

Licensing Committee

Wednesday, 15th December 2010
at 9.30 am

PLEASE NOTE TIME OF MEETING

Committee Rooms 1 and 2
Civic Centre

This meeting is open to the public

Members

Councillor Parnell (Chair)
Councillor Drake
Councillor Fitzgerald
Councillor Harris
Councillor Letts
Councillor McEwing
Councillor Norris
Councillor Odgers
Councillor Osmond
Councillor Rayment
Councillor Thomas
Councillor Walker
Councillor Willacy

Contacts

Democratic Support Officer
Keith Turner
Tel: 023 8083 2418
Email: keith.turner@southampton.gov.uk

Assistant Solicitor to the Council
Richard Ivory
Tel. 023 8083 2794
Email: richard.ivory@southampton.gov.uk

PUBLIC INFORMATION

Terms of Reference

The Committee publishes and implements a statement of licensing policy. It appoints Sub-Committees to deal with individual licensing applications and associated matters for which the Council as Licensing Authority is responsible.

Public Representations

At the discretion of the Chair, members of the public may address the meeting about any report on the agenda for the meeting in which they have a relevant interest.

Southampton City Council's Six Priorities

- Providing good value, high quality services
- Getting the City working
- Investing in education and training
- Keeping people safe
- Keeping the City clean and green
- Looking after people

Smoking policy – The Council operates a no-smoking policy in all civic buildings.

Mobile Telephones – Please turn off your mobile telephone whilst in the meeting.

Fire Procedure – Should the fire alarm sound during the meeting leave the building by the nearest available exit and assemble in the Civic Centre forecourt car park.

Access – Access is available for disabled people. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Dates of Meetings: Municipal Year 2010/11

Meetings of the Committee are held as and when required.

CONDUCT OF MEETING

Terms of Reference

The terms of reference of the Licensing Committee are contained in Part 3 (Schedule 2) of the Council's Constitution.

Business to be discussed

Only those items listed on the attached agenda may be considered at this meeting.

Rules of Procedure

The meeting is governed by the Council Procedure Rules as set out in Part 4 of the Constitution.

Quorum

The minimum number of appointed Members required to be in attendance to hold the meeting is 5.

Disclosure of Interests

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "personal" or "prejudicial" interests they may have in relation to matters for consideration on this Agenda.

Personal Interests

A Member must regard himself or herself as having a personal interest in any matter:

- (i) if the matter relates to an interest in the Member's register of interests; or
- (ii) if a decision upon a matter might reasonably be regarded as affecting to a greater extent than other Council Tax payers, ratepayers and inhabitants of the District, the wellbeing or financial position of himself or herself, a relative or a friend or:-
 - (a) any employment or business carried on by such person;
 - (b) any person who employs or has appointed such a person, any firm in which such a person is a partner, or any company of which such a person is a director;
 - (c) any corporate body in which such a person has a beneficial interest in a class of securities exceeding the nominal value of £5,000; or
 - (d) any body listed in Article 14(a) to (e) in which such a person holds a position of general control or management.

A Member must disclose a personal interest.

Prejudicial Interests

Having identified a personal interest, a Member must consider whether a member of the public with knowledge of the relevant facts would reasonably think that the interest was so significant and particular that it could prejudice that Member's judgement of the public interest. If that is the case, the interest must be regarded as "prejudicial" and the Member must disclose the interest and withdraw from the meeting room during discussion on the item.

It should be noted that a prejudicial interest may apply to part or the whole of an item.

Where there are a series of inter-related financial or resource matters, with a limited resource available, under consideration a prejudicial interest in one matter relating to that resource may lead to a member being excluded from considering the other matters relating to that same limited resource.

There are some limited exceptions.

Note: Members are encouraged to seek advice from the Monitoring Officer or his staff in Democratic Services if they have any problems or concerns in relation to the above.

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the “rationality” or “taking leave of your senses” principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, ‘live now, pay later’ and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

Agendas and papers are available via the Council's website at
www.southampton.gov.uk/council/meeting-papers

1 **APOLOGIES**

To receive any apologies.

