

# Notice of Licensing Committee



Date: Thursday, 12 March 2026 at 10.00 am

Venue: HMS Phoebe, BCP Civic Centre, Bournemouth BH2 6DY

---

## Membership:

### Chairman:

Cllr D A Flagg

### Vice Chairman:

Cllr A Keddie

Cllr S Bartlett

Cllr A Chapmanlaw

Cllr G Farquhar

Cllr D Farr

Cllr A Filer

Cllr E Harman

Cllr P Hilliard

Cllr M Howell

Cllr C Matthews

Cllr J Richardson

Cllr P Sidaway

Cllr L Williams

---

All Members of the Licensing Committee are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link:

<https://democracy.bcpCouncil.gov.uk/ieListDocuments.aspx?MIId=5839>

If you would like any further information on the items to be considered at the meeting please contact: Michelle Cutler 01202 128581 [michelle.cutler@bcpcouncil.gov.uk](mailto:michelle.cutler@bcpcouncil.gov.uk) or Democratic Services on 01202 096660 or email [Democratic.Services@bcpcouncil.gov.uk](mailto:Democratic.Services@bcpcouncil.gov.uk)

Press enquiries should be directed to the Press Office: Tel: 01202 118686 or email [press.office@bcpcouncil.gov.uk](mailto:press.office@bcpcouncil.gov.uk)

This notice and all the papers mentioned within it are available at [democracy.bcpCouncil.gov.uk](https://democracy.bcpCouncil.gov.uk)

AIDAN DUNN  
CHIEF EXECUTIVE

4 March 2026

**DEBATE  
NOT HATE**



Available online and  
on the Mod.gov app

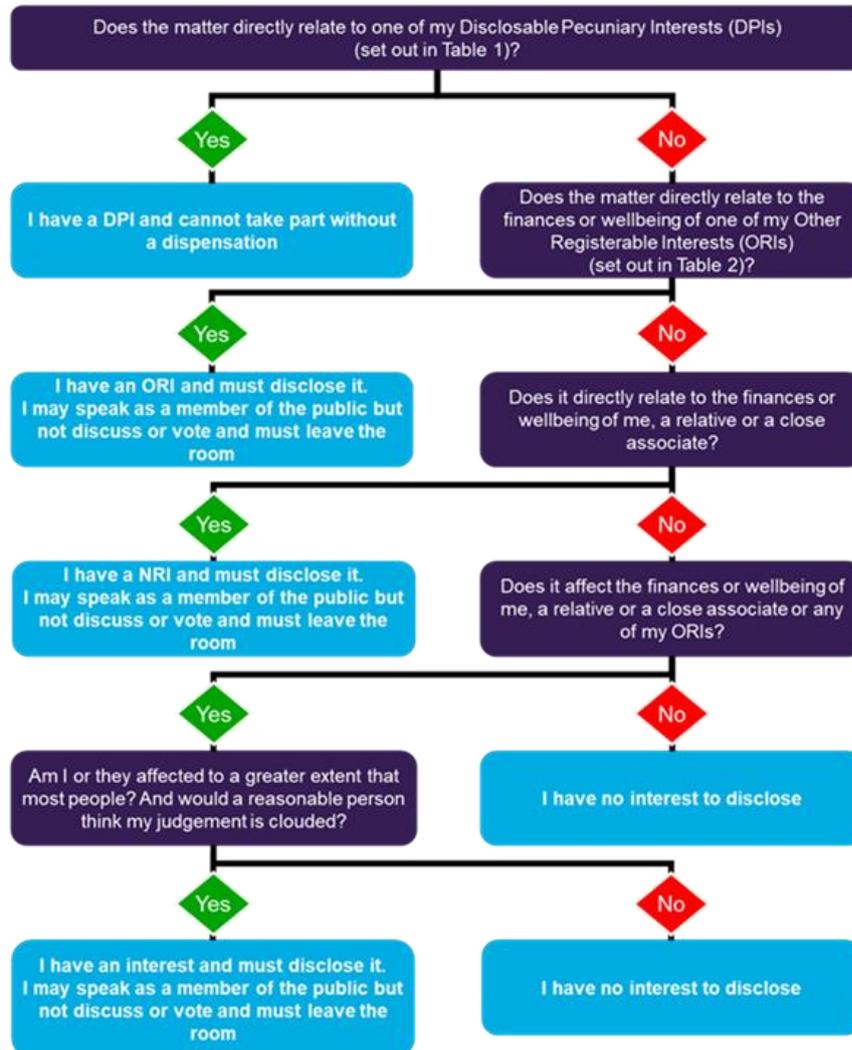


## Maintaining and promoting high standards of conduct

### Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests



What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

#### Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

#### Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer

### Selflessness

Councillors should act solely in terms of the public interest

### Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

### Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

### Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

### Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

### Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

### Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

# AGENDA

Items to be considered while the meeting is open to the public

## 1. Apologies

To receive any apologies for absence from Councillors.

## 2. Substitute Members

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

## 3. Declarations of Interests

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

## 4. Confirmation of Minutes

To confirm and sign as a correct record the minutes of the Licensing Committee meeting held on 11 December 2025 and the Licensing Sub Committee meetings held on 10, 16 December 2025 and 7 and 21 January and 18 February 2026.

