

FAREHAM

BOROUGH COUNCIL

AGENDA

LICENSING AND REGULATORY AFFAIRS COMMITTEE

Date: Monday, 25 July 2022

Time: 6.00 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor Mrs P M Bryant (Chairman)

Councillor Ms F Burgess (Vice-Chairman)

Councillors I Bastable
Mrs S M Bayford
S Dugan
J M Englefield
M J Ford, JP
D J Hamilton
Mrs P Hayre
S Ingram
Mrs J Kelly
Ms S Pankhurst
Mrs K K Trott
Mrs S M Walker



Deputies: Mrs K Mandry
P Nother

**For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel: 01329 236100
democraticservices@fareham.gov.uk**

1. Apologies for Absence

2. Minutes (Pages 5 - 8)

To confirm as a correct record the minutes of the meeting of the Committee held on 27 June 2022.

3. Chairman's Announcements

4. Declarations of Interest

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

5. Deputations

To receive any deputations of which notice has been lodged.

6. Review of Hackney Carriage Tariff (Pages 9 - 38)

To receive a report by the Head of Environmental Health which presents a review of the Hackney Carriage Tariff for consideration.

7. Review of Taxi and Private Hire Licensing Requirements (Pages 39 - 116)

To receive a report by the Head of Environmental Health which outlines any proposed changes to the Taxi and Private Hire Licensing Requirements.

8. Licensing and Regulatory Affairs Committee Work Programme (Pages 117 - 122)

To consider a report by the Head of Environmental Health on the Committee's Work Programme for 2022/23.



P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
14 July 2022

**For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel:01329 236100
democraticservices@fareham.gov.uk**

FAREHAM

BOROUGH COUNCIL

Minutes of the Licensing and Regulatory Affairs Committee

(to be confirmed at the next meeting)

Date: Monday, 27 June 2022

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor Mrs P M Bryant (Chairman)

Councillor Ms F Burgess (Vice-Chairman)

Councillors: I Bastable, Mrs S M Bayford, S Dugan, J M Englefield,
Mrs P Hayre, S Ingram, Mrs J Kelly, Ms S Pankhurst,
Mrs K K Trott, Mrs S M Walker and Mrs K Mandry (deputising
for M J Ford, JP)

**Also
Present:**



1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors M J Ford, JP and D J Hamilton.

2. MINUTES

(1) Minutes of the Licensing & Regulatory Affairs Committee

RESOLVED that the minutes of the meeting of the Licensing and Regulatory Affairs Committee held on 29 March 2022 be confirmed and signed as a correct record.

(2) Minutes of the Licensing Panel

RESOLVED that the minutes of the Licensing Panel held on 12 April 2022 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

The Chairman announced that Licensing training has been arranged for Monday 5th September at 3pm and that members should all have received an invitation to attend.

The Chairman reminded Members that they are required to complete this training every year so that they are aware of the Licensing Objectives and are able to apply them at a hearing. The Chairman stated that it is important that as many members as possible are trained to sit on panel hearings as it is often necessary to hold them at short notice. The Chairman also stated that Panel hearings take place during the daytime rather than in the evenings. This is because depending on the complexity of the matters involved, they could easily take more than half a day to be heard.

4. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

5. DEPUTATIONS

There were no deputations made at this meeting.

6. RESPONSIBILITIES OF THE LICENSING AND REGULATORY AFFAIRS COMMITTEE

The Committee received a presentation by the Head of Environmental Health and the Head of Democratic Services which provided an overview of the responsibilities of the Licensing and Regulatory Affairs Committee. A copy of the presentation is attached as Appendix A to these minutes.

RESOLVED that the Licensing and Regulatory Affairs Committee notes the content of the Presentation.

7. LOCAL GOVERNMENT BOUNDARY REVIEW - WARDING ARRANGEMENTS

The Committee received a report by the Head of Democratic Services which provided members with an update on the Local Government Boundary Review warding arrangements.

An updated Appendix B was tabled at the meeting to detail some changes to the map of proposed new warding arrangements from the published version. The Head of Democratic Services advised that the changes are minimal and do not alter the overall approach and concept of creating an additional ward within the Fareham Town Centre area and extending the Downend and Wallington areas into a larger ward configuration. The amendments were agreed by the Member Working Group which met on Tuesday of last week and have been to tidy up some issues created such as splitting a road or separating an individual property from the rest of the street.

RESOLVED that, having reviewed the working draft of the Warding Arrangements Submission as set out in Appendix A to the report, the Licensing and Regulatory Affairs Committee:

- (a) considered the wording of the narrative and agreed that individual Members would send additional material to the Head of Democratic Services for inclusion in the Warding Arrangements submission;
- (b) delegates authority to the Head of Democratic Services to make further alterations to the Ward Boundaries Plan and corresponding narrative to ensure calculations remain within the target electorate figures; and
- (c) agrees to the draft plan being submitted to the Local Government Boundary Commission for England on 11 July 2022, subject to any further tweaks to ward boundaries being agreed by the Members Working Group.

8. LICENSING AND REGULATORY AFFAIRS COMMITTEE WORK PROGRAMME

The Committee received a report by the Head of Environmental Health which provided members with the opportunity to carry out a review of the Work Programme for the current Municipal Year.

RESOLVED that the Licensing and Regulatory Affairs Committee:

- (a) notes the progress on actions arising from the meeting of the Committee held on 29 March 2022, as shown at Appendix A to the report; and
- (b) agrees the updated Work Programme for 2022/23, as attached at Appendix B to the report.

(The meeting started at 6.00 pm
and ended at 7.56 pm).

FAREHAM

BOROUGH COUNCIL

Report to Licensing and Regulatory Affairs Committee

Date **25 July 2022**

Report of: **Head of Environmental Health**

Subject: **REVIEW OF HACKNEY CARRIAGE TARIFF**

SUMMARY

The current taxi tariff came into force in February 2019. This matter was considered by the Committee at the time and an increase was granted. In May this year, a consultation was undertaken with the trade and the public regarding our current Taxi Tariff. This consultation gave options on a potential taxi tariff increase. The details of the consultation and outcome are detailed within this report.

RECOMMENDATION

It is recommended that the Licensing & Regulatory Affairs Committee:

- (a) considers the responses received from the consultations;
- (b) considers if a change is appropriate; and
- (c) makes a recommendation to the Executive in that respect together with the Tariff Card update suggested in paragraph 16.

INTRODUCTION

1. Private Hire and Hackney Carriage licensing is a function of the Licensing Committee. Hackney Carriages can be hailed in the street and also work from the town ranks. Hackney Carriages must be fitted with a tariff meter the level of tariff is set by the Council and is an Executive function. The purpose of this report is for this Committee to make a recommendation to the Executive as to whether the current tariff should be changed and if so, what that change should be.
2. The current tariff for Fareham Borough Council licensed Hackney Carriages was last reviewed in 2018 and implemented in February 2019.
3. In May 2022 we issued a consultation to the trade and the public which sought views on the level of tariff.
4. In summary, the current tariff rate is £2.40 for getting in the car and the first 180 meters travelled. An additional 20p is then charged for every 180 meters travelled after that, a 5 km journey would cost £7.77. The current taxi tariff is shown at Appendix A.
5. To serve as a comparison, the current tariff for Gosport, Eastleigh and Havant Borough Councils is available at Appendix B.
6. There are currently 139 Hackney Carriage vehicles licensed in the Borough, 114 licensed Hackney Carriage drivers and 55 Dual Licensed Drivers. There are 140 Hackney Carriage Vehicles.

CONSULTATION

7. On 16 May 2022 a public and trade consultation was launched, in which four options were given for tariff increases. Both the trade and public were asked to rate each of the four tariff proposals set out from most preferred to least preferred. They were also given an opportunity to propose any different options of their own. The options given are shown below:-
 - i) Option 1: £2.80 pull off, 170 meters 30p. 5km journey would cost £11.62
 - ii) Option 2: £3.00 pull off, 170 meters 20p. 5km journey would cost £8.88
 - iii) Option 3: £3.00 pull off, 160 meters 20p. 5km journey would cost £9.25.
 - iv) Option 4: £2.60 pull off, 155 meters 20p. 5km journey would cost £9.06.
8. The survey results for the trade can be found at Appendix C, which show that the most favourable option, at 56% (34 votes) is option 1.
9. The survey results for the public can be found at Appendix D, which demonstrates that the most favourable option, at 80% (70 votes) is option 4.
10. In addition to the above the Fareham Hackney Carriage Association has independently canvassed its members and their preference was Option 2.

INDICES

11. Average Weekly Earnings in real terms (adjusted for consumer price inflation and seasonality):

AWE: Whole Economy Real Terms Level (Â£): Seasonally Adjusted Regular Pay		
Year	Real AWE (2015) £	Real AWE (Index numbers 2015=100)
2015	454	100
2016	460	101.4
2017	458	101.2
2018	461	101.8
2019	470	103.5
2020	475	104.2
2021	487	107.8
2022 Q1	482	108.5

12. RPI All Items: Percentage change over 12 months

April 2022: 11.1% released 18th May 2022

13. Consumer price inflation is currently at 9.0%.

14. Information from the Office of National Statistics states: "In the most recent Opinions and Lifestyle Survey (OPN) data (16 to 27 March 2022), 87% of adults reported their cost of living had increased compared with 62% in November (3 to 14 November 2021)."

15. Between 16 March and 27 March 2022, the most common reasons reported by adults for increased cost of living were an increase in:

- The price of food shopping (88%)
- Gas or electricity bills (83%)
- The price of my fuel (77%)

TARIFF CARD UPDATE

16. Following some complaints from customers, we would also like to update the tariff card with the following:

CARD PAYMENT: Some Taxis accept credit or debit cards. No extra charge may be made for using this method of payment.

NOTE: Any toll or congestion charge shall not be added to the fare.

RISK ASSESSMENT

17. Since the tariff has not been increased since 2019 and given the recent considerable rise in fuel and the general cost of living, there is a risk that drivers will leave the trade to find alternative employment which would leave a shortage of taxis in Fareham which could leave vulnerable people at risk.

CONCLUSION

18. Members are asked to review the information contained above and, in the appendices, and consider whether to recommend an increase in the tariff.

Appendices:

Appendix A – Current Tariff

Appendix B – Tariff Comparison

Appendix C – License Holder consultation results

Appendix D – Public Consultation results

Background Papers: None

Reference Papers: None

Enquiries: For further information on this report please contact Ian Rickman. (01329 824773)

FAREHAM

BOROUGH COUNCIL

TAXI FARES (INCLUSIVE OF VAT)

DISTANCE		RATE1
RATE 1: For the first 180 meters or part thereof minimum charge	£2.40	0600–2330 unless stated otherwise
For each succeeding 180 meters or part	20p	
RATE 2: For the first 180 meters or part thereof minimum charge	£3.60	RATE 2
For each succeeding 180 meters or part	30p	2330-0600 unless stated otherwise
RATE 3: For the first 180 meters or part thereof minimum charge	£4.80	1800-midnight on Christmas Eve
For each succeeding 180 meters or part	40p	1800-midnight on New Year's Eve
WAITING TIME		0600-midnight on Boxing Day
RATE 1: For each period of 55 seconds or part	20p	06:00-23:30 on Easter Sunday
RATE 2: For each period of 55 seconds or part	30p	All 24 hours on all other Bank
RATE 3: For each period of 55 seconds or part	40p	Holidays unless specified
EXTRA CHARGES		RATE 3
For each person in excess of two	10p	All 24 hours on Christmas Day
Luggage carried outside of the passenger compartment	50p	Midnight-0600 on Boxing Day
This does not include items relating to a disability		Midnight-0600 on New Year's Day
For each dog (except assistance dogs)	10p	
Passengers picked up at Fareham Station	£1.00	surcharge
A MAXIMUM CHARGE OF £70 MAY BE MADE AGAINST ANY PERSON FOULING THE VEHICLE OR ALLOWING AN ANIMAL TO FOUL THE VEHICLE		
Complaints should be made to The Licensing Officer, Regulatory Services, Civic Offices, Civic Way, Fareham, Hampshire PO16 7AZ or email: Licensing@fareham.gov.uk		

Issue 05

Valid from 18 February 2019

APPENDIX B

TAXI TARIFF COMPARISON

District	Cost/Distance	£ per 5km
EASTLEIGH	Pull off £2.90 for first 160.93 metres 20p each 160.93 metres thereafter	8.90
HAVANT	£3.00 for the first 154 metres, 20p for each 179 metres thereafter	8.41
GOSPORT	Pull off £2.20 for the first 199 metres 20p each 178 metres thereafter	7.41
FAREHAM (existing)	Pull off £2.40 for first 180 metres 20p each 180 metres thereafter	7.75

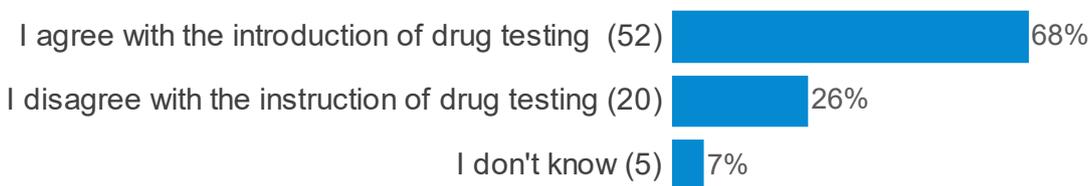
Taxi Trade Consultation (License holders)

This report was generated on 24/06/22. Overall 77 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

To further protect public safety we are proposing that drivers undertake a self-administered drug test when applying for a taxi or private hire licence. In addition, drivers would become subject to random testing.

Carried out at the Civic Offices, the applicant/driver would self-administer the swab test (similar to a lateral flow test) under supervision of a member of the licensing team. The swab would be then analysed and sent for further analysis at an accredited lab if necessary. (I agree with the introduction of drug testing)



Futher comments:

Would this include licences issued to uber drivers in Reading? There has to be a level playing field
All public service providers, including councilors, and staff.

I oppose this as it could be possible to lose your licence as a result of someone spiking your food/drinks without your knowledge and it would be impossible to prove otherwise.

As long as everyone who works under the umbrella of Fareham Borough Council including the Reading drivers the bin men grass cutters and all your office staff I can't see a problem.

But at no cost to the taxi driver.

I disagree on the grounds of extra cost and be bureaucracy being put on the trade especially at this time, furthermore the 16 years I've been driving a taxi in the borough of Fareham I do not know of any drivers have had their licence suspended due to drug offences.

A positive test doesn't necessarily affect a drivers ability on any given day. Also there are different levels of drugs with some more serious than others. Drivers who are obviously under the influence should be suspended.

Many people are looking to cannabis as a pain killer now rather than a drug to get high because prescribed opiates don't work. If random tests are set and someone has had some on a day off to relax the pain, they would be penalised.

Should have done this a while ago .To inshore a high standard in the Taxi trade .

Who will pay for this

Im not against it totally but until you advise on how you would implement this, I can't agree with it. It would need more flexibility with regard to the licensing team.

If FBC decide to test all FBC employees then I might be in favour

But should not be limited to taxi drivers. Everyone who has to have a license to work should be tested

Costs involved? How much? Will the council cover the cost?

Futher comments:

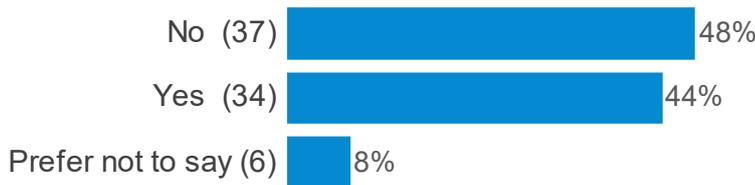
In principle I have no objection however I would assume that a level playing field will be in place.e.g it is not just Taxi drivers that are being singled out this would include all council drivers. Also Fareham has issued many licences to many drivers now working in Reading for Uber, these drivers would also be subject to these tests.

If you are going to test for drugs then you should test for alcohol as well

Portsmouth City Council normally ask for a urine drug test with an approved clinic. This might be a bit more expensive for the drivers but a swab test is far less accurate.

I disagree with the drug testing if is only for the taxi driver, I will be 100% fine if all the people works under the same umbrella get tested as well(bin mans, parking officers, cleaners).

Have you ever felt threatened or been made upset when working in Fareham?



Providing you feel comfortable it would be helpful if you could provide further information:

On nightly basis

Some Customers are very aggressive towards us and as a female driver this can be intimidating usually when alcohol is involved.

Some times.

I have got robbed at knife point

Drunk passengers refusing to follow no smoking/eating in the car policy and when challenged they became aggressive.

We are subject to regular verbal abuse from members of the public, anything from road rage because inconvenience them in some way, to being saun because we're late picking them up, working at night all out drink and drug fuelled violence.

One incident when threatened with small knife due to fare not being paid

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

Very odd occasion in over 20 yrs. Situations have been managed with tact and diplomacy and thankfully not resulted in anything untoward.

Foul language, xenophobic remarks, verbal threatening

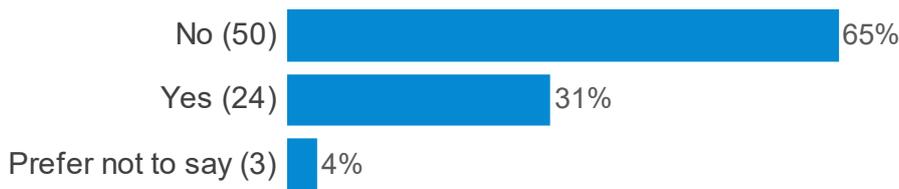
Usually solve any disputes with diplomacy

I no longer work evenings due to increase of abuse

With over 20yrs of driving taxis in Fareham never felt threatened while do my job yes I've had people try their hand and got gobby but a quick word with them without get aggressive back will always defuse and problem very quickly

Taxi Trade Consultation (License holders)

Has your vehicle been damaged or threatened to be damaged?



Providing you feel comfortable it would be helpful if you could provide further information:

People kicking the car if they re drunk and is not they're taxi

In the past I've had Urrate customers threatening to smash up my vehicle and myself

Yes in 2018 a customer damaged my car. 1000£ worth of damage

When I used to work nights I had my car kit regularly buy abusive drunks

Same incident

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

It was a number of years ago now all I can say was my car was off the road for over a week and had to have a complete interior and the culprits were from a certain caravan park in whiteley

On more than one occasion police involved nothing done about it

Has anyone refused to pay a fare?



Providing you feel comfortable it would be helpful if you could provide further information:

Been reported to the operator

Happenes on average once a month. I have two complaints to the police but they don't do nothing

I've had more than my fair share of Runners I've gotten too the point where as Customers approach vehicle I am watching them too judge them as my Instinct is usually right I'm not boasting but I am a pretty good judge of Character I sometimes ask got cash up frontif going out the area but I feel uncomfortable doing that but the way things are I may well start doing it more and more I even went out of my way too help a stranded female once and she ran on me I went too the police and even though she was well known too them they wouldn't help me which I think is discusting

I have had two occasions where customers have left the taxi without paying.

Has happened a number of times. For example a father called a taxi for his son and said his mother would pay the fare on arrival. When we set off the son started a conversation about what happens if people don't pay their fares (oh, here we go I thought!) Sure enough the mother denied any knowledge of this arrangement and wouldn't pay up. There are other stories I could tell you as well.

In over twenty years two people have done a runner.

Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

Uber job going on account

Ran away without paying on a few occasions

Very rare case.

A handful of times generally by substance abusers.

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

Two young ladies I drove to Portchester declared they had no money, so I said that the law stated I had to return them back to the town I picked them up in, which I did, but drove into the police car park, when funnily they had some money!!

Runners ! . I know it is an offence but what can we do . If you report to the police probably nothing will be done .

I've had a few runners over my 20 plus yrs,

Not very often have reported a couple to police and decided police are about as much use as a chocolate fire guard

Seem to have had more non payers post Covid for some reason.

They done a runner

Run off at drop off point, all phone numbers are recorded with voice, police were informed and prosecuted with reimbursement awarded

Some times there were those who left without paying

I have had two occasions where Customers have left the taxi without paying.

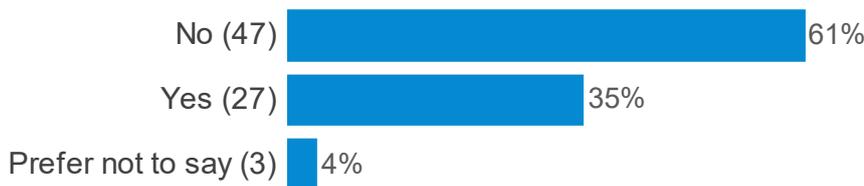
Ambiguous question. In 20 years, only once has a customer verbally REFUSED to pay (because I picked him up 12 mins after his booked time). CHOSEN NOT TO pay - "runners" and "got no money" - many ... mainly younger generational that I encounter on my evening/night hours of working

Get the occasional runner

Working with this operator, there is no cash involved and all the payments are pre-approved in the app.

Yep a few times over the years but always got the fare

Have you reported any incidents to the Police/Council?



Providing you feel comfortable it would be helpful if you could provide further information:

N/A

There are tow complaints to the police

A few times I have reported things too the police but what is the point as They never want too help even with proof given too them As a female knowing I had police assistance if required would be good but as things are that isn't the case at present I didn't even know too report anything too Council Could they do anything too help?

Police don't come on the scene straight away.

Had to get the police out once when I took someone home and could not wake them and could not continue my work as not sure weather the customer us unconscious due to alcohol or drugs but thankfully it was alcohol and the police manag d to wake him and I was quickly on my way

An incident on Lockwood Rd where I was punched by a person flagging me down.The culprit wasn't found and thankfully I was able to drive away safely.

Reported drink driving.

As in comment above

TBH it's not really worth the time doing so for the lack of response your going to get.

I've been attacked on more than one occasion police take to long to respond waste of time reporting anything now you might aswell brush it off as a bad fare and move on

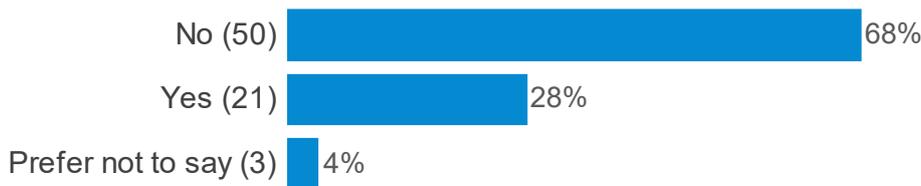
I reported to the police 3 years ago about the customer who did not pay the money, but nothing was done. they just gave me a reference number

Waste of time & effort as no willingness to act on as the criminal (Theft Act) offence. Cost of pursuing action, criminal or civil, far outweighs the loss of unpaid fare.

Pointless reporting to police now as nothing gets done

To be fair the police really don't want to do anything to help

Have you been a victim of crime in your capacity as a taxi driver and not reported it, if so, why not?



Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

N/A

Yes I've had runners that I've not reported as what's the point as in the past they haven't been very helpful at all

My belief is the time taken to pursue a non payer by stopping work to call the police would cost me more than if I just moved on to the next job.

People not paying fares No point in reporting as the Police have no chance of finding them

The five times I was assaulted in the 10 years I work nights nobody was ever prosecuted!!

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

As above

They don't do anything just give you a crime reference number so you can claim off your insurance

As per my two preceeding answers.

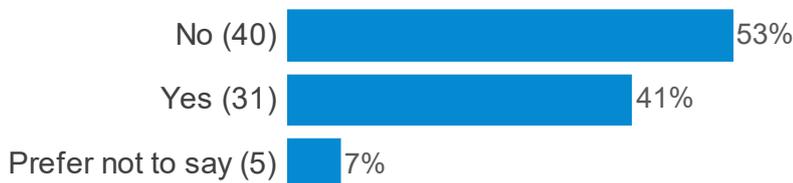
As above

police is not doing anything

I've been a victim of a hate crime (no physical injuries). Did not report it as there was no physical damage. There was a customer (not in Fareham) who started verbally abusing me over The operator's in app contact system for lost goods. They though I stole their partner's phone which they did not have with them when they entered the car (my dash cam is recording in and out of the car). I've left it to the operator to deal with this customer.

Police tell us that we should deal with the matter ourselves.

Have you, for your own safety, fitted CCTV in your vehicle?



Providing you feel comfortable it would be helpful if you could provide further information:

No audio recording. Just for insurance purposes, road recording camera. Dash cam.

The main purpose of mine, is to record sound and video inside the car ,of myself and front seat passenger. Also records journey, incidents, has panick button, and can record via wi fi, as well as sim card.

From having cctv previously some customers can get very upset at being filmed and this can lead too a whole host of problems

I did have a CCTV system fitted in my car, that showed the whole interior and some customers showed their disapproval of this, so as I only work during the day, I had the system removed.

