

Agenda

Public Protection Committee

Date:	Wednesday, 12 July 2023 at 10:00 am
Venue:	Town Hall, St Annes, FY8 1LW
Committee members:	<p>Councillor Sandra Pitman (Chairman) Councillor Viv Willder (Vice-Chairman)</p> <p>Councillors Frank Andrews, Mark Bamforth, Martin Evans, Susan Fazackerley MBE, Gail Goodman JP, Noreen Griffiths, Gavin Harrison, Karen Henshaw JP, Paul Hodgson, Cheryl Little</p>

	PROCEDURAL ITEMS:	PAGE
1	<p>Declarations of Interest: Declarations of interest, and the responsibility for declaring the same, are matters for elected members. Members are able to obtain advice, in writing, in advance of meetings. This should only be sought via the Council’s Monitoring Officer. However, it should be noted that no advice on interests sought less than one working day prior to any meeting will be provided.</p>	1
2	<p>Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 22 March 2023 as a correct record.</p>	1
3	<p>Substitute Members: Details of any substitute members notified in accordance with council procedure rule 23(c).</p>	1
	DECISION ITEMS:	
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5	Request for an Increase in the Level of Hackney Carriage Fares	15

Contact: Democracy - Telephone: (01253) 658658 – Email: democracy@fylde.gov.uk

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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF ENVIRONMENTAL AND HOUSING SERVICES	PUBLIC PROTECTION COMMITTEE	12 th JULY 2023	4
APPLICATION FOR THE GRANT OF A HACKNEY CARRIAGE AND PRIVATE HIRE COMBINED DRIVERS LICENCE – MR SS			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY

Following an application made to Licensing Team for the grant of a Hackney Carriage and Private Hire Driver's Licence, the Committee is requested to consider the application and determine if they consider the applicant fit and proper to hold such a licence.

RECOMMENDATION

That the Committee consider the report and determine the application.

SUMMARY OF PREVIOUS DECISIONS

There are no previous decisions relating to this matter.

CORPORATE PRIORITIES

Economy – To create a vibrant and healthy community	
Environment – to deliver services customers expect	√
Efficiency – By spending money in the most efficient way	
Tourism – To create a great place to live and visit	

REPORT

1. An application has been received from Mr SS for the grant of a Combined Hackney Carriage and Private Hire Driver's licence.
2. In accordance with the standard procedure for all applications, the applicant was requested to submit a Disclosure obtained through the Disclosure and Barring Service and undergo a medical examination.
3. The Disclosure has revealed a number of convictions between 2009 and 2015, further information relating to which will be provided to members at the meeting.
4. 2 out of 15 convictions were declared by the applicant on his application form for a drivers badge.

5. Section 59 (1)(a) of the Local Government (Miscellaneous Provisions) Act 1976 states that, “a district council shall not grant a licence to drive a hackney carriage ... unless they are satisfied that the applicant is a fit and proper person to hold a driver’s licence.”

6. Section 51 (1)(a) of the Local Government (Miscellaneous Provisions) Act 1976 states that, “a district council shall not grant a licence to drive a private hire vehicle unless they are satisfied that the applicant is a fit and proper person to hold a driver’s licence.”

7. Appendix A of the Council’s Statement of Taxi and Private Hire Licensing Policy, concerning the Relevance of Convictions to Applications is attached for members information and use.

8. The applicant has been invited to attend the hearing and the Committee is therefore asked to determine the application.

IMPLICATIONS	
Finance	No further implications arising directly from this report
Legal	No further implications arising directly from this report
Community Safety	No further implications arising directly from this report
Human Rights and Equalities	No further implications arising directly from this report
Sustainability and Environmental Impact	No further implications arising directly from this report
Health & Safety and Risk Management	No further implications arising directly from this report

LEAD AUTHOR	CONTACT DETAILS	DATE
Joanne Gallagher	joanne.gallagher@fylde.gov.uk Tel 01253 658609	30 th June 2023

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Fylde Council Taxi and private hire licensing policy		https://new.fylde.gov.uk/business/licensing/taxi-licensing/hackney-carriage-and-private-hire-licensing-policy/

