

**Public Document Pack
SOUTHEND-ON-SEA CITY COUNCIL**

Licensing Committee

Date: Monday, 16th January, 2023

Time: 10.00 am

Place: Committee Room 1 - Civic Suite

Contact: Tim Row - Principal Democratic Services Officer

Email: committeesection@southend.gov.uk

A G E N D A

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on Monday, 17th October, 2022**
- 4 Policy on Adoption on the of Use of the National Register of Taxi Licence Revocations and Refusals (the NR3) (Pages 3 - 12)**
- 5 Reinstatement of the Temporary Taxi Fare Increase (Pages 13 - 20)**

TO: The Chair & Members of Licensing Committee:

Councillor A Thompson (Chair),

Councillors M Berry (Vice-Chair), B Beggs, M Borton, S Buckley, A Dear, K Evans, N Folkard, A Jones, J Lamb, A Line, K Mitchell, I Shead, M Terry and C Walker

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SOUTHEND-ON-SEA CITY COUNCIL

Meeting of Licensing Committee

Date: Monday, 17th October, 2022
Place: Committee Room 1 - Civic Suite

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Present: Councillor A Thompson (Chair)
Councillors M Berry (Vice-Chair), B Beggs, M Borton, S Buckley,
A Dear, K Evans, N Folkard, A Jones, A Line, I Shead and C Walker

In Attendance: A Penn, E Anakwue and T Row

Start/End Time: 10.00 am - 10.15 am

539 Apologies for Absence

Apologies for absence were received from Councillors Lamb, Mitchell and Terry (no substitutes).

540 Declarations of Interest

The following interests were declared at the meeting:

(i) Councillor Borton – Minute 542 (Revocation of Taxi Stand on Weston Road, Southend on Sea) – Husband is a Blue Badge holder; and

(ii) Councillor Shead – Minute 542 (Revocation of Taxi Stand on Weston Road, Southend on Sea) – Parents are Blue Badge holders.

541 Minutes of the Meeting held on Wednesday, 23rd March, 2022

Resolved:-

That the Minutes of the Meeting held on Wednesday 23rd March 2022 be received, confirmed as a correct record and signed.

542 Revocation of Taxi Stand on Weston Road Southend-on-Sea

The Committee received a report of the Executive Director (Neighbourhoods and Environment) that sought approval of the revocation of the taxi stand on the westbound carriageway of Weston Road, Southend on Sea and authorise the commencement of the statutory consultation process.

Resolved:-

1. That the proposed revocation of the taxi-stand in Weston Road, Southend on Sea be approved and the proposal be advertised, implementing the statutory public consultation process.

2. That any objections or representations made to the proposal during the statutory consultation process be submitted to the Licensing Committee for consideration.

3. In the event that no objections or representations are received to the proposal during the consultation period, the revocation of the taxi stand in Weston Road be approved without the need to return to Committee.

543 Review of Fares and Charges

The Committee received a report of the Executive Director (Neighbourhoods & Environment) the results of a consultation with the Southend Licensed Taxi Drivers Association (SLTDA) for an increase in the Hackney Carriage and Private Hire Vehicle fares and charges.

The Committee was reminded that, at its meeting on 23 March 2022, the Committee authorised an emergency temporary increase in charges to address the dramatic increase in fuel prices (Minute 852 refers). This increase was for a period of one year or the until an application is made by the trade for an increase. This temporary increase for the fuel surcharge would therefore cease should this application be approved and implemented.

The Committee was also reminded that, whilst this application was to seek the increase in fares for the passenger journey, there was a statutory requirement to advertise certain fees the taxi trade pay the Council for their licence. This review and statutory advertising period would be commencing shortly after Christmas.

Resolved:-

1. That the proposed changes to the fare chart structure be duly advertised.
2. That any objections to the proposed changes to the fare chart received during the statutory consultation period be submitted to the Licensing Committee for consideration.
3. That, in the event that no objections are received during the statutory consultation period, the revised fare chart set out at Appendix 1 to the submitted report be approved and implemented.

