Councillors:	Johnson	Adcock	G Williams
	Whitmore	Dymond	Edgington-Plunkett
	Heesom	Allport	
	Skelding	J Williams	

Apologies: Councillor(s) Barker MBE, Sweeney, Wilkes and Wright

Substitutes: Councillor Andrew Turnock (In place of Councillor Lilian Barker MBE)
Deputy Mayoress. Councillor Susan Beeston (In place of Councillor Stephen Sweeney)

Officers:	Matthew Burton	Licensing Lead Officer
	Geoff Durham	Civic & Member Support Officer
	Gareth Harvey	Environmental Health Manager
	Michelle Hopper	Mobile Multi-Functional Manager

1. **DECLARATIONS OF INTEREST IN RELATION TO LICENSING MATTERS**

There were no declarations of interest stated.

2. **MINUTES OF A PREVIOUS MEETING**

Resolved: That the Minutes of the meeting held on 8 October, 2025 be agreed as a correct record

3. **RELAXATION OF LICENSING HOURS FOR THE 2026 MEN'S FIFA WORLD CUP**

Consideration was given to a report informing Members of a Home Office consultation which would allow certain licensed premises to open later than normal in the event of home nations team reaching the semi-finals or final of the men's football world cup.

The consultation would end on 15 January, 2026 and this Council's responses were shown at paragraph 2.5 of the report.

Councillor Johnson asked if the big screen in the town centre would be showing any matches.

Licensing & Public Protection Committee - 13/01/26

The Council's Licensing Administration Team Leader advised that the screen was not under the remit of Regulatory Services. It was the Neighbourhood Team's remit as to what was shown.

The Chair asked if the question could be asked regarding showing the matches on the screen.

The Council's Mobile Multi-Functional Manager advised that discussions were currently in place with Newcastle Business Improvement District as to what plans were in place and what events would be on following the world cup.

Resolved: (i) That the contents of the report be noted
(ii) That that the proposed response be submitted prior to the consultation closing.

[Watch the debate here](#)

4. DECLARATIONS OF INTEREST IN RELATION TO PUBLIC PROTECTION MATTERS

There were no declarations of interest stated.

5. ANIMAL WELFARE (PRIMATE LICENCES) REGULATIONS 2024

Consideration was given to a report informing members of upcoming changes to legislation in relation to new primate licensing requirements.

From 6 April, 2026 any person keeping a non-human primate would be required to hold a licence issued by the local authority unless already licensed by a zoo or scientific legislation.

The regulation placed new responsibilities on the Council and officers had undertaken relevant training.

Resolved: That the report be received and noted.

[Watch the debate here](#)

6. GOVERNMENT CONSULTATIONS RESPONDED TO IN CONSULTATION WITH CHAIR OF THE COMMITTEE AND PORTFOLIO HOLDER

Consideration was given to a report updating Members of four government consultations which this Council had responded to, which related to current and proposed licensing regimes.

The consultations were outlined at paragraphs 1.1 to 1.4 and responses to those were attached at appendices A to D.

Councillor Adcock thanked the officers for the work that had gone into the report and made reference to the consultation on cross border taxi licensing response reflected the conversations that had been had over a number of years and the responses to the vaping bill were very well put.

The Council's Licensing Administration Team Leader stated that a report on cross border hiring would be brought to the next meeting of this Committee. There was

currently another consultation looking at which level of local authority dealt with taxi licensing and whether it should be the responsibility of local transport authorities.

The Chair stated that it was important to continue to respond to future government consultations in order to protect the public and promote economic growth.

Resolved: That the contents of the report be noted.

[Watch the debate here](#)

7. PRIVATE HIRE & HACKNEY CARRIAGE FEES & CHARGES 2026/2027

Consideration was given to a report seeking approval for the proposed taxi and private hire fees and charges, following consultation for 2026-27.

The table at paragraph 2.7 showed the proposed changes to the fees and charges.

The Chair thanked officers for including her proposal to show the actual monetary change alongside the percentage change.

Resolved: That the proposed taxi and private hire fees for 2026/27 be approved.

[Watch the debate here](#)

8. MINUTES OF PUBLIC PROTECTION SUB-COMMITTEE MEETINGS

Resolved: That the Minutes of the meetings held on 12 November and 9 December, 2025, be received.

9. DISCLOSURE OF EXEMPT INFORMATION

There were no confidential items

10. URGENT BUSINESS

There was no urgent business.

**Deputy Mayor. Councillor Joan Whieldon
Chair**

Meeting concluded at 7.25 pm

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

CORPORATE LEADERSHIP TEAM'S REPORT TO LICENSING & PUBLIC PROTECTION COMMITTEE

17th March 2026

Report Title: **The National Licensing Policy Framework for the hospitality and leisure sectors**

Submitted by: **Licensing Lead Officer and Service Director – Regulatory Services**

Portfolios: **Finance, Town Centres & Growth**

Ward(s) affected: All

<u>Purpose of the Report</u>	<u>Key Decision</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
To update Members on the recently publish policy document “The National Licensing Policy Framework for the hospitality and leisure sectors”.			
<u>Recommendation</u>			
That Committee: 1. Note the contents of the report.			
<u>Reasons</u>			
In November 2025 the Government published The National Licensing Policy Framework for the hospitality and leisure sectors document which aims to set out a strategic vision for a modern licensing system.			

1. Background

- 1.1** In April to May 2025 the Government carried out a ‘Licensing Policy Sprint’ process that established taskforce made up on Government, industry, police and local authority representatives whose aim was to provide recommendations for updating the licensing system “...*that fosters vibrant hospitality, night-time economy, creative and cultural industries*”.
- 1.2** The taskforce published a report that contained 10 priority recommendations that supported their aims, which were:
1. National Licensing Policy Framework;
 2. ‘amnesty’ to modernise and streamline licences;
 3. Hearings and Appeals;
 4. Remove local newspaper advertising requirement;
 5. Improve licensing process and conditions for outdoor areas;
 6. Increase entitlement maximum for Temporary Event Notices (TENs);
 7. Sunset clause on blanket hours;
 8. Arbitration, evidence and data protocol;

- 9. Festivals and events; and
- 10. Agent of Change.

- 1.3 In August 2025 the Department for Business & Trade (DfBT) published a response to the taskforce's report. Copies of the initial report and DfBT response can be viewed at the link contained at 15.1 of the report.
- 1.4 In respect of recommendation 1 and the introduction of a National Licensing Policy Framework (NLPF) the DfBT responded by welcoming the recommendation and acknowledged the merits in having a framework providing a clear national direction whilst preserving local discretion for decision making. The remaining 9 recommendations are subject to further review and consultation.

