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**NOTICE OF MEETING**

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**LICENSING COMMITTEE**

**MONDAY, 23 MARCH 2020 AT 10.00 AM**

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL**

Telephone enquiries to Joanne Wildsmith, Democratic Services  
Email: [Democratic@portsmouthcc.gov.uk](mailto:Democratic@portsmouthcc.gov.uk)

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

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Licensing Committee Members:

Councillors Claire Udy (Chair), Scott Payter-Harris (Vice-Chair), Dave Ashmore, Tom Coles, Jason Fazackarley, John Ferrett, George Fielding, Hannah Hockaday, Leo Madden, Lee Mason, Robert New, Steve Pitt, Benedict Swann, Linda Symes and Gerald Vernon-Jackson CBE

Standing Deputies

Councillors Chris Attwell, Cal Corkery, Jo Hooper, Lee Hunt, Gemma New, Steve Wemyss and Rob Wood

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(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the relevant officer by 12 noon of the working day before the meeting, and must include the purpose of the deputation (eg. for or against the recommendations). Email requests are accepted. Contact: the Democratic Services Officer as listed above.

## AGENDA

1 Apologies for Absence

2 Declarations of Members' Interests

3 Minutes of the Previous Meeting (Pages 5 - 8)

**RECOMMENDED** that the minutes of the Licensing Policy meeting held on 20 February 2020 be approved as a correct record.

4 Implementation of amended policy - Magnetic Council Signage on Licensed Vehicles (Pages 9 - 26)

Purpose of report

The purpose of this report is to update the Licensing Committee on the logistical arrangements in respect of its amended policy to permit magnetic Council signage on licensed vehicles which was agreed at the meeting of the Licensing Committee on 20 February 2020.

**RECOMMENDED**

a) That the Licensing Committee note the contents of this report as regards the manufacture and supply of Council magnetic livery;

b) To amend the private hire driver, private hire vehicle and hackney carriage vehicle licence conditions to include the following condition:

(i) The driver/proprietor shall ensure that the Council prescribed vehicle identification livery is affixed to the licensed vehicle at all times the vehicle is available for hire or presented to the Councillor its agents for any purpose;

c) That the Licensing Committee approves the amendment of "The Points System" to include a new vehicle breach for failure to display prescribed HCV/PHV vehicle identification livery;

d) That the Licensing Committee note the statutory requirements for notification of charges in relation to the supply of Council signage and give approval to the Licensing Manager to undertake the statutory consultation process;

e) That the Licensing Committee approve the commencement of the use of both company and Council magnetic signage with effect from 1 June 2020;

f) That the use of magnetic signage on licensed vehicles be reviewed by the Licensing Committee after 12 months from the commencement of the use of both company and Council magnetic signage.

**5 Local Government (Miscellaneous Provisions) Act 1976 - Consultation and Review of Hackney Carriage Stands (Pages 27 - 40)**

Purpose of report

To consider hackney carriage trade proposals (from Mr Viv Young) for the appointment and/or variation of established hackney carriage stands in the city; together with proposals to revoke such stands now considered to be obsolete due to historical non-use.

To seek approval to consult with the Highway Authority on any proposals and to recommend any subsequent appointments, variations or revocations of taxi stands to the Executive, appropriate cabinet member (or MIS) as appropriate.

**RECOMMENDED**

**1. That the Licensing Committee notes the preliminary advice of both the Licensing Manager and highway authority on individual stand proposals as detailed in Appendix A;**

**2. That the Licensing Manager, together with appropriate officers of the highway authority, be authorised to formulate any final proposals for consideration by the Executive (or appropriate cabinet member as may be determined) by no later than 10 April 2020;**

**3. That, as a consequence of 2 above, it is recommended that the City Solicitor be authorised to subsequently give formal public notice of such final proposals on behalf of the council as appropriate.**

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

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## LICENSING COMMITTEE

MINUTES OF A MEETING of the Licensing Committee held on Thursday, 20 February 2020 at 4.00 pm at the Guildhall, Portsmouth

### Present

Councillors Claire Udy (Chair)  
Scott Payter-Harris (Vice-Chair)  
Tom Coles  
George Fielding  
Hannah Hockaday  
Leo Madden  
Lee Mason  
Linda Symes  
Gerald Vernon-Jackson CBE

#### 1. Apologies for Absence (AI 1)

Apologies for absence had been received from Councillors Dave Ashmore, Jason Fazackarley, John Ferrett, Robert New, Steve Pitt and Benedict Swann.

#### 2. Declarations of Members' Interests (AI 2)

Councillors Udy and Fielding declared a personal and non-prejudicial interest as they are members of the GMB Union. The Secretary of the GMB Brighton and Hove Taxi Section had given their views in Appendix B.

#### 3. Minutes of the previous meeting held on 25 October 2019 (AI 3)

In response to queries as to why the report on taxi ranks mentioned in the last paragraph of minute 16 had not been produced the Licensing Manager explained the purdah period for the December 2019 general election had delayed matters and agreed to produce a report for the next meeting.

**RESOLVED** that the minutes of the Licensing Committee held on 25 October 2019 were agreed as a correct record.

#### 4. Operator and Council Signage on Licensed Vehicles (AI 4)

The Chair announced that the meeting was being webcast. A recording is available to view here:

<https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CIId=125&MIId=4464&Ver=4>

Nickii Humphreys, Licensing Manager, presented the report and drew members' attention to these points in particular:

- The matter has come before the Licensing Committee as some trade representatives consider that the requirement for permanent signage on vehicles hinders drivers working for more than one operator and could be seen as restricting free trade.
- James Button, a nationally renowned solicitor with expertise in taxi and private hire licensing, highlights in his book "Button on Taxis" that there are benefits to permanent signage of vehicles.
- The views of the judge in Basingstoke & Deane BC v John Greenhaugh and Andrew John Mulley (2007) decided that it was "reasonably necessary" to insist on permanent signage. The case is important as the arguments presented are similar to those presented today.
- The Licensing Committee had reversed a previous decision accepting magnetic signage thereby indicating that allowing magnetic signage could bring back problems previously experienced.
- It may be possible to reach a compromise by wording the vehicle licensing conditions to say that signage is permanent for the main operator but for secondary bookings with another operator, vehicles can have magnetic signage.
- Members will need to address concerns around the Integrated Impact Assessment (IIA) if they decide to amend the policy as allowing magnetic signage may have a negative impact on crime and disorder.