I had a front facing dash cam once and the ICO wanted £40 a year off me to use my own equipment. I vehemently protested on the phone as they are not providing me with anything in return for my money and I thought it was totally scandalous that they would do such a thing. Especially during a lockdown when we're not even earning £40 a day. I removed the camera and will not be fitting any more.

Yes and No, it should be optional.

Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

Front facing for insurance purposes

My dash cam is forward facing, I have never felt the need to have one that covers the inside.

I am now a Private Hire driver who takes many business men to the airports all is which discuss their business to colleagues or on the phone. I guarantee total discretion and never discuss what's said in the car. If I had CCTV especially one that I cannot view myself; I would not be able to guarantee this as a recording device and if the car was ever stolen this information is held in the car.

Not yet but thinking of getting it but not for my personal safety but more for RTC'S I've never felt that I've needed it we live in a small town with NO night life to speak of so most people who go out tend to go over to Portsmouth and Southampton and get the local taxis back so all in all think it would be a waste of money for most us

I currently use a system

I have been driving taxis longer than anyone in our company Radio Taxis Fareham to fit cctv should be optional for each driver and not elaborate fittings being a part of your licence. Each driver can buy and fit one if they want to for less than £50 .

Have been a hackney driver over 35 years have not needed one before and certainly do not need the cost in the current financial climar

But not very expensive

The only time I've seen this actually worth while was a couple of years ago when a radio driver was mugged yet the muggers still got off the charge of putting a knife to his throat.they stole his cameras and phones yet he did have it backed up in the cloud. T

I work days and don't feel I need it

I did have a CCTV system fitted in my car, this showed the whole interior of the car and several Customers showed a strong disapproval of this system. So, as I only worked during the day times, I removed this CCTV System.

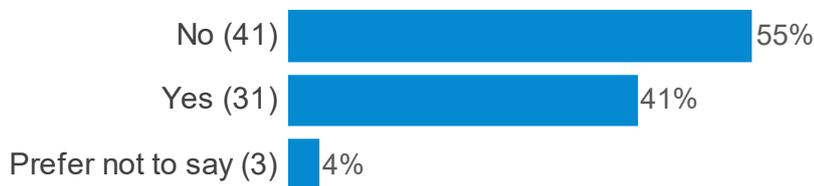
I already have CCTV not because I feel unsafe it's for accident purposes

Yes in my new vehicle but not in older one

I would love to have a camera in my car but can't afford the cost as still recovering from the loss of earnings during covid

After 2 years of no business, this is all we need. And if you do so you need to call all the cars that you plated and they work in different Borough for Uber.

Is the vehicle you drive currentlty fitted with CCTV?



Providing you feel comfortable it would be helpful if you could provide further information:

Only a Dashcam facing too vehicle in front of me on road

I did have a CCTV system fitted in my car, that showed the whole interior and some customers showed their disapproval of this.

But I do have a dash cam which I find adequate.

As the same as reason above

As the comment above

I don't feel the need to have it and cannot afford it and I feel it is an invasion of privacy to both myself And the public 99% OF the time I have no trouble from the public that use my services I do my job to my best ability and I am not confrontational and always keep it professional

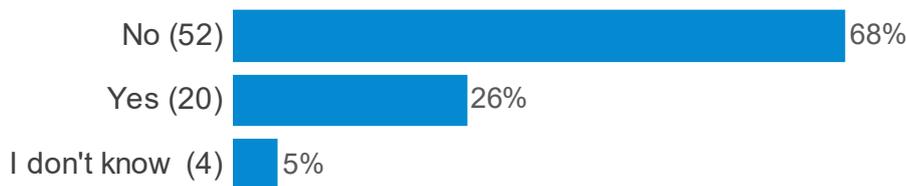
I did have a CCTV system fitted in my car, this showed the whole interior of the car and several Customers showed a strong disapproval of this system. So, as I only worked during the day times, I removed this CCTV System.

For insurance purposes

As above

We can do this easier, just have every single taxi driver installing one of this halfords cctv camera so if anything happens you can have the video. But also I don't see the need of that because whoever want to do something stupid in taxi they don't care about the Cctv and also the police don't give any importance on that.

Do you agree that CCTV should be mandatory for taxis and private hire cars?



Please provide further information:

As an engineer, we all know that the prices for CCTV are too high. To be honest, I can install an approved CCTV system myself for much cheaper. Especially after the pandemic, when we consider the income, it is a high cost. Although, I don't believe Fareham area is unsafe. Interestingly, I had more issues outside of Fareham area. That's why I prefer to work in Fareham. The biggest issue is disrespectful and tailgating drivers. Nothing else.

Who would own the right to the images. Will the driver be able to turn it off.If it is on permanently this would be unfair to the drivers family when in private use.

Didn't the Government give grants to councils for this?

That is a lot of money fir independent drivers too fork out If the council want it installed in Taxis either they should pay for it outright or pay for it initially then they driver does a payment plan until payed off I know for sure I haven't got that sort of money too pay out in one go

I use my car for private use and unless this system only operates when the meter is on, then I feel this would be an invasion of my privacy. I would find the cost of this system hard to meet, with current situation with overhead cost v achievable earnings. I also have a Perspex cabin within my car, that separates me from my customers. This offers my customers protection from and me from them. The cost for this was in excess of £600.

Taxi Trade Consultation (License holders)

Please provide further information:

i have already paid £400 for my cctv systyem which has forward, rear and interior cameras. i don't want to have to spend another £500-£700 just to get an approved system that probably won't as good as the one i already have

Optional, yes. Mandatory no. We should be making it easier for people to get into this industry the way we are struggling for drivers at the moment and not making it harder and more expensive.

The cost of having CCTV outweighs the risks we face.

Don't mind having it but if FBC want it they should supply it or let drivers supply their own that they have access to.

Optional. There are cheaper DashCamp/ CCTV available in the market.

£500 is too much though. I had mine professionally done by Toyota and it's quite good. It records both in and outside of the car.

Once again it's an extreme cost being levied on the trade, many drivers do have their own CCTV systems fitted but they are various different standards, they also comes into the fact of having access for the data and paying someone else to be a data controller, yet another cost.

If a driver is self employed then it should be up to the individual as it is his private vehicle. I would not want a 'spy in the cab' recording me every time I got in it. All technology can be hijacked one way or the other. Front facing with audio should be sufficient.

I disagree that it should be mandatory, as the cost of an 'approved' CCTV system is outrageous. My Next Base dash cam cost, £110, and I fitted it myself. Someone will be making a lot of money from drivers in an industry that is struggling if that's your estimated cost.

There's is already a massive shortage of drivers that too struggle with the increase of driving and living costs, If they face a further high cost such as CCTV I can see them also quitting which would lead to a dire need of drivers in the Borough

Yes great idea . But rather expensive , and the taxi business not doing great at this time .

If the Borough want to introduce cctv then they should off set the price with the £40,000+ That is sat in you bank that is ring fenced for the taxi trade which is the monies that are left over after your spending each year I get frustrated when you decide we have to do something to make things better but it's always the trade that has to cover the expense

Potentially most drivers already have a form of CCTV inside the car these days. The extra expense to drivers already using systems within their vehicles.

Any extra costs added to an already heavily financially affected business makes absolute no sense.

Most of the drivers I have spoken to are concerned about the cost of buying and fitting cameras, as the volume of work is still not at the level it was before COVID.

As above

Been doing the job 31yrs in Fareham never felt the need for CCTV. Just another layer of camera's scrutinizing my daily life which I don't really want.

If it is a requirement by council then a grant to all registered plate holders should be given

This amount can't afford most of the taxi drivers

You won't even give us a pathetic 15% fare increase im down £360 a month on fuel costs alone my cost of living has gone up just like everyone else yet my wages have gone way down. I'm now having to work longer days and a few hours on my 2 days off and now you want me to foot another bill where do you think we get the money from.we are now getting cars from all over the country to work in our Borough as our licensing is to difficult and expensive.so why should we replate in Fareham when we can go elsewhere and do the same job as a private hire driver. The only pro is we can rank up as a Hackney yet there isn't enough work to just work off the ranks.

I don't think it's fair to ask drivers to pay for this with the current taxi fare.

As said, I don't need it but it should be left up to the driver.

Please provide further information:

I, as do some of the other drivers, use my car for private use, so unless this CCTV System only worked when the meter is in operation, then I would strongly object to this, as it would be an invasion of me and my Family's Privacy! Also, I would find the installation cost very hard to meet, particularly at a time when takings are not always higher than our overhead cost. Fuel prices are currently crippling the bottom line for taxi drivers!

I don't think now is the time to put such burden on drivers considering how high the fuel price's are, and still nothing about a tariff increase. And also for existing taxi's the council should provide founding for such system.

But heavily subsidized

Personal preference if the driver wishes to have CCTV fitted and £500-£700 is ridiculous and the driver should be able to choose which company he/she wishes to use unless the council will foot the bill for each vehicle.

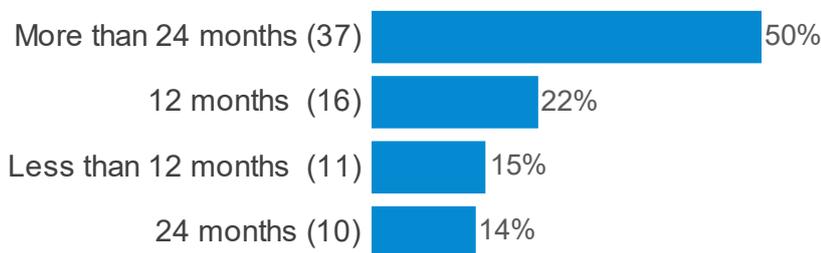
This is a cost that we can't afford.. Would drivers be able to turn off CCTV? If not when car is being used as a private vehicle this would constitute a breach of the drivers personal privacy

As long as the costs are helped by the government

Is good. But council pay for the full amount.

Absolutely not we live in a small town with no nightlife so other town and cities have a nightlife unfortunately for them they get the trouble at the end of the night and again working in the town for so many years I can only remember one bad case of trouble in the town so all in all Fareham is a safe place to live and work

If CCTV becomes mandatory, we would give existing licence holders a lead in period before becoming mandatory. Please indicate which time period would be most suitable:



Please let us know if you have any alternative suggestions:

Since I have faced payment issues even for taxi licensing renewal after the pandemic, all I can say is the cost should be spreaded to monthly installments. The living is already hard enough. I don't think there is a point to make it more difficult. Earnings are not enough to cover all the living costs anymore.

With current fuel prices company's are hemorrhaging drivers this would be the straw that will break the industry.may be if the council wants it they should pay for it.retro fitting anything causes damage to the car dropping resale value.

I already have it, mainly to protect me from accusations of inappropriate behaviour.

Mandatory but let the drivers get their own equipment. Is cheaper this way

At your proposed prices, forever.

We have a lot of driver in Fareham that are getting close to retirement age so don't need the added experience and younger drivers are not coming through as it's too expensive to get through their badge and source a car that is good enough to meet the criteria for the Borough and like loads of other Boroughs work is very thin on the ground

Taxi Trade Consultation (License holders)

Please let us know if you have any alternative suggestions:

My previous statement says it all , Yours sincerely a very experienced taxi driver .

Only make the ones that have complaints made against them have it or wish to do so

It looks like with this question you have already made your minds ip why am I bothering with this survey

It should be advised by the company but up to the driver.

I believe strongly that invasion of privacy should not be allowed. If the CCTV is only operable when the meter is switched on, then I would fully agree. I feel that it is very unfair to expect taxi drivers to finance the installation of a CCTV system during these very difficult financial times, particularly as fares have not been increased.

I think if the council will provide funding for it then it might be less resistance towards it.

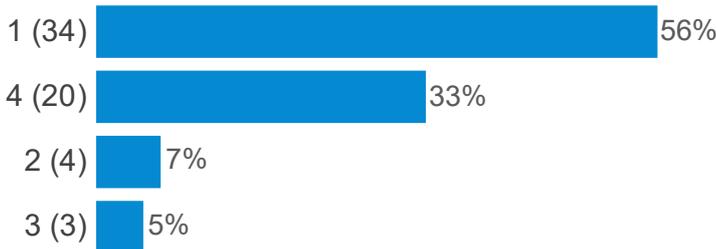
We can buy our own cctv kit for far less than £500.00 and we could have controle

To give us time to raise the money need to fit and approve camera

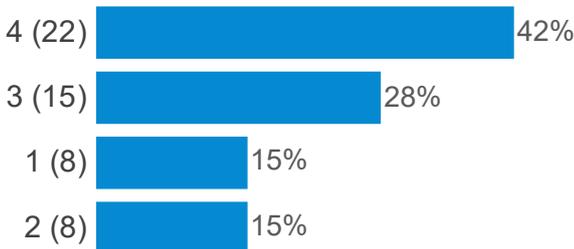
Fareham has a high number of driver over 60+and that might force them into early retirement. and with the cost for new drivers to come in to the job with the extra cost of putting in cctv into car will put more people coming into the trade with all the other cost and price of fuel and a low income from the trade as is could be a push to far

It can be even a few days !! But when you gone pay for fitting a cctv !! I don't want to spend 500£!!

Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.80 pull off, 170 metres 30p. 5km journey would cost £11.62)

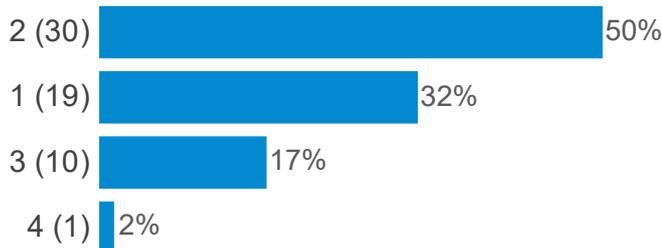


Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 170 metres 20p. 5km journey would cost £8.88)

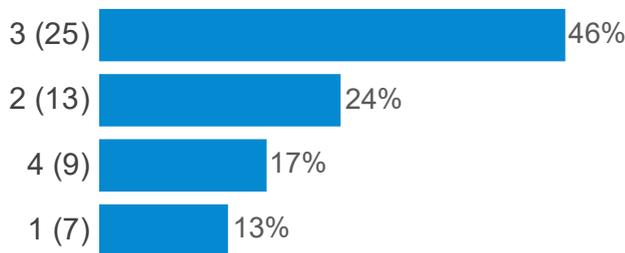


Taxi Trade Consultation (License holders)

Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 160 metres 20p. 5km journey would cost £9.25)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.60 pull off, 155 metres 20p. 5km journey would cost £9.06)



Please let us know if you have any alternative suggestions:

£2.80 pull off, 155 metres, 25p. 5km journey would cost £10.61

£5.00 minimum Charge for using a card too pay fare

I dont agree with a fare increase at this time as i feel it would be dentrimental to the trade as a whole with every one being squeezed from all directions at this moment in time and would lead to people using taxis less.

You have to strike a balance or people will stop using taxis. Could we please introduce this soon due to cost of fuel.

N/A

Can't comment as private Hire

Would be nice to get job that goes 5km we're lucky if we get a job that breaks 2km

Soon as possible people are really struggling to make ends meet

I do not believe that my finances could support paying for this installation at this time, or in the near future. We desperately need a tariff increase to support us being able to offer a public service. I do have concerns around invasion of privacy, particularly as I have two very Lovely Grand Children, with very special needs that I use my car for privately.

Beyond the general rapidly increasing rise in Inflation, taking account of current volatile fuel prices and vehicle maintenance costs, Tariffs should be reviewed more frequently to avoid overly-steep rises in rates.

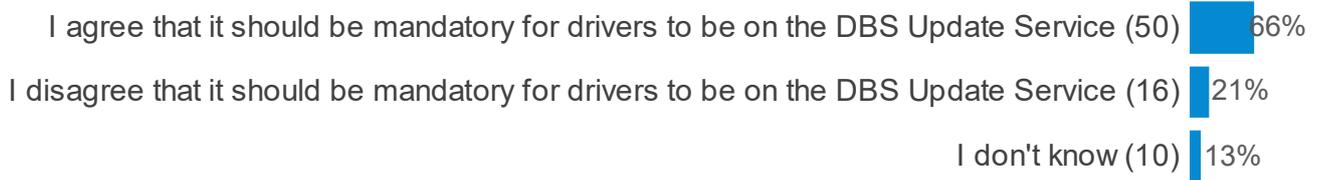
With the way fuel prices are currently there is a desperate need to adjust prices more quickly. At present the cost of fuel equates to £3000.00 additional costs to driver per annum.This is unsustainable!

Night tariffs to start from 23:00

We all need this price increase just because we pay more money for insurance, fuel as you know is nearly £2 a litre and also all the costs for day to day living they explode as well.

Taxi Trade Consultation (License holders)

The Government recommends that taxi and private hire drivers carry out a Disclosure and Barring Service (DBS) check every 6 months. The Council is proposing to make it mandatory for license holders to be on the DBS Update Service. This will allow the licensing team to carry out the check with minimal disruption to the driver.

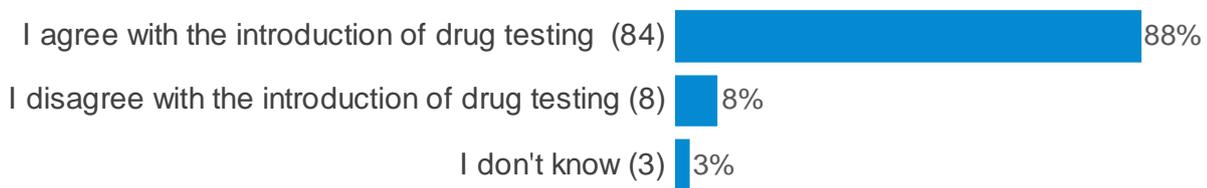


This report was generated on 24/06/22. Overall 95 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

To further protect public safety we are proposing that drivers undertake a self-administered drug test when applying for a taxi or private hire licence. In addition, drivers would become subject to random testing.

Carried out at the Civic Offices, the applicant/driver would self-administer the swab test (similar to a lateral flow test) under supervision of a member of the licensing team. The swab would be then analysed and sent for further analysis at an accredited lab if necessary. (I agree with the introduction of drug testing)



Futher comments:

- Drug testing should include illegal and those medically prescribed that may affect ability to drive should be done either monthly or every couple of months, but they are not to be told when as this would defeat the object. Will it be carried out in the presence of the staff member

- Only if there is at present a proved evidence that drivers are at present undervthe influence of drugs when on call.

- This procedure should already be in place. It should not take an incident to identify the involvement of drugs.

- Totally agree with this, there have been a few instances of "drivers" operating vehicles under the influence of drugs, including, van, lorry and taxi's. Because drugs are not normally noticable but can stay in the system for a few days after their use, tesing during the application process is good, random testing is even better as applicants would probably stay clean during the process as they would be aware of the swab test.

- There should be regular drug testing

- Initially this would cover taxi drivers, next it would be the rest of the population, Big Brother at work again.

- The council is not the law, councils already struggle to keep the trade running day to day.

- It seems to me this would further increase costs to customers..

- Yes that would be fine, but they would be prepared before they go, on the spot would provide better results. Not enough taxis working on a Sunday, their excuse not enough drivers want to work.

- This should be done in a sensitive way,fully explaining the reason.

- Vital for passengers and other road user safety

- As testing is clearly intrusive and time consuming for all concerned, what evidence is there that drug use by taxi drivers is a significant problem?

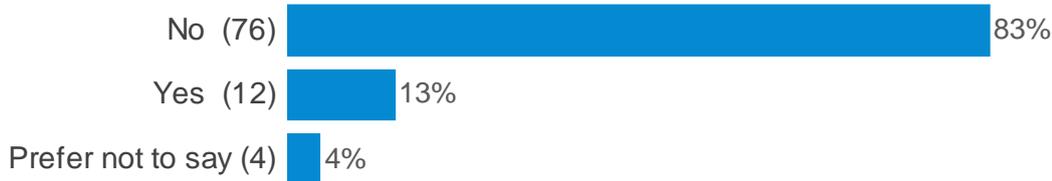
Futher comments:

Cost involved

Why do it , is everyone at f bc being tested ? Makes no sense, we have done medical , that should be enough

This should have been done years ago

Have you ever felt threatened or been made upset when using a taxi in Fareham?



Providing you feel comfortable it would be helpful if you could provide further information:

Single elderly female - I pre-booked a taxi from a restaurant to home, for after the restaurant's closing time, so I had to wait outside. It was not there at the time booked and it took ages to come. I was given misleading information about wait time. In the meantime, I was cold and increasingly conscious that the area was very dark and empty.

Rarely use; felt uncomfortable when arrived on last National Coach into Fareham Bus Station and had no alternative to get home.

have only used a taxi on the odd occasion but have never felt threatened.

I had an appointment for my 3rd covid vaccination and spent the entire journey from Fareham to Portsmouth persuading the driver of the importance of wearing a mask in his car. He didn't see the need, he didn't know anyone who'd had covid. He did eventually put on the mask that was dangling from his rear view mirror.

I have answered "no" because the question was about Fareham, however I have been in a very difficult and potentially dangerous situation, in a taxi elsewhere.

Some drivers speed and are clearly annoyed at being asked to stick to the limit

Always polite and helpful

I've not felt uncomfortable due perhaps to the fact that I am a large male, ex military etc however I have a few female friends who have been unhappy with the service provided.

An incident of verbal intimidation and another by dangerous driving in order to test 'bravery'. Different companies.

There should be CCTV fitted to every taxi, just like other councils make it compulsory

I have never used a taxi in Fareham

I have always used Radio Taxis, with whom I have always felt comfortable.

because if I did not know the person they were a stranger and I did not feel safe, so I WENT to one further back, only to be told that I should take the one at the front. I have used taxis for the last 50 years here in Fareham as the current bus service for my requirements are totally out of the question.

I rarely use a taxi in Fareham

Not by anyone's actions but I believe that there is only 1 wheelchair accessible taxi registered in Fareham. You need to have more. I have been stranded as I have been ringing around local firms to find a wheelchair taxi. Just because I am in a wheelchair.

Providing you feel comfortable it would be helpful if you could provide further information:

I generally avoid taxis because I don't like getting in a car with a stranger and in my experience taxi drivers tend to drive in a rush (too fast / too close)

I have never experienced behaviour that is threatening or upsetting - rather the reverse, with most taxi drivers being polite and friendly.

N/A

Drivers trying to charge extra when you want to pay by card. Drivers moaning when it's a short job. Drivers holding their phones to their ear whilst driving

Have you reported any incidents to the Police/Council?



Providing you feel comfortable it would be helpful if you could provide further information:

I tried when a taxi driver close passed me on my bike and then swore at me. It went nowhere and was a time consuming process.

I went as far as finding out the person at council level who deals with such complaints, but took it no further. I changed taxi companies instead.

NA

By using the recognised taxis I don't get over charged as has been my experience in the past with foreign drivers. All OK now

My wife frequently uses taxis (Fareham Cabs, Aqua Cars and has good treatment). I am basically wheelchair bound and find it difficult to book a taxi unless I use a Southampton Taxi to go to cruise ports for holidays.

See above.

N/A

Nothing would be done

Have you been a victim of crime while using a taxi service and not reported it, if so, why not?



Providing you feel comfortable it would be helpful if you could provide further information:

Made to feel I was at fault, when suspicion was around the honesty of the driver who was believed no questions asked.

I was very young (16) and was scared to mention it.

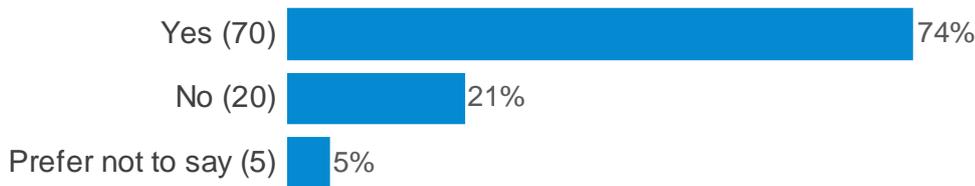
Your word against there, if cctv was installed it would protect drivers and patrons

NA

I rarely use a taxi in Fareham

See above

Would you feel safer in a vehicle fitted with CCTV?



Providing you feel comfortable it would be helpful if you could provide further information:

Anything to improve safety, particularly for women, mothers with young children

Yes if I was using one if they object to one being fitted then they cannot receive a licence.

I am a male and feel OK to defend myself, if necessary.

Would be helpful to both drivers and passengers

It would make women travelling alone feel safer

this is fareham not london

In this day and age I would prefer all taxis to have inboard cctv for the drivers safety and that of their passengers.

A simple dash-cam is sufficient.

Most are already tracked for location so they should be tracked for speed as well

It would give evidence of poor behaviour or even very good attitude

It works both ways, the iperator and the passenger would have this safeguard.

In London, all black cabs are fitted with CCTV to protect passengers and drivers.

Never felt unsafe other than by standard of driving which CCTV would not affect.