Chair: _____

Southend-on-Sea City Council
Report of Executive Director
(Neighbourhoods and Environment)
To
Licensing Committee
On
16 January 2023

**Agenda
Item No.**

4

Report prepared by: Elizabeth Georgeou, Head of Regulatory
Services

**Policy on Adoption on the of Use of the National Register of Taxi Licence Revocations
and Refusals (the NR3)**

A Part 1 Public Agenda item

1. Purpose of the Report

- 1.1 The Council is the Licensing Authority within the city of Southend-on-Sea and has a legal duty to regulate hackney carriage and private hire services.
- 1.2 The role of the Licensing Authority is to satisfy itself that those licenced within the taxi and private hire services are 'fit and proper' to be licenced. Checks are completed at first application for a licence and at any time during the time of the licence.
- 1.3 To present the Council's draft Policy on the Use of the National Register of Taxi Licence Revocations and Refusals (the NR3) (*Appendix 1*) for public consultation to assist in this process.

The draft policy will be an Appendix to the Policy for Hackney Carriage and Private Hire Vehicles Licensing, which is under development. It has been prepared in accordance with the Department of Transport, Statutory Taxi and Private Hire Vehicle Standards July 2020 (DfT Guidance) and Local Government Association National Anti-Fraud Network Guidance on adopting the National Register of Taxi Licence Revocations and Refusals (NR3).

2. Recommendation

That the Licensing Committee:

- 2.1 Agree that the draft policy on the Use of the National Register of Taxi Licence Revocations and Refusals (the NR3) attached to this report (*Appendix 1*), be approved for 6-week public consultation.
- 2.2 Agree that delegated authority be given to the Executive Director of Neighbourhoods and Environment, in consultation with the Chair of the Licensing Committee to make amendments to the draft policy following the consultation should it be required.
- 2.2 That the Licensing Committee approve that the Executive Director of Neighbourhoods and Environment, in consultation with the Chair of the Licensing

Committee, be delegated to make any future amendments to the policy in accordance with statutory guidance, including the use of any alternative databases proposed by the government.

3. Background

3.1 The legislation provides a broad framework for the licensing of drivers, vehicles, and operators, but the detail of how this is done, including standards and conditions is the responsibility of individual district and unitary councils (Licensing Authorities).

3.2 The Department of Transport (DfT) has produced statutory guidance *The Statutory Taxi and Private Hire Vehicle Standards July 2020* ('DfT Guidance') which reflects the significant changes in the industry and lessons learned with respect to licensing. It expects the recommendations of the 'DfT Guidance' to be implemented unless there is a compelling reason not to do so. In Section 1 of the 'DfT Guidance' is stated:

"There is evidence to support the view that taxis and private hire vehicles are a high-risk environment. In terms of risks to passengers, this can be seen in abuse and exploitation of children and vulnerable adults facilitated and, in some cases, perpetrated by the trade and the number of sexual crimes reported which involve taxi and private hire vehicle drivers. Links between the trade and child sexual abuse and exploitation have been established in many areas and other investigations continue. Data on reported sexual assaults by taxi and private hire vehicle drivers evidence the risk to passengers; data from Greater Manchester and Merseyside suggest that, if similar offence patterns are applied across England, 623 sexual assaults per year are reported. These figures do not however account for the under reporting of crime which is estimated to be as high as 83 percent in the Crime Survey for England and Wales."

3.3 One of the functions of the Licensing Authority is to protect children and vulnerable individuals, who are over 18, from harm when using these services. Where an individual is considered not to be a 'fit and proper person' the Licensing Authority can suspend, revoke a licence, or refuse to renew a licence.

3.4 The process of assessing whether an applicant or licensee is 'fit and proper' may vary between authorities and there is consensus on the need to increase consistency and set national minimum standards. The 'DfT Guidance' sets out the common core minimum standards required to regulate better the taxi and private hire vehicle sector.

3.5 The 'DfT Guidance,' at Section 4.21 introduces the development by the LGA of the National Anti-Fraud Network national register of taxi and private hire vehicle drivers (the NR3). It states that *tools such as the NR3 should be used by licensing authorities to share information on a more consistent basis to mitigate the risk of non-disclosure of relevant information by applicants*. The introduction of a policy on the use of the NR3 is to prevent individuals who have had a licence revoked by one authority from simply going to another area and securing a licence.

3.6 The use of the NR3 will enable the Licensing Authority to review vital intelligence about an applicant's past behaviour from being missed as part of the assessment on the applicant or licensee being a fit and proper person to hold such a licence.

3.7 The NR3 assists Licensing Authorities to take informed decisions on whether an applicant is fit and proper, by providing a mechanism for Licensing Authorities to check whether an individual has had a licence refused or revoked.