2 **DISCLOSURE OF PERSONAL AND PREJUDICIAL INTERESTS**

In accordance with the Local Government Act 2000, and the Council's Code of Conduct adopted on 16th May 2007, Members to disclose any personal or prejudicial interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Committee Administrator prior to the commencement of this meeting.

3 **STATEMENT FROM THE CHAIR**

4 **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

To approve and sign as a correct record the Minutes of the meeting held on 4th November 2010 and to deal with any matters arising, attached.

5 **OBJECTION TO TRADE REQUEST FOR VARIATION OF HACKNEY CARRIAGE FARES**

Report of the Solicitor to the Council concerning the determination of an objection to the proposed variation of the table of fares for the hire of hackney carriages, attached.

Tuesday, 7 December 2010

SOLICITOR TO THE COUNCIL

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LICENSING COMMITTEE

MINUTES OF THE MEETING HELD ON 4 November 2010

Present Councillors Parnell (Chair), Harris, McEwing, Odgers, Osmond, Thomas, Walker and Willacy

Apologies Councillors Drake, Fitzgerald, Letts, Norris and Rayment.

8. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED that the minutes of the Licensing Committee held on 2nd June, 2010 be approved and signed as a correct record. (Copy of the minutes circulated with the agenda and appended to the signed minutes).

9. **LICENSING ACT 2003 - TRIENNIAL REVIEW OF STATEMENT OF LICENSING POLICY**

The Committee considered a report of the Solicitor to the Council setting out in accordance with Section 5 of the Licensing Act 2003 requiring the Council, as the Licensing Authority, to adopt a Statement of Licensing Policy every three years a proposed revised Licensing Policy.

RESOLVED that the revised Statement of Licensing Policy as set out in Appendix 1 to the report be recommended for adoption by the full Council at its meeting on 17th November 2010.

Note: Councillor Thomas Against

10. **TRADE REQUEST FOR PROPOSED VARIATION OF HACKNEY CARRIAGE FARES**

The Committee considered a report of the Solicitor to the Council concerning a request for the variation of the table of fares for the hire of hackney carriages and to determine and to determine whether to proceed to public consultation.

Mr Griffiths, Southampton UNITE Cab Branch, Mr Hall, Southampton Hackney Carriage Association and Mr Johnson, Southampton Taxi Association were present and with the consent of the Chair addressed the meeting.

RESOLVED

- (i). that the request for the variation of the table of fares for the hire of hackney carriages in Southampton from the Southampton Taxi Trade, be approved in principle, without amendment;
- (ii). that the Solicitor to the Council be authorised to advertise the proposed table of fares, as set out in appendix 3 to the report, in the local press in line with the legislative requirements; and

- (iii). that, unless any objections are received to the proposed table of fares, the variation be effective as of 9th December 2010.

NOTE: Councillor McEwing declared a non pecuniary interest in the above item and withdrew from the meeting during its consideration.

11. **LICENSING OF PLEASURE BOATS AND BOATMAN**

The Committee considered a report of the Solicitor to the Council concerning the process and review of fees associated with licensing of pleasure boats and boatmen.

RESOLVED

- (i). that the processes in licensing pleasure boats and boatmen be noted; and
- (ii). that application fees, at a level commensurate with the costs associated with the provision of the service, be set as recommended in the report.

12. **MEMBERSHIP OF THE LICENSING (GENERAL) SUB-COMMITTEE**

The Committee considered a report of the Solicitor to the Council recommending that the membership and administration of the General Sub-Committee be brought in to line with the membership and operation of the Licensing (Licensing and Gambling) Sub-Committee.

RESOLVED

- (i). that the membership of the Licensing (General) Sub-Committee be reduced from seven to five members with a quorum of three;
- (ii). that membership continue to be drawn from the membership of the Licensing Committee with the Chair of the General Sub-Committee to be elected at the commencement of each municipal year;
- (iii). that the General Sub-Committee be administered on the same lines as the Licensing (Licensing and Gambling) Sub-Committee utilising the meeting dates currently scheduled as required; and
- (iv). that the above arrangements take effect from the start of the 2011 municipal year.