As long as drivers didn't have access to the recordings

Only if the CCTV recording was continually downloaded to an independent organisation, AND in the event that a taxi driver did not have the CCTV active, he would automatically loose his license.

CCTV acts to keep both driver & passengers safer. Removes element of doubt.

It should be a choice, it's a very expensive system which only adds to the cost of yearly licensing fees already

Again another cost to drivers that would require an increase in cost to passengers.

Im aware that adding additional costs to Taxis will increase fares...i dont think we have a problem in Fareham that needs CCTV in each taxi. Plus it means my privacy will be invaded by having my every movement recorded for the driver to watch later

Providing you feel comfortable it would be helpful if you could provide further information:

I don't feel unsafe in a taxi. I would think CCTV would be there to make the driver safer.

Yes, at least there would be some sort of deterrent.

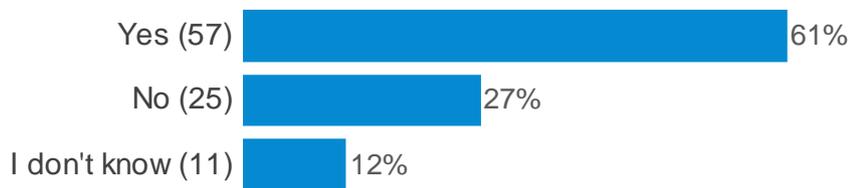
CCTV might be a deterrent but it would have to be a device the driver couldn't tamper with to be effective. Monitoring the speed and driving style of taxis might also help and an anonymous scheme whereby a passenger can report aggressive driving or speeding might encourage me to use taxis again

Generally a good idea to act as a deterrent, and provide evidence. CCTV with sound would be best.

No thank you. I don't want to be recorded whilst travelling in a taxi.

The cost to an individual driver or firm of an approved CCTV system would be in the region of £500-£700.

Do you agree that CCTV should be mandatory for taxis and private hire cars?



Please provide further information:

It might be helpful to provide interest-free loans to enable the drivers/firms to comply as soon as possible.

Anything to improve safety

Yes they should have CCTV but drivers shouldn't have to fork out for it

Having seen some video of how Uber drivers have been attacked I think this would be of benefit to both drivers and passengers.

But, with the cosy of fuel going through the roof, how may drivers of individual cars be able to afford £500 - £700 to fit to their vehicles. Perhaps an agreement with a supplier and fitter of such systems could be nominated by the FBC with respect to individual s.

It should be mandatory but the individual drivers should not have to pay for it!

We live in dangerous and different times. It seems to me that no lone females are safe any more.

Unless it is heavily subsidised. Its too much money to add to taxi drivers outgoings.

this is fareham where many people do not tip and the inland revenue still tax the "tip"

I assume there will be financial assistance in fitting CCTV to a hire vehicle?

This cost is too high. A dash-cam would be sufficient at a fraction of the cost.

The council should fund it initially, with a system of drivers repaying over time.

Any thing that makes it safer to hire a taxi and it would also protect the driver from unwarranted accusations

It is probably more for the safety of the driver than anything else so if they object then what have they got to hide

Please provide further information:

I agree however i think the cost is high and should be subsidised in some way. Fareham taxis are already expensive in comparison to Portsmouth taxis and the costs would likely be passed on to customers

It would depend on who would be able to access the information and whether it was available immediately to a 3rd party. If there was a chance that it could be misused in any way or edited, then I think I would prefer it to have it.

Whilst some people might feel safer, I am not aware of security incidents involving taxis in Fareham and the cost of fitting it would undoubtedly be added to the fares which are already very expensive in this area.

Initially this would cover taxi drivers, next it would be the rest of the population, Big Brother at work again

It should be a choice, it's a very expensive system which only adds to the cost of yearly licensing fees already

Again another cost to drivers that would require an increase in cost to passengers.

The current economic situation is making life difficult for all businesses. We should not be imposing more costs at this time.

A good idea but if drivers have to pay £500-£700 there will be less taxis on the road which is not good

Right now that is a lot of extra cost for the driver/company given cost of living going up rapidly. Presumably fares would need to increase if a driver cannot afford it which will reduce use and then as a consequence availability of taxis

Given the cost, the implementation could be phased and/or financial help provided e.g. low/no interest loans.

But the council should pay for the CCTV

Only if government funded

1, who would have access to the system? 2, under what circumstances and by whom would the system be accessed 3, when would the system be in operation, ie. 24/7, when a fare is on board, at all times the vehicle is being driven? 4, would it record audio? 5, where would the camera be directed? 6, would recordings qualify for evidential purposes? 7, would it be in operation during personal use?

You must be joking, if you want them in the taxi , f b c should pay

Some drivers driving leaves a lot to be desired, also the rudeness and attitude of some drivers is appalling

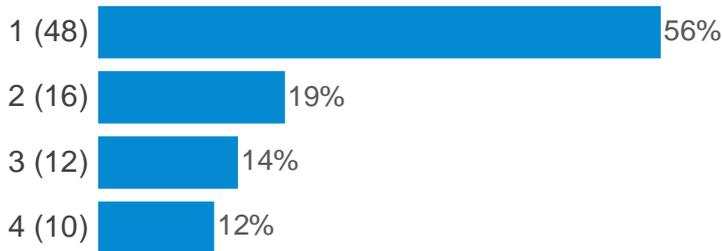
Hahaha £700 for In Car CCTV? obviously a company that has friends in the council!!!

I feel that if you make this mandatory then perhaps you should help with the cost

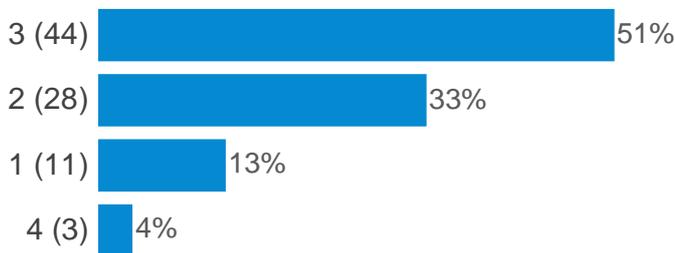
Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.80 pull off, 170 metres 30p. 5km journey would cost £11.62)



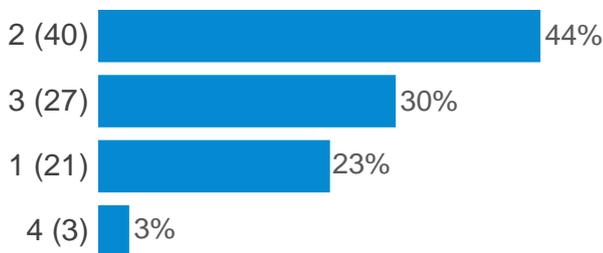
Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 170 metres 20p. 5km journey would cost £8.88)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 160 metres 20p. 5km journey would cost £9.25)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.60 pull off, 155 metres 20p. 5km journey would cost £9.06)



Please let us know if you have any alternative suggestions:

In principle, less pull-off and higher per metre rate seems fairest - you pay more for distance travelled. I am aware of increased fuel costs and drivers must be able to make a profit.

Consider taxi services, generally, very expensive. Would seek alternative if available still keep first 180 metres but with £2.80 pull off charge.

Unable to make a reasonable proposal

Keep it as it is. The current rate, or reduce pull off rate considerably

The UBER system is fantastic and should be used or a model of it. You know the cost and pay for the journey before you ever get on the taxi. No money or tip!! Has to change hands in the cab.

I think Fareham taxis are already expensive compared to other local areas

A rise of £1.49 over 5km should be a perfectly adequate rise.

Please let us know if you have any alternative suggestions:

Why increase by more than inflation? Whilst I accept costs have increased, the price of a short journey in this area is already poor value and I only use the taxis when I have no other options. I have used them in other areas of the country where they are notably cheaper.

Why does it have to be so complicated?? Why not simplify the whole thing to £X per KM ??

Giving drivers a decent fee for short journey (£3 pull-off) is to encouraged otherwise they're more likely to refuse .This is a silly question as we are all going to vote for the cheapest, frequent journey we do (home to station etc) . More important is we pay taxis an economic rate so we have sufficient drivers attracted to the job to provide a good service.

Can't get my head around this, metres I can't imagine yards and miles I would.

A higher flat fee during daylight hours to encourage people to walk short journeys if they can. After dark the rate should encourage people to use a taxi. A higher flat fee would also make a driver less grumpy about a shoulder journey when they've waited a while on a taxi rank for a fare.

Would need to know the distribution of journey lengths, purposes, numbers riding on each journey etc - and what the pricing policy is aiming to achieve e.g. easier access to shorter journeys at a cost effective price compared to alternative transport? Reduction of short car journeys? Creating a sustainable taxi service?

£5 pull off fee, then after the first mile 20p for every 170meters, that way short journeys will be worth pulling off the rank for.

The Government recommends that taxi and private hire drivers carry out a Disclosure and Barring Service (DBS) check every 6 months. The Council is proposing to make it mandatory for license holders to be on the DBS Update Service. This will allow the licensing team to carry out the check with minimal disruption to the driver.

I agree that it should be mandatory for drivers to be on the DBS Update Service (84)  88%

I disagree that it should be mandatory for drivers to be on the DBS Update Service (7)  7%

I don't know (4)  4%

FAREHAM

BOROUGH COUNCIL

Report to Licensing and Regulatory Affairs Committee

Date **25 July 2022**

Report of: **Head of Environmental Health**

Subject: **REVIEW OF TAXI AND PRIVATE HIRE LICENSING
REQUIREMENTS**

SUMMARY

In line with the Department for Transport's Statutory Guidance for taxi and private hire vehicle standards publication in July 2020, as well as a trade and public consultation within the Borough during June 2022, we propose updates to the Taxi and Private Hire Licensing requirements.

RECOMMENDATION

It is recommended that the Licensing and Regulatory Affairs Committee:

- (a) considers the following proposed amendments to the Taxi and Private Hire Licensing requirements:
 - i. the introduction of 6 monthly DBS checks via the update service;
 - ii. the introduction of drug testing for new applicants and randomly for licensed drivers;
 - iii. an amendment to documentation to include Tax checks;
 - iv. an amendment to documentation to start using the National Database of Refusals and Revocations (NR3);
 - v. a requirement that vehicle age when first plating must be less than 5 years old; and
- (b) subject to any further requirements from the Committee, to delegate authority to the Head of Environmental Health to redraft and publish the document to reflect these changes.

INTRODUCTION

1. As the licensing authority for Hackney Carriage and Private Hire drivers and vehicles, this Council can apply reasonable requirements in its licensing process to driver, vehicle and operators to ensure public safety.
2. The operation of a successful hackney carriage and private hire vehicle service is essential to the economic well-being of the Borough. It is equally important that the service provided by the Trade be properly regulated to instil confidence in the travelling public who wish to use the service. The overriding objective is to ensure Public Safety.
3. There are currently 287 licenced drivers, 262 licensed vehicles and 19 licensed operators with Fareham Borough Council.
4. The proposed new Taxi and Private Hire Licensing Conditions of Licencing, with the accompanying Handbook are at Appendix A.
5. The results of the Licence Holder Consultation responses can be found at Appendix B and the results of the Public Consultation responses can be found at Appendix C.
6. A summary of the proposed amendments is given below.

DBS CHECKS

7. We are proposing to change the Disclosure and Barring Service (DBS) check from every 3 years to 6 monthly. The Government recommends that taxi and private hire drivers carry out a DBS check every 6 months. The cost to the driver for this service is £39, as opposed to the current DBS paper system which costs £38 per check. The Council is proposing to make it mandatory for license holders to be on the DBS Update Service. This will allow the licensing team to carry out the check with minimal disruption to the driver.

(Criminality Checks for Vehicle Drivers: Section 6.1 – 6.4 of the Statutory Taxi & Private Hire Vehicle Standards.)

8. We believe that this will ensure that criminal records are as up to date as possible with the licensing authority and to demonstrate to the public that they are safe with licensed drivers.
9. Feedback from consultation evidenced that 64% (50 Respondents) of the licence holders support mandating the Update Service, with 88% (84 respondents) of the public also in agreement.

INTRODUCTION OF MANDATORY CCTV

10. To protect both public safety and that of licensed drivers, we are proposing that CCTV systems inside taxis / private hire vehicles will become a requirement of vehicle licensing conditions. This would apply to all current and new licensed vehicles.
11. The Statutory guidance states that “All licensing authorities should consult to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or an adverse net effect on the safety of taxi and private hire vehicle users, including children or vulnerable adults, and taking into account

potential privacy issues”.

(In-vehicle visual and audio recording – CCTV: Section 7.7 – 7.13 of the statutory Taxi & Private Hire Vehicle Standards.)

12. Feedback from the consultation informed us that 41% of respondents (31 vehicles) currently have CCTV fitted. Only 26% of respondents (20 respondents) of licence holders wish CCTV to become mandatory, whilst 61% (57 respondents) of the public are in support.
13. A summary of complaints received over the last 5 years where CCTV inside a taxi/private Hire vehicle may have assisted the investigation is shown below: -
 - 2016/17 -4 complaints – Racial abuse, dangerous driving, harassment, child not secured
 - 2017/18 - 7 complaints – 2 x driving whilst on mobile phone, 2 x aggressive behaviour, harassment, bad driving, wheelchair user didn't feel secure.
 - 2018/19 – 2 complaints - sexual assault, argument over fare.
 - 2019/20 – 3 complaints – 2 x argument over fare, transphobic remark.
 - 2020/21 – 0 complaints
 - 2021/22 – 2 complaints - 1 assault, 1 overcharging
14. The Statutory Guidance also states that “While only a small minority of licensing authorities have so far mandated all vehicles to be fitted with CCTV systems, the experience of those authorities that have has been positive for both passengers and drivers. In addition, the evidential benefits of CCTV may increase the level of reporting of sexual offences. According to the Crime Survey for England and Wales only 17 percent of victims report their experiences to the police, 28 percent of rape or sexual assault victims indicated that a fear they would not be believed as a factor in them not reporting the crime. The evidential benefits CCTV could provide are therefore an important factor when considering CCTV in vehicles”.
15. The mandating of CCTV in vehicles may deter people from seeking a taxi or private hire vehicle licence with the intent of causing harm. Those that gain a licence and consider perpetrating an opportunistic attack against a vulnerable unaccompanied passenger may be deterred from doing so. It is however unfortunately the case that offences may still occur even with CCTV operating.
16. Feedback from the consultation informed us that 41% (31) of licence holders currently have CCTV fitted in their vehicles. 26% (20) of licence holders wish CCTV to become mandatory, whilst 61% (57) of the public are in support.
17. 13% (12) of the public have been threatened or been made upset when using a taxi in Fareham. Whilst 31% (24) of licence holders have had their vehicles damaged or threatened to be damaged. 66% (50) of licence holders have had fares refused and 44% (34) of drivers have felt threatened or been made upset whilst working in Fareham.
18. 74% of the public declared they would feel safer in a vehicle fitted with CCTV. 68% (52) of the trade are not in support of CCTV becoming mandatory.

19. In summary the level of complaints reported are low, although occasionally a serious complaint does arise, if CCTV were to be installed it has to be fitted with an off switch, so arguably any driver with bad intent would switch off the CCTV.
20. There probably isn't currently the evidence base to support the mandating of CCTV in Fareham taxis and private hire vehicles and therefore it shouldn't be introduced at this time.

INTRODUCTION OF DRUG TESTING FOR LICENCE HOLDERS

21. To further protect public safety, we are proposing that drivers undertake a self-administered drug test when applying for a taxi or private hire licence. In addition, drivers would become subject to random testing.
22. We believe by introducing drug testing, this will increase public safety, which is the main overriding objective of the Taxi Licensing Policy.
23. Feedback from the consultation showed 82% of the public supported this proposal, along with 68% of the licence holders.

TAX CONDITIONALITY CHECKS

24. In line with Government guidance introduced on 4 April 2022, we have already started to check all licences are registered for tax, if required, upon initial application and on renewal.
25. This update will now be included in the reviewed Taxi and Private Hire Licensing Conditions of Licencing.

NR3 DATABASE

26. The National Database of Refusals and Revocations (NR3) contains information relating to any refusal to grant, or revocation of, a taxi or private hire driver's licence. This information is important in the context of a subsequent application to another authority for a driver's licence by a person who has had their licence refused or revoked in the past.
27. We propose to check all new applicants against NR3 as well as uploading any applicant who is refused, or a licensee who is revoked. This is in line with the Statutory Taxi & Private Hire Vehicle Standards.

(Sharing licensing information with other licensing authorities 4.21 of the statutory Taxi & Private Hire Vehicle Standards.)

VEHICLE AGE ON FIRST REGISTRATION

28. In 2017 Fareham Borough Council was served an Air Quality Direction in respect of predicted exceedances of Nitrogen Dioxide. As a result of this in June 2018 this Committee agreed that instead of vehicles being a maximum of 5 years old on first registration that diesel vehicles must be at least Euro 6 standard, petrol vehicles must be at least Euro 4 standard. Ultra-Low Emission Vehicles (ULEV) are acceptable as well as hybrid vehicles which are at least Euro 5. This applies to new vehicles and transfers. All vehicles that are 5 years old or newer are now Euro 6, however we currently have no set age limit at first registration, prior to the Air quality issue, vehicles had to be at least

5 years old on first registration and transfers newer than the vehicle that a plate was transferred from. Wheelchair accessible vehicles currently can be up to 10 years old.

29. Now that 5-year-old vehicles are no longer among the most polluting, the 5-year age limit for new Hackney Carriages and Private Hire vehicles' can be restored, without any Euro standard limitations.

RISK ASSESSMENT

30. There are no significant risk considerations in relation to this report

CONCLUSION

31. Members are asked to review the information contained above and, in the appendices, and consider whether to recommend the proposed changes.

APPENDICES:

Appendix A – Proposed new Taxi and Private Hire Licensing Conditions and Hand Book

Appendix B – Results of Licence Holder Consultation Responses

Appendix C – Results of Public Consultation Responses

Background Papers: None

Reference Papers: None

Enquiries:

For further information on this report please contact Ian Rickman 01329 824773

FAREHAM
BOROUGH COUNCIL

Taxi and Private Hire Licensing Conditions of Licencing 2022 - 2027

DRAFT

Contents

1	Summary
2	Introduction
3	Definitions
4	Background
5	Vehicles (Hackney Carriage and Private Hire)
6	Drivers (Hackney Carriage and Private Hire)
7	Private Hire Operators
8	Disciplinary and Enforcement Measures
9	Delegated Powers
10	Fares and Fees
11	Taxi Ranks

Appendix A - Handbook

1. Summary

- a) The operation of a successful hackney carriage and private hire vehicle service is essential to the economic well-being of the Borough. It is equally important that the service provided by the Trade be properly regulated in order to instil confidence in the travelling public who wish to use the service. The overriding objective is to ensure Public Safety.
- b) There is consensus that common core minimum standards are required to regulate better the taxi and private hire vehicle sector. The Council also has a responsibility to ensure that all drivers, owners and operators of vehicles adhere to these core minimum standards and do this in a consistent and transparent manner.
- c) This policy contains information about legal requirements, government guidance, council policy, procedures and standards relevant to hackney carriage and private hire licensing.
- d) Licensing authorities should review their licensing policies every five years. Consultation should include not only the taxi and private hire vehicle trades but also groups likely to be the trades' customers. Examples are groups representing disabled people, Chambers of Commerce, organisations with a wider transport interest, women's groups, local traders and the local multi-agency safeguarding arrangements.

2. Introduction

2.1 Powers and Duties

- a) This Taxi Licensing Policy has been produced pursuant to the powers conferred by the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, as amended, which places on the Council the duty to carry out its licensing functions in respect of hackney carriage and private hire vehicles.
- b) The aim of the licensing process is to regulate the hackney carriage and private hire trade in order to promote well-run and responsible businesses that display sensitivity to the wishes and needs of the general public.
- c) The licensing authority will engage with their police force to monitor licensees' suitability.

2.2 Policy Status

- a) In exercising its discretion in carrying out regulatory functions, the Council will have regard to this policy document.
- b) Notwithstanding the existence of this policy, each application or enforcement measure will be considered on its own merits. Where it is necessary for the Council to depart substantially from its policy, clear and compelling reasons will be given for so doing.

- c) This policy (and associated work procedures) will provide those Council Officers who are required to administer the licensing function with appropriate guidelines within which to act. The Council may need to consider applications outside the policy.
- d) This policy took effect on **TBC** and will remain in existence for a period of five years, during which it shall be kept under review and revised as appropriate. Any changes in the licensing requirements will be followed by a review of the licences already issued. Where a more subjective change has been introduced, for example an amended policy on previous convictions, a licensing authority must consider each case on its own merits.

3. Definitions

Throughout this document:

- “The Council” or “The Authority” means Fareham Borough Council.
- A “private hire driver” is a licensed driver who can drive private hire vehicles only.
- A “hackney carriage driver” is a licensed driver who can drive hackney carriage vehicles only.
- A “dual driver” is a licensed driver who can drive both types of vehicles.
- “Vehicle” or “Licensed Vehicle” means both a hackney carriage and private hire vehicle.
- “Hackney carriage” means a vehicle licensed under the Town Police Clauses Act 1847 to ply for hire throughout the district controlled by the Council.
- “Private hire vehicle” means a vehicle licensed under the Local Government (Miscellaneous Provisions) Act 1976 to carry passengers for hire or reward by prior booking.
- “Private hire operator” means a person who makes provision for the acceptance of private hire bookings to undertake themselves or pass to others to undertake.
- “The DfT” means the Department for Transport, including previous names under which that Department has been known.
- “The DfT Guidance” means The Department for Transport - Hackney Carriage and Private Hire Vehicle Licensing: Best Practice Guidance, published in March 2010.
- “The Committee” will mean the Licensing and Regulatory Affairs Committee of the Council.
- The word “Taxi” has no meaning in law and is often used generically to describe both hackney carriages and private hire vehicles.

- The term “DVLA driving licence” means a full original GB driving licence issued by the Driver and Vehicle Licensing Agency.

4. Background

4.1 Role of Hackney Carriages and Private Hire Vehicles

Hackney carriage and private hire vehicles have a specific role to play in an integrated transport system. They are able to provide services in situations where public transport is either not available (for example in rural areas, or outside “normal” hours of operation such as in the evenings or on Sundays), and/or for those with mobility difficulties.

4.2 Aims

The aim of licensing the hackney carriage and private hire vehicle trade is, primarily, to protect the public as well as to ensure that the public have reasonable access to these services, because of the part they play in local transport provision. It is important that the Council’s hackney carriage and private hire licensing powers are used to ensure that licensed vehicles in the borough are safe, comfortable, properly insured and available where and when required. The hackney carriage and private hire industry within the Council’s area is fairly comprehensive and provides its population with a reasonable service.

4.3 Licensing Profile

The Council currently licenses approximately 150 hackney carriages and 90 private hire vehicles. There are approximately 310 hackney/private hire drivers licensed by the Council.

4.4 Review of Policies & Practices

- a) The Council has responsibility for licensing hackney carriage and private hire vehicles, drivers and operators within the borough of Fareham.
- b) This guidance sets out what is best practice in terms of hackney carriage and private hire licensing. It does not seek to cover the whole range of possible licensing requirements. Instead it seeks to concentrate only on those issues that have caused difficulty in the past or that seem of particular significance.

4.5 Best Practice Guidance & Legislation

- a) The Department for Transport (DfT) has national responsibility for hackney carriage and private hire legislation in England and Wales, it has produced Statutory Taxi and Private Hire Vehicle Standards.
- b) In 2006 the DfT produced a Best Practice Guidance to assist local authorities with the regulation of the hackney carriage and private hire trades. It was directed at local authorities in England and Wales to “decide for themselves the extent to which they wish to make use of it or adapt it to suit their own purposes”. There was recognition, within the document, that it is for individual

licensing authorities to reach their own decisions both on overall policies and on individual licensing matters, in the light of their own views of the relevant considerations.

- c) In July 2020 the DfT's Guidance was updated, this policy takes the 2020 version into account.
- d) This document also takes account of the legislative basis of the Council's taxi licensing powers, contained in the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, as amended.
- e) Other guidance, such as that associated with legislative amendments under the Equalities Act 2010 and Immigration Act 2016 have been taken into account. This is in addition to other good practice guidance such as the Local Government Association guidance on the relevance of criminal convictions and the Guide Dogs for the Blind Association guidance on taxi access for the visually impaired.

4.6 Costs and Benefits of Licensing Policies

- a) The Guidance stresses that licensing requirements that are unduly stringent are likely to unreasonably restrict the supply of hackney carriage and private hire services, by increasing the cost of operation or by otherwise restricting entry to the trade. Licensing authorities are, therefore, cautioned to recognise that too restrictive an approach may well work against the public interest and can have safety implications.
- b) Licensing authorities are encouraged to ensure that each of their various licensing requirements is properly justified by the risk it seeks to address. The financial or other cost of a particular requirement, in terms of its effect on the availability of transport to the public, should at least be matched by the benefit it will provide to the public, for example, through increased safety.