Note: The exempt section of the minutes where relevant will also be appended as restricted documents.

## 5. Public Issues

To receive any public questions, statements or petitions submitted in accordance with the Constitution, which is available to view at the following link:

<https://democracy.bcpCouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

The deadline for the submission of a public question is midday 6 March 2026 [midday 3 clear working days before the meeting].

The deadline for the submission of a public statement is midday 11 March 2026 [midday the working day before the meeting].

The deadline for the submission of a petition is 26 February 2026 [10 working days before the meeting].

## ITEMS OF BUSINESS

|  |         |
|--|---------|
| <b>6. Taxi licensing fee setting 2026-27</b>   | 49 - 58 |
| <p>To consider the level of fees charged by BCP Council for the administration of the Hackney Carriage and Private Hire licensing regime.</p> <p>The Local Government (Miscellaneous Provisions) Act 1976 allows local authorities to set the fees charged to recover the costs associated with the administration and compliance of licensing drivers of Hackney Carriage and Private Hire vehicles.</p> <p>Any change to the fees for vehicles and Private Hire Operators is subject to a 28-day minimum consultation period</p> |         |
| <b>7. Review of the Hackney Carriage maximum fares and charges tariff</b>  | 59 - 78 |
| <p>A request has been received by Mr David Lane on behalf of BCP taxi private hire association for amendments to the current Hackney Carriage Tariff.</p> <p>The Local Government (Miscellaneous Provisions) Act 1976 allows the Council to fix the rates or fares within the district for time as well as distance.</p> <p>Any change in the tariff will be reflected across all three current Hackney Carriage zones within BCP Council conurbation.</p>   |         |
| <b>8. Forward Plan</b>   | 79 - 82 |
| <p>To consider, amend as required and agree the Forward Plan.</p>  |         |

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING COMMITTEE**

Minutes of the Meeting held on 11 December 2025 at 10.00 am

Present:-

Cllr D A Flagg – Chairman

Cllr A Keddie – Vice-Chairman

Present: Cllr A Chapmanlaw, Cllr A Filer, Cllr J Richardson and Cllr P Sidaway

Cllr E Harman – attended via MS Teams

Cllr C Matthews – attended via MS Teams

22. Apologies

Apologies for absence were received from Councillors P Hilliard and A Filer.

23. Substitute Members

There were no substitute members.

24. Declarations of Interests

There were no declarations of interest.

25. Confirmation of Minutes

**RESOLVED that the Minutes of the Licensing Committee meetings held on 18 September and 22 October 2025, and the Licensing Sub-Committees held on 10, 16 and 24 September, 2 and 30 October and 12 November 2025 be signed by the Chair as an accurate record.**

26. Public Issues

There were no public questions, statements, or petitions for this meeting.

27. To agree a draft Pleasure Boat and Boatperson Policy for Public Consultation

The Licensing Officer presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix A to these Minutes in the Minute Book.

The Committee was advised that the current system for pleasure boat and boatperson licensing operated without a formal policy framework. The proposed draft policy sought to establish a clear, consistent, and transparent basis for assessing and determining future applications. It aimed to support informed decision-making, ensure regulatory compliance,

and enhance public confidence in the licensing process. This would be the first Pleasure Boat and Boatpersons Policy for BCP Council.

The draft policy would go out to public consultation. Following the conclusion of the consultation, all responses would be collated and presented to the Licensing Committee for consideration and determination of the final policy.

Committee members considered the draft policy, and made no recommendations. The Committee thanked the Licensing Officer for a clear and concise report.

**RESOLVED that the draft Pleasure Boat and Boatperson Policy be agreed as presented and released for public consultation for a period of 6 weeks in early 2026.**

28. Forward Plan

The Licensing and Trading Standards Manager took members through the Committee's Forward Plan, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

The following updates were provided:

- The Pleasure Boats and Boatpersons Licensing Policy - Following informal consultation with stakeholders, a revised draft policy had been considered by the Licensing Committee on 11 December 2025. Public consultation was anticipated to commence on 5 February 2026. The results of the consultation would be presented to the Licensing Committee at a future meeting.
- Review of Licensing Fees – A review of the Council's licensing fees would be considered by the Licensing Committee on 12 March and would need to go out to public consultation. This item had been deferred from 11 December 2025 following the Government's 2025 Budget.

Committee Briefings and Training Sessions 2026

The National Licensing Policy Framework was published on 26 November 2025 alongside updated Section 182 guidance under the Licensing Act 2003. It set out strategic direction for licensing authorities and reflected a significant shift in the government's stance on cumulative impact zones. The Committee agreed to cancel the planned Cumulative Impact Zone briefing (12 March 2025) and replace it with a briefing on the new framework. The Licensing and Trading Standards Manager would circulate updated Section 182 guidance to members via email after the meeting.

The Licensing and Trading Standards Manager informed the Committee of the Tobacco and Vapes Bill. The Bill would introduce a future licensing regime similar to alcohol, including mandatory licences for individuals and premises, strong enforcement and penalties and public consultation before rollout

Local authorities would face increased responsibilities for licence administration, compliance checks, and prosecutions, creating significant resource pressures. A briefing session would take place in 2025 to keep Members informed.