Attached documents

Appendix A of the Hackney Carriage and Private Hire Licensing Policy

Appendix A - Taxi and PHV Licensing Criminal Convictions' Policy

1.	Introduction
1.1	The purpose of this policy is to provide guidance on the criteria taken into account by the council when determining whether or not an applicant or an existing licence holder is a fit and proper person to hold a hackney carriage and/or private hire vehicle licence.
1.2	<p>The overriding aim of the licensing authority is to protect the safety of the public. The licensing authority is concerned to ensure:</p> <ul style="list-style-type: none"> • That a person is a fit and proper person. • That the person does not pose a threat to the public. • That the public are safeguarded from dishonest person. • The safeguarding of children, young persons and vulnerable adults.
1.3	<p>The term " fit and proper person" for the purposes of licensing is not legally defined and in assessing whether someone is "fit and proper" the Council will consider the following together with any other relevant information:</p> <ul style="list-style-type: none"> • Criminality • Human rights • Period of holding a driver's licence • Number of penalty points endorsed on driving licence • Right to work • Medical fitness • Conduct of the applicant in making the application (e.g. whether they have acted with integrity during the application process) • Previous licensing history of existing and former licence holders <p>In addition the Council will also consider further information provided by sources such as the Police (including abduction notices), Children and Adult Safeguarding Boards and other statutory agencies.</p>
1.4	<p>This policy provides guidance to any person with an interest in hackney carriage and private hire licensing. In particular, but not exclusively:</p> <ul style="list-style-type: none"> • Applicants for drivers' licenses • Existing licensed drivers whose licences are being reviewed • Licensing officers • Members of the Public Protection Committee • Magistrates hearing appeals against local authority decisions
1.5	<p>Where licensing officers have delegated powers to grant licences, they will utilise these guidelines when making a decision to grant a licence. In all other cases applications for licences will be referred to the Public Protection Sub-Committee. Whilst officers and the Sub-Committee will have regard to the guidelines contained in the policy, each case will be considered on its individual merits and, where the circumstances demand, the committee/officer may depart from the guidelines.</p>

2	General policy
2.1	There may be occasions where it is appropriate to depart from the guidelines, for example where the offence is a one-off occasion or there are mitigating circumstances or alternatively where there are many or continuous offences which may show a pattern of offending and unfitness.
2.2	A person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but would normally be expected to: <ul style="list-style-type: none"> a. Remain free of conviction for an appropriate period; and b. Show adequate evidence that he or she is a fit and proper person to hold a licence (the onus is on the applicant to produce such evidence). <p>(Simply remaining free of conviction may not generally be regarded as adequate evidence that a person is a fit and proper person to hold a licence).</p>
2.3	Where an applicant has been convicted of a criminal offence, the licensing authority cannot review the merits of the conviction [Nottingham City Council v. Mohammed Farooq (1998)].
3	Appeals
3.1	Any applicant refused a driver's licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal.
3.2	Any applicant refused an operator licence on the grounds that the licensing authority is not satisfied he is a fit and proper person to hold such a licence has a right to appeal to the Magistrates' Court within 21 days of the notice of refusal.
3.3	Any licensee whose licence is suspended or revoked has a right to appeal to the Magistrates' Court within 21 days of the notice of suspension or revocation.
4	Powers
4.1	Section 61 and Section 62 of the Local Government Miscellaneous Provisions Act 1976 allow the licensing authority to suspend, revoke or refuse to renew a licence if the application/licence holder has been convicted of an offence involving dishonesty, indecency, violence; failure to comply with the provisions of the Town Police Clauses Act 1847; failure to comply with the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976; or any other reasonable cause.
4.2	The Rehabilitation of Offenders Act 1974 (Exceptions) (Amendment) Order 2002, allows the licensing authority to take into account all convictions recorded against an applicant or the holder of a private hire vehicle or hackney carriage driver's licence, whether spent or not. Therefore the licensing authority will have regard to all relevant convictions, particularly where there is a long history of offending or a recent pattern of repeat offending.
4.3	In this policy the term "disqualification" refers to the period served, in order to