5. Vehicles - (Hackney Carriage & Private Hire)

5.1 Limitation of Numbers

- a) No powers exist for licensing authorities to limit the number of private hire vehicles that they licence. The present legal provisions on quantity restrictions for hackney carriage vehicles are set out in section 16 of the Transport Act 1985. This provides that the grant of a hackney carriage licence may be refused, for the purpose of limiting the number of licensed hackney carriages "if, but only if, the local authority is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet". In the event of a challenge to a decision to refuse a licence on these grounds, it would, therefore, have to be established that the Council had been reasonably satisfied that there was no significant unmet demand.
- b) Many Councils do not impose any quantity restrictions on hackney vehicles and the DfT regards this as best practice. Where restrictions are imposed,

licensing authorities are urged to regularly reconsider the matter, taking into account whether the restrictions should continue at all. It is suggested that the matter should be approached in terms of the interests of those who use the services of such vehicles.

- c) Where quantity restrictions are imposed, vehicle licence plates command a premium, often of thousands of pounds. This tends to suggest that there are people who want to enter the market and provide a service to the public, but who are being prevented from doing so by the quantity restrictions.
- d) If the Council were to take the view that a quantity restriction can be justified in principle, the Guidance advises that the level at which the limit should be set is addressed by means of a survey.
- e) The Council does not intend to set a limit on the number of hackney carriages that it licences, since no evidence has been provided of any difficulty arising from this stance.

5.2 Specifications and Conditions

- a) Local authorities have a wide range of discretion over the types of vehicle that they can licence as hackney carriages and private hire vehicles.
- b) The DfT Guidance suggests that best practice is for local licensing authorities to adopt the principle of specifying as many different types of vehicle as possible. Authorities are encouraged to leave it open to the trade to put forward vehicles of their own choice, which can be shown to meet basic criteria. In that way, emerging new designs for vehicles can be readily taken into account.
- c) Licensing authorities are asked to be particularly cautious about specifying only purpose-built hackney carriages, with the strict constraint on supply that that implies. Councils are however encouraged to make use of the “type approval” rules within any specifications they determine this is explained in more detail elsewhere in this policy.
- d) The Council is empowered to impose such conditions, as it considers reasonably necessary, in relation to the grant of a hackney carriage or private hire vehicle licence. Hackney carriages and private hire vehicles provide a service to the public, so it is appropriate to set criteria for the external and internal condition of the vehicle, if these are not unreasonably onerous. The council has adopted minimum standards as set out in Appendix A, which it will normally apply in respect of all licensed vehicles.
- e) Vehicles will, in general, be licensed for the carriage of up to four passengers, but applications in relation to larger vehicles that can accommodate up to eight passengers will be accepted, provided that there is compliance with the specifications applicable to such vehicles.

5.3 Accessibility

- a) All proprietors of Hackney Carriage vehicles must advise their drivers that they are required to take travel tokens in lieu of cash.
- b) The Government is committed to an accessible public transport system in which disabled people have the same opportunities to travel as other members of society. While the Disability Discrimination Act (DDA) 1995 and the Equalities Act 2010 allow regulations to set standards for wheelchair accessible taxis.
- c) The Disability Discrimination Act and Equalities Act places certain duties on licensed drivers to provide assistance to people in wheelchairs, to carry them safely and not to charge extra for doing so. Failure to abide by these duties could lead to prosecution and a maximum fine of £1,000.
- d) A list of all wheelchair accessible vehicles will be maintained in accordance with section 167 of the Equalities Act 2010 on the licensing webpage. This will place a duty on the drivers of the listed vehicles to comply with the requirements under section 165 of said Act. This list will be periodically updated based on the details given at the time of vehicle licensing.
- e) The National Taxi Association, supported by ROSPA (Royal Society for the Prevention of Accidents) and several disabled persons groups have in the past written to all licensing authorities asking them to prohibit the use of hackney carriage vehicles which are adapted for disabled passengers, where the wheelchair is loaded only from the rear rather than the side of the vehicle. The argument for this approach is that the wheelchair user has to be on the road during loading and unloading and is, therefore, exposed to risk from traffic. This is seen as being particularly relevant for hackney carriages, which, of necessity, operate from side loading hackney carriage stands.
- f) It is arguable that different accessibility considerations should apply as between hackney carriage and private hire vehicles in that customers dealing directly with the driver can hire hackney carriages on the spot, whereas private hire vehicles can only be booked through an operator. It is considered particularly important that a disabled person should be able to hire a hackney carriage on the spot with the minimum of delay or inconvenience and having accessible hackney carriage vehicles available helps make that possible.

5.4 Maximum Age of Vehicles

The Council has an age restriction on new licensed hackney carriage vehicles, but all applications for the licensing of vehicles will be treated on its individual merit. However, conditions have been placed on the licensing of vehicles. Applicants wishing to licence vehicles outside of this policy should show sufficient reason for the Council to deviate from agreed policy.

5.5 Vehicle Testing

- a) No vehicle may be used as a hackney carriage or private hire vehicle unless it has been given a clean bill of health (Engineer's Report and MOT) and the

Council has appropriately licensed it. Responsibility for ensuring the vehicle is tested and licensed remains with the licence holder.

- b) The proprietor of any vehicle licensed by the Council shall, at the request of any authorised officer of the Council, produce for inspection the vehicle licence and any other documentation as required.

5.6 Advertising

- a) Advertising may be placed on the front lower driver and passenger doors of a Hackney Carriage or Private Hire vehicle. This may contain the name and telephone number of the company and for Private Hire companies the words "pre-booked only". In addition, a small strip providing only the company details on the rear windscreen (name, telephone number). Internal advertising will be at the proprietor's discretion. All advertising must be approved by the Licensing Officer prior to it being placed on the vehicle.
- b) There shall not, on any private hire vehicle licensed as such in the Borough of Fareham, be displayed on or from that vehicle any sign, notice or mark which consists of or includes:
 - i. The word "taxi" or "cab", whether in the singular or plural, or "hire" or any other word similar meaning or appearance to any of those words, whether alone or as part of another word, or
 - ii. Any illumination or other feature which, having regard to the time and place at which it is displayed and to any other circumstances, may suggest to a person seeking to hire a private hire vehicle or a taxi-cab that the vehicle is used for the purpose of carrying passengers for hire or reward, i.e. roof sign.
- c) The above refers to advertising in all media.
- d) The Council reserves the right to require that any advertisement it deems unsuitable be removed forthwith.

5.7 Exemption from displaying plates

- a) The Local Government (Miscellaneous Provisions) Act 1976 requires that private hire vehicles and drivers always display the relevant licence plate and badge issued by the Council. The same legislation also permits a Council to exempt the display of licence plates and, where that exemption applies, the requirement to wear a private hire driver's badge does not apply.
- b) The open display of these identifying plates and badges is important in terms of protecting both the public and the taxi trade. However, there are limited occasions when the display of such identification may have the opposite effect both in terms of customer safety and commercial implications for the operating business. The operation of chauffeured, executive and limousine vehicles is a case in point. Identification of the vehicle as a licensed vehicle may allow "high risk" passengers to be more readily targeted putting both

them and the driver at risk. The display of the Council's licence plates externally may also deter some customers from using the service.

- c) It is not intended that all private hire vehicles should have access to this exemption. Only a small minority operating the type of service described above. To that end it is only considered appropriate to consider issue of exemption notices where the following requirements are met:
- The vehicle to be exempted is of a high quality both in terms of brand and condition
 - Vehicles will display a window plate, issued by the Council, in the front windscreen
 - The vehicle must have no visible defects, dents or blemishes to the external bodywork or internal trim.

5.8 Closed Circuit Television (CCTV)

- a) The DfT Best Practice Guidance recommends licensing authorities look sympathetically on the installation of security measures, such as a screen between driver and passengers or CCTV systems as a means of providing some protection for vehicle drivers.
- b) The Council will not require enhanced security or CCTV measures in vehicles as it is considered that they are best left to the judgment of the owners and drivers themselves. The hackney carriage and private hire vehicle trades are, however, encouraged to build good links with the local police force, including participation in any Crime and Disorder Reduction Partnerships.
- c) If CCTV facilities are installed in a licensed vehicle, the proprietor will be responsible for ensuring the system conforms to the Data Protection Act and other relevant legislation and displays the necessary informative notice for passengers.

5.9 Consideration of Applications

Council will consider all applications on their own merits once it is satisfied that the appropriate criteria have been met and the application form and supporting documents are complete.

5.10 Grant and Renewal of Licences

- a) Hackney carriage and private hire vehicle licences will be granted for 12 months. However, a licence may be granted for a shorter period, should this be appropriate in the circumstances.
- b) Council Officers will send a reminder letter to the current taxi proprietor or operator two months before the existing licence expires in order to assist applicants in their prompt submission of re-licensing applications, but the

responsibility to ensure a vehicle is licensed remains with the proprietor or operator.

- c) Officers may only accept complete applications comprising of all the necessary paperwork. If an application is received late, the applicant's vehicle may be unlicensed for a period during which they will be unable to use it as a licensed vehicle.
- d) The licence fees payable are subject to annual review and will be published together with other Council licensing fees.

5.11 Environmental Considerations

- a) The DfT Guidance suggests that licensing authorities, in discussion with those responsible for environmental health issues, may wish to consider how far their vehicle licensing policies can and should support any local environmental policies that the Council may have adopted.
- b) The impact of any standards should be carefully and thoroughly assessed, for example the effect on the supply of taxis and private hire vehicles in the area, to ensure the benefits of any policies outweigh the costs.
- c) As part of the consultation those responsible for environmental health issues will be asked for their views.
- d) As of 2 July 2018, the following vehicle standards apply for first licensing and transfers:
 - a. be at least Euro 6 for diesel vehicles;
 - b. be at least Euro 4 for petrol vehicles;
 - c. be an ultra-low emission vehicle (ULEV) or
 - d. be at least a Euro 5 or 6 hybrid vehicle.

5.12 Stretched Limousines & Speciality Vehicles

- a) Stretched limousines are elongated saloon cars that have been increasingly used for mainstream private hire work. Their use generally includes all private hire work plus special occasions such as stag and hen parties and children's birthday parties. Speciality vehicles may include vintage and themed vehicles.
- b) The licensing of limousines and speciality vehicles will be approached on the basis that these vehicles have a legitimate role to play in the private hire trade, meeting a public demand. Therefore, licence applications for such vehicles will not be automatically rejected (for example just because the vehicles may be left-hand drive) and each application will be considered on its merits.
- c) The Driver and Vehicle Standards Agency (DVSA) has a process for vehicle approval. The Individual Vehicle Approval (IVA) inspection regime, which verifies that a converted vehicle is built to certain safety and environmental

standards. It is proposed that this standard is required from all limousine and specialty vehicles that do not meet the standard vehicles standards.

- d) As these vehicles may not meet the usual vehicle specification, additional documentation and inspection will be needed in order that the Council's responsibility to ensure safety and suitability, prior to a licence being issued, can be met (see Appendix A).
- e) The Council strongly recommends that anyone wishing to licence a limousine contacts the licensing section before purchasing a vehicle to ensure that advice can be provided as to whether the vehicle will meet the required standards, as each vehicle will be considered on its merits.

5.13 Contract Vehicles

Effective from January 2008, the Road Safety Act 2006 has repealed section 76 of the Local Government (Miscellaneous Provisions) Act 1976, removing the exemption to be licensed as a private hire if working under a contract. The implication is that additional vehicles will require licensing. While the Courts will provide the definitive interpretation of the law, Fareham Borough Council is following guidance issued by the Department of Transport in relation to definitions of private hire vehicles that will require licensing. Organisations that may be affected by the changes described above should also consider seeking their own independent legal advice.

5.14 Funeral Vehicles

There is no requirement for a vehicle to be licensed where it is being used in connection with a funeral or is being wholly or mainly used by a person carrying on the business of a Funeral Director for the purpose of funerals.

5.15 Wedding Vehicles

A vehicle does not need to be licensed while it is being used in connection with a wedding.

Written certification from the Council of the relevant exemption claimed is not currently required and it is not proposed to change this arrangement.

5.16 Courtesy Cars

- a) All vehicles with 8 or less seats that carry passengers for hire and reward must be licensed with the Council. Although there has been some legal debate regarding this particular issue, current case law supports the view that vehicles which are used as "courtesy cars", i.e. for transporting customers to and from hotels, night-clubs, etc. are being provided for hire and reward in the course of business, irrespective of whether or not a charge is made for such service. They should, accordingly, be licensed with the local Council, as should their "operator".

- b) Those operating “courtesy cars”, i.e. for transporting customers to and from hotels, nightclubs, etc. should have an operator’s licence, and the vehicle and the driver must be appropriately licensed.

5.17 Livery

Some Councils require taxis to conform to requirements in terms of livery and markings, in order that they may be easily identified. Such a burden is not considered appropriate in this Council’s area. It is felt that that the visual distinction between hackney carriages and private hire vehicles can be achieved by the appropriate signage (see Appendix A). The Council does not require that licensed vehicles be finished in a special livery or appearance, notwithstanding requirements set out in Appendix A.

6. Drivers - (Hackney Carriage & Private Hire)

6.1 Parallel Procedures

The statutory and practical criteria and qualifications for a private hire driver are broadly similar to those for a hackney carriage driver. The sections below, therefore, apply equally to private hire and hackney carriage drivers.

6.2 Licensed Drivers’ Licences

This Council issues private hire drivers’ licences, hackney carriage licences and dual drivers’ licences that permits drivers to drive both types of vehicle.

6.3 Age and Experience

The Guidance recommends against setting a maximum age limit for drivers provided that regular medical checks are made on them. It also considers that minimum age limits, beyond the statutory age for holding a full driver’s licence are inappropriate, advising that applicants should be assessed on their merits. The Council will not impose either a maximum or minimum age limit for drivers. However, a minimum period of post-qualification experience of two years is required.

6.4 Testing

Drivers will be required to undertake testing as part of the application procedure. Details of the tests are available in the applications packs.

Private Hire driver licences, where the applicant provides evidence that they are working for an Operator, where work will entail very specific types of work (i.e. school contracts, airport trips only, etc.), the applicant will not have to take the knowledge test.

6.5 Driving Proficiency and Qualifications

New applicants will be expected to have passed a suitable driving assessment approved by the Council.

6.6 Medical Examination

- a) The DfT recognises that it is clearly good practice for medical checks to be made on each driver as a condition for the initial grant of a licence and subsequent renewals. The Council has adopted the relevant DVLA 17 medical standard i.e. 'Group 2'. This is the standard applied to the licensing of lorry and bus drivers and is considered to be best practice.
- b) A medical examination by a GP at the applicant's surgery (if not possible other surgeries may be permitted at the discretion of the Council), to assess fitness to drive a licensed vehicle, is required before a licence may be granted. A DVLA Group 2 standard of medical fitness for professional drivers will be required.
- c) A request form for a medical examination, which may be presented to the applicant's GP, is obtainable from the Council. The applicant will be responsible for paying the fee for the examination to the relevant surgery. On completion of the examination, the report must be submitted to the Council.
- d) The Council will then submit this report to their Occupational Doctors for them to assess whether the applicant meets the DVLA Group 2 standards.
- e) Existing licence holders, having presented a medical certificate upon first being granted a licence, will be required to be re-examined every five years between the ages of 45 until 65 years of age. Annual medical checks will be required for those aged 65 years and over. More frequent checks will also be necessary if, in the opinion of the medical practitioner, it is necessary.
- f) Holders of current passenger carrying vehicle and/or large goods vehicle licences will not be exempt from the Council's medical requirements.
- g) Licence holders must advise the Council of any deterioration in their health that may affect their driving capabilities.
- h) Where there is any doubt as to the medical fitness of the applicant, the Council may require the applicant to undergo and pay for a further medical examination/ tests by a doctor.
- i) Where there remains any doubt about the fitness of any applicant, the Council will rely on the Occupational Doctors advice.

6.7 Disclosure Barring Service (DBS) Disclosures

- a) It is the Council's view, supported by the taxi trade, that the public expects all reasonable precautions to be taken when determining whether to grant a licence to drive a hackney carriage or private hire and, as drivers are exempt from Rehabilitation of Offenders Act 1974; an Enhanced Disclosure will be the requirement for new drivers and for those renewing their licences.

- b) The Council requires drivers and operators to apply to the DBS Update Service for the Council to undertake DBS checks every six months.
- c) Licence holders are obliged to notify the Council within 48 hours of an arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence. Importantly, a failure by a licence holder to disclose an arrest that the issuing authority is subsequently advised of might be seen as behaviour that questions honesty and therefore the suitability of the licence holder regardless of the outcome of the initial allegation.
- d) If a person applying for an Enhanced Disclosure has not lived in the UK for five years or more, since the age of 10, then an equivalent DBS check (certificate of good conduct duly authenticated) will need to be completed by the Embassy(ies) for the country(ies) in which the applicant has been living.
- e) The Council is an approved Disclosure Barring Service body. Therefore, applicants can deal with the Disclosure Barring Service through the Council.
- f) The Council is bound by rules of confidentiality and will not divulge information obtained to any third parties, except in accordance with the Data Protection Act. The applicant will be sent the disclosure report to their home address and must bring it into the licensing team on receipt.

6.8 Tax Conditionality

- a) In accordance with Schedule 33 of the Finance Act 2021 all drivers and operators must complete a Tax Declaration process upon application and renewal. This process will involve an online check to be carried out by the applicant and a share code to be supplied to the Licensing Department.

6.9 Right to Work Check

- a) All non-UK nationals must demonstrate their right to work via the Home Office online right to work checking service. This process will involve an online check to be carried out by the applicant and a 9 digit share code to be provided to the Licensing Department.

6.10 National Register

- a) It is the Council's view, that if a driver does not disclose information about a previous revocation or refusal of a licence, there is often no way for a licensing authority to find this information out. This means that vital intelligence about an applicant's past behaviour is being missed and an individual might be able to obtain a licence in another area, despite having their licence revoked elsewhere. High profile instances of this happening have undermined public confidence in the safety of hackney carriages and private hire vehicles, and left licensing authorities open to criticism for something that is currently very difficult for them to control.

- b) In response to this issue this Council has subscribed to the National Register of Hackney Carriage and PHV driver licence refusals and revocations (on a database such as NR3).
- c) The register will allow the licensing authority to record details of where a driver's Hackney Carriage or PH driver licence has been refused or revoked (this does not extend to vehicles or operator licences). The system also allows Council's to check new applications against the Register. This will help to prevent people found to be not fit and proper in one area from securing a licence somewhere else through deception and non-disclosure.

6.11 Relevance of Convictions and Cautions

- a) The Guidance recommends that in considering an individual's criminal record, authorities be encouraged to consider each case on its merits, but to take a particularly cautious view of any offences involving violence, dishonesty and sexual offences. Authorities are recommended to have a clear policy for the consideration of criminal records. For example, the number of years they will require to have elapsed since the commission of particular kinds of offences before they will grant a licence.
- b) In general terms, the more recent, serious and relevant to public safety the offence is, the less likely that an application will be granted.
- c) A DVLA driver endorsement check will be required upon applications for new driver licence applications, to ensure that the information held by the DVLA is in accordance with the information submitted by the applicant. The check will be made on an annual basis for all drivers.

6.12 Application Procedure

- a) An application for a hackney carriage or private hire driver's licence must be made on the specified application form. The application procedure adopted by the Council is set out in Appendix A.
- b) Applicants and licensees are required to disclose if they hold or have previously held a licence with another authority. An applicant is also required to disclose if they have had an application for a licence refused, or a licence revoked or suspended by any other licensing authority.
- c) Council officers will send a reminder letter to drivers eight weeks before their existing licence expires in order to assist applicants in their prompt submission of re-licensing applications. Drivers should ensure renewal applications are received by the Council a month in advance to ensure that licences can be processed and issued. Responsibility for ensuring renewal applications are made in time remains with the licence holder.

6.13 Grant and Renewal of Licences

- a) Drivers' licences are issued for up to three years up until the age of 65, then on an annual basis.
- b) The Council will issue licences for up to three years but will take special circumstances on board if licences for one year are requested.
- c) Upon renewal of licensing the

6.14 Conditions of Licence

- a) The Council is not permitted to attach conditions to a hackney carriage driver's licence. It is, however, empowered to attach such conditions to a private hire driver's licence as are considered necessary.
- b) Hackney carriage drivers are subject to the Council's byelaws (detailed in Appendix A) and joint licence holders are subject to the private hire driver's conditions.
- c) It is considered that the conditions set out in Appendix A are reasonably necessary and appropriate for private hire drivers.

6.15 Code of Conduct & Dress Code

- a) The Council adopted a Code of Good Conduct for hackney carriage and private hire drivers in 2008 to ensure drivers were aware of the law, minimum standards of behaviour and dress. Details can be found at Appendix A.
- b) Failure to comply with any aspect of the Code of Good Conduct or Dress Code may be addressed as part of enforcement action. Repeated breaches following such advice or warnings may lead to more serious consequences from the Licensing Panel including, if necessary, non-renewal, suspension or revocation of licences.
- c) The Council believes that steps that serve to enhance the professional image of the hackney carriage and private hire trade and promotes the concept that drivers of licensed vehicles as vocational drivers is to be welcomed.

7. Private Hire Operators

7.1 Requirements & Obligations

- a) Any person who operates a private hire service (who is not also a hackney carriage proprietor who permits hackney carriages to be used for private hire) must apply to the Council for a private hire operator's licence. The objective in licensing private hire operators is the safety of the public, who will be using operators' premises and vehicles and drivers arranged through them. But again, best practice, in respect of the controls required over private hire

operators, is to ensure that the costs of any licensing requirements are commensurate with benefits that they seek to achieve.

- b) A private hire vehicle may only be despatched to a customer by a private hire operator who holds an operator's licence. Such a licence permits the operator to make provision for the invitation or acceptance of bookings for a vehicle. A private hire operator must ensure that every private hire vehicle is driven by a person who holds a private hire driver's licence.
- c) Applications for operator's licences must be made on the prescribed form, together with the appropriate fee. The Council will then decide whether the applicant is a fit and proper person to hold such a licence.

7.2 Criminal Record Checks

As private hire operators (as opposed to private hire vehicle drivers) are not exempt in respect of the Rehabilitation of Offenders Act 1974, a current (less than 3 months old) Enhanced Disclosure from the Disclosure Barring Service and a Certificate of Good Conduct from the relevant embassy for overseas applicants, will be required. It is a requirement to sign up to the Update Service with DBS in order for the Licensing Authority to carry out six monthly checks.

7.3 Conditions

The Council has power to impose such conditions on an operator's licence, as it considers reasonably necessary. The standard conditions set out in Appendix A are those considered to be reasonably necessary.

7.4 Record Keeping

- a) Operators are required to keep records of each booking to, for example, enable police checks to be made if any mishap should befall a passenger and assist with the recovery of lost property to the rightful owner.
- b) Operators must keep records in respect of all bookings, vehicles and drivers, for a period of one year.

7.5 Licence Duration

- a) Private hire operators' licences are granted for a five-year period from the date of grant, subject to the power to grant a licence for a shorter period should this be appropriate in the circumstances.
- b) An operator can apply for a licence for the number of vehicles that they have at the time of application. An operator's licence authorises vehicles up to the number stated on the licence. If an operator wishes to add to his or her fleet above that number, then an amendment would need to be applied for.
- c) Holders of existing licences will normally be reminded, in the month preceding their expiry, when their licences are due to be renewed. However, it remains the responsibility of the licence holder to renew their licence.

7.7 Address from which an Operator may operate

- a) Upon the grant of an operator's licence, the Council will specify the address from which the operator may operate. This will be the premises where the records are kept and where bookings are made. The Council will not grant a licence to an operator whose premises are located outside the borough. This is to ensure that proper regulation and enforcement measures may be taken by the Council and is in no way intended to be a restraint of trade.
- b) The operator must notify the Council in writing of any change of his/her address, (whether this is a home address or the address from where he/she operates) during the period of the licence, within 7 days of such a change taking place or, preferably, before this takes place.
- c) It will be the responsibility of the operator to ensure that appropriate planning consent exists for the operational address to be used for that purpose. The grant of a private hire operator's licence will not imply that such consent is necessary or likely to be granted, as such determination will be subject to any appropriate planning application and consultation process.

8. Disciplinary and Enforcement Measures

8.1 Enforcement

- a) It is recognised that well-directed enforcement activity by the Council benefits not only the public but also the responsible members of the hackney carriage and private hire trades. The DfT accepts that the resources devoted by licensing authorities to enforcement will vary according to local circumstances. They remind authorities, however, that it is desirable to ensure that hackney carriage and private hire enforcement effort is at least partly directed to the late-night period, when problems such as touting tend most often to arise.
- b) With a view to balancing the promotion of public safety with the need to permit individuals to safeguard their livelihood without undue interference, the Council will only intervene where it is necessary and proportionate to do so.
- c) The Handbook set out at Appendix A will be used to ensure that its enforcement effort is reasonable, transparent and well directed.