2. Issues

- 2.1 In November 2025 DfBT published the NLPF, which can be viewed via the link contained at 15.2 of the report. It is important to note that the framework has no statutory footing and as such local authorities (LAs) are not bound to its contents nor is there requirement to have regard to it.
- 2.2 It confirms that the four licensing objectives remain vital to the successful implementation of the licensing system but also promotes that licensing should support broader ambitions for economic and business growth. It states that licensing should complement planning and regeneration schemes and promote a more predictable and proportionate regime, boost local economies and communities, whilst reducing regulatory burden.
- 2.3 The NLPF is broken down into 7 sections:
 - 1. Foreword;
 - 2. Introduction;
 - 3. Scope of the Framework;
 - 4. A national framework for a balanced licensing system;
 - 5. Implementation;
 - 6. High Streets and Communities; and
 - 7. Monitoring, evaluation and review.
- 2.4 In respect of section 3, the scope of the framework, it is confirmed that the NLPF is exclusively for premises that have 'on-trade' activities such as 'on-sales' of alcohol, regulated entertainment or late-night refreshment. It is not applicable to premises where the sole offering is 'off-trade' such as off-licences, supermarkets and delivery only services.
- 2.5 Section 4, a national framework for a balanced licensing system, confirms that NLPF is classed as non-statutory guidance. It also highlights the move away from alcohol-centric premises to more experiential activities, and the need for the licensing system to remain flexible enough to allow for responsible parties to diversify and manage the changing landscape. It stresses that LAs, central government and industry need to work in partnership to support resilience, growth, regeneration and organisational shift. It invites LAs to 'take a strategic, place-based approach that supports long-term success for businesses and communities alike'.

- 2.6** Section 5, implementation, provides recommendations as to how the strategic steer of the NLPF can be implemented within existing powers and resources. It includes suggestions as to how LAs can act predictably, consistency and support growth by encompassing the NLPF in revisions of Statements of Licensing Policy. Section 5 also confirms that blanket conditions are not suitable, and LAs should take an enabling, risk-based approach when dealing with responsible operators.
- 2.7** Section 6, high streets and communities, summarises the important role hospitality and leisure businesses have within communities, and considerations on the benefits of tackling crime and ASB to support these businesses, and the importance of community health and wellbeing.
- 2.8** Section 7, monitoring, evaluation and review, deals with the government's intention to review the framework after 6 months as to whether any further clarification is required and will then be subject to further periodic reviews.

3. Recommendation

- 3.1 That Committee:**
Note the contents of the report.

4. Reasons

- 4.1** The Department for Business and Trade have published non-statutory guidance for licensing authorities, which although do not have a statutory footing, is aimed at providing a national strategic steer for the existing licensing system.

5. Options Considered

- 5.1** No other options were considered.

6. Legal and Statutory Implications

- 6.1** No legal or statutory implications were highlighted when drafting this report.

7. Equality Impact Assessment

- 7.1** Not applicable.

8. Financial and Resource Implications

- 8.1** No finance and resource implications were highlighted when drafting this report.

9. Major Risks & Mitigation

- 9.1** Not applicable.

10. UN Sustainable Development Goals (UNSDG)

10.1



11. One Council

Please confirm that consideration has been given to the following programmes of work:

One Commercial Council

Supporting businesses inline with the recommendations and suggestions within the NLPF may result in a commercial benefit for operators within the Borough.

One Digital Council

There are no implications on the one digital council strategy from considering the NLPF when making licensing decisions.

One Sustainable Council

There are no implications on the one sustainable council strategy from considering the NLPF when making licensing decisions.

12. Key Decision Information

12.1 Not applicable.

13. Earlier Cabinet/Committee Resolutions

13.1 Not applicable.

14. List of Appendices

14.1 None

15. Background Papers

15.1 [Licensing taskforce report and government response - GOV.UK](#)

15.2 [National Licensing Policy Framework for the hospitality and leisure sectors](#)

NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

Report for Licensing and Public Protection Committee 17 March 2026

Title: Newcastle Town Centre Public Space Protection Order Renewal

Submitted by: Service Director – Neighbourhood Delivery

Portfolios: Community Safety and Wellbeing

Ward(s) affected: Town

Purpose of the Report

This report is to;

Provide an update to members on the recent 12 week consultation for the renewal of the Newcastle Town Centre Public Space Protection Order (PSPO) and seek approval for the implementation of the Order.

Recommendations

That the Licensing and Public Protection Committee considers the content of this report, reviews consultation outcomes and provides approval of the Order for implementation.

Reasons

- Following ongoing reports of anti-social behaviour in Newcastle town centre, the Borough Council is seeking to use its powers to impose prohibitions to tackle incidents of anti-social behaviour.
- The Committee is required to consider the results of the consultation and the recommendations from Officers in relation to proposed changes to the Order.

1 Background

- 1.1 A Public Space Protection Order is an order made under the Anti-Social Behaviour, Crime and Policing Act 2014 whereby this legislation allows for an order to identify a particular space or area to which it will be applied; and can make requirements, or prohibitions, or both within that space or area. This means that the Local Authority can, by virtue of the order, require people to do, or not to do specific things in that space or area. The Local Authority has the powers to grant the prohibitions/requirements where it believes that they are reasonable in order to reduce or prevent the unwanted issues. The order can be applied to specific people or everyone within an area and can apply at all times or within specific times. The order can apply for a maximum of 3 years upon which the process of

reviews and consultation must be repeated to check whether the issues are still occurring and the order is having the required effect. After the initial 3 years, the order can be extended for a further 3 years, and upon further reviews and consultation, can be extended more than once for further periods of 3 years.

1.2 Failure to comply with either a prohibition, or requirement stated within the order is a Level 3 offence. Upon summary conviction (offences heard within the Magistrates Court) defendants can face a fine. The defendant cannot be found guilty of an offence under a prohibition/requirement where the Local Authority did not have the power to include it in the order. The authority has the option to either prosecute or issue a Fixed Penalty Notice (FPN) to discharge liability to convict (s67 & 68 of the Antisocial Behaviour, Crime and Policing act).

1.3 Newcastle town centre has had an active PSPO since 2019. This was reviewed in 2022. The PSPO was put in place to address concerns of crime and anti-social behaviour within the town centre, to provide a tool which could be utilised by Staffordshire Police and Newcastle-under-Lyme Borough Council officers.