	take account of the fact that a court may reduce the period of disqualification from driving. An applicant must provide evidence in advance to prove that the court agreed a reduction in the period of disqualification.
5	Consideration of disclosed criminal history
5.1	<p>Under the provisions of Sections 51, 55, and 59, Local Government (Miscellaneous Provisions) Act 1976, the licensing authority is required to ensure that an applicant for the grant or renewal of a hackney carriage and/or a private hire vehicle drivers' licence and/or private hire vehicle operators licence is a 'fit and proper' person to hold such a licence. However, if an applicant has any convictions, warnings, cautions or charges awaiting trial, the licensing authority will look into:</p> <ul style="list-style-type: none"> • How relevant the offence(s) are to the licence being applied for • How serious the offence(s) were • When the offence(s) were committed • The date of conviction • Circumstances of the individual concerned • Sentence imposed by the court • The applicant's age at the time of conviction. • Whether they form part of a pattern of offending • Any other character check considered reasonable (e.g. personal references) • Any other factors that might be relevant
5.2	Existing holders of drivers' licences are required to notify the licensing authority in writing within seven days of being arrested, receiving a driving licence endorsement, fixed penalty notice or criminal conviction (including cautions).
5.3	Applicants can discuss further what effect a caution/conviction may have on any application by contacting the licensing office on 01253 658422 in confidence for advice.
5.4	The licensing authority conducts enhanced disclosures from the Disclosure and Barring Service (DBS) of any applicant for a driver licence. The licensing authority follows the DBS's Code of Practice on the fair use of disclosure information. A copy is available on request.
5.5	Applicants applying for the grant or a renewal of a drivers' licence will be required to obtain an enhanced disclosure at their expense. Applicants for an operator's licence will be required to obtain a standard DBS check at their own expense (unless they are the holder of a current hackney carriage or private hire drivers licence issued by Fylde Council). The licensing authority abides by the DBS's Policy on the secure storage, handling, use, retention and disposal of disclosure information, which is available on request.
5.6	The licensing authority is also entitled to use other records and information that may be available to it in determining applications or an entitlement to continue holding a licence. This may include information held by the licensing authority or other licensing authorities, and information disclosed by the police.
5.7	It is an offence for any person knowingly or recklessly to make a false

	declaration or to omit any material particular in giving information required by the application for a licence. Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused.
5.8	For renewal applications and current licence holders the policy will not be applied retrospectively where there are no new concerns or convictions. The policy will be applied to existing licence holders if any additional convictions are incurred or they are otherwise brought to the attention of the Council for conduct that would call into question a person's suitability to hold a licence.
5.9	Offences not covered by this Policy will be considered by the Council when determining whether the applicant/licensed driver is a fit and proper person.
6	Serious offences involving violence
6.1	Licensed drivers have close regular contact with the public. A firm line is to be taken with those who have convictions for offences involving violence. An application will normally be refused if the applicant has a conviction for an offence that involved the loss of life.
6.2	In other cases anyone of a violent disposition will normally be refused to be licensed until at least 3 years free of such conviction. However, given the range of the offences that involve violence, consideration must be given to the nature of the conviction.
6.3	Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as: <ul style="list-style-type: none"> • Murder • Manslaughter • Manslaughter or culpable homicide while driving • Terrorism offences • Or any similar offences (including attempted or conspiracy to commit) offences which replace the above
6.4	A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 10 years prior to the date of application: <ul style="list-style-type: none"> • Arson • Malicious wounding or grievous bodily harm which is racially aggravated • Actual bodily harm which is racially aggravated • Grievous bodily harm with intent • Robbery • Possession of firearm • Riot • Assault Police • Common assault with racially aggravated • Violent disorder • Resisting arrest • Or any similar offences (including attempted or conspiracy to commit) offences which replace the above