8.2 Disciplinary Hearings

Disciplinary matters, except in the case of breaches of vehicle requirements, will ordinarily be referred to the Licensing Panel or dealt with by Officers. One of the functions of the Panel is to consider the impact of transgressions of the law on the fitness of an individual to hold a hackney carriage or private hire licence, and to take the action appropriate to the circumstances.

Members of the Licensing Panel will have undertaken sufficient training in licensing procedures, natural justice, understanding the risks of CSAE, disability

and equality awareness and the making of difficult and potentially controversial decisions. All training will be formally recorded by the Licensing Authority.

8.3 Range of Powers

The Council may take steps, upon receipt of evidence that an offence has been committed in relation to a hackney carriage, private hire or operator's licence. A breach of a condition Hackney Carriage and Private Hire Licensing Policy Statement amounts to an offence in this context.

9. Delegated Powers

9.1 Licensing and Regulatory Affairs Committee

The Licensing and Regulatory Affairs Committee of Fareham Borough Council is responsible for the management of the hackney carriage and private hire licensing regime in the borough.

9.2 Delegated Functions

- a) The Committee has delegated responsibility for exercising the Council's functions in respect of the following:
 - Sections 47, 57, 58 60 and 79 of the Local Government (Miscellaneous Provisions) Act 1976; and as to private hire vehicles, sections 48, 57, 58, 60 and 79 of the Local Government (Miscellaneous Provisions) Act 1976
 - Power to licence drivers of hackney carriages and private hire vehicles under sections 51, 53, 54, 59, 61 and 79 of the Local Government (Miscellaneous Provisions) Act 1976
 - Power to licence operators of hackney carriages and private hire vehicles under Sections 55 to 58, 62 and 79 of the Local Government (Miscellaneous Provisions) Act 1976
- b) Accordingly, it will deal with applications and disciplinary matters referred to it by Licensing Officers.
- c) The Council's Head of Environmental Health has delegated responsibility, in so far as it relates to hackney carriage or private hire, in respect of the licensing and registration functions of the Council listed in Schedule 1 to the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended) for:
 - Deciding applications for authorisations, registration, consents, licences or certificates of approval
 - Serving notices and take consequential action, including carrying out work in default
 - Issuing simple cautions

- Recommending the institution of legal proceedings
 - Authorising officers to exercise statutory functions.
- d) The Head of Environmental Health may further delegate the power to grant or suspend refuse or revoke licenses. Licensing Officers are permitted to issue oral and written warnings and cautions and may instigate prosecutions wherever appropriate.
- e) In general terms where an applicant is aggrieved by the Council's decision to refuse to grant a licence or by any conditions imposed on a licence the applicant has a right of appeal to the Magistrates' Court within 21 days of the applicant being notified of the Council's decision.

10. Fares & Fees

10.1 Fares - General

- a) Councils have the power to set taxi fares for journeys within their area (there is no power to set fares for private hire vehicles). The DfT sees it as good practice to review the fare scales at regular intervals, including any graduation of the fare scale by time of day or day of the week. It suggests that in doing so authorities should pay particular regard to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also to the need to give taxi drivers sufficient incentive to provide a service at the times when it is needed. It recognises that there may well be a case for higher fares at times of higher demand.
- b) Taxi fares are a maximum, and in principle are open to downward negotiation between passenger and driver. Such negotiations are, however, to be discouraged at ranks or for on street hailings as they could lead to confusion and arguments.

10.2 Fares - Prescribed rates

- a) The driver of a hackney carriage vehicle, whether by agreement or otherwise, must not charge any fare greater than the rate prescribed by the Council. The driver/operator of a private hire vehicle may make their own agreement with the hirer as to the fare for a particular journey.
- b) There are however, no provisions in the relevant legislation or this policy, which prevent the driver of a hackney carriage or private hire vehicle from charging less than the fare shown on the meter.
- c) It is not proposed to introduce provisions that would prevent the driver of a hackney carriage or private hire vehicle from charging less than the fare shown on the meter.

10.3 Fares - Review

Fares rates will usually be reviewed no more than once a year with any change agreed being implemented in April or May. This is with the exception of a significant change in circumstances or where there is support from 20% or more of the drivers/operators. In such circumstances the fare rates will be reviewed during the same months of the intervening year.

10.4 Receipts

A driver must, if requested by the passenger, provide them with a written receipt for the fare paid.

10.5 Licence Fee Structure

- a) The guidance does not deal with the issue of licensing fees at all. It is, however, generally recognised that the fees set for all hackney carriage and private hire licences should be such as to ensure that the costs of the service, including the cost of issue and administration will, so far as possible be met from fee income. It is, on the other hand, not lawful for the Council to seek to make a profit from licence fees that are within its discretion. In particular, with regard to the fees charged for hackney carriage and private hire vehicle and operator licences, the legislation provides that these should be sufficient to cover the costs of inspecting the vehicles, providing hackney carriage stands, and administering the control and supervision of hackney carriages and private hire vehicles.
- b) The fees payable for the grant and renewal of hackney carriage and private hire licences will be reviewed annually as part of the budgetary process and a public notice will be placed in the local newspaper. Licence holders will be notified of any changes and the current scale of fees will be supplied to new applicants at the time of application.

11. Taxi Ranks

11.1 Appointed Ranks

A number of ranks for hackney carriages have been designated within the Fareham Borough Council area and these are listed below:

Market Quay	Rank for 16
Rank No. 2 (BHF Furniture shop)	Rank for 6
Fareham Railway Station	Rank for 10
Library Rank	Rank for 8
Maytree Road	Rank for 3
Stubbington Green	Rank for 3
Titchfield Square	Rank for 1
Warsash Road	Rank for 1
Duncan Road	Rank for 7
Middle Road, Park Gate	Rank for 1
Portchester car park	Rank for 4

11.2 Waiting on Stands

It is an offence for any person to cause or permit any vehicle other than a hackney carriage to wait on any stand for hackney carriages. Drivers of hackney carriages may only wait on a stand whilst plying for hire or waiting for a fare; drivers who park on a stand and leave their vehicle unattended are committing an offence.

DRAFT

FAREHAM

BOROUGH COUNCIL

PRIVATE HIRE AND HACKNEY CARRIAGE

HANDBOOK

June 2022

CONTENTS

1. DRIVERS

- 1.1 General information for applicants
- 1.2 Application process
- 1.3 Procedure for renewing drivers

2. VEHICLES

- 2.1 General information for applicants
- 2.2 Procedure for new vehicles
- 2.3 Procedure for transfers
- 2.4 Procedure for renewing vehicles
- 2.5 Wheelchair Accessibility

3. OPERATORS

- 3.1 General information for applicants

4. GENERAL

- 4.1 Knowledge test
- 4.2 Conditions
- 4.3 Byelaws
- 4.2 Code of Practice
- 4.4 A-Z
- 4.5 Frequently Asked Questions

1. GENERAL INFORMATION

- 1.1 We review the cost of licences annually. Our current fees are available on our website under [Fees and Charges](#).
- 1.2 All drivers should familiarise themselves with the legislation and byelaws that relate to their application.
- 1.3 We may share any information you provide with other Council departments and other bodies that manage or audit public funds. This is to prevent and detect fraud, to investigate any criminal offence, or to perform our statutory duties so that we can carry out public functions in the public interest.
- 1.4 If you give false information or leave out any information, we may refuse or revoke your licence. The local authority is entitled to make further enquiries relating to your application, if it thinks necessary.
- 1.5 The Council is required under Section 2A of the Audit Commission Act 1998 to participate in the National Fraud Initiative (NFI). This is an exercise that matches electronic data within and between audited bodies to prevent and detect fraud. This includes police authorities, fire and rescue authorities as well as local councils and internal services within the Council. All taxi licence data will be provided to the Audit Commission for NFI and will be used for cross-system and cross authority comparison.
- 1.6 All licence holders must observe the requirements of the Town Police Clauses Act 1847, the Local Government (Miscellaneous Provisions) Act 1976 (and any order or regulation made as part of these Acts), any other Act of Parliament, Orders, Regulations and Byelaws, and the conditions of them that relate to the operation, driving and use of hackney carriage and private hire vehicles.

2. DRIVERS.

General Information for Applicants applying for a driver badge

- 2.1 To be a licence holder, you must have enough understanding of the English language to understand the Highway Code, maps and road signage and be able to competently communicate in order to respond to passenger's enquiries whether they be spoken or written.
- 2.2 The applicant must have held a full UK driving licence for at least two years. If the initial application is made with a European driving licence, a full UK driving licence must be applied for and granted before the one-year renewal date.
- 2.3 We cannot give you a specific date as to when we will issue your licence. However, as a guide, we usually grant a straightforward driver's application eight to ten weeks after we receive it (this depends on receiving your medical and on checks with the Disclosure & Barring Service). We would expect the application to take no more than 6 months (depending on availability of the knowledge test).

- 2.4 All driver licences are valid for three years and are renewable on the anniversary of the date granted.
- 2.5 You **must** produce originals of all documents. We will not accept any types of copies.
- 2.6 Every driver must wear the badge provided by the Council in such a position and manner as to be plainly and distinctly visible.
- 2.7 Drivers must inform the Council if they are suffering from a serious illness. In the event of a driver suffering a serious illness, the Local Authority may require a medical certificate of fitness to return to work, all certifications must comply with DVLA group 2 medical standards.
- 2.8 If it appears that for public safety reasons, we are required to revoke the licence with immediate effect, notice will be given to the driver under section 61(2), (a) which includes a statement that this is so, along with an explanation as to why the revocation takes effect, when the notice is given to the driver.
- 2.9 Details of revoked or refused drivers will be added to a database such as NR3 (National Register of Hackney Carriage and PHV Driver Licence Refusals and Revocations).

Application Process

- 2.10 All applicants must complete the Pre-application Questionnaire. A letter of Good Conduct may be required from any countries you have resided in outside of the UK. A member of the Licensing Team will be able to advise.

Home Office checks will be undertaken for applicants born outside of the UK or if deemed appropriate to ascertain right to work status. This is carried out via <https://www.gov.uk/prove-right-to-work> and submitting a share code to the Licensing Department.

- 2.11 The DBS is done early in the process as it can *sometimes* take up to 3 months for the report to come back. Several types of identification are required to verify the DBS. We always ask you to bring your driving licence, a passport or birth certificate, a utility bill dated within the last 3 months confirming your address i.e. gas, electricity or mobile phone bill and a letter, card or payslip showing your National Insurance number. You will be required to sign up to the update service.

The fee for the DBS is not refundable, the DBS will charge monthly for the being on the update service.

- 2.12 It is then recommended that the medical is done, a Group II medical application will be provided. You must make an appointment to see your G.P or any doctor in the same surgery who has access to all your notes. Once your doctor has carried out a medical you should then return the completed form to us. Please ensure that the back page is completed and signed by yourself and the GP. We then send this to our consultants to be checked to ensure you reach the DVLA group II standard. This can take up to 2 weeks to be returned to us.

The fee for our consultant is not refundable.

- 2.13 We recommend you submit your completed application form to us once the DBS Certificate and medical has been returned to us. The cost can differ at this stage depending on what type of badge you wish to hold.
- 2.14 A tax check code must be supplied and verified in order to renew your badge. This is available from the www.gov.uk website.
- 2.15 We will carry out the check on your driving licence. Please bring it along with your National Insurance number and your post code. We will then check your details with you on-line. Alternatively, you can access the code which enables us to check without you being present. Please access <https://www.gov.uk/view-driving-licence> and collect the code and bring this into us.
- 2.16 Applicants are required to take a Blue Lamp Driving test. This is a 45 minute practical driving test which must be booked direct with Blue Lamp via their website: https://bluelamptrust.org.uk/taxi_homepage/ or by calling 0333 700 0157. Once the test has been passed you must present the certificate to us in the office. This test cannot be taken in a plated vehicle.

These fees are not refundable.

- 2.17 Finally, applicants (Private Hire and Hackney Carriage) must sit a knowledge test to show they know the Fareham Borough area and can speak and understand a good level of English. The applicant may have 3 attempts to pass this test, there is a fee for each test. This fee is non-refundable unless the applicant has been refused by the Licensing Panel, in this case we will only refund a maximum of one knowledge test.

If an applicant fails to pass a knowledge test after 3 attempts, they will be withdrawn from the application process and will not be able to re-apply for 1 year (from the date of the last failed test), in which time they will need to start the application process again. The applicant will only be refunded the application fee and one knowledge test fee.

Each test contains the following sets of questions:

Hackney (time allowed 70 minutes)

Hackney Conditions	15 questions asked, minimum pass rate 10 correct
Highway Code	10 questions asked, minimum pass rate 8 correct
Road Signs	7 questions asked, minimum pass rate 5 correct
Routes	10 questions asked, minimum pass rate 7 correct
Points of Interest	15 questions asked, minimum pass rate 10 correct
Safeguarding	10 questions asked, minimum pass rate 8 correct

Private Hire (time allowed 50 minutes)

Private Hire Conditions	15 questions asked, minimum pass rate 10 correct
Highway Code	7 questions asked, minimum pass rate 8 correct
Road Signs	7 questions asked, minimum pass rate 5 correct
Points of Interest	7 questions asked, minimum pass rate 4 correct
Safeguarding	10 questions asked, minimum pass rate 8 correct

Dual (time allowed 90 minutes)

Hackney Conditions	15 questions asked, minimum pass rate 10 correct
Private Hire Conditions	15 questions asked, minimum pass rate 8 correct
Highway Code	10 questions asked, minimum pass rate 8 correct
Road Signs	7 questions asked, minimum pass rate 5 correct
Routes	10 questions asked, minimum pass rate 7 correct
Points of Interest	15 questions asked, minimum pass rate 10 correct
Safeguarding	10 questions asked, minimum pass rate 8 correct

2.18 Where a Private Hire driver provides evidence that they are solely working for an operator which carries out a specific type of work (e.g. school contracts, airport trips only), a knowledge test will not be required. The Operator will be required to inform the Licensing Team if this driver leaves the Operator. If the driver chooses to carry out non-specific types of work, a retrospective knowledge test must be undertaken.

2.19 Applicants who have *any* driving points on their licence or any relevant offence on their DBS will be referred to the Licensing Team to decide if the application can proceed, or if the applicant needs to attend a Panel where it will be decided if the Applicant can hold a licence. An applicant can only attend Panel once the application process is complete. The licence application fee paid to the Council is refundable if the applicant is refused by the Licensing Panel.

Procedure for Renewing Drivers

2.20 You are required to renew your badge on the anniversary of grant, usually every three years. We will send out the appropriate paperwork up to three months in advance. This is to give you time to have a medical if required.

2.21 The DBS is checked every six months. All drivers are required to subscribe to the update service, direct with DBS.

2.22 A tax check code must be supplied and verified in order to renew your badge. This is available from the www.gov.uk website, further information will be provided with your renewal paperwork.

2.23 Although we send out the paperwork early and will assist you where we can, if you do not return the required documents and fees to us in time for whatever reason, your badge will expire. It is your responsibility to ensure you present the correct documentation in plenty of time in order to continue driving.

2.24 Unless you have or develop a medical condition, you will not be required to undertake a further medical until you are 45. It is then a requirement that a

medical is carried out every 5 years until you are 65. Once you are 65 a medical is required annually.

3. VEHICLES

General Information for Applicants

- 3.1 Please be aware that licences will not be issued on demand. Therefore, we *advise you not to make arrangements to use a vehicle before you have obtained a licence.*
- 3.2 All vehicle licences are valid for one year and will be renewable on the anniversary of the grant of the licence.
- 3.3 You **must** produce originals of all documents. We will not accept photocopies, faxes or any other types of duplication.
- 3.4 Only a driver licensed by Fareham Borough Council can drive a vehicle licensed by Fareham Borough Council and if it is private hire it must also have an operator licenced by Fareham Borough Council, partners, friends and family or a driver licensed by another Local Authority are not allowed to do so.

Vehicle Requirements

- 3.5 The vehicle must comply with the following requirements (stretched limousines or novelty vehicles may be subject to amended or additional conditions, as detailed in the relevant section of this document):
 - i. suitable in type and design for use as a licensed vehicle and capable of carrying not less than four and no more than eight passengers;
 - ii. in a suitable mechanical and physical condition;
 - iii. All vehicles must have at least 4 wheels and must carry a spare wheel to the same specification as the road wheels, or a space saver wheel or any approved manufacturer's device including an inflation kit.
 - iv. safe;
 - v. seats are of adequate comfort
 - vi. must be right hand drive
 - vii. where necessary there must be satisfactory provision of a suitable luggage gate or similar structure to ensure passenger safety.
 - viii. on initial application both Hackney Carriage vehicles and Private Hire vehicles may be no older than 5 years since the date of first registration.

- ix. Vehicles must be a maximum of 5 years old on first registration. Transfer vehicles must be newer than the original vehicle and a maximum of 5 years old. Disabled access vehicles can be up to 10 years old upon transfer.
- x. the vehicle wheelbase measured from the centre of front and rear wheels must be minimum distance is 2540 mm (100ins).



- xii Measurements of seats in vehicle:
 - i. Single seats should measure minimum of 16ins (401mm)
 - ii. Rear bench seat should measure across from the widest point a minimum of 48ins (1220mm)
 - iii. Distinct seats across the rear of the vehicle should also measure minimum of 16in (401mm) equalling minimum 48ins (1220mm)

If you have any uncertainty regarding your vehicles ability to meet any of the requirements, please contact the licensing team for clarification.

- 3.6 Licence plates remain the property of the Council and, on surrender, revocation, expiry or suspension of the licence, must be returned within seven days or after the service on the proprietor by the Council of a notice requiring its return. No fees will be owing.

Procedure for New Vehicles

- 3.7 Providing your vehicle meets the requirements and specifications you can then licence it. (If in doubt you may contact the Licensing Team for visual inspection prior to purchasing the vehicle.)
- 3.8 There are two types of licence plates, hackney and private hire. Hackney vehicles may be used for private hire, but private hire vehicles cannot be used as hackney vehicles.
- 3.9 Private hire vehicles must be run by a licensed operator within the Fareham Borough.
- 3.10 In order to licence a vehicle, you must present the following original documentation to the licensing team; copies will not be accepted:
 - Vehicle application form
 - V5 registration document (alternatively Bill of Sale, or proof of purchase)
 - Vehicle engineer's report form
 - Valid insurance certificate which must have the required limitations to use, i.e. carriage of passengers under hire and reward.
 - Meter installation / calibration certificate (HC vehicles only)
 - Applicable fee

- 3.11 The engineers report is to be completed and signed by an independent fitter who has carried out the inspection and his signature and qualifications are to be authenticated by the addition of the name and address of the garage by means of a rubber business stamp
- 3.12 All licensed hackney carriage vehicles to be subject to an annual MOT test after the age of one year. For Private Hire vehicles the requirement is the same as for private vehicles.
- 3.13 Once all your paperwork has been processed an Officer will make contact with you and arrange a vehicle inspection. This will be within 5 working days of the paperwork being submitted.
- 3.14 The officer will be checking the following:

Bodywork is in immaculate condition	Roof sign is working - with the word 'taxi' showing on either side, and shines red to the rear (hackney only)
Door seals not worn	Interior is in immaculate condition
Seat belts are operational	Seat belt sign in clear view (issued by Fareham Council)
No smoking signs - 1 in each compartment (of any type, i.e. e-cigarettes or vape)	You have a tariff card in clear view (issued by Fareham Council) (hackney only)
Wheelbase at least 100 inches - centre front wheel to centre rear wheel	All seats must measure at least 16 inches across (see additional information in the Requirements below).
Tyres will be checked for defects	Spare tyre or manufacturer supplied alternative
All lights will be checked, front and rear of the vehicle	Time on the meter accurate and running correctly on measured mile carried out by officer.

- 3.15 If the vehicle passes the visual inspection, the plate and paper licence will be issued.
- 3.16 Once the vehicle is licensed you must display the plate at all times on the outside rear of the vehicle, in the area of the bumper unless you have a dispensation from the Council.

- 3.17 A Hackney Carriage must have a roof sign at all times. As it is always a Hackney Carriage (by law) and cannot be driven by anyone other than a driver licensed with Fareham Borough Council.
- 3.18 Regular enforcement is carried out by the licensing team so your vehicle should be in presentable condition at all times.
- 3.19 The proprietor of any vehicle licensed by the Council shall, at the request of any authorised officer of the Council, produce for inspection the vehicle licence and any other documentation as required.

Procedure for Renewals

- 3.20 All vehicles are to be renewed by the anniversary of the grant of the licence.
- 3.21 Paperwork will be sent in the post for the proprietor to complete. Once completed, please present at the Civic Offices with the correct fee and supporting documents.
- 3.22 Whilst we send out the paperwork as a reminder, it is up to the owner to ensure the vehicle is always licensed.
- 3.23 Partly completed applications, or applications without the correct documents or fee will not be accepted.
- 3.24 Vehicles will be inspected by the Licensing Team and will need to meet the inspection criteria (as per details under Licensing New Vehicles) before the new plate and paper licence is issued.

3.25 Procedure for Transfers

Plate Transfer (putting an existing plate onto a new vehicle)

- 3.26 Where a vehicle is already licensed this plate can be transferred on to a replacement vehicle. The replacement vehicle must be newer than the vehicle it is being transferred from (this is calculated by the vehicle date of registration) but must still be less than 5 years old from first date of registration (if a Hackney Carriage).

Vehicle and Plate Transfer to New Owner

- 3.27 If a proprietor transfers a licensed vehicle to another person, they shall within fourteen days give notice in writing to the Council specifying the name and address of the person to whom the vehicle has been transferred.
- 3.28 Once a vehicle is plated, the vehicle and plate must remain together until such time as either the plate is cancelled, or another vehicle is transferred onto the plate. The plate cannot be sold independently of the vehicle.
- 3.29 Transferring a plated vehicle to another licensed driver is purely a paper exercise, no inspection is required. The paperwork will need to be presented to

the licensing team within fourteen days of the transfer taking place. The licensing team will then update the details on the system and send out the vehicle paper licence in the name of the new owner.

3.30 Diesel vehicles which are not Euro 6 cannot be transferred to a new owner.

3.31 Wheelchair Accessibility

Duties to Assist Passengers in Wheelchairs

3.32 Section 165 of the Equality Act 2010 - Taxis and Private Hire Vehicles places duties on drivers of designated wheelchair accessible taxis and private hire vehicles. Designated vehicles are those listed by the licensing authority under Section 167 (see 2.6.3).

- To carry the passenger while in the wheelchair;
- Not to make any additional charge for doing so;
- If the passenger chooses to sit in a passenger seat to carry the wheelchair
- To take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort; and
- To give the passenger such mobility assistance as is reasonably required.

3.33 Wheelchair accessible vehicles can be up to 10 years old upon transfer.

Exemptions from Duties

3.34 Section 166 allows licensing authorities to exempt drivers from the duties to assist passengers in wheelchairs if they are satisfied that it is appropriate to do so on medical grounds or because the driver's physical condition makes it impossible or unreasonably difficult for him or her to comply with the duties.

3.35 Consequently, if you drive a designated wheelchair accessible taxi or private hire vehicle you will be able to apply for an exemption. We will maintain a list of wheelchair accessible vehicles in our area and will be putting in place a system for assessing drivers and granting exemption certificates for those drivers who we consider should be exempt.

Lists of Wheelchair Accessible Vehicles

3.36 Section 167 allows licensing authorities to maintain a list of "designated vehicles", that is, a list of wheelchair accessible taxis and private hire vehicles licensed by them. The consequence of being on this list is that the driver must undertake the duties in Section 165.

3.37 Please contact the Licensing Team if you own/drive a wheelchair accessible vehicle but wish to be exempted from the duties listed above.

Fitness of Vehicles

- 3.38 The proprietor of a licensed vehicle shall report as soon as is reasonably practicable to the Council (within seventy-two hours), any accident involving the vehicle which causes material damage affecting the safety, performance or appearance of the vehicle or the comfort or convenience of the passengers.