Since the current Order was put in place the following breaches have been noted (which has resulted in FPN's being served) –

2023 – 8
 2024 – 16
 2025 – 5
 2026 (to date) - 0

1.4 The main issues in Newcastle-under-Lyme town centre have been highlighted as street drinking, drug taking, aggressive and/or persistent begging, general anti-social behaviour and vandalism/defacement of property. More recently, unauthorised encampments and misuse of e-scooters have also been an issue. The PSPO is to be used as a complementary tool that can be used by Staffordshire Police or authorised officers of Newcastle-under-Lyme Borough Council to deal with crime and anti-social behaviour within the PSPO boundaries.

1.5 The boundaries for the PSPO area proposed have been reviewed in line with hotspot mapping of incidents reported to Staffordshire Police.

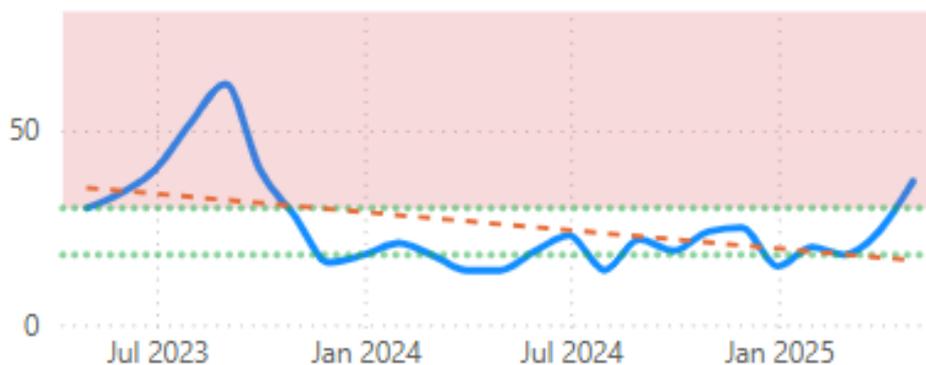
2. Issues

2.1 Newcastle town centre continues to be the hotspot for Crime and Anti-social behaviour in the Borough. The below table shows the type of incidents and the number of reports from April 2023 to April 2025.

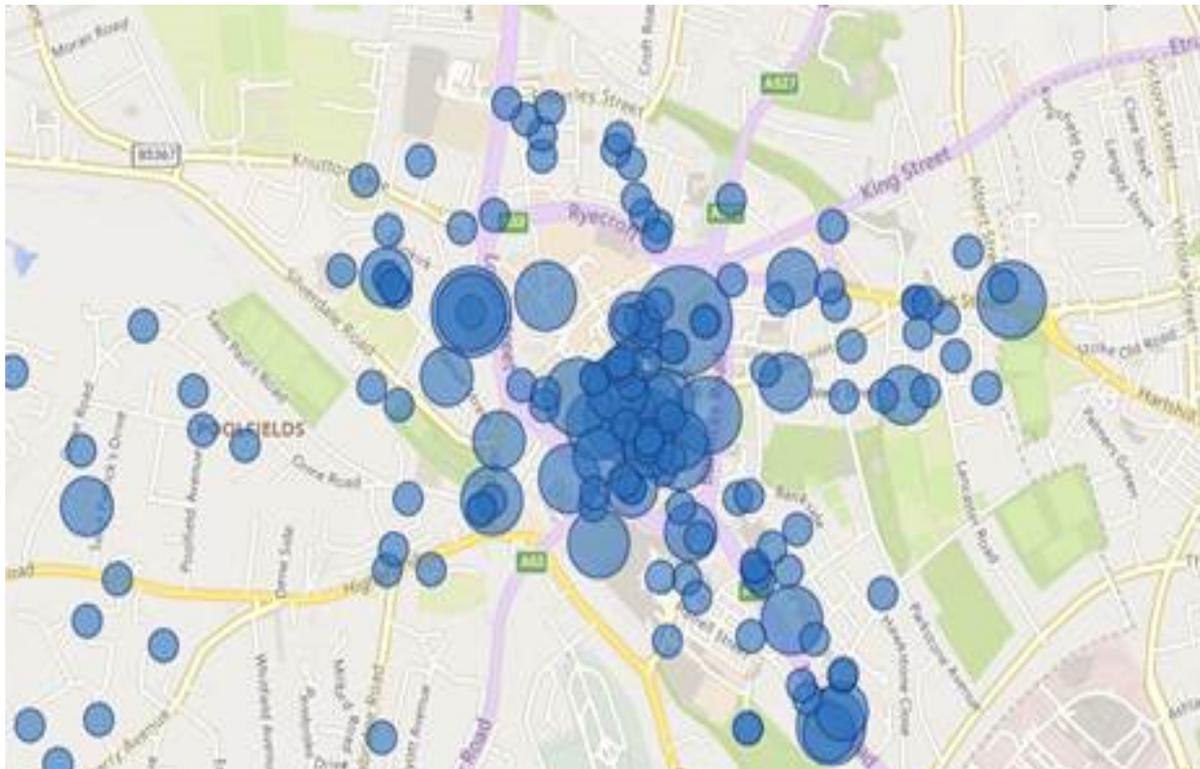
Type of incident	Number of reports (April 2023 – April 2025)
Anti-social behaviour	647
Cycle theft offences	73

Burglary	117
Criminal Damage and Arson	304
Drug offences	121
Theft	275
Possession of weapon offences	45
Public Order offences	393
Robbery offences	37
Shoplifting offences	543
Theft from person	40
Vehicle crimes	85
Violence and sexual offences	1347

There has been a decline in anti-social behaviour incidents over the past two years which falls in line with the trend across Staffordshire. The chart below shows a peak in summer 2023 – following the implementation of the PSPO but then a sharp decline following this.



The below hotspot map identifies crimes and anti-social behaviour in Newcastle Town Centre and surrounding areas. This map has been overlaid so that the proposed area for the PSPO reflects where it is needed.



3. **Proposed Prohibitions**

3.1 The proposed prohibitions for the Newcastle town centre PSPO are:

Engaging in behaviour likely to cause harassment, alarm or distress within the Exclusion Zone including:

- Congregating in a group of three or more persons within the Exclusion Zone following a request from an Authorised Person that such group must disperse.
- Being verbally abusive to any other person within the Exclusion Zone.
- Using or threatening to use violence against any other person within the Exclusion Zone.
- Having in their possession open cans, bottles or other unsealed receptacles containing alcoholic beverages (including empty receptacles) within the Exclusion Zone.
- Carrying out any form of graffiti on any surface within the Exclusion Zone.
- Possessing or using of an aerosol and/or any item intended to cause defacement within the exclusion Zone.
- Failing to cease to consume alcohol and/or surrender alcohol when requested to do so by a police officer or other authorised person.
- Any person is prohibited from riding an E-scooter (and an e-bike which does not meet the standard requirements of an Electronically Assisted Pedal Cycle). Any person may push and walk alongside their E-scooter (or non-complaint e-bike) through the exclusion zone.
- Not to consume alcohol within the exclusion zone unless within a licenced premises or within a designated area subject to a street traders licence.