6.5	<p>A licence will not normally be granted where the applicant has a conviction for an offence or similar offence to those below and the conviction is less than 5 years prior to the date of application:</p> <ul style="list-style-type: none"> • Racially-aggravated criminal damage • Racially-aggravated offence • Or any similar offences (including attempted or conspiracy to commit) offences which replace the above
6.6	<p>A licence will not normally be granted where the applicant has a conviction for an offence or similar offence(s) which replace the below offences and the conviction is less than 3 years prior to the date of application:</p> <ul style="list-style-type: none"> • Common assault • Assault occasioning actual bodily harm • Affray • S5 Public Order Act 1986 offence (harassment, alarm or distress) • S.4 Public Order Act 1986 offence (fear of provocation of violence) • S4A Public Order Act 1986 offence (intentional harassment, alarm or distress) • Obstruction Page 24 of 49 • Criminal damage • Or any similar offences (including attempted or conspiracy to commit) offences which replace the above
6.7	<p>A licence will not normally be granted if an applicant has more than one conviction in the last 10 years for an offence of a violent nature.</p>
6.8	<p>In the event of a licence being granted, a strict warning both verbally and in writing should be administered.</p>
7	Possession of a weapon
7.1	<p>If an applicant has been convicted of possession of a weapon or any other weapon related offence, this will give serious concern as to whether the person is fit to carry the public.</p>
7.2	<p>Depending on the circumstances of the offence, an applicant should be free of conviction for 3 years (or at least 3 years must have passed since the completion of the sentence, whichever is longer), before a licence is granted</p>
8	Sex and indecency offences
8.1	<p>As licensed drivers often carry unaccompanied and vulnerable passengers, applicants with convictions for sexual offences must be closely scrutinized. Those with convictions for the more serious sexual offences will generally be refused. For other offences, applicants will be expected to show a substantial period free of conviction for such offences before a licence will be granted.</p>
8.2	<p>Unless there are exceptional circumstances, an application will normally be refused where the applicant has a conviction for an offence such as:</p> <ul style="list-style-type: none"> • Rape • Assault by penetration • Offences involving children or vulnerable adults • Sexual assault

	<ul style="list-style-type: none"> • Indecent assault • Exploitation of prostitution • Grooming, Trafficking for sexual exploitation or other sexual exploitation related offences • Possession of indecent photographs, child pornography etc. • Or any sex or indecency offence that was committed in the course of employment as a taxi or PHV driver • Or any similar offences (including attempted or conspiracy to commit) offences which replace the above.
8.3	<p>Before an application will be considered, an applicant should be free of conviction for at least 10 years (or at least 5 years must have passed since the completion of the sentence, whichever is longer), if he/she has a conviction for an offence such as:</p> <ul style="list-style-type: none"> • Indecent exposure • Soliciting (kerb crawling) • Or any similar offences (including attempted or conspiracy to commit).
8.4	In addition to the above the licensing authority will not normally grant a licence to any applicant who is currently on the Sex Offenders Register.
8.5	A licence will not normally be granted if an applicant has more than one conviction for a sexual/indecency offence.
9	Dishonesty
9.1	<p>A licensed PHV or taxi driver is expected to be a trustworthy person. They deal with cash transactions and valuable property may be left in their vehicles. The widespread practice of delivering unaccompanied property is indicative of the trust that business people place in licensed drivers. Moreover, it is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal or agreed fare, etc. Drivers may well deal with customers who are vulnerable or intoxicated and potentially easily confused. For all these reasons, a serious view is taken of any conviction involving dishonesty.</p>
	<p>In general, a minimum period of 3 years free of conviction or at least 3 years from completion of sentence (whichever is longer) should be required before granting a licence. Offences involving dishonesty include:</p> <ul style="list-style-type: none"> • theft • burglary • fraud • benefit fraud • handling or receiving stolen goods • forgery • conspiracy to defraud Page 26 of 49 <p>Hackney Carriage and Private Hire Licensing Policy 2016</p> <ul style="list-style-type: none"> • obtaining money or property by deception • other deception • taking a vehicle without consent • and any similar offences • Or any similar offences (including attempted or conspiracy to commit)