Specific Requirements for: Hackney Carriages

- 3.39 A sign shall be displayed on the roof of each licensed hackney carriage bearing the word "taxi". This sign is to be illuminated when switched on and must shine red to the rear. Roof signs to be approved by the Council.
- 3.40 Licensed Hackney vehicles will be required under S.37 of the Disability Discrimination Act 1995 to carry guide, hearing and certain other assistance dogs accompanying disabled people, and to do so without additional charge, the dog must be allowed to remain with the passenger. Drivers who have a medical condition preventing them from carrying dogs, must obtain a medical exemption certificate from the Licensing Officer to display in their licensed vehicle.
- 3.41 All proprietors of Hackney Carriage vehicles must advise their drivers that they are required to take travel vouchers in lieu of cash.
- 3.42 The vehicle must be of sufficient seating capacity to carry not less than four nor more than eight passengers in comfort in addition to the luggage of the passengers and the driver. The seating capacity to be determined in accordance with Reg 42 of the Road Vehicle (Registration and Licensing) Regulations 1871.
- 3.43 In no circumstances must Hackney Carriages be left unattended while the driver carries out activities away from the rank except for short comfort breaks.

Specific Requirements for Private Hire Vehicles

- 3.44 Private Hire vehicles must not display on or above the roof of any sign, notice, mark illumination or other feature, which may suggest that the vehicle is a taxi (HCV).
- 3.45 The vehicle should not be of such a design and appearance as to lead any person to believe that the vehicle is a taxi (HCV).
- 3.46 If a taximeter is installed in a Private Hire vehicle it must be calibrated to the current Licensing Authority Taxi Tariff.

Taximeters

- 3.47 All Hackney Carriage vehicles and those Private Hire vehicles fitted with a taximeter must use a meter approved by the Public Carriage Office. These vehicles must always display the council's current tariff card.

Advertising

- 3.48 Advertising may be placed on the front lower driver and passenger doors of a Hackney Carriage or Private Hire vehicle. This may contain the name and telephone number of the company and for Private Hire companies the words “pre-booked only”. In addition, a small strip providing only the company details on the rear windscreen (name, telephone number). Internal advertising will be at the proprietor’s discretion. All advertising must be approved by the Licensing Officer prior to it being placed on the vehicle.
- 3.49 There shall not, on any private hire vehicle licensed as such in the Borough of Fareham, be displayed on or from that vehicle any sign, notice or mark which consists of or includes:
- a) The word “taxi” or “cab”, whether in the singular or plural, or “hire” or any other word similar meaning or appearance to any of those words, whether alone or as part of another word, or
 - b) Any illumination or other feature which, having regard to the time and place at which it is displayed and to any other circumstances, may suggest to a person seeking to hire a private hire vehicle or a taxi-cab that the vehicle is used for the purpose of carrying passengers for hire or reward, ie roof sign.
- 3.50 The above refers to advertising in all forms of media.

Novelty Vehicles

44. In order to widen the licensing regime without compromising public safety, a system to licence Novelty Vehicles under the Private Hire provisions has been adopted. A Novelty Vehicle is a vehicle that cannot meet one or more of the existing licensing conditions. The vehicle will be subject to those existing licensing conditions that can reasonably be applied together with any additional conditions identified by the Licensing Board to address the exceptional nature of the vehicle. A complete application must be made for the vehicle prior to the Licensing Board including MOT certificate, logbook/V5c document, insurance certificate, engineers report etc.) to provide a degree of confidence in the condition of the vehicle on initial application.

Interpretation Novelty Vehicle

45. For the purposes of this policy and license conditions a novelty vehicle is defined as follows: -
- a) any vehicle that has been specially constructed adapted or converted by a low volume specialist vehicle manufacture or modifier;
 - b) any vehicle that has been specially modified from its original design or specification
 - c) any vehicle that, in the opinion of the Head of Environmental Health because of its specialist design/styling or origin requires to be classed as a Novelty Vehicle;

d) any vehicle granted a licence under the Novelty Vehicle provision, will only be able to be operated in accordance with the business model submitted to and approved by the Panel.

Executive Vehicles

46 There is no legal definition of Executive vehicle; however, there is common acceptance that an Executive vehicle would be a relatively expensive vehicle that includes additional features designed to increase the comfort of the driver and passengers, which exhibits the qualities of luxury, prestige, and refinement. Vehicles qualifying for executive status must be of a high-end vehicle specification and must still meet the private hire vehicle criteria. The Head of Environmental Health shall decide in their absolute discretion whether a vehicle is an Executive vehicle. Those vehicles classed as Executive will qualify for a plate dispensation.

47. Where a vehicle is classified as an Executive Vehicle, Novelty Vehicle or Stretched Limousine, an application for a dispensation may be made to the Licensing Officer to allow for the rear plate to be kept in the boot of the vehicle. This will apply to specific contract work only and will be at the discretion of the Licensing Officer. Window plates will be issued once an application for dispensation has been granted and must always be displayed in the front windscreen.

Stretched Limousines

48. Where practicable the existing Hackney Carriage and Private Hire conditions of this Council will apply to Stretched Limousines. The following additional or alternative conditions will also apply.

SL1. The vehicle must not be over 5 years old on first application for licensing. Vehicles over 8 years old will be subject to the licensing regime adopted for Exceptional Vehicles in addition to the special conditions for Stretched Limousines.

SL2. DVLA V5 or equivalent shall be produced to authenticate registration.

SL3. A Department for Transport (DfT), Single Vehicle Approval (SVA) documentation shall be produced to prove vehicle compliance with EC Type Approval Standards.

SL4. The VIN plate shall display '1L1' to confirm conversion completed by an authorised dealer.

SL5. The applicant shall confirm, by a badge or other appropriate documentation the conversion dealer.

SL6. The vehicle must have a minimum of 4 doors. They must be of sufficient size to allow easy access and egress to seats for passengers. This should not require the passenger to use a static tip up seat mechanism.

SL7. Where the vehicle is fitted with continuous seats, one person shall be counted for each complete length of 41 centimetres (16 inches).

SL8. Every seat shall have fitted a suitable seat belt or restraint for each passenger.

SL9. The interior and exterior of the vehicle must be maintained in a clean and proper manner to the reasonable satisfaction of the Council.

SL10. There shall be no passengers carried in the front compartment.

SL11. A plate on the door pillar shall confirm the total weight of the vehicle.

SL12. No intoxicating liquor shall be provided in the vehicle unless there is in force an appropriate licence permitting the sale or supply of the same.

SL13. A stretched limousine vehicle will be subject to twice-yearly mechanical examination, at an authorised testing station. Vehicles licensed under the Exceptional scheme will be subject to mechanical inspection at 4 monthly intervals.

SL14. Tinted glass shall conform to the legal requirements as laid down by the Vehicle and Operators Services Agency (VOSA).

SL15. The vehicle shall display the licence plate issued by the Council on the rear of the vehicle. Unless a dispensation has been granted by the Head of Environmental Health, in this case only a window plate will be required to be on display. The requirement to display "Pre Booking Only" stickers will not be applied to such vehicles.

SL16. The driver of the vehicle must display in a prominent position a Private Hire Drivers Licence badge issued by this Council when operating the vehicle.

4. OPERATORS

Definition

- 4.1 A **private hire operator** is any person who, as a business, invites or accepts bookings for a private hire vehicle, and manages controls or allocates work to drivers through a central system.

General Information for Applicants

- 4.2 You must use the appropriate application form.
- 4.3 To be an operator, you must have sufficient understanding of the English language to understand the Highway Code, maps and road signage and be able to competently communicate in order to respond to passenger's enquiries whether they be spoken or written.

- 4.4 The operating address for any private hire operator must be within the Borough of Fareham. When applying to be a licensed private hire operator, it is important to consider whether the premises that the business will operate from is suitable, and whether planning permission is needed. For more information, contact the Planning Service at the Council offices on 01329 236100.
- 4.5 All operator licences are valid for one, three or five years.
- 4.6 You **must** produce originals of all documents. We will not accept photocopies, faxes or other types of copying.
- 4.7 A record shall be kept of all journeys undertaken by each vehicle operated by the licence holder, such record to include the name and address of the client.
- 4.8 The words “taxi” or “cab” or similar words likely to mislead members of the public must not be included in the title describing the operator’s undertakings and from any advertising material, unless the proprietor of the vehicle is also the proprietor of a Hackney Carriage company licensed by Farehem Borough Council and registered as such.
- 4.9 Upon initial enquiry the client should be properly informed of what charges will be incurred and the fact that the booking is in respect of a private hire vehicle.
- 4.10 If for any reason a surcharge is to be imposed on the normal fare, the hirer will be informed of the intent at the time of booking.

Application Process for Operator Licence

- 4.11 A completed application form along with a DBS and fee must be submitted to the Council.
- 4.12 A tax check code must be supplied and verified to renew your licence. This is available from the www.gov.uk website, further information will be provided with your renewal paperwork.
- 4.13 The application process will involve consultation with the Planning Department.

Renewal Process for Operator Licence

- 4.14 A renewal application will be sent out for completion and return with the payable fee.

5. ADDITIONAL INFORMATION FOR ALL APPLICANTS

Drivers Appearance

- 5.1 The personal appearance and hygiene of all drivers is important to the comfort of the passengers and is in the best interests of the Trade in general. The authorised officer must be satisfied that an acceptable standard is maintained

by all drivers in as much as a driver shall always be clean and respectable in their appearance and behave in a civil and orderly manner.

- 5.2 All drivers shall always whilst operating a vehicle licensed as a hackney carriage or private hire vehicle, conduct themselves in an orderly manner and with civility and propriety towards every person, and shall comply with every reasonable requirement of the person hiring the vehicle.

Found Property

- 5.3 All drivers shall immediately having finished a hiring, or as soon as possible afterwards, carefully search the vehicle for any property that has been left inside. If you find any property, or any property is handed to you, in the first instance it should be returned to its owner. If this is not possible, you must take it to the Licensing Team at the Civic Offices at the earliest opportunity.

Seat Belt Regulations

- 5.4 All drivers should be fully aware of the current seat belt regulations and adhere to them. For more information about the law relating to seat belts for children, visit www.childcarseats.org.uk

Notification Timelines

- 5.5 Drivers and where appropriate operators must notify the licensing officer within 28 days of any criminal convictions or cautions received during the period of the current licence.
- 5.6 All licence holders must notify the Council within 2 weeks of any a change of address.

Byelaws

- 5.7 Made under Section 68 of the Town Police Clauses Act 1847, and Section 171 of the Public Health Act 1875, by the Fareham Borough with respect to Hackney Carriages in the Borough of Fareham.

Interpretation

- 5.8 Throughout these byelaws "the council" mean Fareham Borough Council and "the district" means Borough of Fareham.

Provisions regulating the way the number of each Hackney Carriage corresponding with the number of its licence shall be displayed.

- 5.9 The proprietor of a hackney carriage shall cause the number of the license granted to him/her in respect of the carriage to be legibly painted or marked on the outside and inside of the carriage, or on plates affixed thereto and such plate displayed outside the carriage shall be affixed above the rear bumper.
- 5.10 A proprietor or driver of a hackney carriage shall:

- a) Not wilfully or negligently cause or suffer any such number to be concealed from public view while the carriage is standing or plying for hire;
- b) Not cause or permit the carriage to stand or ply for hire with any such painting, marking or plate so defaced that any figure or material particular is illegible.

Provisions regulating how Hackney Carriages are to be furnished or provided

5.11 The proprietor of a hackney carriage shall:

- a) Provide sufficient means by which any person in the carriage may communicate with the driver;
- b) Cause the roof or covering to be kept water-tight;
- c) Provide any necessary windows and a means of opening and closing not less than one window on each side;
- d) Cause the seats to be properly cushioned or covered;
- e) Cause the floor to be provided with a proper carpet, mat, or other suitable covering;
- f) Cause the fittings and furniture generally to be kept in a clean condition, well maintained and in every way fit for public service;
- g) Provide means for securing luggage if the carriage is so constructed as to carry luggage;
- h) Provide an efficient fire extinguisher which shall be carried in such a position as to be readily available for use;
- i) Provide at least two doors for the use of persons conveyed in such carriage and a separate means of ingress and egress for the driver

5.12 The proprietor of a hackney Carriage shall cause the same to be provided with a taximeter so constructed, attached, and maintained as to comply with the following requirements, that is to say:

- a. If the words taximeter is fitted with a flag or other device bearing the words "FOR HIRE":
 - a) The words "FOR HIRE" shall be exhibited on each side of the flag or other device in plain letters at least 2" in height and the flag or other device shall be capable of being locked in position in which the words are horizontal and legible.
 - b) When the flag or other devise is so locked the machinery of the taximeter shall not be in action and a means of bringing it into action shall be by moving the flag or other device so ta the words are not conveniently legible;
 - c) When the flag or other device is so locked that the aforesaid words are horizontal and legible no fare shall be recorded on the face of the taximeter.
- b. If the taximeter is not fitted with a flag or other device bearing the words "FOR HIRE";

- a) the taximeter shall be fitted with a key or other device the turning of which will bring the machinery of the taximeter into action and cause the word "HIRE" to appear on the face of the taximeter.
- b) Such key or device shall be capable of being locked in such a position that
- c) the machinery of the taximeter is not in action and no fare is recorded on the face of the taximeter.
- c. When the machinery of the taximeter is in action there shall be recorded on the face of the taximeter in figures clearly legible and free from ambiguity a fare not exceeding the rates or fare which the proprietor or driver is entitled to demand and take in pursuance of the byelaw in that behalf for the hire of the carriage by distance.
- d. The word "FARE" shall be printed on the face of the taximeter in plain letters so as to clearly apply to the fare recorded thereon.
- e. The taximeter shall be so placed that all letters and figures on the face thereof may be at all times plainly visible to any person being conveyed in the carriage, and for that purpose the letters and figures shall be capable of being suitably illuminated during any period of hiring.
- f. The taximeter and all the fittings thereof shall be so fixed to the carriage with seals or other appliances that it shall not be practicable for any person to tamper with them except by breaking, damaging or permanently displacing the seal of other appliances.
- g. The proprietor of a Hackney Carriage provided with a taximeter not fitted with a flag or other device bearing the words "FOR HIRE" shall cause the carriage to be provided with a sign so constructed as to comply with the following requirements, that is to say,
 - a) the sign shall bear the words "FOR HIRE" in plain letters at least 2" in height;
 - b) the sign shall be capable of being so operated that it indicates clearly and conveniently to persons outside the carriage whether or not the carriage is for hire.

Provisions regulating the conduct of the proprietors and drivers of Hackney Carriages plying within the district in their several employments and determining whether such drivers shall wear any and what badges.

5.13 The driver of a Hackney Carriage shall:

- a If the taximeter is fitted with a flag or other device bearing the words "FOR HIRE":

- a) when standing or plying for hire keep such flag or other device locked in the position in which the words are horizontal and legible;
 - b) as soon as the carriage is hired by distance, and before commencing the journey, bring the machinery of the taximeter into action by moving the flag or other device so that the words are not conveniently legible and keep the machinery of the taximeter in action until the termination of the hiring;
- b) if the taximeter is not fitted with a flag or other device bearing the words "FOR HIRE".
- a) when standing or plying for hire keep the taximeter locked in the position in which no fare is recorded on the face of the taximeter and operate the sign provided in pursuance of Byelaw 4(2)(b) so that the words "FOR HIRE" are clearly and conveniently legible by persons outside the carriage.
 - b) As soon as the carriage is hired whether by distance or by time, operate the said sign so that the words "FOR HIRE" are not conveniently legible by persons outside the carriage;
 - c) As soon as the carriage is hired by distance, and before commencing the journey, bring the machinery of the taximeter into action by moving the key or other device fitted for the purpose so that the word "HIRED" is clearly legible on the face of the taximeter and keep the machinery of the taximeter in action until the termination of the hiring;
- c) Cause the dial of the taximeter to be kept properly illuminated throughout any part of a hiring which is during the hours of darkness as defined for the purposes of the Road Traffic Act 1972 and also at any other time at the request of the hirer.
- 5.14 Subject to the provisions of Byelaws 4(1)(i)(e) and 4(2)(a) a proprietor or driver of the Hackney Carriage shall not place or suffer to be placed on any part of such vehicles, either inside or outside any printed, written or other matter by way of advertisement, except with the consent of the Council.
- 5.15 A proprietor or driver of a hackney carriage shall not tamper with or permit any person to tamper with any taximeter with which the carriage is provided, with the fittings thereof, or with the seals affixed thereto.

Subject to the requirements of the proviso to Byelaw 16 with respect to stands fixed on railway property

- 5.16 The driver of a Hackney Carriage shall, when plying for hire in any street and not actually hired:
- a. Proceed with a reasonable speed to one of the stands fixed by the Byelaw in that behalf;

- b. If a stand, at the time of his arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand;
 - c. On arriving at a stand not already occupied by the full number of carriages authorised to occupy it, station the carriage immediately behind the carriage or carriages on the stand and so as to face the same direction;
 - d. From time to time when any other carriage immediately in front is driven off or moved forward cause his carriage to be moved forward so as to fill the place previously occupied by the carriage driven off or moved forward.
- 5.17 A proprietor or driver of a hackney carriage, when standing or plying for hire, shall not, by calling out or otherwise, importune any person to hire such carriage and shall not make use of the services of any other person for this purpose
- 5.18 The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.
- 5.19 The proprietor or driver of a hackney carriage who has agreed or has been hired to be in attendance with the carriage at an appointed time and place shall, unless delayed or prevented by some sufficient cause, punctually attend with such carriage at such appointed time and place.
- 5.20 The driver of a hackney carriage when hired to drive to any particular destination shall, subject to any directions given by the hirer, proceed to that destination by the shortest available route.
- 5.21 A proprietor or driver of a hackney carriage shall not convey or permit to be conveyed in such carriage any greater number of persons than the number of persons specified on the plate affixed to the outside of the carriage.
- 5.22 If a badge has been provided by the Council and delivered to the driver of a hackney carriage he shall, when standing or plying for hire, and when hired, wear that badge in such position and manner as to be plainly visible.
- 5.23 The driver of a hackney carriage so constructed as to carry luggage shall, when requested by any person hiring or seeking to hire the carriage:
- a) Convey a reasonable quantity of luggage;
 - b) Afford reasonable assistance in loading and unloading;
 - c) Afford reasonable assistance in removing it to or from the entrance of any building, station or place at which he may take up or set down such person.
- 5.24 The proprietor of a Hackney carriage shall cause a statement of the fares fixed by the Byelaw in that behalf to be exhibited inside the carriage, in clearly distinguishable letters and figures.
- 5.25 The proprietor or driver of a Hackney Carriage bearing a statement of fares in accordance with this Byelaw shall not wilfully or negligently cause or suffer the

letters or figures in the statement to be concealed or rendered illegible at any time while the carriage is plying or being used for hire.

CODE OF PRACTICE: TAXI RANKS

All taxis are to be moved up the rank as space becomes available.

The front car must always have its driver in attendance.

Taxis on the ranks should not be left unattended by the driver. In the event that use of the public convenience is required, the driver should advise the driver to the rear of his/her vehicle. The vehicle should not be left unattended for any other reason.

The only times the front car may not be used are as follows:

- a. When a five seater is required, use the first five seater in line.
- b. When an old or disabled person requires a specific type of vehicle.
- c. When a member of the public wishes to use his/her regular company.

No overtaking in the Borough en-route to the ranks unless signalled to do so by the driver in front.

Taxis are to pick up facing north on the station rank.

No parking is permitted overnight or for any part of the day on the station rank whilst not working the taxi.

No taxi will drop off passengers or accept payment for a fare on the ranks, this must be carried out prior to re-joining the ranks.

Parking on the ranks for any purpose, other than picking up fares is not permitted.

No "For Hire" sign or roof sign is to be illuminated outside of the Borough.

This Code of Practice is part of the Hackney Carriage Vehicle Conditions and should always be adhered to.

TAXI RANK PROVISION

Taxi ranks are provided in the location shown below. Any Fareham Borough Council licensed Hackney Carriage may use any of these ranks (also known as stands). In addition, Fareham railway station provides a rank on their own land and will for a set fee, give a permit to licensed vehicles to work from this rank based on one permit per vehicle. Fareham licenced Hackney Carriage vehicles may never, in any circumstances, use ranks outside the Fareham area and, vehicles licensed by other councils likewise may never use Fareham ranks.

Fareham Ranks

<u>Rank Location</u>	<u>Spaces</u>
Rank Harper Way	16
Corner of West Street and High Street, Fareham	3

Maytree Road northern end on eastern side near junction With West Street	3
Fareham Railway Station outside front entrance BR property	12
Stubbington Green on eastern side of war memorial	3
East side of service road to rear of Methodist Church, Castle Street, Portchester (rear of Cooperative)	4
The Square, Titchfield, western side of Square, outside number 35.	1
Middle Road, Locksheath on eastern side of road opposite number 7	1

SAFEGUARDING

Everyone has responsibility for protecting and safeguarding children and adults who may be vulnerable. In the event that the Hackney Carriage driver, Private Hire driver or operator has concerns a child or adult is suffering or is likely to suffer from any form of maltreatment (whether financial, physical, sexual, emotional or neglect) this should be reported in the following ways:

1. If a child or vulnerable adult is in immediate danger or left alone, contact the police on 101 or call an ambulance on 999.
2. In all other cases involving children, referrals should be made to Hampshire Children's Services telephone 0300 555 1384 (daytime) 0300 555 1373 (out of hours).
3. In all other cases involving adults, referrals should be made to Hampshire Adult Services on 0300 555 1386.

CHILD SEXUAL EXPLOITATION AND ABUSE

Sexual exploitation of under 18's includes situations, contents and relationships where something is received in exchange for them participating in sexual activities. This could be food, accommodation, drugs, alcohol, cigarettes, affection, gifts or money. Those exploiting them have power over them due to their age, intellect, strength or lack of resources. Violence, coercion and intimidation are common.

All drivers are expected to report any suspicion or concerns that a child or young person is being transported for the purposes of sexual abuse.

Where a driver becomes aware or concerned that they or other drivers are transporting a young person or a number of young people to specific premises or venues either accompanied or alone on a regular basis and they suspect the young person may be subject to exploitation they must report their concerns to Hampshire Constabulary as a matter of urgency on the above number.

Drivers are also expected to inform their manager that they have reported their concerns to Hampshire Constabulary or a Licensing Officer.

WEARING OF IDENTIFICATION BADGES

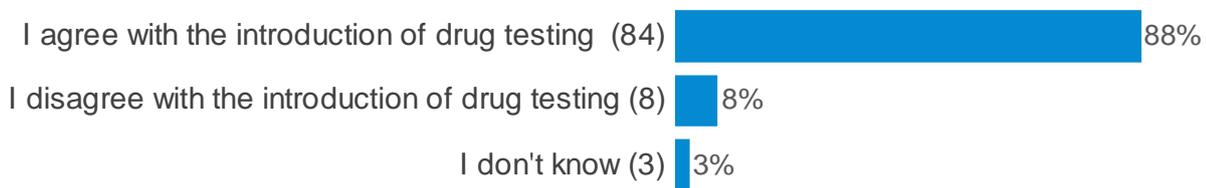
The law requires that all drivers wear their badges. This serves to identify drivers to customers, especially at night and enhances the feeling of security which the public must feel when hiring a car.

This report was generated on 24/06/22. Overall 95 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

To further protect public safety we are proposing that drivers undertake a self-administered drug test when applying for a taxi or private hire licence. In addition, drivers would become subject to random testing.

Carried out at the Civic Offices, the applicant/driver would self-administer the swab test (similar to a lateral flow test) under supervision of a member of the licensing team. The swab would be then analysed and sent for further analysis at an accredited lab if necessary. (I agree with the introduction of drug testing)



Futher comments:

- Drug testing should include illegal and those medically prescribed that may affect ability to drive should be done either monthly or every couple of months, but they are not to be told when as this would defeat the object. Will it be carried out in the presence of the staff member
- Only if there is at present a proved evidence that drivers are at present undervthe influence of drugs when on call.
- This procedure should already be in place. It should not take an incident to identify the involvement of drugs.
- Totally agree with this, there have been a few instances of "drivers" operating vehicles under the influence of drugs, including, van, lorry and taxi's. Because drugs are not normally noticable but can stay in the system for a few days after their use, tesing during the application process is good, random testing is even better as applicants would probably stay clean during the process as they would be aware of the swab test.
- There should be regular drug testing
- Initially this would cover taxi drivers, next it would be the rest of the population, Big Brother at work again.
- The council is not the law, councils already struggle to keep the trade running day to day.
- It seems to me this would further increase costs to customers..
- Yes that would be fine, but they would be prepared before they go, on the spot would provide better results. Not enough taxis working on a Sunday, their excuse not enough drivers want to work.
- This should be done in a sensitive way,fully explaining the reason.
- Vital for passengers and other road user safety
- As testing is clearly intrusive and time consuming for all concerned, what evidence is there that drug use by taxi drivers is a significant problem?