- Ingesting, inhaling, injecting, smoking or otherwise using intoxicating substances including novel psychoactive substances within the Exclusion Zone.
- Persistent and aggressive begging, causing obstruction, harassment and threatening behaviour, which could cause intimidation.
- Failing to deposit litter of any form in any area other than in a designated receptacle.
- Not to urinate / defecate in public view.
- Not to discard hypodermic needles or syringes in a public space (except in an appropriate sharps container)
- Not to erect a temporary structure in a public place without the permission of Newcastle-under-Lyme Borough Council. Temporary structures includes but is not limited to stalls, tents, tables, trestles or leaflet stands.
- Obstructing a building or exit, stairwell or highway after being asked to move by an authorised officer.

4. Consultation

4.1 A 12 week consultation ran between October 2025 to January 2026. A total of 86 responses were received.

The results showed support for all prohibitions in the proposed order with the lowest support being shown for the prohibitions around the use of e-bikes and e-scooters (although there were still 76% in favour of this condition).

There were also suggestions made in relation to tackling behaviours that are not currently considered as part of this proposal. These include the banning of music being played from personal speakers/phones at a loud level and also a ban on face covering of all types in the town centre. However, these suggestions are not seen as a proportionate response to the issues that are faced within Newcastle Town Centre and there is no evidence to suggest that these behaviours are of an ongoing, persistent nuisance in the town centre.

Another recommendation was in relation to reducing the age in which this order is applicable to aged 10+. The current proposed age for this order is 16+. This approach is something that could be considered on the precept that the approach adopted has a clear, proportionate methodology in which matters are dealt with and escalated. The use of warnings to individuals and their parents/guardians on an initial basis could then be escalated to the use of FPNs for persistent offending alongside consideration for other ASB tools. The evidence has been reviewed to test the proportionality of introducing this recommendation. There is limited evidence to suggest that occurrences of ASB specifically identify an offender aged between 10-15. Therefore it is not considered proportionate to explore this further.

5. Recommendations

5.1 That the Licensing and Public Protection Committee considers the content of this report, reviews consultation outcomes and provides approval of the Order for implementation.

6. **Options considered**

6.1 Do nothing – this option would not help to address crime and anti-social behaviour in Newcastle town centre. It may also lead to an increase of incidents due to not having the PSPO in place as a deterrent.

6.2 Reduce the scale of the order – the proposed order would look to cover Newcastle town centre and some areas outside of the ring road. Reducing the scale of the exclusion zone may lead to incidents in other areas.

6.3 Agree the order for implementation – this will allow effective enforcement from the Community Safety Partnership who will be able to enforce the order.

7. **Legal and Statutory Implications**

7.1 PSPOs can be challenged on the grounds that the Local Authority, under the legislation, did not have the power either to make or vary the Order or include particular prohibitions or requirements, or that proper processes had not been followed (as prescribed by the legislation). Challenges must be made to the High Courts within 6 weeks of the Order being made/varied and by an individual who lives in, regularly works in, or visits the restricted area. The High Court can quash, uphold or vary the PSPO and may decide to suspend the operation of the PSPO pending the verdict.

8. **Equality Impact Assessment**

8.1 An Equality Risk Assessment has been refreshed detailing how PSPOs will affect disadvantaged and vulnerable individuals such as dependent street drinkers, rough sleepers and beggars.

9. **Financial and Resource Implications**

9.1 The PSPO will be managed under existing Council resources in the Neighbourhood Delivery, Legal and Finance Teams with assistance from partners such as the Police who will be identifying breaches of the PSPO and issuing FPNs as authorised persons on behalf of the Council as outlined in the Order.

9.2 Signage will be required on key entry points in and around the Borough. Signs will also be installed at hotspot locations.

10. **Major Risks and Mitigation**

10.1 There are no known risks or mitigations to be considered as part of this report.

11. **UN Sustainable Development Goals (UNSDG)**



12. **Key Decision Information**

12.1 Not Applicable

13. **Earlier Cabinet/Committee Resolutions**

13.1 Licensing and Public Protection Committee – 8th October 2025

14. **List of Appendices**

14.1 Appendix 1: Public Space Protection Order Newcastle Town Centre (draft Legal Order)

15. **Background Papers**

15.1 None

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL
ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014
PUBLIC SPACE PROTECTION ORDER NUMBER 1 OF 2026 (the “ORDER”)
AREA OF NEWCASTLE-UNDER-LYME TOWN CENTRE

THIS ORDER may be cited as Newcastle-under-Lyme Borough Council, Public Spaces Protection Order Number 1 of 2026.

Newcastle-under-Lyme Borough Council exercises its powers under Section 59, 64 and 72 of the Anti-Social Behaviour, Crime and Policing Act 2014 (“the Act”) and under all other enabling powers, hereby makes the following order:

1. This Order shall come into operation on **DATE** and shall have an effect for 3 years thereafter, unless extended by further order under the Councils statutory powers.
2. This Order relates to the part of Newcastle-under-Lyme Borough Council, area of Newcastle Town Centre as shown edged red on Appendix 1 (“the Exclusion Zone”).
3. The Council is satisfied that the conditions set out in Section 59 (2) of the Act have been met. Namely, that anti-social behaviour and criminal activities have been carried out within the Exclusion Zone. These activities have had a detrimental effect on the quality of life of those in the locality, and it is likely that the activities will be carried out within that area and have such an effect.
4. The Council is also satisfied that the conditions set out in Section 59 (3) of the Act have been met. Namely, that the effect or likely effect of the activities is, or is likely to be, of a persistent or continuing nature and that these activities are unreasonable and justify the restrictions imposed by this Order and that it is in all the circumstances expedient to make this Order for the purpose of reducing crime and/or anti-social behaviour in a public place.