- 3.8 The NR3 Guidance details how the Licensing Authority should use the register, ensuring GDPR compliance, and the proposed Policy has been prepared in accordance with this guidance.
- 3.9 Each application is determined on its own merits and on considering whether the applicant is a 'Fit and Proper' person, convictions, and cautions and will be considered. Other matters can also be considered such as the nature / class of any offence, how long ago it occurred and the applicant's age at that time, the apparent seriousness as gauged by the penalty imposed, and other factors.
- 3.10 Where an application is refused or revoked the grounds for the refusal is communicated to the applicant who has a right of appeal against that decision.
- 3.11 Relevant details regarding the refusal or revocation will be entered onto the NR3 in line with the policy on the use of the NR3.
- 3.12 The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 (the Act) places responsibilities on licensing authorities to share safeguarding and road safety concerns about taxi and private hire vehicle drivers with each other.
- 3.13 The current requirement is for the licensing authority to share information that is relevant to safeguarding or road safety to share that information with the authority that issued that driver's licence.
- 3.14 The use of NR3 will provide a mechanism to share that information, by enabling a local authority to undertake a search as required in section 3.13.
- 3.15 The current guidance is that Licensing Authorities use a database, such as NR3, whereas the Act, will require the use of a database, but has not yet specified which database that will be.
- 3.16 The Act will also require the inclusion of details of suspensions on the database, and the removal of suspensions, when they are no longer relevant.
- 3.17 There is a difference between the current NR3 retention period of 25 years and that proposed in the legislation.
- 3.18 Amendments to the policy will be in line with the statutory guidance issued under the Act.

4 Other Options

- 4.1 If this policy is not adopted the Licensing Authority will be unable to use the NR3 to share information on a more consistent basis, and it will inhibit the ability to share relevant information with licensing authorities.

5. Reasons for Recommendation

- 5.1 The adoption of the use of the NR3 enhances the protection for children and vulnerable adults. It also safeguards the way in which the intelligence is managed ensuring compliance with GDPR requirements.
- 5.2 The use of the NR3 provides transparency in approach when licensing applicants who want to work within the taxi and private hire services.
- 5.3 The delegation to allow changes to be made in line with the Act, enables the Licensing Authority to respond quickly to statutory requirements.

6. Corporate Implications

6.1 Contribution to the Southend 2050 ambition, outcomes, and road map

6.1.1 The use of the NR3 contributes to the Safe and Well ambition, in undertaking relevant safeguarding checks on those working with children and vulnerable adults. The use of the NR3 also contributes to the Safe and Well ambition in the night-time economy, providing a safe transport system when other forms of transport are not operating.

6.2 Finance and value for money implications

6.2.1 The Authority is already a member of the National Anti-Fraud Network (NAFN) and therefore will have access to the register once the policy is in place, at no additional cost. The licensing regime allows for the re-charge of costs, and the subscription cost of NAFN and cost of individual checks can be taken into consideration when calculating the licence fee.

6.3 Legal Implications

6.3.1. The 'DfT guidance' at 1.3 states that 'The Department therefore expects these recommendations to be implemented unless there is a compelling local reason not to.' The use of the NR3 Guidance assists the Licensing Authority to ensure that checks undertaken are compliant with this guidance and with GDPR requirements.

6.3.2 Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 requires the sharing of relevant information relating to safeguarding and road safety concerns with the Licensing Authority who have licenced a driver. The use of a national database enables this process.

6.3.3 Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 will require not recommend as detailed in 6.3.1 the use of a database and will also require the inclusion of suspensions to drivers' licences.

6.4 Equalities and diversity Implications

6.4.1 There are no adverse implications in implementing this policy, there are positive outcomes in protecting all groups in its implementation.

6.5 Other corporate implications

6.5.1 People

None.

6.5.2 Property

None.

6.5.3 Risk

The Licensing Authority may licence someone whose licence has been refused or revoked by another Licensing Authority and remove protection for children and vulnerable adults, and by extension the wider public when using taxis and private hire vehicles.

6.5.4 Consultation

Following the consultation all responses will be considered, and where appropriate changes will be made to the draft Policy.

6.5.5 Community Safety

The Council expects all applicants to demonstrate that they are safe drivers with good driving records and adequate experience, sober, mentally, and physically fit,

honest, and not persons who would take advantage of their employment to abuse of assault passengers. The adoption of the use of the NR3 is in line with the DfT Guidance, providing advice on the checking of suitability of individuals and operators to be licenced, which will safeguard children and vulnerable adults, and by extension the wider public.