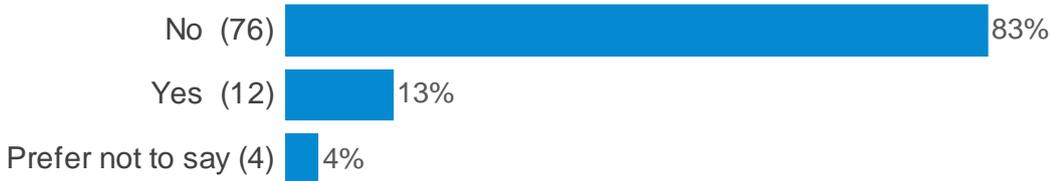
Futher comments:

Cost involved

Why do it , is everyone at f bc being tested ? Makes no sense, we have done medical , that should be enough

This should have been done years ago

Have you ever felt threatened or been made upset when using a taxi in Fareham?



Providing you feel comfortable it would be helpful if you could provide further information:

Single elderly female - I pre-booked a taxi from a restaurant to home, for after the restaurant's closing time, so I had to wait outside. It was not there at the time booked and it took ages to come. I was given misleading information about wait time. In the meantime, I was cold and increasingly conscious that the area was very dark and empty.

Rarely use; felt uncomfortable when arrived on last National Coach into Fareham Bus Station and had no alternative to get home.

have only used a taxi on the odd occasion but have never felt threatened.

I had an appointment for my 3rd covid vaccination and spent the entire journey from Fareham to Portsmouth persuading the driver of the importance of wearing a mask in his car. He didn't see the need, he didn't know anyone who'd had covid. He did eventually put on the mask that was dangling from his rear view mirror.

I have answered "no" because the question was about Fareham, however I have been in a very difficult and potentially dangerous situation, in a taxi elsewhere.

Some drivers speed and are clearly annoyed at being asked to stick to the limit

Always polite and helpful

I've not felt uncomfortable due perhaps to the fact that I am a large male, ex military etc however I have a few female friends who have been unhappy with the servi9ce provided.

An incident of verbal intimidation ad another by dangerous driving in order to test 'bravery'. Different companies.

There should be cctv fitted to every taxi, just like other councils make in compulsory

I have never used a taxi in Fareham

I have always used Radio Taxis, with whom I have always felt comfortable.

because if I did not know the person they were a stranger and I did not feel safe, so i WENT to one further back, only to be told that I should take the one at the front. I have used taxis for the last 50yrs here in Fareham as the current bus service for my requirements are totally out of the question.

I rarely use a taxi in Fareham

Not by anyones actions but I believe that there is only 1 wheelchair accessible taxi registered in Fareham. You need to have more. I have been stranded as I been ringing around local firms to find a wheelchair taxi. Just because I am in a wheelchair.

Providing you feel comfortable it would be helpful if you could provide further information:

I generally avoid taxis because I don't like getting in a car with a stranger and in my experience taxi drivers tend to drive in a rush (too fast / too close)

I have never experienced behaviour that is threatening or upsetting - rather the reverse, with most taxi drivers being polite and friendly.

N/A

Drivers trying to charge extra when you want to pay by card. Drivers moaning when it's a short job. Drivers holding their phones to their ear whilst driving

Have you reported any incidents to the Police/Council?



Providing you feel comfortable it would be helpful if you could provide further information:

I tried when a taxi driver close passed me on my bike and then swore at me. It went nowhere and was a time consuming process.

I went as far as finding out the person at council level who deals with such complaints, but took it no further. I changed taxi companies instead.

NA

By using the recognised taxis I don't get over charged as has been my experience in the past with foreign drivers. All OK now

My wife frequently uses taxis (Fareham Cabs, Aqua Cars and has good treatment). I am basically wheelchair bound and find it difficult to book a taxi unless I use a Southampton Taxi to go to cruise ports for holidays.

See above.

N/A

Nothing would be done

Have you been a victim of crime while using a taxi service and not reported it, if so, why not?



Providing you feel comfortable it would be helpful if you could provide further information:

Made to feel I was at fault, when suspicion was around the honesty of the driver who was believed no questions asked.

I was very young (16) and was scared to mention it.

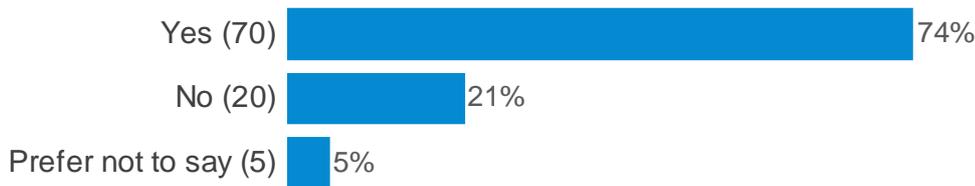
Your word against there, if cctv was installed it would protect drivers and patrons

NA

I rarely use a taxi in Fareham

See above

Would you feel safer in a vehicle fitted with CCTV?



Providing you feel comfortable it would be helpful if you could provide further information:

Anything to improve safety, particularly for women, mothers with young children

Yes if I was using one if they object to one being fitted then they cannot receive a licence.

I am a male and feel OK to defend myself, if necessary.

Would be helpful to both drivers and passengers

It would make women travelling alone feel safer

this is fareham not london

In this day and age I would prefer all taxis to have inboard cctv for the drivers safety and that of their passengers.

A simple dash-cam is sufficient.

Most are already tracked for location so they should be tracked for speed as well

It would give evidence of poor behaviour or even very good attitude

It works both ways, the iperator and the passenger would have this safeguard.

In London, all black cabs are fitted with CCTV to protect passengers and drivers.

Never felt unsafe other than by standard of driving which CCTV would not affect.

As long as drivers didn't have access to the recordings

Only if the CCTV recording was continually downloaded to an independent organisation, AND in the event that a taxi driver did not have the CCTV active, he would automatically loose his license.

CCTV acts to keep both driver & passengers safer. Removes element of doubt.

It should be a choice, it's a very expensive system which only adds to the cost of yearly licensing fees already

Again another cost to drivers that would require an increase in cost to passengers.

Im aware that adding additional costs to Taxis will increase fares...i dont think we have a problem in Fareham that needs CCTV in each taxi. Plus it means my privacy will be invaded by having my every movement recorded for the driver to watch later

Providing you feel comfortable it would be helpful if you could provide further information:

I don't feel unsafe in a taxi. I would think CCTV would be there to make the driver safer.

Yes, at least there would be some sort of deterrent.

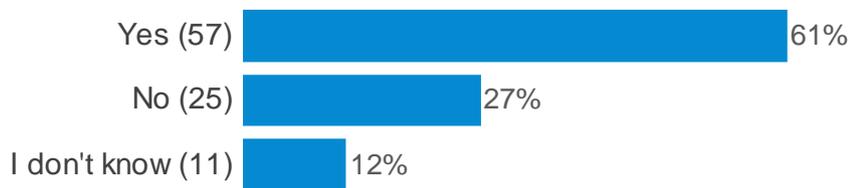
CCTV might be a deterrent but it would have to be a device the driver couldn't tamper with to be effective. Monitoring the speed and driving style of taxis might also help and an anonymous scheme whereby a passenger can report aggressive driving or speeding might encourage me to use taxis again

Generally a good idea to act as a deterrent, and provide evidence. CCTV with sound would be best.

No thank you. I don't want to be recorded whilst travelling in a taxi.

The cost to an individual driver or firm of an approved CCTV system would be in the region of £500-£700.

Do you agree that CCTV should be mandatory for taxis and private hire cars?



Please provide further information:

It might be helpful to provide interest-free loans to enable the drivers/firms to comply as soon as possible.

Anything to improve safety

Yes they should have CCTV but drivers shouldn't have to fork out for it

Having seen some video of how Uber drivers have been attacked I think this would be of benefit to both drivers and passengers.

But, with the cosy of fuel going through the roof, how may drivers of individual cars be able to afford £500 - £700 to fit to their vehicles. Perhaps an agreement with a supplier and fitter of such systems could be nominated by the FBC with respect to individual s.

It should be mandatory but the individual drivers should not have to pay for it!

We live in dangerous and different times. It seems to me that no lone females are safe any more.

Unless it is heavily subsidised. Its too much money to add to taxi drivers outgoings.

this is fareham where many people do not tip and the inland revenue still tax the "tip"

I assume there will be financial assistance in fitting CCTV to a hire vehicle?

This cost is too high. A dash-cam would be sufficient at a fraction of the cost.

The council should fund it initially, with a system of drivers repaying over time.

Any thing that makes it safer to hire a taxi and it would also protect the driver from unwarranted accusations

It is probably more for the safety of the driver than anything else so if they object then what have they got to hide

Please provide further information:

I agree however i think the cost is high and should be subsidised in some way. Fareham taxis are already expensive in comparison to Portsmouth taxis and the costs would likely be passed on to customers

It would depend on who would be able to access the information and whether it was available immediately to a 3rd party. If there was a chance that it could be misused in any way or edited, then I think I would prefer it to have it.

Whilst some people might feel safer, I am not aware of security incidents involving taxis in Fareham and the cost of fitting it would undoubtedly be added to the fares which are already very expensive in this area.

Initially this would cover taxi drivers, next it would be the rest of the population, Big Brother at work again

It should be a choice, it's a very expensive system which only adds to the cost of yearly licensing fees already

Again another cost to drivers that would require an increase in cost to passengers.

The current economic situation is making life difficult for all businesses. We should not be imposing more costs at this time.

A good idea but if drivers have to pay £500-£700 there will be less taxis on the road which is not good

Right now that is a lot of extra cost for the driver/company given cost of living going up rapidly. Presumably fares would need to increase if a driver cannot afford it which will reduce use and then as a consequence availability of taxis

Given the cost, the implementation could be phased and/or financial help provided e.g. low/no interest loans.

But the council should pay for the CCTV

Only if government funded

1, who would have access to the system? 2, under what circumstances and by whom would the system be accessed 3, when would the system be in operation, ie. 24/7, when a fare is on board, at all times the vehicle is being driven? 4, would it record audio? 5, where would the camera be directed? 6, would recordings qualify for evidential purposes? 7, would it be in operation during personal use?

You must be joking, if you want them in the taxi , f b c should pay

Some drivers driving leaves a lot to be desired, also the rudeness and attitude of some drivers is appalling

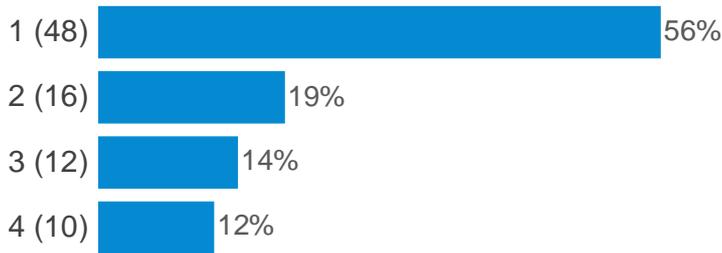
Hahaha £700 for In Car CCTV? obviously a company that has friends in the council!!!

I feel that if you make this mandatory then perhaps you should help with the cost

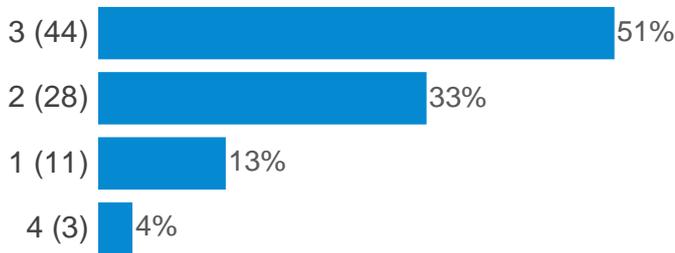
Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.80 pull off, 170 metres 30p. 5km journey would cost £11.62)



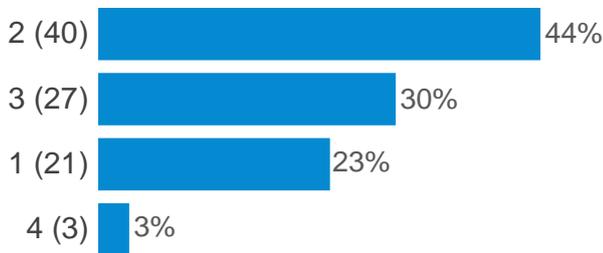
Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 170 metres 20p. 5km journey would cost £8.88)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 160 metres 20p. 5km journey would cost £9.25)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.60 pull off, 155 metres 20p. 5km journey would cost £9.06)



Please let us know if you have any alternative suggestions:

In principle, less pull-off and higher per metre rate seems fairest - you pay more for distance travelled. I am aware of increased fuel costs and drivers must be able to make a profit.

Consider taxi services, generally, very expensive. Would seek alternative if available still keep first 180 metres but with £2.80 pull off charge.

Unable to make a reasonable proposal

Keep it as it is. The current rate, or reduce pull off rate considerably

The UBER system is fantastic and should be used or a model of it. You know the cost and pay for the journey before you ever get on the taxi. No money or tip!! Has to change hands in the cab.

I think Fareham taxis are already expensive compared to other local areas

A rise of £1.49 over 5km should be a perfectly adequate rise.

Please let us know if you have any alternative suggestions:

Why increase by more than inflation? Whilst I accept costs have increased, the price of a short journey in this area is already poor value and I only use the taxis when I have no other options. I have used them in other areas of the country where they are notably cheaper.

Why does it have to be so complicated?? Why not simplify the whole thing to £X per KM ??

Giving drivers a decent fee for short journey (£3 pull-off) is to encouraged otherwise they're more likely to refuse .This is a silly question as we are all going to vote for the cheapest, frequent journey we do (home to station etc) . More important is we pay taxis an economic rate so we have sufficient drivers attracted to the job to provide a good service.

Can't get my head around this, metres I can't imagine yards and miles I would.

A higher flat fee during daylight hours to encourage people to walk short journeys if they can. After dark the rate should encourage people to use a taxi. A higher flat fee would also make a driver less grumpy about a shoulder journey when they've waited a while on a taxi rank for a fare.

Would need to know the distribution of journey lengths, purposes, numbers riding on each journey etc - and what the pricing policy is aiming to achieve e.g. easier access to shorter journeys at a cost effective price compared to alternative transport? Reduction of short car journeys? Creating a sustainable taxi service?

£5 pull off fee, then after the first mile 20p for every 170meters, that way short journeys will be worth pulling off the rank for.

The Government recommends that taxi and private hire drivers carry out a Disclosure and Barring Service (DBS) check every 6 months. The Council is proposing to make it mandatory for license holders to be on the DBS Update Service. This will allow the licensing team to carry out the check with minimal disruption to the driver.

I agree that it should be mandatory for drivers to be on the DBS Update Service (84)  88%

I disagree that it should be mandatory for drivers to be on the DBS Update Service (7)  7%

I don't know (4)  4%

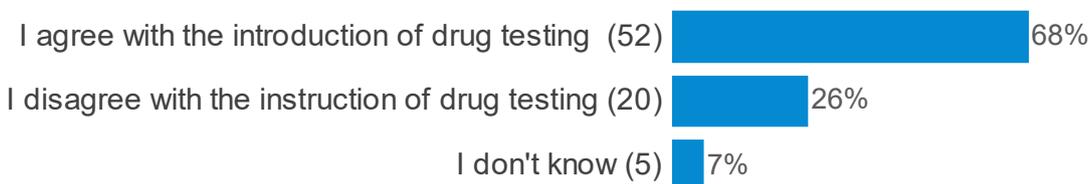
Taxi Trade Consultation (License holders)

This report was generated on 24/06/22. Overall 77 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

To further protect public safety we are proposing that drivers undertake a self-administered drug test when applying for a taxi or private hire licence. In addition, drivers would become subject to random testing.

Carried out at the Civic Offices, the applicant/driver would self-administer the swab test (similar to a lateral flow test) under supervision of a member of the licensing team. The swab would be then analysed and sent for further analysis at an accredited lab if necessary. (I agree with the introduction of drug testing)



Futher comments:

Would this include licences issued to uber drivers in Reading? There has to be a level playing field All public service providers, including councilors, and staff.

I oppose this as it could be possible to lose your licence as a result of someone spiking your food/drinks without your knowledge and it would be impossible to prove otherwise.

As long as everyone who works under the umbrella of Fareham Borough Council including the Reading drivers the bin men grass cutters and all your office staff I can't see a problem.

But at no cost to the taxi driver.

I disagree on the grounds of extra cost and be bureaucracy being put on the trade especially at this time, furthermore the 16 years I've been driving a taxi in the borough of Fareham I do not know of any drivers have had their licence suspended due to drug offences.

A positive test doesn't necessarily affect a drivers ability on any given day. Also there are different levels of drugs with some more serious than others. Drivers who are obviously under the influence should be suspended.

Many people are looking to cannabis as a pain killer now rather than a drug to get high because prescribed opiates don't work. If random tests are set and someone has had some on a day off to relax the pain, they would be penalised.

Should have done this a while ago .To inshore a high standard in the Taxi trade .

Who will pay for this

Im not against it totally but until you advise on how you would implement this, I can't agree with it. It would need more flexibility with regard to the licensing team.

If FBC decide to test all FBC employees then I might be in favour

But should not be limited to taxi drivers. Everyone who has to have a license to work should be tested

Costs involved? How much? Will the council cover the cost?

Futher comments:

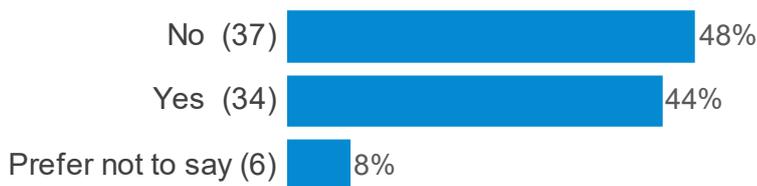
In principle I have no objection however I would assume that a level playing field will be in place.e.g it is not just Taxi drivers that are being singled out this would include all council drivers. Also Fareham has issued many licences to many drivers now working in Reading for Uber, these drivers would also be subject to these tests.

If you are going to test for drugs then you should test for alcohol as well

Portsmouth City Council normally ask for a urine drug test with an approved clinic. This might be a bit more expensive for the drivers but a swab test is far less accurate.

I disagree with the drug testing if is only for the taxi driver, I will be 100% fine if all the people works under the same umbrella get tested as well(bin mans, parking officers, cleaners).

Have you ever felt threatened or been made upset when working in Fareham?



Providing you feel comfortable it would be helpful if you could provide further information:

On nightly basis

Some Customers are very aggressive towards us and as a female driver this can be intimidating usually when alcohol is involved.

Some times.

I have got robbed at knife point

Drunk passengers refusing to follow no smoking/eating in the car policy and when challenged they became aggressive.

We are subject to regular verbal abuse from members of the public, anything from road rage because inconvenience them in some way, to being saun because we're late picking them up, working at night all out drink and drug fuelled violence.

One incident when threatened with small knife due to fare not being paid

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

Very odd occasion in over 20 yrs. Situations have been managed with tact and diplomacy and thankfully not resulted in anything untoward.

Foul language, xenophobic remarks, verbal threatening

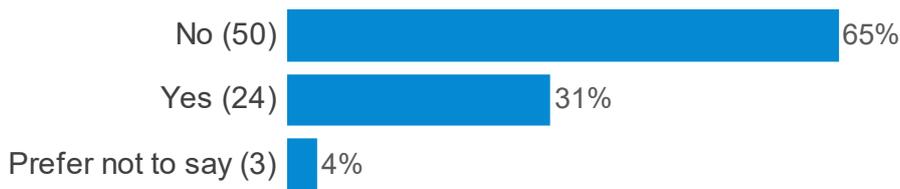
Usually solve any disputes with diplomacy

I no longer work evenings due to increase of abuse

With over 20yrs of driving taxis in Fareham never felt threatened while do my job yes I've had people try their hand and got gobby but a quick word with them without get aggressive back will always defuse and problem very quickly

Taxi Trade Consultation (License holders)

Has your vehicle been damaged or threatened to be damaged?



Providing you feel comfortable it would be helpful if you could provide further information:

People kicking the car if they re drunk and is not they're taxi

In the past I've had Urrate customers threatening to smash up my vehicle and myself

Yes in 2018 a customer damaged my car. 1000£ worth of damage

When I used to work nights I had my car kit regularly buy abusive drunks

Same incident

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

It was a number of years ago now all I can say was my car was off the road for over a week and had to have a complete interior and the culprits were from a certain caravan park in whiteley

On more than one occasion police involved nothing done about it

Has anyone refused to pay a fare?



Providing you feel comfortable it would be helpful if you could provide further information:

Been reported to the operator

Happenes on average once a month. I have two complaints to the police but they don't do nothing

I've had more than my fair share of Runners I've gotten too the point where as Customers approach vehicle I am watching them too judge them as my Instinct is usually right I'm not boasting but I am a pretty good judge of Character I sometimes ask got cash up frontif going out the area but I feel uncomfortable doing that but the way things are I may well start doing it more and more I even went out of my way too help a stranded female once and she ran on me I went too the police and even though she was well known too them they wouldn't help me which I think is discusting

I have had two occasions where customers have left the taxi without paying.

Has happened a number of times. For example a father called a taxi for his son and said his mother would pay the fare on arrival. When we set off the son started a conversation about what happens if people don't pay their fares (oh, here we go I thought!) Sure enough the mother denied any knowledge of this arrangement and wouldn't pay up. There are other stories I could tell you as well.

In over twenty years two people have done a runner.

Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

Uber job going on account

Ran away without paying on a few occasions

Very rare case.

A handful of times generally by substance abusers.

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

Two young ladies I drove to Portchester declared they had no money, so I said that the law stated I had to return them back to the town I picked them up in, which I did, but drove into the police car park, when funnily they had some money!!

Runners ! . I know it is an offence but what can we do . If you report to the police probably nothing will be done .

I've had a few runners over my 20 plus yrs,

Not very often have reported a couple to police and decided police are about as much use as a chocolate fire guard

Seem to have had more non payers post Covid for some reason.

They done a runner

Run off at drop off point, all phone numbers are recorded with voice, police were informed and prosecuted with reimbursement awarded

Some times there were those who left without paying

I have had two occasions where Customers have left the taxi without paying.

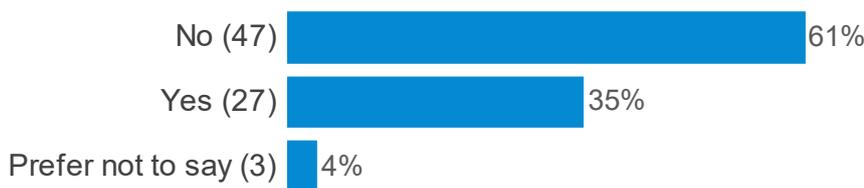
Ambiguous question. In 20 years, only once has a customer verbally REFUSED to pay (because I picked him up 12 mins after his booked time). CHOSEN NOT TO pay - "runners" and "got no money" - many ... mainly younger generational that I encounter on my evening/night hours of working

Get the occasional runner

Working with this operator, there is no cash involved and all the payments are pre-approved in the app.

Yep a few times over the years but always got the fare

Have you reported any incidents to the Police/Council?



Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

N/A

There are tow complaints to the police

A few times I have reported things too the police but what is the point as They never want too help even with proof given too them As a female knowing I had police assistance if required would be good but as things are that isn't the case at present I didn't even know too report anything too Council Could they do anything too help?

Police don't come on the scene straight away.

Had to get the police out once when I took someone home and could not wake them and could not continue my work as not sure weather the customer us unconscious due to alcohol or drugs but thankfully it was alcohol and the police manag d to wake him and I was quickly on my way

An incident on Lockwood Rd where I was punched by a person flagging me down.The culprit wasn't found and thankfully I was able to drive away safely.

Reported drink driving.

As in comment above

TBH it's not really worth the time doing so for the lack of response your going to get.

I've been attacked on more than one occasion police take to long to respond waste of time reporting anything now you might aswell brush it off as a bad fare and move on

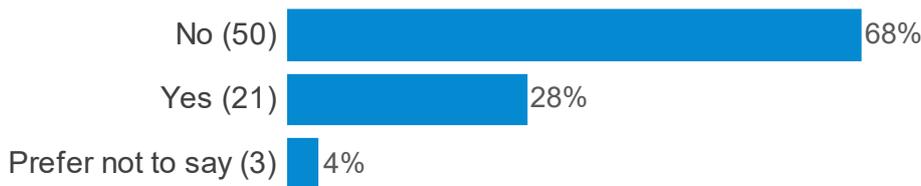
I reported to the police 3 years ago about the customer who did not pay the money, but nothing was done. they just gave me a reference number

Waste of time & effort as no willingness to act on as the criminal (Theft Act) offence. Cost of pursuing action, criminal or civil, far outweighs the loss of unpaid fare.

Pointless reporting to police now as nothing gets done

To be fair the police really don't want to do anything to help

Have you been a victim of crime in your capacity as a taxi driver and not reported it, if so, why not?



Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

N/A

Yes I've had runners that I've not reported as what's the point as in the past they haven't been very helpful at all

My belief is the time taken to pursue a non payer by stopping work to call the police would cost me more than if I just moved on to the next job.