	offences which replace the above
9.3	A licence will not normally be granted if an applicant has more than one conviction for a dishonesty offence.
9.4	Applicants or existing licence holders that are found to have intentionally misled the Council, or lied as part of the application process, will not normally be issued with a licence.
10	Drugs
10.1	A serious view is taken of any drug related offence. The nature and quantity of the drugs, whether for personal use or supply are issues which should be considered.
10.2	A licence will not normally be granted where the applicant has a conviction for an offence related to the supply of drugs and has not been free of conviction for 5 years.
10.3	A licence will not normally be granted where the applicant has more than one conviction for offences related to the possession of drugs and has not been free of conviction for 5 years.
10.4	An applicant who has an isolated conviction for an offence related to the possession of drugs (other than for supply) within the last 3-5 years may be granted a licence, but consideration should be given to the nature and quantity of the drugs.
10.5	If there is evidence of persistent drugs use, misuse or dependency a specialist medical examination (in accordance with DVLA Group 2 medical standards) may be required before the licence is granted. If the applicant was an addict then they would normally be required to show evidence of 5 years free from drug taking after detoxification treatment.
10.6	A licence will not normally be granted if an applicant has more than one conviction for a drugs related offence.
11	Driving offences involving the loss of life
11.1	A very serious view is to be taken of any applicant who has been convicted of a driving offence that resulted in the loss of life.
11.2	Unless there are exceptional circumstances a licence will not normally be granted where the applicant has a conviction for an offence such as: <ul style="list-style-type: none"> • Causing death by dangerous driving • Causing death by careless driving whilst under the influence of drink or drugs • Causing death by driving: unlicensed, disqualified or uninsured drivers • or any similar offences
12	Drink driving/driving under the influence of drugs/using a mobile phone whilst driving

12.1	As licensees are professional vocational drivers, a serious view is taken of convictions for driving, or being in charge of a vehicle while under the influence of drink or drugs. An isolated incident would not necessarily debar an applicant from proceeding on the restoration of his DVLA driving licence but he should be warned as to the significant risk to his licence status in the event of re-offending. Normally at least 3 years, after the restoration of the driving licence following a drink/drug drive conviction should elapse before an application will be considered. If there is any suggestion that the applicant is alcohol or drug dependent, a satisfactory special medical report must be provided before the application can be allowed to proceed.
12.2	Applicants should also be aware of the serious risk posed by driving whilst using a mobile phone. There is a substantial body of research (see for instance http://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/mobile-phone-report.pdf) which shows that drivers who use a mobile phone suffer physical and cognitive distraction which means they : <ul style="list-style-type: none"> • are much less aware of what's happening on the road around them • fail to see road signs • fail to maintain proper lane position and steady speed • are more likely to 'tailgate' the vehicle in front • react more slowly, take longer to brake and longer to stop • are more likely to enter unsafe gaps in traffic • feel more stressed and frustrated
12.3	There is evidence to show that drivers who use a mobile phone have slower reaction times than those who have consumed up to the legal alcohol limit. In light of this, an equally serious view should be taken of convictions for driving whilst using a mobile phone as for driving under the influence of drink or drugs.
12.4	A licence will not normally be granted if an applicant has more than one conviction for an offence of driving under the influence of drink or drugs or whilst using a mobile phone.
13	Licensing offences
13.1	Certain offences under taxi legislation such as plying for hire, overcharging and refusing to carry disabled persons would normally prevent a licence being granted or renewed until a period of 3 years has passed since.
13.2	A licence will not normally be granted if an applicant has more than one conviction for a licensing related offence.
14	Insurance Offences
14.1	A serious view will be taken of convictions of driving or being in charge of a vehicle without insurance. An isolated incident in the past will not necessarily stop a licence being granted provided he/she has been free of conviction for 3 years, however strict warning should be given as to future behaviour.
14.2	A licence will not normally be granted if an applicant has more than one conviction for an insurance related offence.

14.3	An operator found guilty of aiding and abetting the driving of passengers for hire and reward whilst without insurance will normally have his operators' licence revoked immediately and be prevented from holding a licence for at least three years.
15	Outstanding charges or summonses
15.1	If the individual is the subject of an outstanding charge or summons their application can continue to be processed, but the application will need to be reviewed at the conclusion of proceedings.
15.2	If the outstanding charge or summons involves a serious offence and the individual's conviction history indicates a possible pattern of unlawful behaviour or character trait, then in the interests of public safety the application may be put on hold until proceedings are concluded or the licence may be refused.
16	Non-conviction information
16.1	If an applicant has, on more than one occasion, been arrested or charged, but not convicted, for a serious offence which suggests he could be a danger to the public, consideration should be given to refusing the application.
16.2	In assessing the action to take, the safety of the travelling public must be the paramount concern.
17	Cautions
17.1	Admission of guilt is required before a caution can be issued. Every case will be considered on its own merits including the details and nature of the offence.
18	Licences issued by other licensing authorities
18.1	Applicants who hold a licence with one licensing authority should not automatically assume that their application will be granted by another. Each case will be decided on its own merits.
18.2	Licensees who are licensed by multiple authorities are expected to inform all such authorities of the authorities that they are licensed by and to advise each authority of any changes in this respect; and should expect those authorities to share information regarding their conduct and to take it into account as appropriate.
19	Summary
19.1	To summarise, a criminal history in itself may not automatically result in refusal and a current conviction for a serious crime need not bar an applicant permanently from becoming licensed. As the preceding paragraphs indicate, in most cases, an applicant would be expected to remain free from conviction for 3 to 10 years, according to circumstances, before an application can be considered. However, there may be occasions when an application can be