Agenda Item 5

DECISION-MAKER:	LICENSING COMMITTEE
SUBJECT:	OBJECTION TO TRADE REQUEST FOR VARIATION OF HACKNEY CARRIAGE FARES
DATE OF DECISION:	15 DECEMBER 2010
REPORT OF:	SOLICITOR TO THE COUNCIL
STATEMENT OF CONFIDENTIALITY	

BRIEF SUMMARY

The committee is asked to consider an objection to the proposed variation of the table of fares for the hire of hackney carriages and determine what action to take.

RECOMMENDATIONS:

- (i) To consider the objection and determine whether or not to modify the proposed table of fares
- (ii) If the table of fares is to be modified, to set a date for any new table of fares to come into effect.
- (iii) To delegate to the Solicitor to the Council power to take any such action necessary to give effect to the committee's decision.

REASONS FOR REPORT RECOMMENDATIONS

1. The table of fares for the hire of hackney carriages in Southampton was last revised with effect from 14 July 2008.
2. Following the committee's consideration of the proposals on 4 November 2010, the proposed variation of the table of fares was advertised in the Southern Daily Echo on 11 November 2010, resulting in an objection.
3. The Local Government (Miscellaneous Provisions) Act 1976 requires the committee to consider the objection and determine a course of action.

DETAIL (Including consultation carried out)

4. Following the committee's decision on 4 November 2010, the proposed variation of the table of fares was advertised in the Southern Daily Echo on 11 November 2010. The period for objections closed on 25 November 2010
5. On 24 November 2010, an objection to the proposal was received, which is set out in appendix 1. The objector has confirmed that he does not wish to withdraw the objection and has been invited to attend the committee's meeting to put his point of view.
6. A copy of the report to the committee on 4 November 2010 is attached at appendix 2
7. Having considered the objection to the proposals to vary the table of fares, the committee must determine whether to modify the proposed table of fares, and when any varied table of fares should come into effect, which must not be more than two months after 25 November 2010, when the period of notice expired.

RESOURCE IMPLICATIONS

Capital/Revenue

8. Not applicable

Property/Other

9. The work involved for the Licensing Team in bringing a variation of the table of fares into effect and in testing taxi meters is contained within existing resources and budgets.

LEGAL IMPLICATIONS

Statutory Power to undertake the proposals in the report:

10. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 gives the Licensing Committee power to determine hackney carriage fares. The power is not delegated to officers.
11. Section 17 Crime and Disorder Act 1998 places the council under a duty to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.
12. The Human Rights Act 1998 requires UK legislation to be interpreted in a manner consistent with the European Convention on Human Rights. It is unlawful for the council to act in a way that is incompatible (or fail to act in a way that is compatible) with the rights protected by the Act. Any action undertaken by the council that could have an effect upon another person's Human Rights must be taken having regard to the principle of Proportionality - the need to balance the rights of the individual with the rights of the community as a whole. Any action taken by the council which affect another's' rights must be no more onerous than is necessary in a democratic society. The matter set out in this report must be considered in light of the above obligations.

Other Legal Implications:

13. The city council would be acting beyond its powers if it were to seek to fetter its discretion by fixing the period of review for fares or by fixing a particular formula for any future variations of fares
14. However, this does not preclude individuals or a trade association from making requests for variation, or from producing whatever evidence they think fit in support of any proposal.
15. The committee, in considering the objection, must determine whether to modify the proposal and fix a date when any varied table of fares might come into force, which must be no later than 25 January 2011.

POLICY FRAMEWORK IMPLICATIONS

16. The decision to determine the application in the manner set out in this report is not contrary to the council's policy framework

AUTHOR:	Name:	John Burke	Tel:	023 8083 2306
	E-mail:	john.burke@southampton.gov.uk		

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Objection to proposed table of fares
2.	Report to Licensing Committee – 4 November 2010 – Trade Request for Proposed Variation of Hackney Carriage Fares.

Documents In Members' Rooms

1.	None.
2.	

Integrated Impact Assessment

Do the implications/subject/recommendations in the report require an Integrated Impact Assessment to be carried out.	No
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Other Background Documents

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	All background papers are set out in appendices 1 and 2	
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Integrated Impact Assessment and Other Background documents available for inspection at:

WARDS/COMMUNITIES AFFECTED:	All Wards
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Report Tracking

VERSION NUMBER:

1

DATE LAST AMENDED:

02/12/2010

AMENDED BY:

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OBJECTION TO VARIATION OF HACKNEY CARRIAGE FARES

(Email addressed to the Licensing Team, received on 24 November 2010)

From: The Smith [REDACTED]@[REDACTED].[REDACTED]
To: Licensing
Subject: Comment on proposed new fares

Sent: Wed 24/11/2010 07:46

Sirs

Your notice on the web site invites comments on the proposed new fare structure before November 25.