PROHIBITIONS:

Engaging in behaviour likely to cause harassment, alarm or distress within the Exclusion Zone including:

- Congregating in a group of three or more persons within the Exclusion Zone following a request from an Authorised Person that such group must disperse.
- Being verbally abusive to any other person within the Exclusion Zone.
- Using or threatening to use violence against any other person within the Exclusion Zone.
- Having in their possession open cans, bottles or other unsealed receptacles containing alcoholic beverages (including empty receptacles) within the Exclusion Zone.
- Carrying out any form of graffiti on any surface within the Exclusion Zone.

- Possessing or using of an aerosol and/or any item intended to cause defacement within the exclusion Zone.
- Failing to cease to consume alcohol and/or surrender alcohol when requested to do so by a police officer or other authorised person.
- Any person is prohibited from riding an E-scooter (and an e-bike which does not meet the standard requirements of an Electronically Assisted Pedal Cycle). Any person may push and walk alongside their E-scooter (or non-complaint e-bike) through the exclusion zone.
- Not to consume alcohol within the exclusion zone unless within a licenced premises or within a designated area subject to a street traders licence.
- Ingesting, inhaling, injecting, smoking or otherwise using intoxicating substances including novel psychoactive substances within the Exclusion Zone.
- Persistent and aggressive begging, causing obstruction, harassment and threatening behaviour, which could cause intimidation.
- Failing to deposit litter of any form in any area other than in a designated receptacle.
- Not to urinate / defecate in public view.
- Not to discard hypodermic needles or syringes in a public space (except in an appropriate sharps container)
- Not to erect a temporary structure in a public place without the permission of Newcastle-under-Lyme Borough Council. Temporary structures includes but is not limited to stalls, tents, tables, trestles or leaflet stands.
- Obstructing a building or exit, stairwell or highway after being asked to move by an authorised officer.

FIXED PENALTY NOTICES AND OFFENCES:

1. It is an offence for a person without reasonable excuse to engage in any activity that is prohibited by this Order.
2. In accordance with section 63 of the Act, a person found to be in breach of this Order by consuming alcohol or by refusing to surrender alcohol to an authorised person is liable on summary conviction to a maximum penalty of a level 2 fine or to a Fixed Penalty Notice..
3. In accordance with section 67 of the Act, a person found to be in breach of this Order other than by consuming alcohol or by refusing to surrender alcohol to an authorised person is liable on summary conviction to a maximum penalty of a level 3 fine or to a Fixed Penalty Notice.

APPEALS

1. In accordance with section 66 of the Act, any interested person who wishes to challenge the validity of this Order on the grounds that the Council did not have the power to make the Order or that a requirement under the Act has not been complied with may apply to the High Court within six weeks from the date upon which the Order is made.

DEFINITION AND EXEMPTIONS:

1. Order may be cited as the '*Newcastle-under-Lyme Town Centre Anti-social Behaviour Public Spaces Protection Order*'.
2. '*Authorised Person*' a person authorised by the Newcastle-under-Lyme Borough Council including employees, partnership agency or contractor. Such authorised person must produce their authorisation upon request.
3. '*Intoxicating substances*' means substances with the capacity to stimulate or depress the central nervous system but does not include tobacco, alcohol or vaporisers.
4. '*Persistent and aggressive*' in the context of begging means sitting or loitering in a public space with any receptacle used to contain monies for the purpose of begging, soliciting payment, harassing and threatening such that could cause intimidation.
5. Consuming alcohol in breach of a PSPO is not an offence under S.67 of the Act. However, under S.63 of the Act it is an offence to fail to comply with a request by a Police Officer or an Authorised Person to cease drinking or surrender alcohol that a person has been or intends to drink in breach of the prohibition in the PSPO. This is also liable on summary conviction to a fine not exceeding level 2 on the standard scale. If alcohol is confiscated, it can be disposed of by the person who confiscates it.

RESTRICTIONS AND PENALTY:

1. The Council is satisfied that the conditions set out in Sections 59, 64 and 72 of the Act have been satisfied and that it is in all the circumstances expedient to make this Order for the purposes of prohibiting the Activities within the Exclusion Zone. The effect or likely effect of this is, or is likely to be, of a persistent or continuing nature, such as to make this unreasonable, and justifies the restrictions imposed by this Order.
2. It is an offence for a person without reasonable excuse to engage in Activities which are prohibited by this Order.
3. No person shall:
 - a. Obstruct any authorised officer in the proper execution of their duties;
 - b. Obstruct any other person carrying out an act which is necessary to the proper execution of any contract associated with this order;
4. A person found to be in breach of this Order shall be liable on summary conviction to a maximum penalty of level 3 on the standard scale or a Fixed Penalty Notice of £100.

APPENDIX:

A street plan of Newcastle-under-Lyme Borough Council, Area of Newcastle Town Centre showing the Exclusion Zone edged in red.