	allowed before 3 years free from conviction have elapsed.
19.2	Any person who has committed an offence and has to wait before an application is positively considered is more likely to value their licence and act accordingly.
19.3	While it is possible that an applicant may have a number of convictions that, individually, meet the above guidelines, the overall offending history must be considered when assessing an applicant's suitability to be licensed. A series of offences over a period of time is more likely to give cause for concern than an isolated minor conviction. Obviously some discretion can be afforded if an offence disclosed is isolated and there are mitigating circumstances, but the overriding consideration is the protection of the public.

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
HEAD OF ENVIRONMENTAL AND HOUSING SERVICES	PUBLIC PROTECTION COMMITTEE	12 th JULY 2023	5
REQUEST FOR AN INCREASE IN THE LEVEL OF HACKNEY CARRIAGE FARES			

PUBLIC ITEM

This item is for consideration in the public part of the meeting.

SUMMARY

A request has been received from independent members of the Hackney Carriage Trade seeking an increase in the level of hackney carriage fares. The national average increase in the level of fares has been ascertained and the Committee will be requested to consider the request.

RECOMMENDATION

That the Committee considers the report and determines the request to increase the level of fares.

SUMMARY OF PREVIOUS DECISIONS

[6/7/2022](#) - Public Protection Committee resolved to amend Tariff 4 as follows:- Tariff 4 – applies to hirings commenced between 01:00am and 06.00am (apart from those identified in tariff 3) 1st person £3.70 start for the first 300 yds/274m and 20p for every subsequent 150 yds/137m or part thereof.

[23/3/2022](#) - Public Protection Committee resolved:

1. Tariff 1 - To increase the initial hiring charge by 40p from £2.70 to £3.10 and To amend the yardages to 370 yards followed by 185 for each incremental drop (currently 380 yards and 190 yards);
2. Tariff 2 - To increase the initial hiring charge increase by 40p from £2.90 to £3.30, No change to yardage and Tariff 2 to commence at commence at 2100 Monday to Friday (currently commences at 2300).
3. Waiting time – Tariff 1 - 20p for each period of 40 seconds and Tariffs 2, 3 & 4 - 20p for each period of 30 seconds. The meter adds this automatically. (currently 20p each 54 seconds on all tariffs)

[18/7/18](#) – Public Protection Committee resolved to amend the Table of Hackney Carriage Fares in relation to tariff 4 as follows: *Tariff 4: £3.50 for the first 300 yards or uncompleted part thereof. 20p for each subsequent 150 yards or uncompleted part thereof.*

[11/12/2017](#) – Public Protection Committee resolved to:

- 1) Increase the level of fares by 4.6% as detailed within the report.
- 2) Increase the cost of extras from 20p to 40p.
- 3) For journeys where between 5 & 8 passengers are being conveyed, the drive may charge 1.5 times the metered fare.
- 4) Increase the soiling charge from £40 to £60.

17/10/16 – Council resolved to “Delegate to the Public Protection Committee responsibility for determining increases in the level of Hackney Carriage Fares”.

20/7/16 - Public Protection Committee considered a request for a fare increase and resolved to “Refuse the request for an increase in level of hackney carriage fares as being inappropriate”

27/11/13 – Portfolio Holder Decision to approve the following:

- (i) Tariff 1 and 2 fares be increased by 1 per cent.
- (ii) 60 pence be added to every hiring between 0200 and 0600.
- (iii) Taxi operators be requested to display clearly in their vehicles any meter reduction due to discounts

16/7/12 – Portfolio Holder Decision, “In reviewing fares the Portfolio Holder felt that particular regard should be given to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay and to the need to give drivers sufficient incentive to provide a service when it is needed. Therefore the Portfolio Holder approved the requested increase in the hackney carriage fares of 2.5%, as recommended by the [Public Protection Committee](#).”

