



Agenda

Public Protection Committee

Date:	Wednesday, 23 March 2022 at 10:00am
Venue:	Town Hall, St Annes, FY8 1LW
Committee members:	<p>Councillor Shirley Green (Chairman) Councillor Ray Thomas (Vice-Chairman)</p> <p>Councillors Frank Andrews, Brenda Blackshaw, Alan Clayton, Gavin Harrison, Karen Henshaw JP, Paul Hodgson, Angela Jacques, Michael Sayward, Stan Trudgill.</p>

	PROCEDURAL ITEMS:	PAGE
1	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.	1
2	Confirmation of Minutes: To confirm the minutes, as previously circulated, of the meeting held on 8 September 2021 as a correct record.	1
3	Substitute Members: Details of any substitute members notified in accordance with council procedure rule 23(c).	1
	DECISION ITEMS:	
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5	Request for an Increase in the Level of Hackney Carriage Fares	16 - 25
6	Caravan Site Licensing - Clifton Fields Caravan Park Touring Site Licence	26 - 28
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Contact: Sharon Wadsworth- Telephone: (01253) 658546 – Email: democracy@fylde.gov.uk

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DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
RESOURCES DIRECTORATE	PUBLIC PROTECTION COMMITTEE	23 MARCH 2022	4
HACKNEY CARRIAGE AND PRIVATE HIRE DRIVER – AA			

PUBLIC ITEM

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

SUMMARY

AA holds a combined hackney and private hire drivers licence issued by this Authority, due to expire on the 5th September 2022. Information has been received regarding AA, the details of which will be presented to members at the Committee. The Committee is requested to determine whether they consider AA is a fit and proper person to hold a licence.

RECOMMENDATION

That the Committee considers the report and either:

- a) Notes the report and take no further action
- b) Issue a warning letter
- c) Suspend the licence
- d) Revoke the licence

SUMMARY OF PREVIOUS DECISIONS

There are no previous decisions relating to this matter.

CORPORATE PRIORITIES	
Economy – To create a vibrant and healthy economy	
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

- AA is a current licensed driver, holding a combined hackney carriage and private hire driver's licence issued on 6th September 2021. Information has come to light that he has potentially driven a licensed private hire vehicle on Ribby Road and Bryning Lane, Wrea Green in an aggressive manner which intimidated a young female driver.
- AA is alleged to have driven in excess of the speed limit, tailgated a vehicle driven by a newly qualified young driver, when in front of the witness drove very slowly and stopped in an unlit junction to prevent the witness

turning. Appendix C – Code of Conduct for Licence Holders of Fylde Councils Hackney Carriage and Private Hire Licensing Policy states that:

Licensed drivers shall -

- 1) Drive with care and due consideration for other road users and pedestrians
 - 2) Obey all traffic orders and directions at all times.
3. Section 61 of the Local Government (Miscellaneous Provisions) Act 1976 states “a district council may suspend or revoke or refuse to renew the licence of a driver of a Hackney Carriage or a Private Hire vehicle on any of the following grounds:-
- a) that he has since the grant of the licence:-
 - i) been convicted of an offence involving dishonesty, indecency or violence
 - ii) been convicted of an offence under or has failed to comply with the provisions of the Act of 1847 or of this part of the Act; or
 - b) any other reasonable cause”
4. Should the Committee feel it appropriate to suspend or revoke the licence, the grounds for such a decision must be given to the driver within 14 days of the decision and a driver aggrieved by the decision may appeal to the Magistrates’ Court.
5. Further information will be provided to Members at the meeting. AA has been invited and the Committee is therefore requested to consider the report and determine whether to:
- a) note the report
 - b) issue a warning letter
 - c) suspend the licence
 - d) revoke the licence

IMPLICATIONS	
Finance	No implications arising directly from the report
Legal	The Committee should have regard to the requirements of fairness and proportionality and to the European Convention of Human Rights in reaching its decision. Where the council has adopted a policy which applies to a particular matter, it must take the policy into account when making its decision. Although it is not bound to follow the policy, any decision that is contrary to it should be supported and explained by clear and adequate reasons for departing from the policy.
Community Safety	No implications arising directly from the report
Human Rights and Equalities	No implications arising directly from the report
Sustainability and Environmental Impact	No implications arising directly from the report
Health & Safety and Risk Management	No implications arising directly from the report

LEAD AUTHOR	CONTACT DETAILS	DATE
Chris Hambly	Chris.hambly@fylde.gov.uk Tel 01253 658609	8 th March 2022

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 1 - 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	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.