A deputation in support of the recommendations was made by Bruce Hall of Aqua Cars.

Deputations against the application were made by:

- Mr Chris Dixon - Hackney Trade Rep
- Mr Viv Young - CityWide / Independent Trade Rep
- Mr Peter Sutherland - Trade Rep, Uber Drivers
- Mr Mugurel Alin Coltea - Private Hire Driver

Councillor Luke Stubbs made a deputation against the recommendations.

Deputations are not minuted but can be viewed as part of the webcast of the meeting:

<https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=125&MId=4464&Ver=4>

#### Members' questions

In response to questions from members the Licensing Manager and Legal Advisor clarified the following points:

- The GMB Brighton & Hove Taxi Section (appendix B) have evidence of significant concerns over Portsmouth private hire vehicles working in Brighton. In addition, council officers have carried out joint enforcement work with licensing officers in Brighton due to the latter raising concerns over seeing Portsmouth vehicles in Brighton. Portsmouth officers have dealt with complaints and in one case a Portsmouth private hire driver had deliberately obscured signage on his vehicle.

- Not all local authorities had responded to the request to provide information on magnetic signage (appendix C). The comments in the appendix are in addition to responses to the standard questions. Officers can provide a spreadsheet with more detailed information for members.
- Drivers are advised to report damage to their vehicles to the Police so that the incidents can be formally logged and monitored to establish the exact extent of damage being caused and if able to do so, allocate resources to tackle vehicle crime.
- The prime reason for display of livery on licensed vehicles is separate from that of vehicle crime; livery is a matter of safeguarding the public.
- Vehicles cannot display different signage on different doors; it has to match so a secondary sign would be placed over the first one if a driver worked for another operator.
- A licensed vehicle is always a licensed vehicle; it always retains the licensing plate and does not change its status. However, vehicles can display advertising at the discretion of the licensing authority. It is a criminal offence if someone other than the licensed driver drives a licensed vehicle.
- Magnetic signage plates were first considered around the late 1990s when taxis wanted to use bus lanes and needed to be distinguished from ordinary cars.
- The council issues corporate livery from its own suppliers. Stickers are pre-ordered in a certain format. Although there are areas in the country where corporate signage is not required officers' opinion is that vehicles need to offer clear signage and reassurance to the public; signage that can be removed would damage public safety.
- Private hire licences have just been renewed so there would be cost implications if they were changed. If the current policy is amended printing, design and distribution of magnetic signage need to be considered. Signage must be uniform and consistent. Signage could display vehicle registration numbers but this must apply to all vehicles.

Mr Hall (Aqua Cars) said Aqua's vehicles would have permanent signage regardless of the Committee's decision today. He said about a third of bookings were made by apps and two-thirds by other means. Sometimes passengers received a text confirming their booking with the vehicle's registration number. There are concerns that drunk or vulnerable people might get into an unmarked car if there was no signage.

#### Members' comments

- The magnetic signage could be trialled for at least 12 months to see if concerns about safety can be met.
- The only noticeable difference to vehicles is when they are parked at night.
- The views of the police should state if they are a personal opinion or that of the organisation.
- Officers could examine the feasibility of magnetic signage and, if there is a trial, see how many drivers are prosecuted.
- It is the drivers' individual responsibility to display the signage and they will be aware of the risks of not displaying it.
- There will still be drivers from other licensing authorities driving in Portsmouth with unmarked vehicles but this is beyond the committee's remit. Concerns about

issuing licences and deregulation should be addressed to the relevant government ministry.

- Drivers already have to pay for CCTV in their vehicles so the council should help them as much as possible.
- The committee proposed that references to "permanent and not magnetic" in the current licensing conditions should read "permanent or magnetic." The vehicle's registration number should be included on the magnetic sign so that it cannot be used on other vehicles.

The Licensing Officer advised that delegated authority could be given to the Licensing Authority to design the magnetic signage. A trial period of 12 months could then start from when the new signage is available.

Councillor Vernon-Jackson apologised that he would have to leave the meeting at 5.40 pm as he had another meeting.

The meeting adjourned at 5.55 pm for a break and resumed at 6.10 pm.

**RESOLVED that the Licensing Committee:**

- 1. Noted the comments raised by trade representatives.**
- 2. Noted the contents of the Licensing Manager's report.**
- 3. Determined to amend its current statement of licensing policy in relation to operator and Council signage on vehicles. The amendment allows either permanent or magnetic signage, and where magnetic signage is used, on Council livery, the registration number of the vehicle shall be included.**
- 4. Determined to consider the implications and implementation of the amended policy at the next meeting of the Licensing Committee, which should be held before purdah.**
- 5. Determined that the amended policy will run for a 12-month trial.**
- 6. Determined that the amended policy and trial period will not come into effect until the practical issues of magnetic signage have been agreed; until then the current policy will apply.**

The meeting concluded at 6.20 pm.

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Signed by the chair, Councillor Claire Udy



# Agenda Item 4



**Portsmouth**  
CITY COUNCIL

<b>Title of meeting:</b>	Licensing Committee
<b>Date of meeting:</b>	Monday 23 March 2020
<b>Subject:</b>	Implementation of amended policy - Magnetic Council Signage on Licensed Vehicles
<b>Report by:</b>	Director of Culture, Leisure and Regulatory Services
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## **1. Purpose of report**

- 1.1 The purpose of this report is to update the Licensing Committee on the logistical arrangements in respect of its amended policy to permit magnetic Council signage on licensed vehicles which was agreed at the meeting of the Licensing Committee on 20 February 2020.