7. Background Papers

Local Government Association National Anti-Fraud Network Guidance on adopting the National Register of Taxi Licence Revocations and Refusals (NR3)

Department of Transport Statutory Taxi and Private Hire Vehicle Standards July 2020.

Councillor Handbook: Taxi and PHV Licensing dated July 2021.

Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022

8. Appendices

Appendix A Policy on the Use of the National Register of Taxi Licence Revocations and Refusals (the NR3).

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APPENDIX A

Policy regarding disclosure and use of information stored on the National Register of Refusals and Revocations ('NR3')

2.1 General

In this Policy, the 'first authority' refers to a licensing authority that has stored information on the NR3. The 'second authority' refers to a licensing authority that is seeking more detailed information about information stored on the NR3.

Throughout this Appendix the term licence is used to refer to a hackney carriage driver's licence, a private hire driver's licence (restricted), and a combined dual licence. Any reference to a 'new' licence should also be read to include a 'renewal' of licence.

2.2 Overarching principles

The Council will access and use information contained in the NR3 in accordance with this Policy. The NR3 contains information relating to refusal to grant, or revocation of, a licence. This information is important in the context of any subsequent application to another authority for a licence by a person who previously has had their licence refused or revoked.

The Council has registered to use and enter information to the NR3. This means that when an application for a licence is refused or an existing licence is revoked, that information will be entered to the NR3.

When an application for a licence is received, the Council will search the NR3. The search will only be made by an officer who has been trained in the use of the NR3. If details are found that appear to relate to the applicant, a request will be made for further details from the first authority that entered that information. The applicant will then be notified.

Information that is received from another authority in respect of an application for a licence will only be used for the purpose of its determination. Any information received relating to the applicant will only be kept for as long as is necessary to determine the outcome of their application. The period it takes to determine any application is variable and often depends on the applicant's circumstances and timely responses to further questions. Once an application is determined there may be a further period where it is necessary to retain information for purposes of notifying the applicant of the outcome their application, and for any period to accommodate an appeal against the Council's determination should the applicant so choose.

2.3 Requesting further information relating to an entry on the NR3

When an application for a licence is made the Council will check the NR3.

The Council will make and then retain a clear written record of every search that is made of the NR3,¹ and which will detail:

- date of search
- name or names searched
- reason for the search – new application or renewal
- results of the search
- use made of the results of the search – (this may be entered to the NR3 at a later date once the application and appeal process has been fully concluded)

Search records will not be combined with other records and will be retained for a period of 25 years.

Should the Council's search of the NR3 reveal a potential match, a request for further information will then be made to the first authority that made the entry.

The request will be made in writing in accordance with the standard form and which a copy of is available from hackneycarriage@southend.gov.uk.

The form requesting further information used by the Council will be posted or emailed to the contact address of the first authority that made the NR3 entry. The application process will thereafter pause until a suitable response to that request has been received by the Council.

2.4 Responding to a request for further information relating to an entry on the NR3

If the Council receives a request as first authority for further information from a second authority a clear written record will be made. A record of the Council's response arising out of the request from the second authority will be retained for a period of 25 years.

On receipt of a request from a second authority the Council will then determine to what extent it shall respond. It should be noted the Council will not simply provide information as a blanket response to every request.

Access to the NR3 is only possible where the licensing authority is a current member of the National Anti-Fraud Network (NAFN), and has signed a data processor agreement, and a data sharing agreement. The NR3 is hosted by Tameside Metropolitan Borough Council on behalf of the NAFN via a Public Services Network (PSN) compliant environment. The PSN is a government approved network that helps public sector organisations work together to share and access data securely over the

¹ A written record may be in electronic format rather than paper hard-copy format.

internet. Access to the NR3 is only given to specifically authorised (and trained) users from each licensing authority and requires four-factor authentication.

Any disclosure must be considered and proportionate, taking into account the data subject's rights together with the role and responsibilities of a licensed driver. Whilst data is held on the NR3 for a period of 25 years, the Council (the first authority) will not disclose information relating to every entry. Each application will be considered on its own merits.

Where the reason for refusal to grant or revoke a licence relates to a conviction, or caution, consideration will be further given to the full circumstances of the case prior to disclosure. Any information about convictions and cautions will be shared in accordance with this Policy by virtue of Part 2 of Sch 1, Data Protection Act 2018 (DPA 2018). In so far, processing of data is necessary for reasons of substantial public interest in connection with the exercise of a function conferred on the authority by an enactment or rule of law.