6/4/11 – Portfolio Holder Decision, “That the portfolio holder approved the following recommendations of the Public Protection Committee and determines the request: In view of very significant rises in fuel and other costs involved in running and maintaining hackney carriages, that hackney carriage fares be increased by 7.5%, and that further surcharges of 20p be allowed if the price of diesel reaches trigger levels of £1.50 and £1.75 per litre.”

16/4/2009 – Portfolio Holder Decision, “The Portfolio Holder considered the recommendations of the [Public Protection Committee](#) and approved the recommendations contained within the report.”

7/12/2007 – Portfolio Holder Decision, “The Portfolio Holder considered the report and the recommendations of the [Public Protection Committee](#) and determines the requests.

CORPORATE PRIORITIES

Economy – To create a vibrant and healthy economy	v
Environment – To deliver services customers expect	
Efficiency – By spending money in the most efficient way	
Tourism – To create a great place to live and visit	

REPORT

1. The provisions of Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 allow Local Authorities to fix the level of fares that may be demanded in connection with the hire of a Hackney Carriage.
2. The Department for Transport Best Practice Guidance for Taxi and Private Hire Vehicle Licensing considers fares and comments at paragraph 52 that,

“Fare scales should be designed with a view to practicality. The Department 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. Authorities may wish to consider adopting a simple formula for deciding on fare revisions as this will increase understanding and improve the transparency of the process. The Department also suggests that in reviewing fares 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 drivers sufficient incentive to provide a service when it is needed. There may well be a case for higher fares at times of higher demand.”

3. [Fylde Borough Councils Hackney Carriage and Private Hire Licensing Policy](#) acknowledges the comments of the DFT and states in Appendix J:

“Hackney Carriage Fare scales will not generally be reviewed more than once per year between January and March with any change agreed being implemented once the required period for objection specified in the Public Notice has passed. In reviewing the scale of maximum fares to be charged locally, consideration

will be given to the percentage by which the “National Average” of Tariff One, 2 mile journey fares (as published in Private Hire & Taxi Monthly magazine) increased since the fees were last increased by Fylde Council (i.e. January 2013 to January 2017). In general, this average percentage will constitute the maximum percentage increase in fares above which the authority would not generally consider any application for a tariff increase.”

4. The request submitted may be seen at appendix 1 and further information will be provided to the Committee as to how this will be calculated.
5. The previous increase in Hackney Carriage Fares came into force in August 2022. The Private Hire and Taxi Magazine which officers used to calculate the national average increase indicates that the average cost of a tariff 1, 2 mile journey at that time was £6.46. In June 2023, the cost of that same journey is £7.12. It can therefore be seen that the national average tariff 1, 2 mile journey has increased by 10.25%.
6. Contained within the current Table of Fares is provision for incremental increases should the price of diesel reach £1.50 and £1.75 a litre. Members will be aware the price of a litre of diesel is currently falling and the ability to charge the surcharge has temporarily ceased.
7. Members may wish to note that the level of fares set by the Authority is the maximum a driver is entitled to demand. Hackney carriage proprietors and drivers are entitled to discount fares and calibrate their meters to a tariff less than the Council tariff. However, should a proprietor choose to do this, they should make it clear within the vehicle that the meter is set to a lower tariff so as to avoid any confusion and allegations of overcharging.
8. To conclude, Members are requested to consider the report, supporting information and determine the request.

IMPLICATIONS	
Finance	There are no direct financial implications for the Council in setting the fares for hackney carriages.
Legal	None arising directly from the report.
Community Safety	The provision of taxis is an integral part of the transport infrastructure and is particularly influential in the transportation of individuals late at night when bus services have ceased. The provision of affordable taxis assist in community safety by ensuring people are removed from town centres safely and helps to reduce the incidence of drink driving.
Human Rights and Equalities	Hackney carriages are a vital form of transport for the disabled who may have difficulties accessing other forms of public transport. It is important therefore that fares are maintained at a level which will encourage investment in DDA compliant vehicles yet remain affordable to disabled people.
Sustainability and Environmental Impact	None arising directly from the report.
Health & Safety and Risk Management	None arising directly from the report.