The Committee was advised that the Government was moving toward national standards in England via the English Devolution and Community Empowerment Bill, aiming for consistent safety rules for drivers, vehicles, and operators. It was noted that this may result in changes to the Council's Hackney Carriage and Private Hire Driver, Vehicle and Operator Policies. The Licensing and Trading Standards Manager would provide an update following publication of the Bill.

#### Training Requests

Members asked to contact the Clerk with any future training needs for scheduling after upcoming meetings.

**RESOLVED that the updates to the Forward Plan be approved.**

The meeting ended at 10.20 am

CHAIRMAN

This page is intentionally left blank

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING SUB-COMMITTEE**

Minutes of the Meeting held on 10 December 2025 at 10.15 am

Present: Cllr D A Flagg, Cllr P Hilliard and Cllr M Howell

111. Election of Chair

**RESOLVED that Councillor David Flagg be elected Chairman of the Sub-Committee for the duration of the meeting.**

Voting: Unanimous

112. Apologies

Apologies were received from Cllr Anne Filer and Cllr Chris Matthews.

113. Declarations of Interests

There were no declarations of interest.

114. Protocol for Public Speaking at Licensing Hearings

The protocol was noted.

115. Fiveways, 423 Charminster Road, Bournemouth

BCP Council:

Sarah Rogers – Senior Licensing Officer

Johanne McNamara – Legal Advisor to the Sub-Committee

Sinead O’Callaghan – Clerk to the Sub-Committee

The Chair made introductions and explained the procedure for the hearing, which was agreed by all parties.

The Licensing Officer presented a report, a copy of which had been circulated and a copy of which appears as Appendix ‘A’ to these minutes in the Minute Book.

The Licensing Sub-Committee was asked to consider an application made by Fiveways to vary the premises licence. The application received 21 representations and a petition containing 23 signatures against the application on the grounds that to grant the application would undermine the prevention of crime and disorder, prevention of public nuisance, public safety and the protection of children from harm licensing objectives.

The following persons attended the hearing and addressed the Sub-Committee to expand on the points made in their written submissions:

**For the Applicant:**

John Gaunt & Partners - Michelle Hazelwood (Applicants Solicitor)  
Steve McMahon (Marston's Area Manager)  
Hayley Connell (DPS)

**Objectors:**

Gabrielle Clayton  
Matthew Rochester  
Georgina Howes  
Cllr Chris Rigby

The Sub-Committee asked various questions of all parties present and was grateful for the responses received. All parties had the opportunity to ask questions. All parties were invited to sum up before the Sub-Committee retired to make its decision. Before concluding the hearing, the Legal Advisor advised all parties of the right of appeal.

**RESOLVED that the application to vary the Premises Licence at Fiveways, 423 Charminster Road, Bournemouth, be GRANTED subject to the following amendments imposed by the Sub-Committee on determination of the application.**

- **Change the internal and external layout of the premises as set out in the application to vary, due to the refurbishment of the premises.**
- **Extend the hours, in relation to the indoor areas only, for supply of alcohol, regulated entertainment and late night refreshment to internal areas until 01:00 hours Friday and Saturday and until 00:00 hours on Sunday.**
- **Films (indoors) and indoor sporting events are permitted until 23:00 hours.**
- **All licensable activities in the external garden area shall cease by 21:30 hours daily.**
- **The external garden area shall be closed by 22:00 hours daily.**
- **No audio or amplified sound shall be played in the external garden area at any time. This includes the installation or use of any speakers or sound-emitting devices in the external area.**
- **Both sets of lobby doors shall remain closed after 22:00 hours to minimise noise breakout.**
- **Add a further condition to further promote the protection of children from harm licensing objective.**

**The following conditions agreed with Environmental Health during mediation of the application, to further uphold the prevention of public nuisance licensing objective be added to the premises licence:**

- **The premises licence holder shall submit a Noise Management Plan to BCP Council's Licensing Authority for approval. The plan must detail measures to control and minimise noise from patrons and entertainment.**

- **The approved Noise Management Plan shall be implemented in full and reviewed annually, or upon request by the Licensing Authority.**

**The following conditions agreed with Dorset Police during mediation of the application, to further uphold the prevention of crime and disorder licensing objective, shall be added to the premises licence:**

- **SIA door supervisors shall be provided for the period of one hour before and until one hour after the undertaking of England Football Tournament games, further the premises licence holder shall conduct a written risk assessment to determine the need for door staff during any high risk events, a copy of which shall be made available for inspection by a Police officer and shall deploy door supervisors in 13 accordance with the outcome of the risk assessment. In any event a minimum of 2 SIA will be employed from 20.00 on New Years Eve until the close of business.**
- **Any person working at the premises in a security capacity shall clearly display his or her name badge at all times whilst on duty and shall wear high visibility arm bands.**
- **Polycarbonate/plastic drink ware is to be used by all persons during any high risk events, all alcoholic and 'soft' drinks are to be decanted by premises staff into such drink ware at the point of sale.**

**Reasons for Decision:**

The Sub-Committee gave detailed consideration to all the information submitted prior to the hearing and included in the report for Agenda Item 5, together with the verbal submissions made at the hearing by the applicant, their representative, Sarah Rogers, the Licensing Officer, and the objectors.