In fulfilment of a request for further information from a second authority, the relevant officer will record what action was taken and why. The Council will make and then retain a clear written record detailing:

- date the request was received
- how the data protection impact assessment was conducted and its conclusions
- name or names searched
- whether any information was provided
- if information was provided, why it was provided, and details of any further advice obtained before the decision was made to make disclosure
- if information was not provided, why it was not provided, and details of any further advice obtained before the decision was made, and;
- how and when the decision and any information was communicated to the requesting authority

This record will not be combined with any other records and will be retained for a period of 25 years.

2.5 Using information obtained arising out of a request to a first authority

If the Council receives information arising out of a request that has been made to a first authority, it will take it into account (together with other information obtained as detailed in this Policy) when determining an application for a licence.

The Council will make and then retain a clear written record of the use that is made of the results of its request and the subsequent determination of the application for a licence (this information may be added to the NR3).

Information that is received may warrant significant weight being attached to it, but it will not be the sole determinant for any decision that the Council makes in relation to the application for which it was obtained.

2.6 New and Historical Data

The Council will upload new and historical revocation and refusal data to the NR3, and which will be limited to:

- name
- date of birth
- address and contact details
- national insurance number
- driving licence number
- decision taken
- date of decision
- date decision effective

This authority will begin using the NR3 from _____. This means from that point:

- applications for new hackney carriage/PHV licences and for renewals will be checked on the NR3
- where an existing licence is revoked, or an application for renewal or a new licence is refused, this will be recorded on NR3

Southend-on-Sea City Council
Report of Executive Director
(Neighbourhoods and Environment)
to
Licensing Committee
On
16th January 2023

Report prepared by:
Adam Penn, Regulatory Services Manager

**Agenda
Item No.**

5

Reinstatement of the Temporary Taxi Fare Increase
Licensing Committee - Chair: Councillor Ashley Thompson
A Part 1 Public Agenda item.

1. Purpose of Report

- 1.1 To recommend that the Licensing Committee consider and respond to a request from the taxi trade that the fare structure of Hackney Carriages (HC) Private Hire Vehicles (PHV) be temporarily amended for a period of one year (from the date of amendment) or until a permanent fare increase is proposed by the trade, accepted by committee and implemented, whichever is sooner.
- 1.2 The intention of these changes is to maintain the number of vehicles available to the public by ensuring drivers vehicles are financially viable

2. Recommendation

- 2.1 That the committee consider a request to amend the fare structure of Hackney Carriages (HC) Private Hire Vehicles (PHV) to allow an temporary additional fare of 40p per trip.
- 2.2 That if 2.1 above is approved, the committee also approve the revised fare chart set out at Appendix 1
- 2.3 That any changes to the fare and extra charges structure be duly advertised, implementing the public consultation process. Any appeals will be heard by the Licensing Committee. In the eventuality that no objections are received it is proposed that the amendments at 2.1 and 2.2 above are deemed as approved without the need to return to committee.

3. Background

- 3.1 The Council is responsible for the regulation of Hackney Carriage (HC) and Private Hire Vehicle (PHV) licensing within the City. HC and PHV regulation seeks to protect individuals, businesses, the environment and promote public safety.