Whilst I fully understand that you only want consultation from people who agree with you and that anyone else will simply be ignored, I have two main points to raise....

It seems a real insult to drivers to even suggest a 20p fare rise when this is the first increase of any sort in more than two and a half years, and it is about 6-7 years since the last realistic increase. In that time, fuel costs have risen from 60p/litre to £1.20+ -- a 100% increase, radio circuit subs have increased by about 25%, car rentals by more than 15%, and even the annual license fee has gone up by 20% or more.

An increase of the 20p (day time) and 25p (night time) jumps each 200+ yards to 25p and 30p would seem to be the absolute minimum increase needed cover the rises in expenses since the last significant rise, without taking into account the meteoric rise in the number of cars now competing for the same amount of work or inflation.

A 20p rise has virtually no effect on income. A far that was, say, £9.45 just becomes £9.65 and you get the same £10 in either case.

Indeed, this increase is not even worth the cost of having the meter changed.

Secondly, the idea of reducing the Christmas rate is truly bizarre. After 11pm the rate should have been double the NIGHT rate rather than the DAY rate anyway. Even at the old double Tariff 1 rate, night drivers were working Christmas holidays for less than normal meter plus 50%. With the new proposal, the difference between the normal night rate and the Christmas rate is barely 10%. How many Southampton city council workers would even consider working for less than double time, let alone time plus 10%. It is time for those making these decisions to get out into the real world.

I fully realize that you could not care less than drivers are making about 50% of what they were earning 10 years ago, and working more hours to do so. Every extra car and driver is just extra income for the council. The result, though, is that there are less and less experienced taxi drivers out here, those who have worked for years without regular complaints and who do not rip passengers off on a regular basis, and more and more cowboys. The result of the sort of proposals set out in this fare revision can only impact negatively on those drivers who follow the regulations, whilst of course those who simply charge whatever they want and refuse short jobs will be nil.

Yours

Marc Smith

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DECISION-MAKER:	LICENSING COMMITTEE
SUBJECT:	TRADE REQUEST FOR PROPOSED VARIATION OF HACKNEY CARRIAGE FARES
DATE OF DECISION:	4 NOVEMBER 2010
REPORT OF:	SOLICITOR TO THE COUNCIL
STATEMENT OF CONFIDENTIALITY	
N/A	

BRIEF SUMMARY

The Licensing Committee is asked to consider a request for the variation of the table of fares for the hire of hackney carriages and to determine whether to proceed to public consultation

RECOMMENDATIONS:

- (i) To consider and determine a request on behalf of the Southampton taxi trade for the variation of the table of fares for the hire of hackney carriages in Southampton
- (ii) If the committee is minded to vary the table of fares to authorise the Solicitor to the Council to advertise any proposed variation in the table of fares.
- (iii) If the committee is minded to vary the table of fares, that, subject to consideration of any objections to the advertisement, the variation shall come into effect on 9 December 2010.

REASONS FOR REPORT RECOMMENDATIONS

1. The table of fares for the hire of hackney carriages in Southampton was last revised with effect from 14th July 2008.
2. Three bodies representing parts of the Southampton taxi trade, Southampton UNITE Cab Branch, Southampton Taxi Association and Southampton Hackney Association, have jointly submitted the request for variation of the table of fares as "Combined Taxi Trade".
3. The hackney carriage trade in the city, or any element of it, can submit a proposal at any time and the committee is bound by law to consider it.

DETAIL (Including consultation carried out)

4. The table of fares for hackney carriages, last varied by the City Council with effect from 14th July 2008, is set out in appendix 1.
5. The Combined Taxi Trade's proposals and justification for the proposed variation of the table of fares is set out in appendix 2.
6. A draft table of fares showing the effect of the proposals is set out in appendix 3.
7. It is important to note that the table of fares only relates to the hire of hackney

carriages licensed by the city council for the part of any journey within the city, and charges may only be made in accordance with the table of fares. The basis for the charge for the part of the journey outside the city boundaries must be agreed with the passenger before the commencement of the journey.