The Sub-Committee noted that no objections were maintained by responsible authorities following mediation and that conditions had been agreed with Dorset Police and Environmental Health. These included the implementation of a Noise Management Plan and risk-based deployment of SIA door supervisors during high-risk events. The Committee was satisfied that these conditions, together with those imposed by the Sub-Committee, were appropriate and proportionate to promote the licensing objectives.

The Sub-Committee considered the representations received from local residents regarding the prevention of public nuisance, prevention of crime and disorder, and the protection of children from harm. It acknowledged that the premises is located in a densely populated residential area and that unrestricted use of the garden beyond 22:00 hours and amplified sound outdoors would present a significant risk of public nuisance. The Committee noted that the current 22:00 cut-off for garden use had resulted in no complaints and appeared acceptable to residents. It was mindful that extending outdoor hours or permitting amplified sound could lead to increased noise disturbance, particularly during warmer months and high-profile sporting events, and that this would adversely affect the amenity of

nearby residents, including families with young children. The Sub-committee shared the concerns raised and was of the view that adding a cessation time of 21.30 for all licensing activities in the external garden area and a condition that the external garden shall remain close from 22:00 ( as is the current practice) was appropriate and proportionate in order to promote the Licensing Objectives of Public Nuisance and Protection of Children from Harm.

The Sub-Committee noted that the Applicant confirmed in response to a query in relation sound from the external screen that the sound could be turn off and this would be possible. As such the Sub-Committee was of the view that adding a condition in relation to no audio or amplified sound shall be played in the external garden area at any time, this includes the installation or use of any speakers or sound-emitting devices in the external area, was an appropriate and proportionate condition to promote the licensing objectives.

The Sub-Committee was encouraged by the applicant's evidence of strong management practices and took note of the positive feedback from some residents about the way the premises has been operated under the current licence. It was reassured by the presence of an experienced Designated Premises Supervisor (DPS) who has been in post for several years and lives locally, and by the applicant's commitment to community engagement and compliance. These factors gave the Committee confidence that the premises is generally well-run and that internal extensions could be managed responsibly.

The Committee welcomed the applicant's investment in the premises and intention to provide a family-friendly offer, including improvements to the internal layout and sound system. It acknowledged the economic benefits and job creation associated with the refurbishment and had regard to the revised Guidance pursuant to Section 182 of the Licensing Act 2003 and the inclusion of paragraph 1.18 in the revised Guidance set out below:

*S 1.18 – When making licensing decisions, all licensing authorities should consider the need to promote growth and deliver economic benefits.*

However, it concluded that by adding revised conditions to the Licence as set out above, this would promote growth and deliver economic benefits in a way that upholds the Licensing Objectives.

In making this decision the Sub-Committee have had regard to the Bournemouth, Christchurch and Poole Council Statement of Licensing Policy, the revised guidance, as set out by the Secretary of State and the licensing objectives, as set out in the Licensing Act 2003.

The Applicant has the right to appeal to the Magistrate's Court within the period of twenty-one days beginning with the day on which the applicant is notified by the Licensing Authority of this decision in writing.

The meeting ended at 12.18 pm

CHAIRMAN

This page is intentionally left blank

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING SUB-COMMITTEE**

Minutes of the Meeting held on 16 December 2025 at 10.00 am

Present: Cllr A Keddie, Cllr C Matthews and Cllr J Richardson

116. Election of Chair

**RESOLVED that Councillor Keddie be elected Chairman of the Sub-Committee for the duration of the meeting.**

Voting: Unanimous

117. Apologies

There were no apologies for absence.

118. Declarations of Interests

There were no declarations of interest.

119. Protocol for Public Speaking at Licensing Hearings

The Protocol for Public Speaking at Licensing Hearings was noted.

120. FYEO, 134 - 136 Old Christchurch Road, Bournemouth, BH1 1NL

Present:

From BCP Council:

Sarah Rogers – Senior Licensing Officer

Linda Cole – Legal Advisor to the Sub-Committee

Michelle Cutler – Clerk to the Sub-Committee

The Chair made introductions and explained the procedure for the hearing which was agreed by all parties. The Licensing Officer presented a report, a copy of which had been circulated and a copy of which appears as Appendix 'A' to these minutes in the Minute Book.

The Sub-Committee was asked to consider an application to transfer the licence from Hampshire Restaurants Ltd to the applicants, Bournemouth Bars Limited.

Bournemouth Bars Limited had applied for the renewal of the Sexual Entertainment Venue Licence for the premises known as 'FYEO', 134 – 136

Old Christchurch Road, Bournemouth to permit relevant entertainment for a further twelve-month period. The Licensing Authority had received 2 valid objections.

The following persons attended the hearing and addressed the Sub-Committee to expand on the points made in their written submissions:

Mr Piers Warne – Solicitor for the Applicant  
Greg Nicie – Managing Director, FYEO  
Susan Stockwell - Objector

The second objector wished to remain anonymous and did not attend the hearing.