- 3.2 The Council is empowered to determine fares for Hackney Carriages. In addition, all those private hire vehicles which are equipped with a meter must also apply the same fares
- 3.3 Members previously agreed a temporary surcharge of 40p per journey in March 2022 which was implemented in June 2022.
- 3.4 On 17th October 2022 following a formal trade request, members agreed a permanent fare increase of 40p. Drivers voted to 'add this to the yardage' meaning it would not apply to shorter journeys. This rise was implemented on 9th January 2023, and the previous temporary surcharge was removed at that point.
- 3.5 As of 14th March 2022, (the day the report for the first request for a surcharge was written) fuel had risen to 163.46p per litre for unleaded and 173.44p for diesel. Source: The RAC <https://www.racfoundation.org/data/uk-pump-prices-over-time>
- 3.6 A request to reinstate the surcharge was received on 6th December 2022, and is provided for the committee's consideration at Appendix 2. On the 8th December 2022 fuel prices were 157.8p for unleaded and 181.33p for diesel.
- 3.7 Since December 2020 this represents a rise of approx. 43p (unleaded) and 67p (diesel), although prices peaked at 190.22p and 198.46p respectively on 11th July 2022.
- 3.8 Household energy bills increased by 54% in April 2022 and were due to increase by a further 80% in October. The new Energy Price Guarantee limits the October increase to 27%, with a further increase of 20% in April 2023. Source: House of Commons Library. Therefore electric vehicles will see increased costs too.
- 3.9 The reason for the increases in fuel cost is attributed to a combination of high inflation and the war in Ukraine.
- 3.10 There has been a decrease in the number of Hackney Carriage and Private Hire Taxis available for residents to hire, as the availability of drivers has reduced.
- 3.11 The reduction of drivers has been attributed to the pandemic, whereby the COVID related restrictions impacted on the industry to the extent that many drivers left the industry to find alternative employment. The remaining high fuel prices is likely to decrease the number of drivers further if it is not addressed.
- 3.12 **Proposed Amendments to HC and PHV fare structure**
- 3.13 The intention is to make a simple temporary amendment (for one year (from the date of amendment) or until a permanent fare increase is proposed by the trade, accepted by committee and implemented, whichever is sooner.) that allows drivers to add a tariff of 40p to each journey they undertake.
- 3.14 This would be achieved utilising the current additional passenger meter button which adds 40p. The driver would just click an extra amount charge in the same way as they do for an extra passenger. This in turn would mean there wouldn't

be a need for a tariff change or mass resetting of meters, although it will necessitate reprinting the fare charts so customers are aware that it is a legitimate charge.

4. Other Options

- 4.1 To not amend the fare structure of Hackney Carriages (HC) Private Hire Vehicles (PHV) to allow a temporary additional fare of 40p per trip.

5. Reasons for Recommendation

- 5.1 The proposed temporary amendment will assist drivers financially and help to maintain the availability of HC and PHV for the resident and visitor use.
- 5.2 Maintaining the number of vehicles that are available to licenced drivers provides sustainable transport to those who are unable to access public transport, and forms part of the Council's Transport Strategy.
- 5.3 Hackney Carriage and Private Hire services support the commercial operation of the High Street and a thriving night-time economy.

6. Corporate Implications

6.1 Contribution to the Southend 2050 Road Map-

- 6.2 The provision of a well-regulated hackney carriage and private hire service contributes to the feeling of safety for individuals in the town, enabling a rapid service for exiting the town centre for those accessing the night-time economy. Hackney carriage and private hire services operate a 24-hour service and are trained in identifying and the reporting of safeguarding issues.
- 6.3 The hackney carriage and private hire service provides additional access to services for those who are unable to access the bus and train services supporting the Connected and Smart 2050 outcome.

6.4 Financial Implications

- 6.5 There are no financial implications for the Council.

6.6 Legal Implications

- 6.7 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 details the process for fixing of fares, which will be followed.
- 6.8 If no objections are made within the period specified in the notice, or if all objections made are withdrawn, the table of fares will come into operation on the date of the expiration of the period specified in the notice or the date the last objection is withdrawn, whichever date is the later.

6.9 If objection/s are made within the period specified in the notice and are not withdrawn a further date shall be set, which must be not later than 2 months after the first specified date, on which the fares come into force with or without modifications as decided by the Council after the Council has considered any objections.

6.10 People Implications

6.11 None.

6.12 Property Implications

6.13 None.

6.14 Consultation

6.15 The requirement to advertise the proposal allows for a 14-day period in which consultation responses may be made.

6.16 Equalities and Diversity Implications

6.17 An Equalities Assessment has been undertaken and will be reassessed if there are responses to the statutory consultation. There may be a slight adverse impact on those who use licenced taxi and private hire services because of the increase in cost.

6.18 Risk Assessment

6.19 The increase in fares may deter users from using licenced taxi and private hire services. However, it is anticipated that a decision to not to amend fares in this way, will likely result in a decrease in the number of HC and PH drivers and therefore less vehicles to serve the public.

6.20 Value for Money

6.21 None.

6.22 Community Safety Implications

6.23 The provision of a well-regulated hackney carriage and private hire service with sufficient vehicles contributed to the Safe and Well outcome, of people feeling safe and the speedy exiting of the town centre after the night-time clubs have closed.

6.24 Environmental Impact

6.25 None.

7. Background Papers

7.1 Local Government (Miscellaneous) Provisions Act 1976.

8. Appendices

- 8.1 Appendix 1 - Revised Fare Chart;
Appendix 2 – Request from the taxi trade.

