

# Licensing Committee

29 June 2023

## Weymouth and Portland Zone Taxi Fares – Consideration of Objections

### For Recommendation to the Portfolio Holder

**Portfolio Holder:** Cllr L Beddow, Culture and Communities

**Local Councillor(s):** All Cllrs

**Executive Director:** J Sellgren, Executive Director of Place

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**Report Status:** Public

**Brief Summary:** To consider any objections raised by members of the public to the fare increase proposed for the Weymouth and Portland zone.

#### **Recommendations:**

The Licensing Committee recommends that the Portfolio Holder for Culture and Communities approves the new tariffs for the Weymouth and Portland hackney carriage zone as set out in Appendix 3, to take effect from 1 July 2023.

#### **Reason for Recommendations:**

The modest increase requested by the trade will allow them to continue to operate in the current financial landscape, and the effect on the travelling public is minimal, as can be seen by the extremely low level of objections.

#### 1. **Background**

1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 sets out the legislative provisions for setting the tariff. Section 65 requires that any changes to fares need to be advertised to allow the public to comment. The legislation is attached at Appendix 1.

- 1.2 On 1 June the Licensing Committee accepted the request from the Weymouth and Portland Taxi and Private Hire Association to increase the fares in the Weymouth and Portland zone.
- 1.3 On the 2 June the Portfolio holder for Culture and Communities agreed with the decisions of the Licensing Committee and the proposed fare increases were published in the Dorset Echo on 7 June, with the statutory public consultation running until 21 June.

## 2. **New Fares**

- 2.1 There has been one objection at the time of writing the report, any objections received after the report is published will be added as supplementary information. The objection is attached at Appendix 2.
- 2.2 The proposed 2023 fare chart and the current 2022 fare chart are attached at Appendix 3 for comparison.

## 3. **Financial Implications**

The funding for the public consultation of the fares will come from existing budgets. The Taxi and Private Hire Licensing regime is self-funding, so any advertising costs are met from this. There are no further financial implications arising from the recommendations of this report.

## 4. **Natural Environment, Climate & Ecology Implications**

There are no negative implications arising from the recommendations contained within this report in terms of meeting the Council's climate change obligations.

## 5. **Well-being and Health Implications**

There could potentially be an impact on the health and wellbeing of the public if the hackney carriage fares are set too high, which could make this form of transport inaccessible to some. The same could however be said if the fares are set too low resulting in a reduction of vehicles as they become uneconomical to run.

6. **Other Implications**

There are no other implications arising from the recommendations contained within this report in terms of impacts on other service areas within the Council.

7. **Risk Assessment**

HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

8. **Equalities Impact Assessment**

An EqIA was prepared as part of the wider Dorset Council Taxi Licensing Policy consultation.

9. **Appendices**

Appendix 1 Legislation

Appendix 2 Consultation Responses

Appendix 3 New Tariff

10. **Background Papers**

Local Government (Miscellaneous Provisions) Act 1976

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