## **2. Recommendations**

- a) That the Licensing Committee note the contents of this report as regards the manufacture and supply of Council magnetic livery;**
- b) To amend the private hire driver, private hire vehicle and hackney carriage vehicle licence conditions to include the following condition:**
  - (i) The driver/proprietor shall ensure that the Council prescribed vehicle identification livery is affixed to the licensed vehicle at all times the vehicle is available for hire or presented to the Council or its agents for any purpose;**
- c) That the Licensing Committee approves the amendment of "The Points System" to include a new vehicle breach for failure to display prescribed HCV/PHV vehicle identification livery;**
- d) That the Licensing Committee note the statutory requirements for notification of charges in relation to the supply of Council signage and give approval to the Licensing Manager to undertake the statutory consultation process;**

- e) That the Licensing Committee approve the commencement of the use of both company and Council magnetic signage with effect from 1 June 2020;
- f) That the use of magnetic signage on licensed vehicles be reviewed by the Licensing Committee after 12 months from the commencement of the use of both company and Council magnetic signage.

### 3. Background

3.1 At the meeting of the Licensing Committee on 20 February 2020, the Committee made the following resolutions:

1. *Noted the comments raised by trade representatives;*
2. *Noted the contents of the Licensing Manager's report;*
3. *Determined to amend its current statement of licensing policy in relation to operator and Council signage on licensed vehicles. The amendment allows either permanent or magnetic signage, and where magnetic signage is used on Council livery, the registration number of the vehicle shall be included;*
4. *Determined to consider the implications and implementation of the amended policy at the next meeting of the Licensing Committee, which should be held before purdah;*
5. *Determined that the amended policy will run for a 12 month trial; and*
6. *Determined that the amended policy and trial period will not come into effect until the practical issues of magnetic signage have been agreed; until then the current policy will apply.*

### 3.2 Manufacturing and Supply of Council Signage

The Council's preferred supplier for signage is through the shared services agreement with the University of Portsmouth, but the Council has arrangements in place to go direct to a supplier depending upon requirements and volume of work.

Corporate Services have indicated that, as far as they are aware, the magnetic material is only rated for a maximum speed of 60mph and can risk coming off at higher speeds. This issue will be raised with the supplier and further advice obtained in relation to the most appropriate form of magnetic material.

As regards likely timescales, Corporate Services have advised that a 2 month lead in would be sufficient timing to agree materials, design, produce and take delivery of the new Council signage.

### 3.3 Driver and Vehicle Proprietor Conditions

Given the change in policy to permit magnetic signage on licensed vehicles, it is important to ensure that the Council prescribed vehicle identification livery is affixed to the licensed vehicle at all times when the vehicle is available for hire.

To enable the Licensing Authority to mandate and enforce this requirement, it is necessary to amend the current conditions of licence in respect of private hire vehicles, hackney carriage vehicles and private hire drivers.

(Note: conditions may not be imposed on licensed hackney carriage drivers as they are subject to controls under byelaws made under section 68 of the Town Police Clauses Act 1847 and section 171 of the Public Health Act 1875).

3.4 It is proposed that the following condition should be approved:

**The driver/proprietor shall ensure that the Council prescribed vehicle identification livery is affixed to the licensed vehicle at all times the vehicle is available for hire or presented to the Council or its agents for any purpose.**

By adopting the proposed additional condition above which will be attributable to both licensed private hire drivers and vehicle proprietors (HCV and PHV), it will further promote local controls and provide consistency across the licensing regime. Equally, private hire drivers and vehicle proprietors will fully understand their respective obligations under the conditions and accept that the Council will expect compliance by them and will take robust enforcement action to uphold the policy of the Council.

### 3.5 The Points System

In order to ensure that the Licensing Authority has sufficient ability to address situations where there is non-compliance with conditions, it is also proposed to amend the current points system to recognise and support the change in policy.

3.6 The "Penalty Points System" operates as a fast track mechanism to address issues relating to:

- Licence holders breaching conditions;
- Non-compliance with the provisions of the 1847 and 1976 Acts;
- General unsatisfactory conduct
- Apply sanction following receipt of complaints from the public, other road users and the trade about the conduct of licence holders.

3.7 There is no financial penalty associated with the scheme and a licence holder may continue to lawfully work even if points are awarded. There is a threshold for the accumulation of points for licence holders and if that number is exceeded within a 12 month period, then there is a presumption that licence holders will be referred to the Licensing Sub-Committee to consider their continued suitability to hold a licence.

3.8 The current threshold in relation to penalty points are as follows:

- Hackney Carriage Driver 10 points
- Private Hire Driver 10 points
- Hackney Carriage Vehicle 10 points
- Private Hire Vehicle 10 points

- Private Hire Operator 40 points.

3.9 A copy of the current Penalty Point System is attached as Appendix A.

3.10 It is proposed to add the following penalty points to ensure that those licence holders who breach the licence condition relating to the display of Council prescribed vehicle identification livery may receive a suitable sanction for non-compliance.

Number	Description	Driver	Vehicle Proprietor	Operator
<b>Vehicle matters</b>				
41	Failure to display/affix Council prescribed vehicle identification livery to licensed vehicle when available for hire or presented to the Council or its agents for any purpose.	4	4	0

### 3.11 **Cost of Livery - Fees and Charges**

Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 permits the Council to charge such fees for the grant of vehicle and operator licences as may be resolved by them from time to time as sufficient in the aggregate to cover in whole or in part any reasonable administrative or other costs in connection with the licensing of vehicles and operators as well as the control and supervision of hackney carriages and private hire vehicles.

3.12 Any proposed fees considered under section 70 are subject to public consultation and notice period of 28 days.

3.13 The policy of the Licensing Committee has always been to set fees with the aim of working towards total cost recovery of the administration of the licensing regime for hackney carriages and private hire.

3.14 In accordance with the principles of cost recovery from fee revenue, the cost of the Council prescribed vehicle identification livery has always been recovered by charging an appropriate fee for the production of such signage.

3.15 At the time this report was prepared, no costs were available in respect of the new magnetic signage. Approval is requested from the Committee for officers to undertake the formal consultation as set out in the 76 Act once the costs are confirmed by the supplier.

### 3.16 **Commencement of policy for Magnetic Signage**

Given the timescales provided by the signage supplier and having regard to the statutory consultation period for advertising fees for the new signage, it is proposed that the effective date for the commencement of the new policy should be 1<sup>st</sup> June 2020. This ensures that sufficient supplies of signage will be available for distribution by this date and assuming that there are no objections to the consultation on the proposed charges.