8. As a matter of law, the level of fares for the hire of private hire vehicles cannot be controlled by the city council; the basis for the fare for the hire of such vehicles must be agreed with the passenger before the commencement of every journey. The proprietors and drivers of many private hire vehicles choose to follow the hackney carriage table of fares in charging their customers, but a significant proportion do not..
9. The existing and proposed tariffs represent the maximum fares that may be lawfully charged for the hire of hackney carriage within the Southampton.
10. If the committee is minded to vary the tariffs as shown above, it should be noted that any proprietor or driver of a licensed hackney carriage might lawfully charge lower fares if they so wish, but may not exceed the tariffs set by the council or charge for items not appearing on the table of fares. A copy of the table of fares must be exhibited in every licensed hackney carriage, and drivers and proprietors are provided with a copy of table of fares for that purpose by the Licensing Team.
11. The effect of the Combined Taxi Trade's proposals is to vary the initial fares as follows:
 - for a day-time hiring from £2.20 to £2.40
 - for a night-time hiring from £2.95 to £3.20
 - for a day-time hiring on Sundays, Bank Holidays and 1st January from £3.20 to £3.40
 - for a hiring at Christmas from £4.40 to £3.50
 - for an evening/early morning hiring at New Year from £4.40 to £4.80
12. It is proposed for all hirings that the basis of calculation for distance travelled will be 110 metres (120 yards) for the first 440 metres (481 yards) and 212 metres (232 yards) thereafter.

The current increments are 110 metres (120 yards) for the first 440 metres (481 yards) and 225 metres (246 yards) thereafter.
13. There are no proposals to change the £0.20 increment in the existing fare structure, which adds £0.20 to the initial fare of £2.20 for every 110 metres (120 yards) travelled, up to 440 metres (481 yards) (a total fare of £3.00), thereafter £0.20 is added to the fare for every 225 metres (246 yards) travelled, save that this subsequent distance is proposed to be 212 metres (232 yards).
14. The Combined Taxi Trade proposes that the basis for the calculation Christmas tariff should be reduced from the current twice the daytime rate to 1 ½ times the daytime rate. It is proposed that the basis for calculation of the New year tariff should remain at twice the daytime rate
15. The Combined Taxi Trade also proposes that the soiling charge should increase from £50.00 to £70.00.

16. These proposals would result in the following variations in fares for example distances travelled:

Miles (Kilometres)	Daytime tariff	Night- time tariff	Current fares		Proposed fares	
			Day	Night	Day	Night
1 (1.61)	4.76%	4.59%	£4.00	£5.20	£4.20	£5.45
3 (4.83)	5.56%	5.56%	£6.80	£8.70	£7.20	£9.20
5 (8.05)	5.88%	5.88%	£9.60	£12.20	£10.20	£12.95
10 (16.09)	5.62%	5.62%	£16.80	£21.20	£17.80	£22.45

17. There is no proposal to alter the basis of the fares charged for Sunday and Public Holiday journeys (commencing between 06:00 am and 11:00 pm), save that the underlying daytime rate (Tariff 1) is proposed to increase.
18. Additionally, it is proposed that the basis for fare charges by time (“waiting time”) in tariffs 1 and 3 will remain at £16.00 per hour and tariff 2 will remain at £20.00 per hour, but that the basis for charges by time in tariff 4 will reduce from £32.00 to £24.00 per hour, and that 45 second unit for calculation of charges will remain as at present and the basis for charges for time in the new tariff 5 will remain as at present at £32.00 per hour.
19. Members will be aware that many taxi drivers and proprietors make a boundary charge for vehicles making journeys outside the city boundaries. Such charges cannot be controlled by the table of fares, as they relate to the portion of the journey outside the city boundaries but must be the subject of a contract between the vehicle proprietor or their agent and the hirer, agreed before the commencement of the journey.
20. This report represents the first step in a process of determining the proposals. Members have discretion in varying the table of fares, and need not be bound by the request submitted on behalf of the trade. In addition, Members cannot fetter their discretion by agreeing future fare structures now.
21. The legislation prescribes a procedure which consists of a determination by the committee of the variation of the table of fares and the advertisement of the proposal in a newspaper circulating in the area.
22. A minimum period of 14 days must be allowed from the date of the advertisement for the receipt of written representations and objections. It is recommended that a period of 14 days be given for objections
23. The committee must then consider any objections made and determine whether to confirm the varied table of fares, with or without modifications.
24. If the committee is minded to vary the table of fares, any objections will be brought to a meeting of the committee on 15 December 2010.
25. If the committee is minded to vary the table of fares, the Solicitor to the Council recommends that, if no objections are received, any variation should come into force on the 9 December 2010. Members will be aware that, following their decision, arrangements will need to be made by the Licensing Team and the suppliers of taximeters and their agents for the variation to be effected, fare charts printed and arrangements also need to be confirmed for