People not paying fares No point in reporting as the Police have no chance of finding them

The five times I was assaulted in the 10 years I work nights nobody was ever prosecuted!!

As I am a PH driver, and only do long distance jobs, this question probably doesn't apply.

As above

They don't do anything just give you a crime reference number so you can claim off your insurance

As per my two preceeding answers.

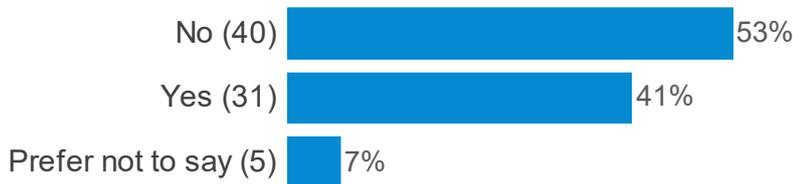
As above

police is not doing anything

I've been a victim of a hate crime (no physical injuries). Did not report it as there was no physical damage. There was a customer (not in Fareham) who started verbally abusing me over The operator's in app contact system for lost goods. They though I stole their partner's phone which they did not have with them when they entered the car (my dash cam is recording in and out of the car). I've left it to the operator to deal with this customer.

Police tell us that we should deal with the matter ourselves.

Have you, for your own safety, fitted CCTV in your vehicle?



Providing you feel comfortable it would be helpful if you could provide further information:

No audio recording. Just for insurance purposes, road recording camera. Dash cam.

The main purpose of mine, is to record sound and video inside the car ,of myself and front seat passenger. Also records journey, incidents, has panick button, and can record via wi fi, as well as sim card.

From having cctv previously some customers can get very upset at being filmed and this can lead too a whole host of problems

I did have a CCTV system fitted in my car, that showed the whole interior and some customers showed their disapproval of this, so as I only work during the day, I had the system removed.

I had a front facing dash cam once and the ICO wanted £40 a year off me to use my own equipment. I vehemently protested on the phone as they are not providing me with anything in return for my money and I thought it was totally scandalous that they would do such a thing. Especially during a lockdown when we're not even earning £40 a day. I removed the camera and will not be fitting any more.

Yes and No, it should be optional.

Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

Front facing for insurance purposes

My dash cam is forward facing, I have never felt the need to have one that covers the inside.

I am now a Private Hire driver who takes many business men to the airports all is which discuss their business to colleagues or on the phone. I guarantee total discretion and never discuss what's said in the car. If I had CCTV especially one that I cannot view myself; I would not be able to guarantee this as a recording device and if the car was ever stolen this information is held in the car.

Not yet but thinking of getting it but not for my personal safety but more for RTC'S I've never felt that I've needed it we live in a small town with NO night life to speak of so most people who go out tend to go over to Portsmouth and Southampton and get the local taxis back so all in all think it would be a waste of money for most us

I currently use a system

I have been driving taxis longer than anyone in our company Radio Taxis Fareham to fit cctv should be optional for each driver and not elaborate fittings being a part of your licence. Each driver can buy and fit one if they want to for less than £50 .

Have been a hackney driver over 35 years have not needed one before and certainly do not need the cost in the current financial climar

But not very expensive

The only time I've seen this actually worth while was a couple of years ago when a radio driver was mugged yet the muggers still got off the charge of putting a knife to his throat.they stole his cameras and phones yet he did have it backed up in the cloud. T

I work days and don't feel I need it

I did have a CCTV system fitted in my car, this showed the whole interior of the car and several Customers showed a strong disapproval of this system. So, as I only worked during the day times, I removed this CCTV System.

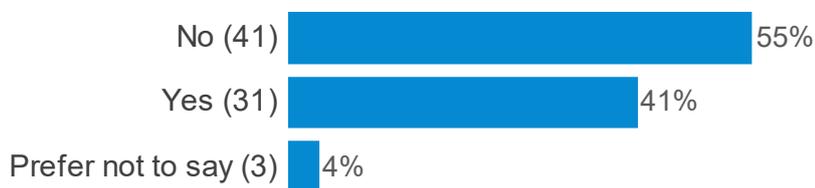
I already have CCTV not because I feel unsafe it's for accident purposes

Yes in my new vehicle but not in older one

I would love to have a camera in my car but can't afford the cost as still recovering from the loss of earnings during covid

After 2 years of no business, this is all we need. And if you do so you need to call all the cars that you plated and they work in different Borough for Uber.

Is the vehicle you drive currentlty fitted with CCTV?



Taxi Trade Consultation (License holders)

Providing you feel comfortable it would be helpful if you could provide further information:

Only a Dashcam facing too vehicle in front of me on road

I did have a CCTV system fitted in my car, that showed the whole interior and some customers showed their disapproval of this.

But I do have a dash cam which I find adequate.

As the same as reason above

As the comment above

I don't feel the need to have it and cannot afford it and I feel it is an invasion of privacy to both myself And the public 99% OF the time I have no trouble from the public that use my services I do my job to my best ability and I am not confrontational and always keep it professional

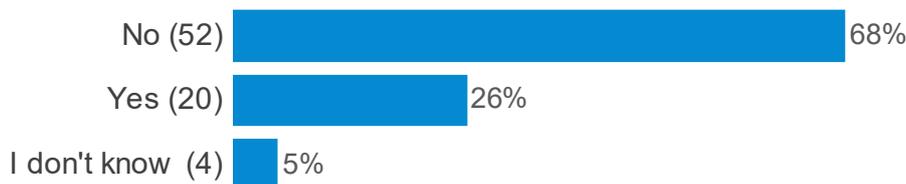
I did have a CCTV system fitted in my car, this showed the whole interior of the car and several Customers showed a strong disapproval of this system. So, as I only worked during the day times, I removed this CCTV System.

For insurance purposes

As above

We can do this easier, just have every single taxi driver installing one of this halfords cctv camera so if anything happens you can have the video. But also I don't see the need of that because whoever want to do something stupid in taxi they don't care about the Cctv and also the police don't give any importance on that.

Do you agree that CCTV should be mandatory for taxis and private hire cars?



Please provide further information:

As an engineer, we all know that the prices for CCTV are too high. To be honest, I can install an approved CCTV system myself for much cheaper. Especially after the pandemic, when we consider the income, it is a high cost. Although, I don't believe Fareham area is unsafe. Interestingly, I had more issues outside of Fareham area. That's why I prefer to work in Fareham. The biggest issue is disrespectful and tailgating drivers. Nothing else.

Who would own the right to the images. Will the driver be able to turn it off.If it is on permanently this would be unfair to the drivers family when in private use.

Didn't the Government give grants to councils for this?

That is a lot of money fir independent drivers too fork out If the council want it installed in Taxis either they should pay for it outright or pay for it initially then they driver does a payment plan until payed off I know for sure I haven't got that sort of money too pay out in one go

I use my car for private use and unless this system only operates when the meter is on, then I feel this would be an invasion of my privacy. I would find the cost of this system hard to meet, with current situation with overhead cost v achievable earnings. I also have a Perspex cabin within my car, that separates me from my customers. This offers my customers protection from and me from them. The cost for this was in excess of £600.

Taxi Trade Consultation (License holders)

Please provide further information:

i have already paid £400 for my cctv systyem which has forward, rear and interior cameras. i don't want to have to spend another £500-£700 just to get an approved system that probably won't as good as the one i already have

Optional, yes. Mandatory no. We should be making it easier for people to get into this industry the way we are struggling for drivers at the moment and not making it harder and more expensive.

The cost of having CCTV outweighs the risks we face.

Don't mind having it but if FBC want it they should supply it or let drivers supply their own that they have access to.

Optional. There are cheaper DashCamp/ CCTV available in the market.

£500 is too much though. I had mine professionally done by Toyota and it's quite good. It records both in and outside of the car.

Once again it's an extreme cost being levied on the trade, many drivers do have their own CCTV systems fitted but they are various different standards, they also comes into the fact of having access for the data and paying someone else to be a data controller, yet another cost.

If a driver is self employed then it should be up to the individual as it is his private vehicle. I would not want a 'spy in the cab' recording me every time I got in it. All technology can be hijacked one way or the other. Front facing with audio should be sufficient.

I disagree that it should be mandatory, as the cost of an 'approved' CCTV system is outrageous. My Next Base dash cam cost, £110, and I fitted it myself. Someone will be making a lot of money from drivers in an industry that is struggling if that's your estimated cost.

There's is already a massive shortage of drivers that too struggle with the increase of driving and living costs, If they face a further high cost such as CCTV I can see them also quitting which would lead to a dire need of drivers in the Borough

Yes great idea . But rather expensive , and the taxi business not doing great at this time .

If the Borough want to introduce cctv then they should off set the price with the £40,000+ That is sat in you bank that is ring fenced for the taxi trade which is the monies that are left over after your spending each year I get frustrated when you decide we have to do something to make things better but it's always the trade that has to cover the expense

Potentially most drivers already have a form of CCTV inside the car these days. The extra expense to drivers already using systems within their vehicles.

Any extra costs added to an already heavily financially affected business makes absolute no sense.

Most of the drivers I have spoken to are concerned about the cost of buying and fitting cameras, as the volume of work is still not at the level it was before COVID.

As above

Been doing the job 31yrs in Fareham never felt the need for CCTV. Just another layer of camera's scrutinizing my daily life which I don't really want.

If it is a requirement by council then a grant to all registered plate holders should be given

This amount can't afford most of the taxi drivers

You won't even give us a pathetic 15% fare increase im down £360 a month on fuel costs alone my cost of living has gone up just like everyone else yet my wages have gone way down. I'm now having to work longer days and a few hours on my 2 days off and now you want me to foot another bill where do you think we get the money from.we are now getting cars from all over the country to work in our Borough as our licensing is to difficult and expensive.so why should we replat in Fareham when we can go elsewhere and do the same job as a private hire driver. The only pro is we can rank up as a Hackney yet there isn't enough work to just work off the ranks.

I don't think it's fair to ask drivers to pay for this with the current taxi fare.

As said, I don't need it but it should be left up to the driver.

Please provide further information:

I, as do some of the other drivers, use my car for private use, so unless this CCTV System only worked when the meter is in operation, then I would strongly object to this, as it would be an invasion of me and my Family's Privacy! Also, I would find the installation cost very hard to meet, particularly at a time when takings are not always higher than our overhead cost. Fuel prices are currently crippling the bottom line for taxi drivers!

I don't think now is the time to put such burden on drivers considering how high the fuel price's are, and still nothing about a tariff increase. And also for existing taxi's the council should provide founding for such system.

But heavily subsidized

Personal preference if the driver wishes to have CCTV fitted and £500-£700 is ridiculous and the driver should be able to choose which company he/she wishes to use unless the council will foot the bill for each vehicle.

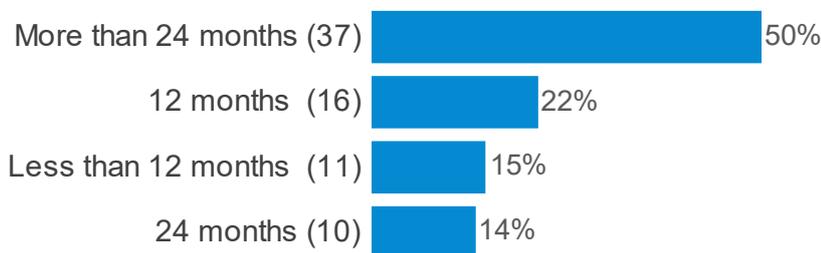
This is a cost that we can't afford.. Would drivers be able to turn off CCTV? If not when car is being used as a private vehicle this would constitute a breach of the drivers personal privacy

As long as the costs are helped by the government

Is good. But council pay for the full amount.

Absolutely not we live in a small town with no nightlife so other town and cities have a nightlife unfortunately for them they get the trouble at the end of the night and again working in the town for so many years I can only remember one bad case of trouble in the town so all in all Fareham is a safe place to live and work

If CCTV becomes mandatory, we would give existing licence holders a lead in period before becoming mandatory. Please indicate which time period would be most suitable:



Please let us know if you have any alternative suggestions:

Since I have faced payment issues even for taxi licensing renewal after the pandemic, all I can say is the cost should be spreaded to monthly installments. The living is already hard enough. I don't think there is a point to make it more difficult. Earnings are not enough to cover all the living costs anymore.

With current fuel prices company's are hemorrhaging drivers this would be the straw that will break the industry.may be if the council wants it they should pay for it.retro fitting anything causes damage to the car dropping resale value.

I already have it, mainly to protect me from accusations of inappropriate behaviour.

Mandatory but let the drivers get their own equipment. Is cheaper this way

At your proposed prices, forever.

We have a lot of driver in Fareham that are getting close to retirement age so don't need the added experience and younger drivers are not coming through as it's too expensive to get through their badge and source a car that is good enough to meet the criteria for the Borough and like loads of other Boroughs work is very thin on the ground

Taxi Trade Consultation (License holders)

Please let us know if you have any alternative suggestions:

My previous statement says it all , Yours sincerely a very experienced taxi driver .

Only make the ones that have complaints made against them have it or wish to do so

It looks like with this question you have already made your minds up why am I bothering with this survey

It should be advised by the company but up to the driver.

I believe strongly that invasion of privacy should not be allowed. If the CCTV is only operable when the meter is switched on, then I would fully agree. I feel that it is very unfair to expect taxi drivers to finance the installation of a CCTV system during these very difficult financial times, particularly as fares have not been increased.

I think if the council will provide funding for it then it might be less resistance towards it.

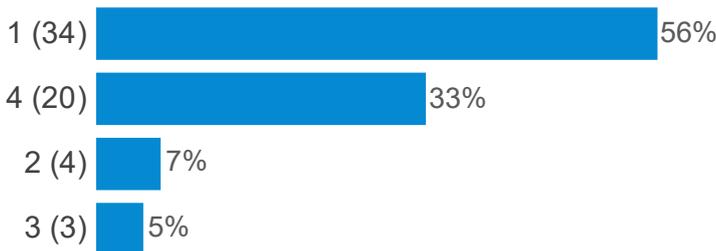
We can buy our own cctv kit for far less than £500.00 and we could have control

To give us time to raise the money need to fit and approve camera

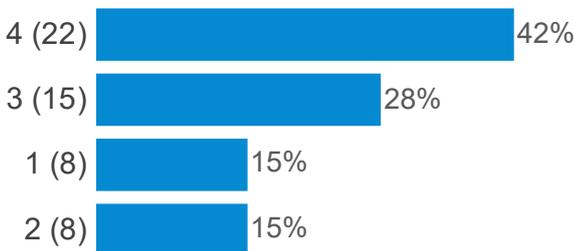
Fareham has a high number of driver over 60+and that might force them into early retirement. and with the cost for new drivers to come in to the job with the extra cost of putting in cctv into car will put more people coming into the trade with all the other cost and price of fuel and a low income from the trade as is could be a push to far

It can be even a few days !! But when you gone pay for fitting a cctv !! I don't want to spend 500£!!

Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.80 pull off, 170 metres 30p. 5km journey would cost £11.62)

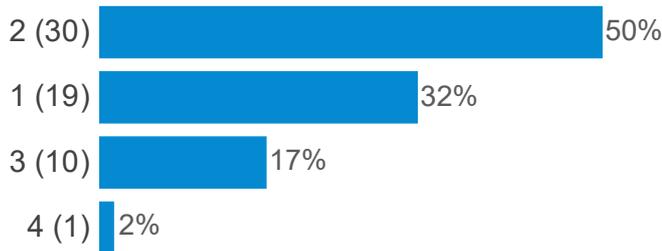


Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 170 metres 20p. 5km journey would cost £8.88)

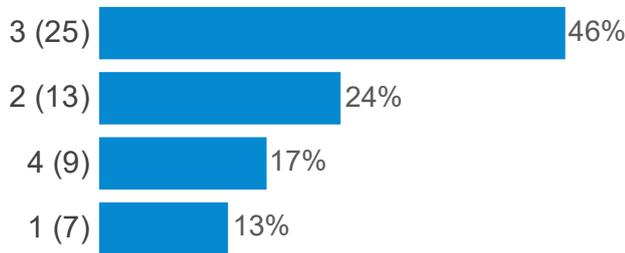


Taxi Trade Consultation (License holders)

Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£3.00 pull off, 160 metres 20p. 5km journey would cost £9.25)



Please rank each of the proposed tariff changes from most preferred (1) to least preferred (4): (£2.60 pull off, 155 metres 20p. 5km journey would cost £9.06)



Please let us know if you have any alternative suggestions:

£2.80 pull off, 155 metres, 25p. 5km journey would cost £10.61

£5.00 minimum Charge for using a card too pay fare

I dont agree with a fare increase at this time as i feel it would be dentrimental to the trade as a whole with every one being squeezed from all directions at this moment in time and would lead to people using taxis less.

You have to strike a balance or people will stop using taxis. Could we please introduce this soon due to cost of fuel.

N/A

Can't comment as private Hire

Would be nice to get job that goes 5km we're lucky if we get a job that breaks 2km

Soon as possible people are really struggling to make ends meet

I do not believe that my finances could support paying for this installation at this time, or in the near future. We desperately need a tariff increase to support us being able to offer a public service. I do have concerns around invasion of privacy, particularly as I have two very Lovely Grand Children, with very special needs that I use my car for privately.

Beyond the general rapidly increasing rise in Inflation, taking account of current volatile fuel prices and vehicle maintenance costs, Tariffs should be reviewed more frequently to avoid overly-steep rises in rates.

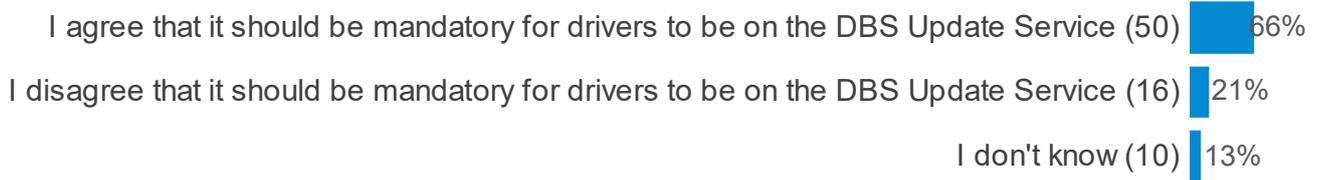
With the way fuel prices are currently there is a desperate need to adjust prices more quickly. At present the cost of fuel equates to £3000.00 additional costs to driver per annum.This is unsustainable!

Night tariffs to start from 23:00

We all need this price increase just because we pay more money for insurance, fuel as you know is nearly £2 a litre and also all the costs for day to day living they explode as well.

Taxi Trade Consultation (License holders)

The Government recommends that taxi and private hire drivers carry out a Disclosure and Barring Service (DBS) check every 6 months. The Council is proposing to make it mandatory for license holders to be on the DBS Update Service. This will allow the licensing team to carry out the check with minimal disruption to the driver.



FAREHAM

BOROUGH COUNCIL

Report to Licensing and Regulatory Affairs Committee

Date **25 July 2022**

Report of: **Head of Environmental Health**

Subject: **LICENSING AND REGULATORY AFFAIRS COMMITTEE WORK
PROGRAMME 2022/23**

SUMMARY

At its meeting in June, the Licensing and Regulatory Affairs Committee reviewed the progress of the Work Programme for 2022/23 and agreed a revised Work Programme for the remainder of the municipal year.

Members are now invited to note the actions from the last meeting and to further review the Work Programme for 2022/23.

RECOMMENDATION

It is recommended that the Licensing and Regulatory Affairs Committee:-

- (a) notes the progress on actions arising from the meeting of the Committee held on 27 June 2022, as shown in Appendix A to the report; and
- (b) agrees the updated Work Programme for 2022/23, as attached as Appendix B to the report.

INTRODUCTION

1. At the Committee meeting on 27 June 2022, the Committee reviewed progress on actions since the last meeting and agreed a revised Work Programme for the remainder of the 2022/23 municipal year.

MONITORING

2. The progress on actions since the last meeting of the Committee is attached as Appendix A to this report for information.

WORK PROGRAMME 2022/23

3. The Committee's Work Programme for 2022/23 is attached as Appendix B to this report for consideration.
4. Members are asked to note the following changes to the Work Programme for 2022/23:
 - (i) the date of the meeting scheduled to take place on 04 October 2022 has been rescheduled for 11 October 2022; and
 - (ii) the report entitled 'Arrangements for Additional Voluntary Contributions within the Local Government Pensions Scheme (LGPS)' has been moved from the meeting scheduled to take place on 25 July 2022 to the meeting now scheduled to take place on 11 October 2022.
5. Members are now invited to consider and agree any further additions to the Work Programme for 2022/23

RISK ASSESSMENT

6. There are no significant risk considerations in relation to this report.

CONCLUSION

7. To summarise, the Committee is now invited to note the progress on matters considered by the Committee at its last meeting, as shown in Appendix A to this report and agree the Licensing and Regulatory Affairs Committee Work Programme for 2022/23, as set out in Appendix B.

APPENDICES:

Appendix A – Progress on actions since the last Committee Meeting

Appendix B – Current Work Programme 2022/23

Enquiries: For further information on this report please contact Ian Rickman. (Ext 4773)

LICENSING AND REGULATORY AFFAIRS COMMITTEE - Progress on Actions from last meeting

Date of Meeting	27 June 2022
Subject	Responsibilities of the Licensing and Regulatory Affairs Committee
Type of Item	Presentation
Action by Committee	<p>The Committee received a presentation by the Head of Environmental Health and the Head of Democratic Services which provided an overview of the responsibilities of the Licensing and Regulatory Affairs Committee. A copy of the presentation is attached as Appendix A to these minutes.</p> <p>RESOLVED that the Licensing and Regulatory Affairs Committee notes the content of the Presentation.</p>
Outcome	Complete
Link Officer	Ian Rickman & Leigh Usher
Subject	Local Government Boundary Commission Review Update
Type of Item	Report
Action by Committee	<p>The Committee received a report by the Head of Democratic Services which provided members with an update on the Local Government Boundary Review warding arrangements.</p> <p>An updated Appendix B was tabled at the meeting to detail some changes to the map of proposed new warding arrangements from the published version. The Head of Democratic Services advised that the changes are minimal and do not alter the overall approach and concept of creating an additional ward within the Fareham Town Centre area and extending the Downend and Wallington areas into a larger ward configuration. The amendments were agreed by the Member Working Group which met on Tuesday of last week and have been to tidy up some issues created such as splitting a road or separating an individual property from the rest of the street.</p> <p>RESOLVED that, having reviewed the working draft of the Warding Arrangements Submission as set out in Appendix A to the report, the Licensing and Regulatory Affairs Committee:</p>

	<p>(a) considered the wording of the narrative and agreed that individual Members would send additional material to the Head of Democratic Services for inclusion in the Warding Arrangements submission;</p> <p>(b) delegates authority to the Head of Democratic Services to make further alterations to the Ward Boundaries Plan and corresponding narrative to ensure calculations remain within the target electorate figures; and</p> <p>(c) agrees to the draft plan being submitted to the Local Government Boundary Commission for England on 11 July 2022, subject to any further tweaks to ward boundaries being agreed by the Members Working Group.</p>
Outcome	Complete
Link Officer	Leigh Usher
Subject	Licensing & Regulatory Affairs Committee Work Programme
Type of Item	Report
Action by Committee	<p>The Committee received a report by the Head of Environmental Health which provided members with the opportunity to carry out a review of the Work Programme for the current Municipal Year.</p> <p>RESOLVED that the Licensing and Regulatory Affairs Committee:</p> <p>(a) notes the progress on actions arising from the meeting of the Committee held on 29 March 2022, as shown at Appendix A to the report; and</p> <p>(b) agrees the updated Work Programme for 2022/23, as attached at Appendix B to the report.</p>
Outcome	Complete
Link Officer	Ian Rickman

LICENSING AND REGULATORY AFFAIRS COMMITTEE –WORK PROGRAMME 2022/23

<u>DATE</u>	<u>SUBJECT</u>	<u>TRAINING SESSION/WORKSHOP</u>
27 June 2022	Presentation on the Responsibilities of the Licensing and Regulatory Affairs Committee Local Government Boundary Commission Review Update Review of current Work Programme	
25 July 2022	Review of Taxi and Private Hire Licensing Requirements Review of Hackney Carriage Tarif Review of current Work Programme	
05 September 2022 at 3pm		Licensing Training
11 October 2022	Review of current Work Programme Arrangements for Additional Voluntary Contributions within the Local Government Pensions Scheme (LGPS)	
29 November 2022	Review of current Work Programme	
31 January 2023	Actual Revenue Expenditure 2021/22 Spending Plans 2023/24 Fees and Charges 2023/24 Preliminary Review of current Work Programme and Draft Work Programme 2023/24	
14 March 2023	Police Update on Licensing Matters Update on Fareham & Gosport Environmental Health Partnership – Presentation Final Review of current Work Programme and Draft Work Programme 2023/24	