Given under the Common Seal of

APPENDIX 1

Newcastle-under-Lyme Borough Council
On the

.....day of2026

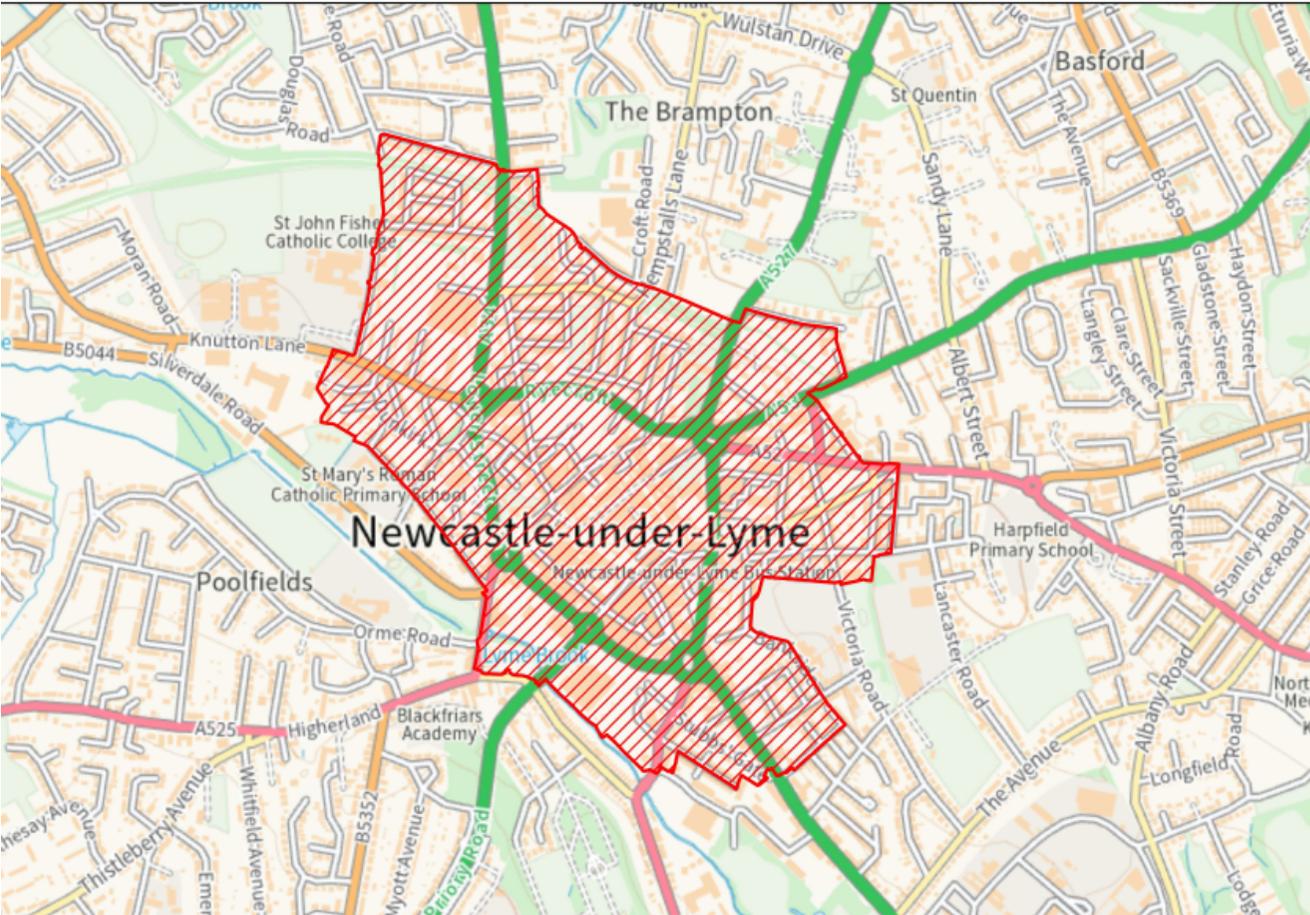
THE COMMON SEAL of the
COUNCIL

Was hereunto affixed
In the presence of:

..... Authorised Officer

..... Designation

APPENDIX 1
PUBLIC SPACE PROTECTION ORDER NUMBER 1 of 2026 (the “ORDER”)
AREA OF NEWCASTLE-UNDER-LYME TOWN CENTRE (“the Exclusion Zone”)



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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

CORPORATE LEADERSHIP TEAM'S REPORT TO LICENSING & PUBLIC PROTECTION COMMITTEE

17th March 2026

Report Title: Government Consultation on proposals to make taxi licensing the responsibility of Local Transport Authorities

Submitted by: Licensing Lead Officer & Service Director – Regulatory Services

Portfolios: Finance, Town Centres & Growth

Ward(s) affected: All

<p><u>Purpose of the Report</u></p> <p>To notify Members of an open consultation that seeks views on making all local transport authorities in England responsible for taxi and private hire vehicle licensing.</p>	<p><u>Key Decision</u> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<p><u>Recommendation</u></p> <p>That Committee:</p> <ol style="list-style-type: none"> 1. Note the contents of the report; and 2. Agree that Officers submit a response to the consultation having considered Officers' proposed information. 	
<p><u>Reasons</u></p> <p>The Government have recently opened a consultation that seeks views on making all local transport authorities in England responsible for taxi and private hire vehicle licensing. This is currently only the position in London and in Unitary Authorities. If Government proposals went forward then the taxi licensing regime would move from lower tier authorities to upper tier, or strategic authorities where they exist.</p>	

1. **Background**

- 1.1 The taxi licensing regime is underpinned by two main pieces of legislation, the Town and Police Clauses Act 1847 (the 1847 Act) and the Local Government (Miscellaneous Provisions) Act 1976 (the 1976 Act), which places the responsibility in England upon lower tier authorities in areas where they exist, or in their absence the unitary authority. The exceptions to this are London and Plymouth.
- 1.2 Within Staffordshire there are nine taxi licensing authorities (LAs), the eight District/Borough authorities and Stoke-on-Trent City Council. Staffordshire County Council are the Local Transport Authority (LTA) for the entire County other than the Stoke-on-Trent area.

- 1.3** Under the current structure of Local Government within Staffordshire, the proposal to move the responsibility from LAs to LTAs would condense the number of responsible authorities from nine into two.
- 1.4** The consultation follows on from a commitment in the English Devolution White Paper, published in December 2024, where the proposal was first put forward to devolve responsibility for taxi licensing to LTAs.

2. Issues

- 2.1** The taxi and private hire licensing regime is multi-faceted and complex and has always been the responsibility of LAs, however the appropriate level of local licensing has not been considered in this time. Currently every LA has their own policy requirements and criteria that fit their local needs. There are 263 LAs responsible for taxi licensing in England.
- 2.2** This consultation sits alongside multiple other current Government workstreams, including:
- Local Government Reorganisation (LGR) and English Devolution programmes;
 - Taxi Licensing Framework call for evidence which is reviewing the fitness of the current regime; and
 - English Devolution and Community Empowerment Bill which has a clause proposing the implementation of 'National Minimum Standards' for taxi licensing.
- 2.3** The Department for Transport believe that the proposals could help reduce the occurrence of out of area working and the factors that induce it, and better match enforcement resources.
- 2.4** The licensing regime has not kept pace with environmental, technological, legal or engineering advancements and is no longer considered to be fit for purpose in the 21st century. Hence the multitude of recent Government consultations which have the aim of updating the regime and future proofing for all parties involved in it.
- 2.5** The consultation was opened on 8th January 2026 and closes on 1st April 2026.
- 2.6** The consultation details that there are currently 70 LTAs in England but note that this may change as a result the LGR and devolution programmes. A map is available as 'map 1' within the consultation document. LTAs have responsibility for creating local transport policies and plans, which must promote 'safe, integrated, efficient and economic transport' having particular regard to older people, disabled people and those with mobility issues.