Appendix 1 - Revised Fare Chart



Authorised Fares

February 2023

Standard Rates

£3.00	For the first ¼ mile or the first 2 minutes (or a combination of parts of such distance or time)
20p	For each additional 170 yards or 48 seconds (or a combination of parts of such distance or time) until a fare of £8.80 is shown on the taxi meter
20p	For each additional 134 yards or 36 seconds (or a combination of parts of such distance or time) when a fare of £8.80 is shown on the taxi meter

NIGHT CHARGE/UNSOCIAL HOURS

For hirings begun between 9pm and midnight and 4am and 6am, also on Sundays, Bank Holidays and Public Holidays between 6am and midnight, also between 6am and midnight on 1 January and 4am until 6am on 2 January, an additional:

£1.00

For hirings from midnight until 4am, and from midnight until 6am Saturdays, Sundays and Bank Holiday Mondays, except during Christmas and New Year periods, an additional:

£2.00

CHRISTMAS CHARGES

For hirings from midnight 24 December to 6am 26 December (double the day and unsocial hours rate)

£8.00

For hirings on Boxing Day from 6am to 6am on 27 December (plus an additional 10p on the Standard Yard [Rate](#).)

£5.00

NEW YEAR CHARGES (AN ADDITIONAL)

For hirings from midnight 31 December to 6am 1 January (double standard rates and unsocial hours rate)

£8.00

Extra Charges

1. LUGGAGE

For any luggage carried. No charge for disabled persons wheelchairs, disability aids or any animal transported in the vehicle

40p

("Luggage" is intended as hand luggage, shopping bags, suitcases, etc. The driver reserves the right to negotiate an additional charge for larger items up to a maximum of £10)

(Max Charge)

2. ADDITIONAL PASSENGERS

For each person in excess of one

40p

LOST PROPERTY

Specific requests for the delivery of property left in taxis must be paid for at the metered fare

SOILING CHARGE

A reasonable charge may be levied for restoration costs should you soil or damage this vehicle. The proprietor reserves the right to take civil action where necessary.

3. TEMPORARY FUEL SURCHARGE

One for each hiring

40p

(Max Charge)

ANY COMPLAINTS SHOULD BE MADE TO SOUTHEND-ON-SEA CITY COUNCIL, CIVIC CENTRE, VICTORIA AVENUE, SOUTHEND ON SEA, ESSEX SS2 6ZG. COMPLAINTS CAN ALSO BE EMAILED TO hacknycarriage@southend.gov.uk THE NUMBER OF THE CAB OR DRIVER SHOULD BE QUOTED.

Appendix 2 – Request from the taxi trade.

From: jennings mark < >
Sent: 06 December 2022 18:19
To: Adam Penn < >
Cc: Elizabeth Georgeou < >; tino callaghan < >
Subject: Application for 40p fuel surcharge

Dear Licensing Committee

As trade representatives for the Southend Licensed Taxi drivers association. We would like to ask you to allow us to have back the 40p fuel surcharge that you generously gave us last year.

We are about to, or may have had by now, implement the latest fare increase, but unfortunately costs have risen so high that this latest increase has still left us with a gaping deficit.

The rising cost of electric and gas wasn't taken into consideration at the last increase, only fuel.

Now as you are only too aware the cost of gas & electric and fuel not diminishing to any kind of reasonable amounts, along with the effects these costs have on everything else, has left us once again playing catch up to try and stay in a position of solvency.

We humbly request that the 40p fuel surcharge that you allowed us to have last year be re-implemented to allow us to be able to stay at some resemblance of commercial viability until we can apply for, and go through the process of obtaining the next increase. This process does take quite some time and having this request granted would really help.

We would like this request to be applied for one calendar year, or shorter if a new fare increase is applied for under the current formula and implemented. And to be reviewed at the end of that calendar year if no fare rise has been applied.

The Private hire and taxi monthly (PHTM) tables that we use for the formula allowed for fare increases currently allows us to apply for a 80p increase. Of course, once that increase is applied for and implemented we would no longer need this fuel surcharge allowance.

Please click on the link to see the PHTM table to verify our claim.

<https://www.phtm.co.uk/newspaper/taxi-fares-league-tables>

Thank you for your time.

Mark Jennings (Secretary, Southend Licensed Taxi Drivers association)

Tino Callaghan (Chairman, Southend Licensed Taxi Drivers association)

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