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	<p>A person with a conviction for a serious offence need not be automatically barred from obtaining a licence, but would normally be expected to:</p> <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	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.
6.8	In the event of a licence being granted, a strict warning both verbally and in writing should be administered.
7	Possession of a weapon
7.1	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.
7.2	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
8	Sex and indecency offences
8.1	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.
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 <p>Page 26 of 49 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
RESOURCES DIRECTORATE	PUBLIC PROTECTION COMMITTEE	23 MARCH 2022	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

[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	✓
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 Office of Fair Trading Best Practice Guidance for Taxi and Private Hire Vehicle Licensing considers fares and comments at paragraph 36 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 OFT 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. Separate, differing requests have been received from members of the independent hackney carriage trade for an increase in the level of fares. As such, officers facilitated meetings between independent members in order to understand the ask and to seek to an agreement between them before referring the matter to the Public Protection Committee.

5. The request may now be summarised as follows:

- Tariff 1 To increase the initial hiring charge by 40p from £2.70 to £3.10
- To amend the yardages to 370 yards followed by 185 for each incremental drop (currently 380 yards and 190 yards)
- Tariff 2 To increase the initial hiring charge increase by 40p from £2.90 to £3.30
- No change to yardage
- Tariff 2 to commence at commence at 1900 Monday to Friday (currently commences at 2300)
- Waiting time T1 - 20p for each period of 40 seconds.
- T2, T3 & T4 - 20p for each period of 30 seconds. The meter adds this automatically.
- (currently 20p each 54 seconds on all tariffs)

6. A table is shown below which demonstrates the current fares and the proposed fares should the Committee recommend approval of the request. The table does not reflect any increase cause by the change in waiting time or the earlier commencement of tariff 2.

Flag	T1 current	T1 proposed	T2 current	T2 proposed
	2.70	3.10	2.90	3.30
1 mile	4.30	4.70	4.90	5.30
2	6.10	6.70	7.30	7.70
3	7.90	8.50	9.70	10.10
4	9.90	10.30	11.90	12.30
5	11.70	12.30	14.30	14.70
6	13.50	14.10	16.70	17.10
7	15.30	15.90	19.10	19.50
8	17.30	17.90	21.30	21.70
9	19.10	19.70	23.70	24.10
10	20.90	21.70	26.10	26.50

7. The previous increase in Hackney Carriage Fares came into force in November 2018. 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 £5.68. In February 2022, the cost of that same journey is £6.08. It can therefore be seen that the national average tariff 1, 2 mile journey has increased by 3.75%. The request equates to 9.8%.
8. 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 heading towards £1.60, so the first increment has taken place. It is anticipated that should a fare increase be approved, the £1.50 increment is removed as the increases in fuel prices will be factored into the increase. However, it is requested that Members consider updating the wording to address any further potential increases. The suggested wording is:
- NOTE 3 - The following sums may be added to the fare: 20p when the price of diesel reaches £1.75p per litre at Heyhouses Service Station, St Annes and a further 20p when the price of diesel reaches £2.00p per litre at Heyhouses Service Station*
9. A letter supporting the increase from Mr S Horvath, an independent hackney carriage proprietor may be seen at appendix 1 of the report together with correspondence from Whitesides Taxis and Fylde Executive Cars/Kirkham Macs.