checks on meters installed in licensed vehicles.

26. Representatives of the recognised trade representative organisations have been invited to attend the committee's meeting but whilst it considered appropriate for the proposer to address the committee at this stage it is recommended that all representations from the trade and public be considered after advertisement, should the committee be minded to proceed to that stage.
27. The committee has discretion in law to determine the fares for the hire of hackney carriages in Southampton, subject to a duty to act reasonably.
28. Subject to the committee's views today, the timetable for the implementation of the proposals could be as follows: -

4 November 2010	committee's consideration and decision
11 November 2010	newspaper advertisement
25 November 2010	close of objection period (14 days)
9 December 2010	new table of fares in force if no objections made
15 December 2010	committee – consideration of any objections
29 December 2010	if agreed, new table of fares in force

RESOURCE IMPLICATIONS

Capital/Revenue

29. Not applicable

Property/Other

30. The work involved for the Licensing Team in bringing a variation of the table of fares into effect and in testing taxi meters is contained within existing resources and budgets.

LEGAL IMPLICATIONS

Statutory Power to undertake the proposals in the report:

31. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 gives the Licensing Committee power to determine hackney carriage fares. The power is not delegated to officers.
32. Section 17 Crime and Disorder Act 1998 places the council under a duty to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.
33. The Human Rights Act 1998 requires UK legislation to be interpreted in a manner consistent with the European Convention on Human Rights. It is unlawful for the council to act in a way that is incompatible (or fail to act in a way that is compatible) with the rights protected by the Act. Any action undertaken by the council that could have an effect upon another person's Human Rights must be taken having regard to the principle of Proportionality - the need to balance the rights of the individual with the rights of the community as a whole. Any action taken by the council which affect another's rights must be no more onerous than is necessary in a democratic society.

The matter set out in this report must be considered in light of the above obligations.

Other Legal Implications:

34. The city council would be acting beyond its powers if it were to seek to fetter its discretion by fixing the period of review for fares or by fixing a particular formula for any future variations of fares
35. However, this does not preclude individuals or a trade association from making requests for variation, or from producing whatever evidence they think fit in support of any proposal.
36. If no objections are made to the proposals following the advertisement, the varied table of fares could come into force at the end of the period specified in the Notice mentioned above, or if objections were made, on such other date fixed by the committee. This must be no later than two months after the last date for making objections.

POLICY FRAMEWORK IMPLICATIONS

37. The decision to determine the application in the manner set out in this report is not contrary to the council's policy framework

AUTHOR:	Name:	John Burke	Tel:	023 8083 2306
	E-mail:	john.burke@southampton.gov.uk		

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Current table of fares
2.	Combined Taxi Trade's proposals and justification
3.	Draft table of fares showing the effect of the proposals

Documents In Members' Rooms

1.	None
2.	

Integrated Impact Assessment

Do the implications/subject/recommendations in the report require an Integrated Impact Assessment to be carried out.	No
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Other Background Documents

Title of Background Paper(s) None. Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

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Integrated Impact Assessment and Other Background documents available for inspection at:

WARDS/COMMUNITIES AFFECTED:	All wards
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Report Tracking

VERSION NUMBER:	1
DATE LAST AMENDED:	25/10/2010
AMENDED BY:	JB