- 2.7** Within the reasoning it is stated that people will live, travel, work and socialise across local authority borders and LTA areas better reflect local travel patterns. It suggests that the benefits of the proposal would:
- Greatly improve consistency in licensing standards;
 - Remove the factors that induce drivers to licence away from the area they live and intend to work in; and
 - Increase in area working.
- 2.8** It is noted that the impact the proposals may have on LAs is unknown, particularly with the LGR and devolution programmes still ongoing. This consultation seeks views from all LAs, as well as all others that may be affected, with a focus on the financial implications.
- 2.9** Officers have drafted a response to the consultation, which is attached as **Appendix A**. It is based upon the current position that the LTA is Staffordshire County Council and not any new LTA that may be created by LGR. In brief, officers' have identified both costs and savings implications of the proposal and these broadly relate to staffing, software and consumables. It has proven difficult to place a monetary value or resource time on these aspects as it considered that the consultation document does not provide sufficient information to allow for this to be calculated.
- 2.10** The consultation questions are fixed and have a steer towards why the proposal should go ahead rather than any negative implications. Officers' have attempted to convey the importance of the proposals being considered alongside the other Government workstreams, and not in isolation. It is the Officers' opinion that reducing the number of authorities responsible for taxi licensing would only be beneficial alongside other measures, such as new legislation and national absolute standards, to improve consistency across the sector for regulators, the trade and the customer that use it.

3. Recommendation

- 3.1 Note the contents of the report; and**
- 3.2 Agree that Officers submit a response to the consultation having considered Officers' proposed information.**

4. Reasons

- 4.1** The Council are currently responsible for administering and enforcing the taxi licensing regime within the Borough. Should the proposals from this consultation move forward then there may be significant impact and implications for the Council staff as well as the licensees and customers of the sector. Failure to respond will mean that the Council's views and experiences will not be considered when the Government make their decision

5. Options Considered

- 5.1 To not respond to the consultation.
- 5.2 For officers to respond to the consultations without Member input.

6. Legal and Statutory Implications

- 6.1 There are no legal or statutory implications from responding, or not, to the consultations. The result of the consultations will be reported back to the Committee as appropriate.

7. Equality Impact Assessment

- 7.1 Not applicable.

8. Financial and Resource Implications

- 8.1 There are no resource implications identified in responding to the consultations other than officer time which will be met through existing capacity.
- 8.2 Should the proposals move forward then there would be both financial and resource implications for the Council, as covered in the draft response. The level of this is unknown at this stage but will be reported back to this Committee if appropriate.

9. Major Risks & Mitigation

- 9.1 There are no major risks or mitigations identified in responding, or not, to the consultations.

10. UN Sustainable Development Goals (UNSDG)



11. One Council

Please confirm that consideration has been given to the following programmes of work:

One Commercial Council

There are no implications on the one commercial council strategy from responding to the consultation. The results of the consultation may result in costs and/or savings to the authority.

One Digital Council

There are no implications on the one sustainable council strategy from responding to the consultation.

One Sustainable Council

There are no implications on the one digital council strategy from responding to the consultations.

12. Key Decision Information

12.1 Not applicable.

13. Earlier Cabinet/Committee Resolutions

13.1 Not applicable.

14. List of Appendices

14.1 Appendix A – Officers’ draft consultation response.

15. Background Papers

15.1 [Local transport authorities and the licensing of taxis and private hire vehicles - GOV.UK](#)

15.2 [English Devolution White Paper - GOV.UK](#)

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Local Transport Authority Consultation – Newcastle-under-Lyme BC

This response has been submitted on behalf of Newcastle-under-Lyme Borough Council in its capacity as the current licensing authority for administering the taxi licensing regime and is based upon the current position that the Local Transport Authority is Staffordshire County Council and not any new LTA created by Local Government Reorganisation.

Consultation questions for local authorities

Questions to local authorities who are currently responsible for taxi and private hire vehicle licensing

If all local transport authorities were made responsible for taxi and private hire vehicle licensing as proposed, would your local authority expect:

Question 1: Any one-off costs? If so, what would the one-off costs to your authority be for? How much would the costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

- *It is considered likely that staff would be transferred from existing Licensing Authorities (LAs) to Local Transport Authorities (LTAs) to ensure a smooth transition of services with appropriate experience, knowledge and skills being required for this. There may be costs associated with the transfer of employees from one authority to another and any recruitment process required;*
- *The LAs will hold a stock of taxi related consumables, used to create vehicle plates and badges, that would become obsolete.*
- *It is not considered possible to estimate a monetary value or time resource without further detail of the proposals.*

Question 2: Any ongoing costs? If so, what would the ongoing costs to your authority be for? How much would the additional costs be? Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

- *There will be ongoing taxi licensing appeals which would presumably stay with the current LA until resolved (approx. £2500-3000 per appeal at Magistrates' Court for this LA). This LA has circa 10 appeals ongoing at any one time. Some of these costs are recovered when the appeals are dismissed and costs are awarded.*
- *The LA would lose income from taxi and private hire vehicle testing, and it would also effect the staffing and resources required within the in-house garage;*
- *It is not considered possible to estimate a monetary value or time resource without further detail of the proposals.*

Question 3: Any one-off savings? If so, what would the savings to your authority be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

- *No one-off savings have been identified.*

Question 4: Any ongoing savings? If so, what would the savings to your authority be for? How much would the savings be? Please provide a monetary value in pounds, if possible, otherwise the resource time required.

- *If staff were transferred from the LA to the LTA, then there would be ongoing savings related to salary and oncosts of those employees. For example, an FTE employee on the top of Grade 5 would generate a saving of £37,804 per annum at current rates. On the top of Grade 8 that would increase to £50,324.*
- *The LA would no longer have to pay the software licence costs for those members of staff who are transferred to the LTA. However most LAs use the same system to cover multiple licensing regimes so it is unlikely that entire systems costs could be saved;*

- *The LA would no longer have to procure third parties to conduct training and licence criteria, including but not limited to Safeguarding, Disability Equality and DBS applications;*
- *The LA would no longer be required to hold committees/panels to determine cases;*
- *The LA would no longer have to undertake/procure taxi licensing training for Members, officer and legal support;*
- *Staff wages (and associated costs) would reduce if employees transferred to the LTA;*
- *In many LA's there are not dedicated taxi licensing teams. They are multi-disciplinary dealing with a range of licensing topics, such as Licensing Act 2003, Gambling Act 2005, Scrap Metal Dealers, charity collections etc. There would be a disaggregation of staff which would need to be time accounted to ensure that authorities remain/become suitably resourced;*
- *It is not considered possible to estimate a monetary value or time resource without further detail of the proposals.*

Consultation questions for all respondents

Consultation questions on proposals

Question 13: Should all local transport authorities be responsible for taxi and private hire vehicle licensing? Why?