LEAD AUTHOR	CONTACT DETAILS	DATE
Chris Hambly	chris.hambly@fylde.gov.uk Tel 01253 658422	3 rd July 2023

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Hackney Carriage and Private Hire Licensing Policy	2021	Fylde Website

Attached documents

Appendix 1 Trade Request

Appendix 2 Trade Supporting Information

Outcome from Taxi drivers meeting.

Main Changes –

Total rewrite of all tariffs to make it simpler for the customer, mainly changing T3 current Xmas tariff to T4.

Yardage changes on all tariffs.

Flag drops, waiting, extras, baggage and soiling charges to stay the same.

Tariff 3 (to start from 12pm) New Late night tariff.

Xmas tariff t4 now flag drop increased by £1.15 to £5.80

Tariff 1

£3.10 flag drop for the first 166 yards then 20p every 166 yards after.

Monday to Friday 6am to 9pm

Tariff 2

£3.30 flag drop for the first 135 yards then 20p for every 135 yards after

Mon – Fri 9pm to 1159pm, Sat, Sun and Bank holidays 6am to 1159pm

Tariff 3

£3.70 flag drop for the first 135 yards then 20p every 135 yards after.

Mon – Sunday inc Bank hol 12pm to 6am

Tariff 4 – Xmas + New Year

£5.80 flag drop for the first 332 yards then 30p every 166 yards.

6pm 24th Dec to 6am 27th Dec + 6pm 31st Dec to 6am 2nd Jan

Fuel surcharge 20p at £1.75 and a further 20p at £2.00

Public protection Committee

Hackney Taxi review

The Hackney taxi trade has compiled a review of fares, the last slight increase dealt with fuel surcharges and outdated waiting charges, a t2 weekday start of 9pm along with 40p extra T4 at 1pm.

Please consider that we are a rural area with no real footfall, so 99% of the journeys are single one way then returning back to a rank empty, other areas have more footfall for the capacity to do more return or extra flag down journeys, nobody is about when you drop off in Wrea Green, Freckleton etc.

Whilst everything has nearly gone up 50%, cost of used cars are high, parts are high, insurance has risen at least 10% tailored with most of the country having pay rises of around 10% even pensioners got 10.1%, I spoke to two old ladies the other day, they had been waiting for over 30 mins at Lytham rank for a taxi, the fares are too low to go out and work on t1.

Most establishments if they want to employ staff in today's market are paying upwards of £12 per hour this is plus holidays, pension and overtime and bank holidays. A Hackney rank taxi driver in our area wouldn't earn that in our area on T1 rates given that he would return empty, with the introduction of card payments, less people offer a tip and the driver has to pay to process the payment thus reducing his income more.

We are requesting a rewrite of the tariffs so it's easier for the customer, making xmas t4, so its t1 for daytime, t2 for after 9pm and weekends, t3 for late night to 6am and t4 for xmas and new year.

Flag drops remain the same for t1, t2, and late night t3 (old t4), yardages have changed, late night tariff in other areas start at 12pm we would like ours to do the same in line with most boroughs in the country.

Our Christmas flag drop has been far too cheap and isn't reasonable for Christmas and New Year, Blackpool is £5.80 (with current fuel surcharge) whilst Wyre adds £3 to make theirs £6.30, we would like to raise ours to £5.80.

The time of writing this letter is early May 2023, due to the process involved in submitting and reviewing and implying this probably might be implied very late 2023 or early 2024.

The trade also requests that the committee consider the future of taxi increases, due to its complexity, a while back the council recommended that The Brighton and Hove formula be introduced to make things simpler, this would mean that if there is an increase to apply it

would work it out itself as it's a computer programme that takes the hard work out to make things simpler.

The trade feels this is a fair increase, everything has risen in costs, other transport options have risen multiple times, wages have risen, maintaining a car is more expensive, and by the time this review is considered and put in place it will be not far off 2024.

Steve Horvath