### 3.17 **12 Month Review of Policy**

In order to facilitate an effective review of the implementation of magnetic signage, the Licensing Service will initiate additional processes and data collection in order to provide comprehensive information to the Committee in June 2021 as to the impact, if any, of the change in Council livery being displayed on licensed vehicles.

## **4. Reasons for recommendations**

- 4.1 To effectively implement the updated policy in relation to magnetic signage and to ensure that robust systems are in place to address any breaches of the policy requirements.

## **5. Integrated impact assessment**

- 5.1 An updated integrated impact assessment as regards the change in policy is attached as Appendix B.

## **6. Legal implications**

The legal implications are embodied within this report.

## **7. Director of Finance's comments**

The financial implications are embodied within this report.

Signed by:

**Licensing Manager**

**On behalf of Director of Culture, Leisure and Regulatory Services**

**Appendices:**

**Appendix A Penalty Point System**

**Appendix B Updated Integrated Impact Assessment**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
Statement of licensing policy for the hackney carriage and private hire trade	<a href="https://www.portsmouth.gov.uk/ext/documents-external/lic-hackney-carriage-private-hire-licensing-policy-final-v3.pdf">https://www.portsmouth.gov.uk/ext/documents-external/lic-hackney-carriage-private-hire-licensing-policy-final-v3.pdf</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:  
**Chair of Licensing Committee**



## Appendix A - The Points System

Number	Description	Driver 10 Points	Vehicle Proprietor 10 Points	Operator 40 Points
<b>General &amp; driver matters</b>				
1	Failure to notify change of address or other contact details	2	2	2
2	False declaration on application or renewal of licence	4	4	4
3	Failure to notify criminal or motoring charges, convictions or failure to produce documents upon request	4	4	4
4a	Failure to behave in a civil and orderly manner to customers or other road users <b>by reason of abusive/foul language or gestures</b>	6	0	0
4b	Failure to behave in a civil and orderly manner to customers or other road users <b>by reason of threatening behaviour</b>	6	0	0
4c	Failure to behave in a civil and orderly manner to customers or other road users <b>by reason of poor driving</b>	6	0	0
4d	Failure to behave in a civil and orderly manner to customers or other road users <b>by reason of use of violence</b>	10	0	0
5	Failure to display badge or return same at request of authorised officer	4	0	0
6	Overdue medical, DBS, drug screen	2	0	2
7	Driver smoking in vehicle (to include e-cigarettes)	2	0	0
8	Obstruction of authorised officer	4	4	4
9	Failure to abide by company dress code or to be clean and tidy in appearance	4	0	0
10	Refusal to carry passengers without reasonable excuse	4	0	0
11	Refusal to carry passenger(s) with wheelchair or by reason of disability	10	0	10
12	Refusal to carry guide/assistance dog	10	0	10
13	Carrying more passengers than permitted by vehicle licence	6	0	0
14	Overcharging	6	0	0
15	Illegal ranking	4	0	0
16	Standing or plying for hire	4	0	2
17	Unattended hackney carriage on taxi stand	2	0	0
18	Failure to convey or assist with luggage	2	0	0
19	Failure to report lost property	6	0	0



Number	Description	Driver 10 Points	Vehicle Proprietor 10 Points	Operator 40 Points
<b>Vehicle matters</b>				
20	Failure to properly display vehicle licence plate	4	2	0
21	Failure to display vehicle licence windscreen disc	4	2	0
22	Failure to return licence plate at request of authorised officer	0	4	0
23	Failure to report accident damage within 72 hours	0	4	0
24	Failure to produce vehicle documents to include insurance, registration document and/or certificate of compliance	0	6	0
25	Permitting no insurance	0	10	0
26	No "white book" in vehicle	0	2	0
27	Unauthorised notices or company window stickers either inside or outside the vehicle	0	4	4
28	Failure to notify transfer of vehicle licence within 14 days	0	4	0
29	Failure to carry byelaws in vehicle	2	4	0
30	Failure to display tariff of fares or to conceal same	4	2	0
31	Defective and/or unsealed taxi meter	2	4	0
32	Defective TAXI top light	2	2	0
33	Faded TAXI top light or livery	2	2	0
34	Out of date tax	0	6	0
35	Vehicle not clean, well maintained or comfortable	4	2	2
36	Illegal tyres (points for each tyre)	4	1	0
37	Defective CCTV	0	2	0
38	Failure to attend mechanical inspection	0	6	0
39	Late cancellation of mechanical inspection	0	6	0
40	Use of vehicle without a current certificate of compliance	0	10	0
<b>Operator matters</b>				
41	Failure to keep proper records of bookings	0	0	4
42	Unauthorised vehicle livery	0	0	4



# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & diversity

**Directorate:**

Culture, Leisure and Regulatory Services

**Service, function:**

Licensing

**Title of policy, service, function, project or strategy (new or old) :**

Hackney Carriage and Private Hire Statement of Licensing Policy: Operator and Council Signage on Licensed Vehicles

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

**What is the aim of your policy, service, function, project or strategy?**

The Hackney Carriage and Private Hire Statement of Licensing Policy sets out the way in which the Licensing Authority will exercise its statutory duty for the control, supervision and enforcement of the hackney carriage and private hire trade within Portsmouth. Specifically the change in policy in relation

to Council signage on licensed vehicles follows a meeting of the Licensing Committee on 20 February 2020.

Has any consultation has been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The policy in relation to signage has been reviewed having regard to some trade representatives wishing to see the removal of signage from licensed vehicles. Hackney and Private Hire Trade representatives have been consulted on their views and in addition the Licensing Authority has surveyed other local authorities to identify processes and policies in England, Wales and Scotland so far as they relate to vehicle livery.

**A - Communities and safety**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**A1-Crime** - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

The adjustment to the previous policy so as to allow for magnetic signage on licensed vehicles and still require the display of Council signage will ensure that the primary and overriding objective of the policy will be to protect the public, which includes the most vulnerable in the community.