The Sub-Committee asked various questions of all parties present and were grateful for the responses received. All parties had the opportunity to ask questions. All parties were invited to sum up before the Sub-Committee retired to make its decision.

**RESOLVED that the application to renew the Sexual Entertainment Venue Licence for the premises known as FYEO (For Your Eyes Only), 134 – 140 Old Christchurch Road, Bournemouth BH1 1NL, and the application to transfer the licence from Hampshire Restaurants Ltd to the applicants, Bournemouth Bars Limited, be GRANTED.**

#### Reasons for Decision

The Sub-Committee gave detailed consideration to all of the information which had been submitted before the hearing and contained in the report for Agenda Item 5 and the verbal submissions made at the hearing by Mr Piers Warne, Solicitor for the Applicant, Mr Glen Nicie, Managing Director of FYEO, and Susan Stockwell, Objector.

One further objection was received; however, the objector wished to remain anonymous and did not attend the hearing.

In response to both objectors' written representations that the previous SEV policy for Bournemouth Council was still in place and should therefore be followed, the Legal Advisor to the Sub-Committee confirmed that this was incorrect. Legal advice had been sought externally, and it had been concluded that all the steps taken to reach a SEV policy for BCP Council, and that the 'Bournemouth policy' was due to be reviewed, meant that the Bournemouth policy no longer existed. There is no current SEV policy in place for BCP Council. There is no statutory requirement to have a SEV Policy.

At the hearing Mrs Stockwell queried the Senior Licensing Officer's report, which stated that 'There is a presumption in the legislation that applications for a licence will be granted unless there is a statutory ground for refusal'. The question was referred to the legal advisor who advised the application

would be considered in accordance with schedule 3 to the Local Government (Miscellaneous Provisions) Act 1982. Some refusal grounds required the Council to refuse an application (mandatory grounds for refusal) and some grounds enabled the Council to refuse an application but did not require the Council to refuse (discretionary grounds for refusal). Any decision to refuse the renewal of the licence must be relevant to either the statutory or discretionary grounds list in the aforementioned Act.

As such, the Sub-Committee had regard to the provisions of Schedule 3 and the available grounds for refusing the application contained within paragraph 12 of that schedule. Based on the information provided at the hearing, the Sub-Committee agreed that the mandatory conditions for refusal do not apply in this case.

The Sub-Committee noted Mrs Stockwell's concern that the applicant was unsuitable to be licensed because during the past there had been a breach of licensing conditions 'not to tout' by way of promotion of the club by giving out wristbands allowing free entry at an event advertised as sponsored by FYEO. Mrs Stockwell provided no evidence of this, but Mr Warne explained that this related to a boxing event, which took place in the Purbecks (over 20 miles away from the premises) where 2 dancers employed by FYEO had attended as 'Ring Girls' and had given out wristbands offering free entry to the premises. The Licensing Sub-Committee did not consider this to be a breach of the conditions as it was their understanding that the condition referred to localised touting for business.

The Sub-Committee was satisfied that the applicants' representative had addressed the issues raised in objection regarding the suitability of the applicant and agreed that the premises was well managed by an experienced operator in Mr Glen Nicie and was operating responsibly, and the only grounds which may be a relevant ground of refusal in respect of this application were the 'discretionary' grounds contained within paragraph 12(3)(d) of Schedule 3.

**The character of the relevant locality and the use to which any premises in the vicinity are put:**

The Sub-Committee noted that the premises had operated as a lap dancing club since 1998 and had held an SEV licence since 2010 in accordance with legislation, this being renewed annually. Although the character of the locality had evolved and changed during this time, it was still considered to be the centre of Bournemouth's licensed night-time economy. The Sub-Committee noted the points raised in both objections and the responses on behalf of the applicants in respect of the premises' location, including its proximity to the Citrus Building, student accommodation, and the Livingstone Academy, the historic nature of the area, places of worship, other open spaces and other residential properties. The Sub-Committee did not consider that there had been a material change in the locality since the licence was renewed last year or that there were sufficient grounds based on the character of the locality with which to refuse the application at the present time.

That said, the Sub-Committee was mindful that the character of the location was one of ongoing change, with more residential accommodation being built or redeveloped in the town centre, attracting more families and young people to live in the area. The Sub-Committee accepted Mr Warne's submission that the opening hours of the premises would not conflict with the school run of those attending the nearby Livingstone Academy.

The Sub-Committee note that Dorset Police, Bournemouth University and local schools had not objected to the application and were of the view that if anyone had concerns about the premises and its effect on crime and disorder/public safety in the vicinity, they would have voiced these concerns.

The Sub-Committee do not accept that the continued presence of this longstanding SEV for a further year is inappropriate in this location or that it creates a risk to the safety of local people. Currently, the location of the premises was not thought inappropriate, having regard to the character of the locality, or to the use to which other premises in the vicinity were put, to warrant refusal of the application.

**The Layout, character or condition of the premises, vehicle or vessel or stall in respect of which the application is made:**

The Sub-Committee noted Mrs Stockell's concerns that no plan of the premises had been included in the application. The Senior Licensing Officer explained that plans were not usually included as a matter of course and confirmed that the layout of the premises had not changed since the last renewal.