10. 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.
11. 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	8 th March 2022

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

Attached documents

- Appendix 1 Comments from Trade
Appendix 2 Current Fare Table

Taxi Fare Increase

This letter is based on the increase asked for by the hackney taxi trade serving the Fylde borough.

The trade has thought hard about the proposed increase, and to try and strike a happy medium for those that use taxis in the daytime and those that can afford to go out in the evening.

A true hackney waits at a taxi rank, completes his fare and then returns to the taxi rank usually empty in the Fylde.

A company car (Whiteside's/ Premier) sits anywhere, collects his fare, drops them off and would then wait in that area to get a return fare, and for this reason is why companies often advertise cheaper fares over a hackney because they have a bigger chance of a return fare.

I like to work the same rank, mainly Lytham, if I currently took two passengers from Lytham to the Grand hotel in St annes it would be £8.10 on the tariff 1 day rate, I then have to return to the rank empty, so 15-20 mins going, 15-20 mins returning, 30-40 mins, so £8.10 less fuel then you may have to sit another hour or more for another job, you have to ask yourself after removing just fuel outgoings is it really worth it? This is the reality of daytime work for a true Hackney.

The Fylde borough is not littered with volumes of people flagging us down as we pass, if we do a job to Wrea Green or anywhere, mostly we come back empty, it's not like Blackpool where you go to north shore and somebody then wants to flag you down to go somewhere else.

I know licensing usually compares Blackpool tariffs, but we do not have the footfall to gain return fares which would allow us to be more cost effective.

On our current waiting rate, let's say it was a winters day, going to Garstang, you get stuck on the m55 motorway, it would be cold, current waiting rate on the meter is £13 per hour, would you switch off the car to save fuel and let the customers go cold? Or would you leave the heat on? So £13 per hour less fuel what does a car use running for an hour? Is that a fair wage for a self employed person to earn?

Personally I have been a taxi driver in our lovely area for nearly 20 years, I am one of the rarer cabbies that have a wheelchair accessible hackney vehicle and it does sadden me that because of current costs it's not feasible to work on tariff one with it, given the cost of fuel its simply not paying enough to run it in the daytime.

So many things have risen in connection with running a taxi, parts and tyres have gone up about 20%, labour rates at decent garages £80 per hr + Vat (Volkservice), cost of buying used cars up 25%, every year IPT rates rise on our insurance policies, this increase is important to the hackney trade, and working with licensing it helps us to have better cars that are maintained properly, clean and presentable.

Taxi fare increase / notes / breakdown

The increase the trade has asked for has mainly been a raise in the flag drops, 40p on tariffs one and two, and bringing forward the night time tariff 2 to 7pm and to adjust the waiting time to a more realistic figure. Please also note that no increase has been put forward for tariff 3.

No doubt Chris will have a report on the national average, his figures may well be a yearly national average but it would be impossible to correctly work it out exactly because some may have had an increase last year, some maybe 2 years ago and ourselves 4 years ago.

Chris will say it's coming in at 9.8% and is more than the national average, yet this average is only worked out on a 2 mile run as this is a 4 year review, its less than 2.5% per year, probably on a 5 mile run it would be around 5%.

Because of the high running costs and fuel, we have opted to ask for a flag drop rise instead of a distance rise, this is why the percentage is high, on a distance rise the percentages would be showing a lot lower.

We feel that by asking for a flag drop rise everybody helps pay for the increase costs, t1 would be a £3.10 start which in today's economy isn't that high a coffee at Starbucks costs more than that.

I would also like to point out that at present we are applying a 20p fuel surcharge to all jobs, so this increase we have asked for is actually only going to be a 20p rise from what the customers are currently paying (other than the tariff shifts) which will be a lot lower percentage if you account for that.

We are in crazy times fuel is massive and continues to rise, pundits say we will be at £1.70 per litre in no time, on our current rates where we have enjoyed fuel at just over a £1 a litre at the start of the pandemic to £1.57 at the moment, there is a point as to where it's a fine line to make the job pay and considering most employers are now paying £10 per hour plus holidays and pension, you are asking yourself is it feasible, and is on many occasions paying well less than minimum wage, and may well be the reason why so many have not returned? Please feel free to ask licensing how many vehicles they have lost since the start of the pandemic which have not returned?