The use of livery on a licensed vehicle clearly identifies its use and purpose and differentiates between a private hire and hackney carriage. It also, perhaps more importantly, distinguishes between licensed vehicles and those which are unlicensed.

It offers a reassurance to members of the public that the vehicle is licensed by Portsmouth and the livery is designed in such a way that members of the public or other road users can identify the number of the vehicle should the conduct of the driver or the condition of the vehicle need to be reported to the licensing authority.

How will you measure/check the impact of your proposal?

The change of policy to allow magnetic signage will be reviewed after 12 months.

Various safeguards in relation to ensuring that Council signage is displayed on vehicles at all times they are available for hiring include a change of design to deter theft of magnetic signage; additional conditions for private hire drivers and hackney carriage and private hire vehicle proprietors; new penalty points system for failure to display livery; use of licensing database to monitor complaints etc.

**A - Communities and safety**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**A - Communities and safety**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**A3-Health** - Will this help promote healthy, safe and independent living?

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**A - Communities and safety**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**A4-Income deprivation and poverty**-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>  
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No
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Is your policy, proposal relevant to the following questions?

**A5-Equality & diversity** - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

Yes

No

Is your policy, proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

Yes

No

Is your policy, proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**B3 - Climate change mitigation and flooding**-Will it proactively mitigate against a changing climate and flooding ?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>  
<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

**Yes**

**No**

Is your policy, proposal relevant to the following questions?

**B4-Natural environment**-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

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**B - Environment and climate change****Yes****No**

Is your policy, proposal relevant to the following questions?

**B5-Air quality - Will it improve air quality?**

In thinking about this question:

- How will it reduce motor-vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

The policy has been amended to allow flexibility for display of livery. This will result in no impact on air quality as fears regards idling vehicles are not affected as livery must still be displayed at relevant times.

How are you going to measure/check the impact of your proposal?

Magnetic signage will also include registration number of vehicle to ensure that persons can identify their vehicle. See comments above for mitigation of negative impacts.

**B - Environment and climate change****Yes****No**

Is your policy, proposal relevant to the following questions?

**B6-Transport - Will it improve road safety and transport for the whole community?**

In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it be safe and comfortable for children and older people to cycle and walk in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

Retention of Council livery identifies that the vehicle is licensed and provides details of the vehicle plate number, therefore clearly identifiable that the vehicle and driver are considered safe and suitable.

How are you going to measure/check the impact of your proposal?

## B - Environment and climate change

Yes

No

Is your policy, proposal relevant to the following questions?

**B7-Waste management** - Will it increase recycling and reduce the production of waste?

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?



**C - Regeneration of our city**

Yes

No

Is your policy, proposal relevant to the following questions?

**C1-Culture and heritage** - Will it promote, protect and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

Portsmouth has a comprehensive policy for the control and supervision of the hackney carriage and private trade. Drivers and vehicles are sometimes the first point of contact for visitors to the city and we want to ensure that people feel safe whilst visiting and living in the city. Without necessary protection and public reassurance, this could have a damaging effect upon the city and its reputation.

How are you going to measure/check the impact of your proposal?

**C - Regeneration of our city**

Yes

No

Is your policy, proposal relevant to the following questions?

**C2-Employment and opportunities** - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

## C - Regeneration of our city

Yes

No

Is your policy, proposal relevant to the following questions?

**C3 - Economy** - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth to the city?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact on these issues your proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**Q8 - Who was involved in the Integrated integrated assessment?**

**This IIA has been approved by:**

**Contact number:**

**Date:**

# Agenda Item 5



<b>Title of meeting:</b>	Licensing Committee
<b>Date of meeting:</b>	23 March 2020
<b>Subject:</b>	Local Government (Miscellaneous Provisions) Act 1976 - Consultation and Review of Hackney Carriage Stands
<b>Report by:</b>	Licensing Manager (in consultation with Transport Services and on behalf of the Head of Regeneration)
<b>Wards affected:</b>	All
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

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## 1. Purpose of report

To consider hackney carriage trade proposals (from Mr Viv Young) for the appointment and/or variation of established hackney carriage stands in the city; together with proposals to revoke such stands now considered to be obsolete due to historical non-use.

To seek approval to consult with the Highway Authority on any proposals and to recommend any subsequent appointments, variations or revocations of taxi stands to the Executive, appropriate cabinet member (or MIS) as appropriate.

## 2. Recommendations

1. That the Licensing Committee notes the preliminary advice of both the Licensing Manager and highway authority on individual stand proposals as detailed in **Appendix A**;
2. That the Licensing Manager, together with appropriate officers of the highway authority, be authorised to formulate any final proposals for consideration by the Executive (or appropriate cabinet member as may be determined) by no later than 10 April 2020;
3. That, as a consequence of 2 above, it is recommended that the City Solicitor be authorised to subsequently give formal public notice of such final proposals on behalf of the council as appropriate.

### 3. Background

The Licensing Committee is responsible for determining the number of hackney carriages that may stand or ply for hire within the administrative area of the City of Portsmouth. The current limit has been set at 234 vehicles.

Drivers are compelled by the adopted byelaws to work only from established hackney carriage stands - which can be appointed on the highway or, with the consent of the land owner, on private land such as Gunwharf Quays or at railway station premises.

A driver can "cruise" an area of public resort and be flagged down without being in breach of the byelaws. Drivers cannot "over rank" at an established stand or form illegal ranks - although this does happen.

Alternatively, a hackney carriage driver can receive private hire work via an established and licensed operator without the need to work exclusively from an established taxi stand.

### 4. Scheme of Delegation and Further Considerations

The committee are not permitted to make binding decisions on the appointment or otherwise of taxi stands as this is a function of the Executive, not the council.

However, the current scheme of delegation and practice (from the adopted hackney carriage policy statement) states that the Licensing Committee "will receive trade proposals and to make such recommendations to the Cabinet" or appropriate cabinet member. This may be in support or indeed against the implementation of any taxi stand proposals.

The Chief Officer of Police and The Highway Authority must be consulted and give consent before any proposals can be formally advertised for public comment.