The Sub-Committee was satisfied that the layout, character and condition of the premises was acceptable and therefore not a ground on which the application could be refused.

**Public sector equality duty:**

In considering the application, and in coming to its decision, the Sub-Committee had regard to the need to eliminate discrimination, foster good relations, and advance equality of opportunity between those with a protected characteristic, and those without. In this case that arose primarily in the context of men and women. The Sub-Committee was advised that the premises welcomed and was frequented by both men and women, that there was a changing customer profile and controls were in place to protect all genders. The premises was inclusive with a diverse customer base and operated a safe space for everyone where dancers worked of their own free will in a lawful and legitimate industry.

The Sub-Committee noted that no objection had been made by any resident living in the vicinity or staff or students at Bournemouth University regarding the premises or the behavior of those who may visit it. With so many female students now living in the vicinity, the Sub-Committee felt it

reasonable to assume that the University would have been made aware and shared any concerns brought to them by those students. In addition, they would expect Dorset Police to share complaints and concerns connected to behavior emanating from the premises.

On balance, having regard to the Public Sector Equality Duty, the Sub-Committee did not feel that the duty compelled the refusal of the application.

The Sub-Committee determined that some of the points raised in the objection were not grounds on which the application can be refused, and some were inaccurate or without evidence. After full consideration of the grounds set out in paragraph 12 of schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 the Sub-Committee did not feel there was any basis to refuse the application and therefore the Sub-Committee were satisfied that the SEV licence should be renewed.

121. Simply Pleasure, 333 - 335 Holdenhurst Road, Bournemouth, BH8 8BT

Present:

From BCP Council:

Sarah Rogers – Licensing Officer

Linda Cole – Legal Advisor to the Sub-Committee

Michelle Cutler – Clerk to the Sub-Committee

The Chair made introductions and explained the procedure for the hearing which was agreed by all parties.

The Licensing Officer presented a report, a copy of which had been circulated and a copy of which appears as Appendix 'B' to these minutes in the Minute Book.

The Sub-Committee was asked to consider an application for the renewal of the Sex Establish Licence of the premises known as 'Simply Pleasure', 333-335 Holdenhurst Road, Bournemouth, BH8 8BT to permit the premises to trade as a sex shop for a further twelve-month period. The Licensing Authority had received 1 valid objection.

The following persons attended the hearing and addressed the Sub-Committee to expand on the points made in their written submissions:

Tom Clark – on behalf of the Applicant, ABS Holdings

Susan Stockwell – Objector

The Sub-Committee asked various questions of all parties present and was grateful for the responses received. All parties had the opportunity to ask questions. All parties were invited to sum up before the Sub-Committee retired to make its decision.

**RESOLVED that the application to renew the Sex Shop Licence for the premises known as 'Simply Pleasure', 333 – 335 Holdenhurst Road, Bournemouth BH8 8BT be GRANTED.**

The Sub-Committee considered in detail all the information which had been submitted before the hearing, including the Senior Licensing Officer's report, the written submissions of the applicant, Mr Timothy Hemming, and the written objection of Mrs Susan Stockwell.

The Sub-Committee also considered the verbal submissions made by Sarah Rogers, the Senior Licensing Officer, Mr Tom Clark, Area Manager, who attended on behalf of the applicant, and Mrs Susan Stockwell, objector.

The Sub-Committee was grateful to all parties for their responses to questions raised at the hearing.

Reasons for Decision:

In making its decision the Sub-Committee had regard to the provisions of Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982 and the available grounds for refusing the application contained within paragraph 12 of that schedule.

The Sub-Committee noted that the premises had traded as a sex shop for approximately 23 years under the current ownership. There had been no complaints received by the Licensing Authority in connection with the premises resulting in any formal action being taken and there had not been any representations made in objection to the renewal of the licence from the Police or any other Responsible Authority. Nor had there been any objections made by local residents or the library situated close by.

The Sub-Committee noted the points raised in the objection and the responses on behalf of the applicant in respect of the premises' location. The Sub-Committee did not consider that there had been a material change in the locality since the licence was renewed last year or that there were sufficient grounds based on the character of the locality to refuse the application.

The Sub-Committee felt confident that the shop was being run in a professional and compliant manner under the direction of Mr Clark and his experienced staff and were advised by Mr Clark that they take the conditions added to their licence seriously. They were also of the view that the applicant was receptive to concerns raised about the shop and this was evidenced by the steps taken by the business following its 2024 licence renewal to replace the sign displayed on the front fascia of the premises without complaint. In addition, window displays have been changed in consultation with, and the consent of, the Licensing Authority in accordance with the scheme of delegation and the conditions attached to the sex shop licence.

In response to Mrs Stockwell's view that the previous Sex Establishment policy for Bournemouth Borough Council was still in place as the BCP policy had been quashed by judicial review, the Legal Advisor to the Sub-Committee confirmed that this was incorrect. BCP Council's position is that it does not currently have a Sex Establishment Policy. Once the 2021 policy was quashed by the High Court, that policy was treated as void and of no legal effect. The previous policies of Bournemouth and Poole Councils had been expressly replaced and did not revive upon the quashing of the new policy. This is consistent with established administrative law principles and case law.