Nobody wants travel to go up but other transport services get to choose their own rates, we obviously go through this process because there isn't anything put in place yearly?

This rise is important and we have asked this as a minimum, the flag drop rise is really the rise needed to cover the higher fuel costs and the other asks are where we see an increase in our wages, we would also like the committee to review the increase and if it feels we haven't asked for enough then please suggest a change in the distance also?

Thank you for reading this report.

Fylde Executive Cars/Kirkham Macs

From: John L Coombes

Sent: 04 March 2022 10:48

To: Chris Hambly <chris.hambly@fylde.gov.uk>

Cc: Operations Manager Mandy Coombes

Subject: RE: Application for an Increase in the level of Hackney Carriage Fares

Good Morning Chris

Thank you for the information below. As you will know the price of fuel at Heyhouses is now £1.58 per litre or £7.17 per gallon. The biggest problem that this industry has, when working out the fare rate below, is that the Minimum wage for the Driver is not considered?? From April we should be considering that a Driver should be able to earn at least £9.50 per hour throughout his/her shift. This is after car running costs. Therefore the target for hourly income needs to be in the region of £15.00 per hour.

The increase of 20p on the flag charge was just a token gesture and did nothing to address the average 20% increase in Insurance and maintenance costs for vehicles, regardless of the fuel increases.

The biggest challenge the Industry has here in Fylde is that the two largest Hackney Operators are pitched in a fight to the bottom to undercut each other on fares and tariffs and so some policy needs to be agreed that the "Flag" or the tariff change times had to be adhered too and cannot be moved for a Hackney Vehicle – this will mean that companies such as Whitesides and Premier will need to follow the Tariff Schedule.

I want to highlight that any considerations in relation to change prices MUST BE about Driver Earnings and not Taxi Operators. This industry in Fylde is at a critical point, certainly in Rural Fylde. We cannot attract drivers and are unable to expand our territory as the Council allows Operators to keep reducing their rates below the agreed tariffs – this is not competition, this is monopoly tactics. It is the driver and the quality of service that is suffering from the pricing war. I hasten to add – Operators are doing nothing to reduce their Rents to the Drivers, in fact raising them!

The Public has accepted that everything will rise by 20% plus as a result of the past two years and what is now happening in Ukraine. My worry is that this perfect storm is making it almost impossible to continue operating – there is too little profit.

Electric Cars are still very expensive, the ranges still not really enough for a company like FEC or Kirkham Macs – Plus there are no super-fast chargers outside of Lytham – where there are just two.

Whatever decision the Licensing Committee makes, it needs to ensure that it is for 2022 regardless of what happens with fuel. We have still to receive insurance quotes and to see the impact on tyres, servicing etc. The Licensing Committee also needs to seek an agreement between the Private Hackney owners and all Fylde Council Operators Licence holders that they will commit to the Schedule of Fares and Tariffs and not seek to use any proposed increase to undercut other Operators in Fylde. I would happily commit to that, but Whitesides and Premier???

I think an increase is needed as a matter of urgency. Would it be possible to find out what increases have been made to Train and Bus travel Fares in Fylde?? But these forms of Public Transport receive Government, County Council subsidies, which the taxi industry does not. They get paid for driving around empty. This would help with comparisons and justification to a certain extent.

My last point is that the fare surcharge should not be in 50 pence increments, but 25 pence. The next milestone of £2 per litre would see another additional cost of £1.25 per gallon to the driver. The last milestone of £1.50 gave a 20 pence flag rise per job. At an average of 6 jobs per hour this rise has not managed to cover the fuel rise, so drivers are still out of pocket.