Taxi stands may be appointed for the whole or part of a day and any proposals are subject to formal public consultation within a 28 day period.

The council cannot appoint or vary a taxi stand so as to:

- Unreasonably prevent access to any premises
- Impede authorised pick up or setting down points for local PSV vehicles
- Unreasonably prevent access to a station or depot

And must have regard to any bus stops for "the time being in use".<sup>1</sup>

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<sup>1</sup> *The concept of utilising "shared use" spaces between buses and taxis in busy city areas has been established with the 9 car Osborne Road night time stand operational in the bus stop between 2330 and 0600 - it appears to work well with no reports of obstruction being received.*

A degree of caution should be exercised when considering any taxi stand proposals. This is reflected in the adopted statement of licensing policy as follows:

**"2.2 The appointment (or otherwise) of taxi stands has historically been after receipt of a trade request and following the emergence of an area that has contributed to the late night economy or where a large commercial pub/club has become popular.**

**It will not be possible to appoint a stand in every requested area or location and experience has shown that areas of popularity within the city do change with a resultant loss of business at an appointed stand – which falls into subsequent disuse.**

**2.3 Conversely, there are other areas where the provision of taxi stand space is limited due to other road traffic usage (like Albert Road by the Kings Theatre) and evidence of “over ranking” in this very busy area takes place.**

**“Unofficial” stands are also used – Goldsmith Avenue on football match days and Park Road at night to service the Gunwharf Quays stand. Licensing staff do, on occasion, enforce the byelaws and the Police have issued fixed penalty tickets to drivers for obstruction offences. It is difficult however to provide staff resources to constantly tackle evidence of over ranking which is not seen as a high priority enforcement issue.**

## **5. Enforcement Considerations**

It is an offence for a vehicle (other than a hackney carriage) to wait on any approved taxi stand.

Accordingly, the highway authority is always requested to implement appropriate Traffic Regulation Orders (TRO) under the Road Traffic Regulations Act 1984 in order to prohibit illegal parking or waiting by private vehicles at established taxi stands.

The licensing service do monitor stands (particularly at night) and have carried out joint partnership working with traffic colleagues. Fixed penalty notices are issued to private cars (particularly in Albert Road) by CEO staff but problems with private vehicles parking within the confines of established taxi stands is still apparent.

## **6. Reasons for recommendations**

To consider and facilitate trade requests for the revision of taxi stands within the city.

**7. Integrated impact assessment (IIA)**

As this report and associated recommendations do not represent a change to existing policy, no IIA is necessary.

**8. Legal Implications**

The legal implications are contained within the body of the report together with advice as to the scheme of delegation for the appointment, variation and revocation of taxi stands.

**9. Finance Comments**

Any costs associated with future taxi stand proposals can be recovered from hackney carriage proprietors by way of subsequent approved vehicle licence fee adjustments in accordance with section 70, Local Government (Miscellaneous Provisions) Act 1976.

.....  
Signed by:

**Appendices:**

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
Local Government (Miscellaneous Provisions) Act 1976	Published work
Road Traffic Regulations Act 1984	Published work
Byelaws relating to the conduct of hackney carriages and their respective drivers	<a href="https://www.portsmouth.gov.uk/ext/documents-external/lic-taxi-byelaws.pdf">https://www.portsmouth.gov.uk/ext/documents-external/lic-taxi-byelaws.pdf</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:

# Review of Hackney Carriage Stands


Licensing Committee - 23 March 2020 - Appendix A

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)






Location and Description 1:  
**Cambridge Road**, south east by Union building

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>This 7 car night time (1900 - 0700) stand has not seen any use for a number of years and <b>it is recommended that same be revoked.</b></p>	<p>The Highway Authority has requested consideration of revocation due to historical non-use. The area is designated pay and display during the daytime period.</p> <p>The Highway Authority supports this proposal due to its historical non-use.</p>

Location and Description 2:  
**Edinburgh Road**, south side between Stanhope Road and Commercial Road

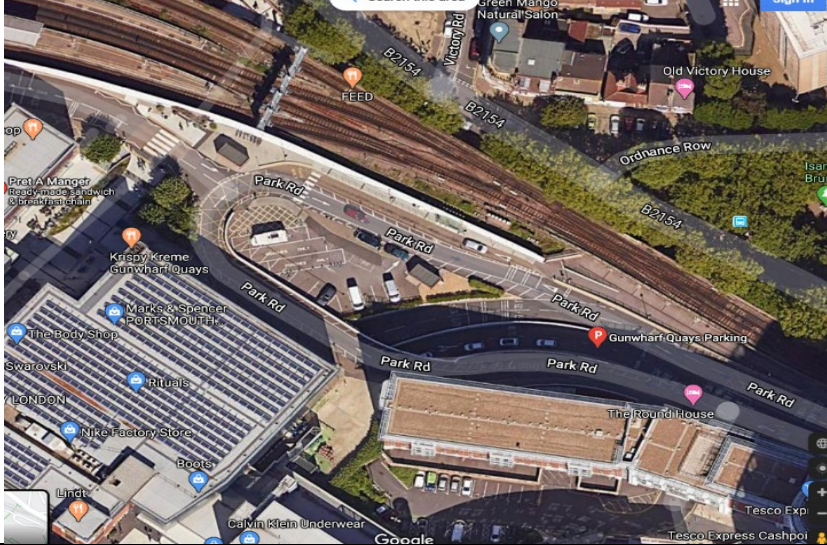
Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Existing 4 car, 24 hour stand but problems highlighted with rear most "fourth car" causing obstruction to buses by "sticking out" from kerb line - as evidenced in the plan. <b>Recommend rank be reduced to 3 cars, 24 hour operation accordingly.</b></p>	<p>The Highway Authority supports this proposal.</p>

Location and Description 3:  
**Fountain Street**, feeder stand for Edinburgh Road


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Existing 12 car, 24 hour feeder stand not fully utilised and evidence of commercial deliveries and parking problems in the area are apparent. <b>Trade support for REDUCTION of feeder stand to 4 cars, 24 hours at the entrance to Edinburgh Road</b></p>	<p>The Highway Authority supports this proposal.</p>