There is no statutory requirement to have a Sex Establishment Policy and licensing applications are solely considered and decisions made under the statutory provisions set out in schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982.

### **Public Sector Equality Duty**

In considering the application, and in coming to its decision, the Sub-Committee considered the public sector equality duty and had regard to the need to eliminate discrimination, foster good relations, and advance equality of opportunity between those with a protected characteristic, and those without. The Sub-Committee heard that sales had increased by 10% and were advised that the premises welcomed, and was frequented, by men and women and offered a safe space for the LGBTQ community.

After considering all the information before them and the statutory provisions set out in Schedule 3, paragraph 12 of the Local Government (Miscellaneous Provisions) Act 1982, and acknowledging the shop operated a legitimate business, the Sub-Committee granted the sex shop licence for a further 12 months

### **Right of Appeal**

As the renewal application has been granted without alteration there is no right of appeal. If any objector to the application wants to challenge the decision they can do so by way of Judicial Review.

The meeting ended at 11.20 am

CHAIRMAN

This page is intentionally left blank

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING SUB-COMMITTEE**

Minutes of the Meeting held on 07 January 2026 at 10.15 am

Present: Cllr D A Flagg, Cllr P Sidaway and Cllr L Williams

122. Election of Chair

**RESOLVED that Councillor David Flagg be elected Chairman of the Sub-Committee for the duration of the meeting.**

Voting: Unanimous

123. Apologies

There were no apologies received for this meeting.

124. Declarations of Interests

There were no declarations of interest.

125. Protocol for Public Speaking at Licensing Hearings

The Protocol for Public Speaking at Licensing Hearings was noted.

126. Cliff Top Music Festival, Wharnccliffe Road, Christchurch, BH23 5JA

Present:

From BCP Council:

Sarah Rogers – Licensing Officer

Johanne McNamara – Legal Advisor to the Sub-Committee

Rebekah Rhodes – Clerk to the Sub-Committee

The Chair made introductions and explained the procedure for the hearing which was agreed by all parties.

The Licensing Officer presented a report, a copy of which had been circulated and a copy of which appears as Appendix A to these minutes in the Minute Book.

The Sub Committee was asked to consider an application for a variation of the premises licence for the premises known as Cliff Top Music Festival, to permit an increase to the terminal hour until 22:00 and an increase in the number of events from 1 day per year to a 3 day event twice a year. In response to the application representation(s) had been received from 16 other persons on the grounds of the prevention of crime and disorder, prevention of public nuisance, public safety and protection of children from

harm licensing objectives. Most representations were concerned over the prevention of public nuisance licensing objective.

The following persons attended the hearing and addressed the Sub-Committee to expand on the points made in written submissions:

Ms Mandy Polkey – Applicant

Mr Callum Hooker – Sound Engineer for event

The Sub Committee asked various questions of all parties present and were grateful for the responses received. All parties had the opportunity to ask questions. All parties were invited to sum up before the Sub-Committee retired to make its decision. Before concluding the hearing, the Legal Advisor advised all parties of the right of appeal.

**RESOLVED that the application to vary the premises licence for the premises known as Clifftop Music Festival, Wharncliffe Road, Christchurch, BH23 5JA, from a one day event a year to a two day event once per year be GRANTED**

Reasons for Decision

The Sub-Committee gave detailed consideration to all of the information which had been submitted before the hearing and contained in the report for Agenda Item 5 and the verbal submissions made at the hearing by Ms Mandy Polkey the applicant.

The Sub-Committee considered in detail all the written representations received and the responses from the Applicant, the Police and Environmental Health. They also noted that there were no representations received from other Responsible Authorities

Including in the consideration was all the public representations, both against the Application and in support of the Application. The Sub-Committee noted that after mediation the Application was varied to reduce the number of events to one and the reduction in days to 2 and that 6 of the original representations opposing the Application were subsequently withdrawn. The Sub-Committee noted that the Application was also varied so the hours being applied for were 11.00 to 20.00 on Saturday and 11.00 to 17.00 on Sunday.

The Sub-Committee welcomed the detailed comments provided by the Applicant in their written response to the Representations and the presentation to the Sub-Committee and were of the view that the Application, as presented, would uphold the Licensing Objectives.

The Sub-Committee had regard to the revised Section 182 Licensing Act 2003 Statutory Guidance and in particular Paragraph 1.18 and noted that the reason the music festival was created was to promote and grow the area.

In making this decision the Sub-Committee have had regard to the Bournemouth, Christchurch and Poole Council Statement of Licensing

Policy, the revised guidance, as set out by the Secretary of State and the licensing objectives, as set out in the Licensing Act 2003.

The Sub-Committee was satisfied that if the premises operated in accordance with the conditions offered in the operating schedule of the application, that the premises should not undermine the licensing objectives and as such the application should be granted.