- *Consistency is key to whether the proposal would create the intended benefits;*
- *The proposal would reduce the overall number of taxi licensing policies and in turn provide more consistency for those in and entering the trade, as well as the regulators;*
- *The proposals must be considered alongside the outcomes of the recent call for evidence from the Transport Committee and the proposed clause in the English Devolution and Community Empowerment Bill to allow for the creation of 'national **minimum** standards'. It is this Council's view that these should be national **absolute** standards and new national legislation otherwise there will always be inconsistencies;*
- *The proposals must also be considered alongside the Local Government Reorganisation process to avoid the scenario where taxi licensing moves to one LTA which is then either split into smaller unitary Councils, or forms part of a wider Strategic Authority and would have to be moved a second time;*
- *There would need to be considerations as to how taxi licensing appeals would be dealt with. If the LTA is across a much wider area, then perhaps the appeals could take place in any court in that region which may speed up listing times;*
- *It would allow for wider considerations in relation to emissions standards, de-carbonisation strategies and associated matters;*
- *Larger areas would reduce the number of 'cross-border' or 'working out of area' cases and allow for greater use of existing enforcement powers, however it would not necessarily remove the factors that lead applicants to 'licence shop' unless there were 'national **absolute** standards' and new legislation as previously mentioned.*

Consultation questions on economic benefits and costs

Question 14: Are there wider economic benefits in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

- *Operators would require fewer licences to operate across wider areas;*
- *Taxi fares would become more uniform across the wider areas providing more parity for customers who travel across those areas;*
- *Economies of scale would increase enabling consistency in fee setting, levels of compliance activity and decision making.*

Question 15: Are there other costs in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

- *There would need to be staffing structures created within each LTA for the taxi and PHV regime which may require recruitment processes and the involvement of support services such as HR, Legal and ICT;*
- *The LTAs would need to put in an Elected Member framework for any regulatory oversight required and any committee/panel led decision making processes;*
- *LTAs will need to procure software to manage the licensing regime if they do not already host appropriate software;*
- *LTAs would have to procure providers for consumables, training courses etc;*
- *There are elements of taxi licensing that are explicitly an 'Executive function' e.g. setting of Hackney Carriage metered fares. Unless addressed with the transition this would need to be considered.*

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Public Document Pack Agenda Item 8

Public Protection Sub-Committee - 14/01/26

PUBLIC PROTECTION SUB-COMMITTEE

Wednesday, 14th January, 2026
Time of Commencement: 2.28 pm

[View the agenda here](#)

Present: Councillor Stephen Sweeney (Chair)
Councillors: Wright
Apologies: Councillor(s) Wilkes and J Williams
Substitutes: Councillor Gillian Williams
Officers: Julie Moore Licensing Enforcement Officer
 Anne-Marie Pollard Solicitor
 Claire Ryles Licensing Enforcement Officer

1. **APOLOGIES**

Apologies were shared as listed above.

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

3. **DISCLOSURE OF EXEMPT INFORMATION**

Resolved: That the public be excluded from the meeting during consideration of the following matter because of the likelihood of disclosure of exempt information as defined in paragraphs 1, 2 and 7 contained within Part 1 of Schedule 12A of the Local Government Act, 1972.

4. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976 - APPLICANT 1**

The Sub-Committee considered a relevant matter which fell outside of Council Policy. After careful consideration of the officers' report, the Department for Transport's Statutory Standards and the Council's policy and guidelines, the Sub-Committee agreed as follows.

Resolved: That the Dual Driver badge be revoked.

5. **URGENT BUSINESS**

There was no urgent business.

**Councillor Stephen Sweeney
Chair**

Meeting concluded at 3.29 pm

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Public Protection Sub-Committee - 27/01/26

PUBLIC PROTECTION SUB-COMMITTEE

Tuesday, 27th January, 2026
Time of Commencement: 10.45 am

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Present: Deputy Mayor Councillor Joan Whieldon (Chair)

Councillors: Johnson G Williams J Williams

Officers: Anne-Marie Pollard Solicitor
 Claire Ryles Licensing Enforcement Officer
 Melanie Steadman Licensing Enforcement Officer

1. **APOLOGIES**

All members were in attendance.

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

3. **DISCLOSURE OF EXEMPT INFORMATION**

Resolved: That the public be excluded from the meeting during consideration of the following matter because it was likely that there would be disclosure of exempt information as defined in paragraphs 1, 2 and 7 contained within Part 1 of Schedule 12A of the Local Government Act, 1972.

4. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976 - APPLICANT 1**

The Sub-Committee considered a relevant matter which fell outside of Council Policy. The applicant, his legal representative and his interpreter were in attendance.

After careful consideration of the officers' report, the Department for Transport's Statutory Standards and the Council's policy and guidelines, the Sub-Committee agreed as follows.

Resolved: That the application for a Dual Driver licence be refused.

5. **URGENT BUSINESS**

There was no urgent business.

**Deputy Mayor Councillor Joan Whieldon
Chair**

Meeting concluded at 1.16 pm

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Public Protection Sub-Committee - 04/02/26

PUBLIC PROTECTION SUB-COMMITTEE

Wednesday, 4th February, 2026
Time of Commencement: 6.00 pm

[View the agenda here](#)

Present: Councillor Rupert Adcock (Chair)

Councillors: Heesom Whitmore J Williams

Officers: Anne-Marie Pollard Solicitor
 Claire Ryles Licensing Enforcement Officer
 Melanie Steadman Licensing Enforcement Officer

1. **APOLOGIES**

All members were present.

2. **DECLARATIONS OF INTEREST**

There were no declarations of interest stated.

3. **DISCLOSURE OF EXEMPT INFORMATION**

Resolved: That the public be excluded from the meeting during consideration of the following matter because it was likely that there would be disclosure of exempt information as defined in paragraphs 1, 2 and 7 contained within Part 1 of Schedule 12A of the Local Government Act, 1972.

4. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976 - APPLICANT 1**

The Sub-Committee considered a relevant conviction received by a dual licensed driver. The applicant was in attendance.

After careful consideration of the officers' report, the Department for Transport's Statutory Standards and the Council's policy and guidelines, the Sub-Committee agreed as follows.

Resolved: That a warning be issued.

5. **LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT - 1976 - APPLICANT 2**

The Sub-Committee had been informed of a relevant matter which fell outside of Council Policy. In the absence of the applicant and with consideration to fairness the Sub-Committee agreed as follows.

Resolved: That the decision be adjourned until the next meeting of the Sub-Committee to be held on 11th March 2026.

Public Protection Sub-Committee - 04/02/26

6. URGENT BUSINESS

There was no urgent business.

**Councillor Rupert Adcock
Chair**

Meeting concluded at 7.30 pm