I hope that this response offers my support, but helps identify that the Council needs to be more reactive, if it wishes to have a vibrant Taxi industry that is able to manage the demand across the Borough. As you know, the lack of Taxis can create isolation, restrict access to services for the most vulnerable in the Borough and also create a Public Safety issue in the Town Centres on busy weekend nights. Finally, the loss of night drivers, as a result of lower levels of earnings will have an adverse effect on the whole night time economy across the Borough, with residents unwilling to eat or drink out as it becomes harder to get a taxi home.

Kind Regards

John

John Coombes

Director

UKCS FEC Group

Office: +44 1772 632020

Whitesides Taxis

Sent: 01 March 2022 08:13

To: Chris Hambly <chris.hambly@fylde.gov.uk>

Cc: Daniel ; Accounts

Subject: Application for an Increase in the level of Hackney Carriage Fares

Good morning Chris

Many thanks for your email.

The National Average Fare for a Tariff 1, 2 mile journey this month as reported by the Private Hire & Taxi Monthly magazine is now £6.06. Currently, we are on £4.15 1st Mile and £1.85 each subsequent mile, making our current fare £6.00. We are also permitted to add an additional 20p due to the price of Diesel at the moment.

The proposed changes would be £4.60 1st Mile and £1.90 each subsequent mile taking the T1, 2 mile journey to £6.50 – way above the national average and not within the maximum percentage increase in fares above which the authority would no generally consider for a tariff increase..

Tariff 2 – starting at 7pm Monday to Friday is a bad idea as far as we are concerned and we will not be implementing this change should this fare increase proposal go ahead. It will kill the night time trade DEAD for street cabs and those companies that implement it.

Am I correct in thinking that the current 20p extra for fuel surcharge will be absorbed into these new figures and £2 per litre be the new surcharge limit?

Whilst I have pointed out the above, only parts of the increase will be implemented by ourselves thus providing us with a very good competitive edge if the increase goes ahead!

An increase like this is very short sighted – thinking it will give the driver more income from fares but what it will really be doing is restricting those who can afford taxis and have the opposite effect.

Yours sincerely,

Stuart

Stuart Miller

Manager

Whiteside Taxis


The Station Yard

St. Andrews Road North

St. Annes

Lancashire

FY8 2JE

	Fylde Council Licensing Team Town Hall, St Annes Telephone – 01253 658658
<p style="text-align: center;">HACKNEY CARRIAGE FARES LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976</p>	
Scale of maximum charges fixed by the Fylde Borough Council with respect to Hackney Carriages in the Borough to operate from 5 th November 2018 Some vehicles may charge a lower fare than this tariff	
Tariff 1 – Monday to Friday 6.00 a.m. to 11.00 p.m. 1 st person £2.70 start for the first 380 yds/348m and 20p for every subsequent 190 yds/174m or part thereof.	
Tariff 2 – Monday to Friday 11.00 p.m. to 02.00 a.m. Saturday and Sunday and Bank and Statutory Holidays 1st person £2.90 start for the first 300 yds/274m and 20p for every subsequent 150yds/137m or part thereof.	
Tariff 3 – applies to hiring's commenced between 6:00pm on 24 th December to 6:00am on 27 th December and between 6:00pm on 31 st December to 6:00am on 2 nd January. Tariff 1 + 50%.	
Tariff 4 – applies to hiring's commenced between 02.00am and 06.00am (apart from those identified in tariff 3) 1 st person £3.50 start for the first 300 yds/274m and 20p for every subsequent 150 yds/137m or part thereof.	
Additional passengers in excess of one – 40p for each additional passenger For Journeys where between 5 and 8 passengers are being conveyed the driver may charge 1.5 times the metered fare of the journey not including extras.	
Children – For every two children aged 3 to 12 years – 40p	
Luggage, Prams & Dogs (excluding assistance dogs) – each item 40p	
Waiting time – 20p for each period of 54 seconds, the meter adds this automatically	
Cleaning charges arising from the withdrawal of a vehicle due to passenger abuse - £60	
NOTE 1 – Drivers may ask you to pay an estimated fare/deposit in advance of the journey. If you do not agree to pay you may be refused travel.	
NOTE 2 – The meter will not commence until all passengers are loaded safely and securely in the vehicle. No charge for assistance dogs or wheelchairs.	
NOTE 3 - The following sums may be added to the fare: 20p when the price of diesel reaches £1.50p per litre at Heyhouses Service Station, St Annes and a further 20p when the price of diesel reaches £1.75p per litre at Heyhouses Service Station	
Allan Oldfield Chief Executive Fylde Borough Council 5th November 2018	