Location and Description 4:  
**Gunwharf Quays Service Road**


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Appointed stand for 10 taxis on private land. Trade have asked for council support to remove offside existing kerb barrier to facilitate vehicle egress from stand when not first car - ie wheelchair accessible or multi seater requests. <b>Must be approved by Land Securities as land owner - committee's views are sought to resolve this trade concern</b></p>	<p><b>This proposal is on private land, on which the Highway Authority has no jurisdiction.</b></p>

Location and Description 5:  
**Commercial Road, east side facing south from junction with Surrey Street**


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Request for new 6 car night time stand operational between 2359 - 0500 and situated in City Centre South bus stop. To serve late night economy in this busy area. <b>Recommend that support is given for this proposal which is situated in the CIZ for the purposes of the Licensing Act 2003.</b></p>	<p>The Highway Authority support this proposal in principle.</p> <p>However regular enforcement will be required to ensure that taxis do not use the stand outside of the allowed hours as this would obstruct an important and well-used bus stop.</p> <p>It should be noted that the Parking Service only provide limited enforcement between 10pm and 7am.</p>



Location and Description 6:  
**Albert Road**, south side opposite the Wedgewood Rooms


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>New 3 car night time stand operational between 2330 - 0600 and in bus stop opposite Wedgewood Rooms and between Waverley Road and Beatrice Road.  <b>Recommend that support is given. There was previously a 4 car night time stand in the area which was revoked.</b></p>	<p>The Highway Authority supports this proposal in principle.</p> <p>However, the hours of operation should be amended to 23:59 - 06:00, due to the last bus of the day using the stop at 23:51</p> <p>Regular enforcement will be required to ensure that taxis do not use the stand outside of the allowed hours as this would obstruct an important and well-used bus stop.</p> <p>It should be noted that the Parking Service only provide limited enforcement between 10pm and 7am.</p>

Location and Description 7:  
**Willis Road**, City Centre


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Taxi stand initially appointed to serve the late night economy area after Willis Road one way system was reversed. Stand never formally adopted however as building works for new student accommodation at Stanhope House commenced.  <b>Recommended that night time 8 car stand operational between 2300 and 0600 be appointed. Also recommended that former 14 car night time stand in Stanhope Road be formally revoked as now used for pay and display.</b></p>	<p>The Highway Authority supports this proposal.</p>



Location and Description 8:  
**Elm Grove, south side, east of Grove Road South**

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>New 2 car 24 hour stand - no provision in this area at all. <b>24 hour stand NOT supported but recommended that consideration be given to 2 car night time stand between 2300 - 0600.</b></p>	<p>The Highway Authority supports the amended proposal in principle.</p> <p>If the stand is to be located in the bus stop, then the hours of operation should be amended to 23:30 - 05:30, as the first bus of the day uses this stop at 05:37 and the last bus uses this stop at 23:25.</p> <p>Regular enforcement will be required to ensure that taxis do not use the stand outside of the allowed hours as this would obstruct an important and well-used bus stop.</p> <p>It should be noted that the Parking Service only provide limited enforcement between 10pm and 7am.</p>

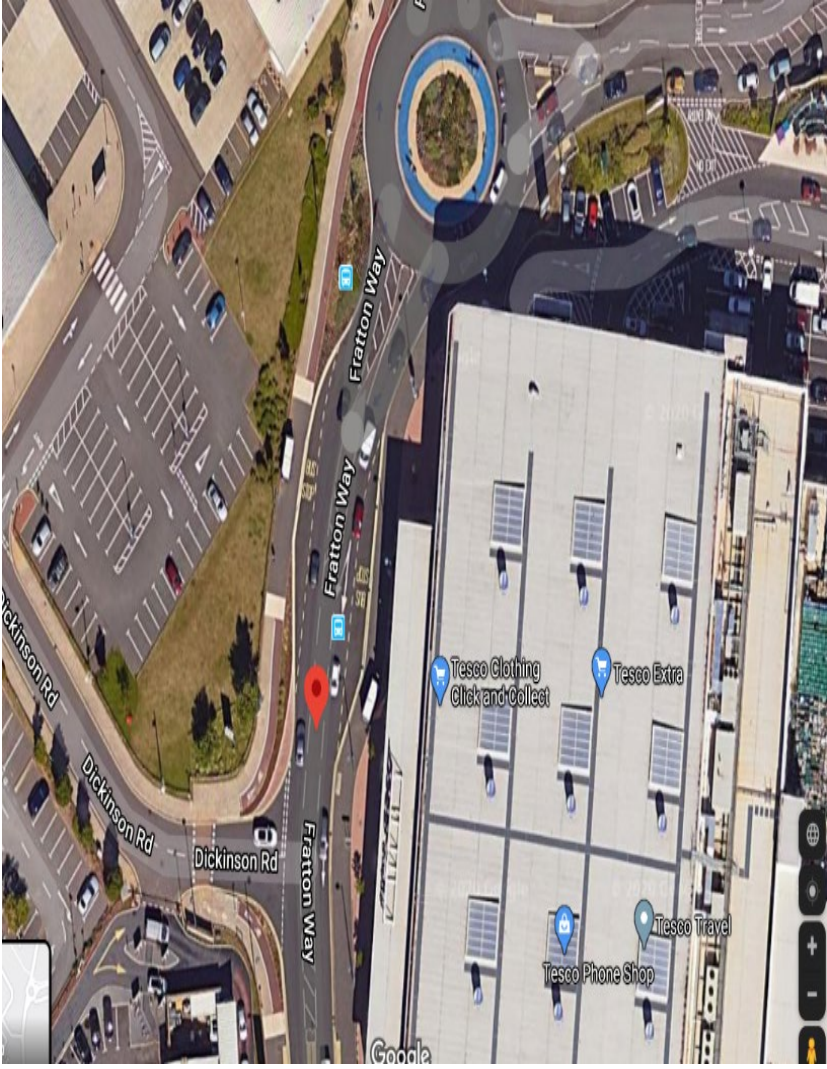
Location and Description 9:  
**Hard Interchange Transport Hub Stand**