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
RESOURCES DIRECTORATE	PUBLIC PROTECTION COMMITTEE	23 MARCH 2022	6
CARAVAN SITE LICENSING – CLIFTON FIELDS CARAVAN PARK TOURING SITE LICENCE			

PUBLIC ITEM

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

SUMMARY

At a previous Public Protection Committee meeting, Members proposed to include an additional site licence condition, for the site licence holder to maintain a register of names and addresses of owners/occupiers of individual touring caravans using Clifton Fields Caravan Park Touring Site. Members must now consider, in the light of a request made by the agent acting on behalf of the licence holder, whether to agree an amendment to the proposed condition.

RECOMMENDATION

That the Committee consider amending the additional conditional of the touring site licence proposed by the Committee at its meeting on 7th July 2021, relating to maintenance of a register and proof of evidence of individual caravan owners/occupiers main home address, taking into consideration the request made by the agent acting on behalf of the licence holder.

SUMMARY OF PREVIOUS DECISIONS

The matter was previously discussed at the Committee meeting in July 2021. Members resolved to allow the site to operate all year-round touring use and to include an additional condition on the touring site licence as follows –

Touring caravans shall be occupied for holiday purposes only and not as a person's permanent, sole or main place of residence.

The licence holder must keep the following records for each touring holiday caravan on site:

- The name and current home address of the owner; and
- Documentary evidence of the current home address of the owner

and must allow the licensing authority to inspect them at any reasonable time.

The licence holder must, if requested by the licensing authority, ask the owner of any touring holiday caravan on site to give to the licence holder:

- The name and current home address of each adult occupier who is occupying the caravan; and
- Documentary evidence of the current home address of each adult occupier who is occupying the caravan

and must forward them to the licensing authority when received.

CORPORATE PRIORITIES	
Economy – To create a vibrant and healthy economy	✓
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

BACKGROUND

1. Clifton Fields Caravan Park, Peel Road, Blackpool is licensed by the council as a caravan site under the Caravan Sites and Control of Development Act 1960 and holds both a holiday and touring site licence.
2. In July 2021 Members of the Public Protection Committee agreed to vary a condition on the site licence following an application from the agent acting on behalf of the site licence holder to remove the closure period on the site licence, therefore allowing the site to remain operational all year round. The agreement was on the understanding that the licence holder agreed to a further condition being added to the licence as detailed in the above summary (see appendix 1).

THE PROPOSED ADDITIONAL CONDITION

3. The agent acting for the applicant was informed prior to the Public Protection Committee meeting in July 2021 that the Committee would propose adding the condition, and he provided the following response at the time -

“Comprehensive conditions preventing residential occupancy of holiday caravans are already contained within the planning permissions.....and not therefore really necessary to duplicate in the site licence.”

THE LICENCE HOLDER’S COMMENTS

4. Under section 8 (1) of the 1960 act, a local authority must, before exercising their powers to alter the conditions of an existing site licence, afford to the licence holder an opportunity of making representations.
5. Upon being notified of the Committee’s decision to approve the application with the additional condition the agent replied as follows –

I think the requirement to obtain documentary proof of residence for short stay casual touring caravans is a bit excessive and unduly burdensome as these stays could be just one or two nights. Perhaps your officers will not enforce this requirement for short stay visitors.

6. Upon receipt of the email the licensing officer asked for advice from the Head of Legal, who suggested that the condition below may be more appropriate in respect of the touring site licence –

Touring caravans shall be occupied for holiday purposes only and not as a person’s permanent, sole or main place of residence.

The licence holder must keep the following records for each touring holiday caravan on site:

- a. The name and current home address of the owner; and
- b. (For any touring caravan that is on any part of the site for more than 21 consecutive days or more than 21 days in any calendar month) Documentary evidence of the current home address of the owner

and must allow the licensing authority to inspect them at any reasonable time.

The licence holder must, if requested by the licensing authority, ask the owner of any touring holiday caravan on site to give to the licence holder:

- a. The name and current home address of each adult occupier who is occupying the caravan; and

- b. Documentary evidence of the current home address of each adult occupier who is occupying the caravan

and must forward them to the licensing authority when received.

The agent acting for the licence holder has confirmed that his client is happy to accept the proposed condition detailed above.

7. It should be noted that applications were approved to amend the holiday site licences at Clifton Fields caravan site & its adjoining site Piper Heights at the Public Protection committee meeting in July 2021, and the agent has accepted the additional condition on the holiday site licences in its original proposed form.
8. The agent acting for the licence holder has been invited to attend the Public Protection Committee meeting.
9. The committee is asked to consider whether to agree to the condition proposed at paragraph 6.

IMPLICATIONS	
Finance	None arising directly from the report
Legal	As mentioned in the report, section 8 of the Caravan Sites and Control of Development Act 1960 allows the licensing authority to alter the conditions of an existing licence, including by adding conditions, but before exercising their powers the authority must give to the licence holder an opportunity of making representations. Conditions imposed on a caravan site licence must relate to the nature of the use of the land as a caravan park. Conditions attached from any other purpose may be beyond the powers given by the act.
Community Safety	None arising directly from the report
Human Rights and Equalities	None arising directly from the report
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
Joanne Gallagher	Joanne.gallagher@fylde.gov.uk tel 01253 658609	8 th September 2021

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
Clifton Fields Caravan site file	08/09/2021	Clifton fields site licence folder

DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
RESOURCES DIRECTORATE	PUBLIC PROTECTION COMMITTEE	23 MARCH 2022	7
APPOINTMENT TO WORKING GROUPS			

PUBLIC ITEM

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

SUMMARY

The committee periodically reviews the current appointments to any working groups that are currently established and relate to the terms of reference of the Public Protection Committee. The establishment of working groups is within the responsibility of the individual committees and does not need the approval of Council.

RECOMMENDATIONS

The committee is invited:

1. To confirm the membership to any working groups that relate to the terms of reference of the committee.

SUMMARY OF PREVIOUS DECISIONS

17/7/2019 Appointment to Working Groups confirmed
 20 July 2020 – Council noted and endorsed the list of current working groups.
 7/7/2021 Appointments to Working Groups confirmed

CORPORATE PRIORITIES

Economy – To create a vibrant and healthy economy	✓
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. It is timely for the committee to review the current appointments to any working groups.
2. Committees can establish their own subject specific working groups to be set up when required in order to advise the parent committee on a particular topic/issue.
3. The table below lists those working groups that relate to the terms of reference of the Public Protection Committee that are currently established.
4. The establishment of working groups is within the responsibility of the individual committees and does not need the approval of Council.

5. It is important that the members nominated to working groups have an appropriate interest in the subject, can commit to positively represent the Council and be available to commit the time to attend the majority of the meetings involved.
6. The members nominated should ideally be a member of the committee to which the matter relates to.
7. The conclusion of any working group would be brought to committee in a formal report.

Public Protection Committee– Working groups			
Working group	Role/purpose	Notes	Current representation
Caravan Site Licensing	To review proposed conditions on new and existing site licenses regarding registers and evidence proof to ensure a consistent approach.	Last met 24/3/21	Councillors Brenda Blackshaw, Alan Clayton, Shirley Green, Gavin Harrison, Paul Hodgson, Ray Thomas

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

LEAD AUTHOR	CONTACT DETAILS	DATE
Democratic Services	democracy@fylde.gov.uk	8/3/22

BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		