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Although now in situ, the 12 car 24 hour stand has never been formally adopted following the revocation of the former 2 stands at the entrance to the station. <b>Recommended that the stand be formally adopted.</b></p>	<p>The Highway Authority supports this proposal.</p>



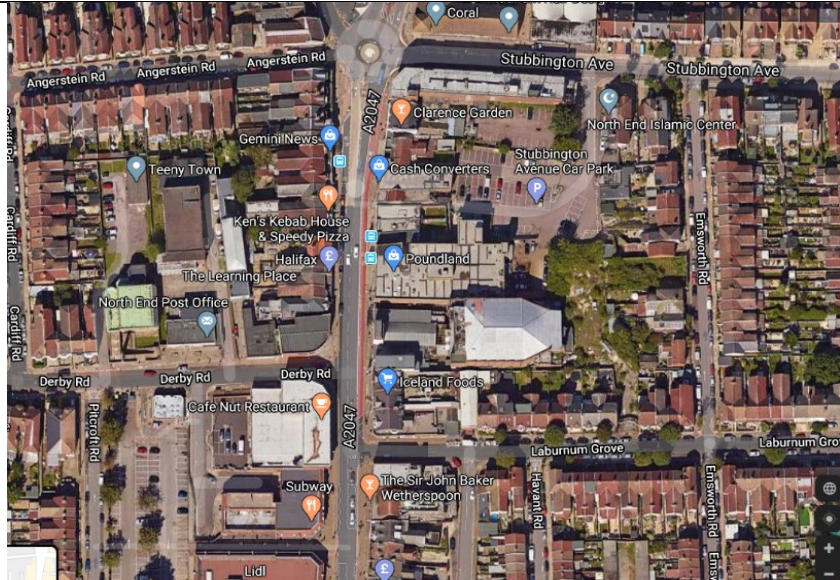
## Location and Description 10:

**Fratton Way**, re-instatement of taxi stand and feeder by Tesco

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>New 3 car stand (and 4 car feeder) approved in former bus stops in July 2018 but now rescinded due to re-instatement of bus service? <b>Trade request for resumption not supported if bus service in use but subject to highway authority comment.</b></p>	<p>The Highway Authority supports this proposal in principle, although the operating hours should be limited to times when bus services are not using the stops.</p> <p>Regular enforcement will be required to ensure that taxis do not use the stand outside of the allowed hours as this would obstruct use of the bus stop.</p> <p>The number 12 bus service currently uses this stop between 09:45 and 15:00 Monday-Friday and between 09:45 and 12:00 on Saturday. There are no bus services using this stop on Sunday.</p> <p>If bus services were to cease using this stop in the future, then we would support the reinstatement of the 24hr stands as requested.</p>


Location and Description 11:

**London Road**, east side between Stubbington Avenue and Laburnum Grove, North End

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Existing 4 car night time stand operational between 1900 - 0700 and situated in bus lane near Iceland. Trade request for stand to be made 24 hours with nearby Derby Road (service road) stand to be revoked. <b>Licensing authority neutral and seek advice of highway authority.</b></p>	<p>The Highway Authority supports this proposal in principle, although the stand and associated shelter should be moved to a new location further south towards the junction with Laburnum Grove, at the end of the current bus lane. This will allow buses to pull forward from their stop and utilise the bus lane as much as possible before merging with normal traffic.</p>


Location and Description 12:

**Kingston Road**, on east side facing southbound


Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Request for new 3 car, 24 hour stand between Washington Road and Chapel Street. On rapid transit route. <b>Licensing Authority offer no objection in principle but demand may be sporadic?</b></p>	<p>The Highway Authority does <b>not</b> support this proposal due to the location of the proposed stand being on the new South-East Hampshire Rapid Transit Route.</p>



Location and Description 13:  
**The Hard**, south side by slip way

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>Request for new 3 car 24 hour stand by slip way facing towards the Dockyard. To replace the former 4 car 24 hour stand now removed as a result of the Transport Hub improvements. NOTE -former stand to be formally revoked but <b>proposed new stand NOT SUPPORTED</b> by Licensing Authority as 1) 12 car stand nearby, 2) drop off facilities nearby and 3) concern re vehicle access to common hard slipway.</p>	<p>The Highway Authority does <b>not</b> support this proposal due to the blocking of access to the slipway and the possibility of buses being obstructed when turning right out of Clock Street.</p>

Location and Description 14:  
**Pasteur Road**, QA Hospital

Plan	Licensing Authority Comment	Highway Authority Comment
	<p>New 3 car 24 hour stand on private land at QA main entrance. Approval In principle given by land owner and <b>proposal supported by licensing authority.</b></p>	<p><b>This proposal is on private land, on which the Highway Authority has no jurisdiction.</b></p>

Location and Description 15:  
**Albert Road, Adjacent to The Kings Theatre**

Plan	Licensing Authority Comment	Highway Authority Comment
 <p>The map shows an aerial view of a residential and commercial area. Albert Road runs diagonally from the top left to the bottom right. To the left of Albert Road is Exmouth Rd, and to the right is Chelsea Rd. The Kings Theatre, a restored Edwardian playhouse, is marked with a red pin on Albert Road. Other businesses marked include The Wine Vaults, Real Ale Bar The Vaults, Head Hairdressing for Men, KnowHow Tattoo, Errand Jervis, Tattoos By Skelly, Jessie's Latin Lounge, Milena's Hair Salon, Coriander, and Southsea Models &amp; Games. The road number B2154 is also visible.</p>	<p>Current arrangements are for a 4 car stand operative between the hours of 1800 and 0800.</p> <p>Consideration of proposal to make this stand operational for 24 hours every day.</p> <p><b>Proposal supported by licensing authority.</b></p>	<p>The Highway Authority supports this proposal as it will prevent the confusion that currently occurs for people who misunderstand that the parking bays become a taxi stand at certain times of the day.</p>

Licensing Service  
Civic Offices  
Guildhall Square, Portsmouth  
PO1 2AL

Telephone: 023 9283 4607  
Email: [licensing@portsmouthcc.gov.uk](mailto:licensing@portsmouthcc.gov.uk)

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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