127. Brewhouse and Kitchen, 147 Parkwood Road, Bournemouth BH5 2BW

The Licensing Sub Committee was asked to adjourn the hearing until 3 February 2026 to enable the applicant to be represented at the hearing, in accordance with Regulation 12 of the Licensing Act 2003 (Hearings) Regulations 2005.

**RESOLVED that the application was adjourned until 3 February 2026.**

The meeting ended at 10.38 am

CHAIRMAN

This page is intentionally left blank

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING SUB-COMMITTEE**

Minutes of the Meeting held on 21 January 2026 at 10.15 am

Present: Cllr A Chapmanlaw and Cllr G Farquhar

128. Election of Chair

**RESOLVED that Councillor Farquhar be elected Chairman of the Sub-Committee for the duration of the meeting.**

Voting: Unanimous

129. Apologies

An apology for absence was received from Councillor Filer. Councillor Bartlett, as first reserve, stepped up to sit on the Sub-Committee.

130. Declarations of Interests

Councillor Bartlett made a declaration of interest in that he personally knew Mr Stephen Prior, Director of the applicant company in respect of agenda item 6. Councillor Bartlett stood down and Councillor Harman, as second reserve, stepped up to take his place.

131. Protocol for Public Speaking at Licensing Hearings

The protocol for public speaking was noted.

132. The Dancing Jug, 15-17 Poole Hill, Bournemouth

The Chair advised that this application had been withdrawn, and a hearing was no longer required.

133. Lazyjacks Bar and Restaurant Boatyard Cafe, 30-32 Panorama Road, Poole, BH13 7RD

Present:

From BCP Council:  
Nananka Randle – Licensing and Trading Standards Manager  
Tania Jardim – Licensing Officer  
Linda Cole – Legal Advisor to the Sub-Committee  
Michelle Cutler – Clerk to the Sub-Committee

Christiane Tan – Democratic Services, observing for training purposes

The Chair made introductions and explained the procedure for the hearing which was agreed by all parties.

The Principal Licensing Officer presented a report, a copy of which had been circulated and a copy of which appears as Appendix A to these minutes in the Minute Book.

The Sub-Committee was asked to consider an application made by Bournemouth Holding Co Limited for a premises licence at 30-32 Panorama Road, Poole. The application sought to permit the supply of alcohol (on and off sales) from 07:00 to 23:00 every day of the week as well as non-standard timing on New Year's Eve.

In response to the application, representations had been received from five local residents on the grounds that granting the licence would undermine the prevention of public nuisance licensing objective.

The premises currently held a premises licence, BH182896, that permitted the same activities at the same times as requested in the new application. The reason for the new application was a change in the location of the licensable area within the premises. Rather than varying the existing licence, the operators had applied for a new licence to update the layout plan.

Following publication of the Officer's report, further documentation was provided on behalf of one of the objectors and the applicant, a copy of which are appended to these minutes in the Minute Book.

The following persons attended the hearing and addressed the Sub-Committee to expand on the points made in written submissions:

- Mr Philip Day, Solicitor, on behalf of the applicant
- Mr Merle Crampton, proposed Designated Premises Supervisor
- Mr Steven Prior, Director of applicant company
- Mr Bill Soper, local resident, objecting
- Mr Robert Webb, representing Ms Natasha Lewis, objecting

The Sub-Committee asked various questions of all parties present and were grateful for the responses received. All parties had the opportunity to ask questions. All parties were invited to sum up before the Sub-Committee retired to make its decision. Before concluding the hearing, the Legal Advisor advised all parties of the right of appeal.

**RESOLVED that the application dated 9 December 2025 for a new premises licence for the premises known as 'Lazyjacks Bar and Restaurant Boatyard Café', 30-32 Panorama Road, Poole, BH13 7RD to permit the supply of alcohol (on and off sales) from 07:00 to 23:00 every day of the week and from 07:00 on New Years Eve to 02:00 on 1**

January be **GRANTED**, subject to the additional condition offered by the Applicant's Representative during the Hearing, as amended by the Sub-Committee,

- **No waste, including glass bottles, shall be removed from the premises, placed outside, or moved if already outside between the hours of 22:00 and 07:00.**

**And the following additional condition imposed by the Sub-Committee:**

- **A contact telephone number for the Designated Premises Supervisor, or a duty manager when the DPS is not on site, shall be prominently displayed at the entrance to the premises.**

**In addition to all of the conditions offered by the Applicant in Paragraph M of the Operating Schedule.**

Reasons for Decision:

The Sub-Committee gave detailed consideration to all of the information which had been submitted before the Hearing, as contained in the Licensing Officer's report and all of the supplementary papers for Agenda Item 6, including the information provided by the applicant in their application and the written representations made from 5 other persons in objection to the application on the grounds that to grant the premises licence would undermine the licensing objective of the prevention of public nuisance.

The Sub-Committee also considered the verbal submissions made at the Hearing by those in attendance, Mrs Tania Jardim, Licensing Officer, Mr Philip Day, Solicitor representing the Applicant, Mr Merle Crampton, proposed Designated Premises Supervisor (DPS), Mr Steven Prior, Director of the applicant company, Mr Bill Soper, local resident, objecting and Mr Robert Webb, representing Ms Natasha Lewis, objecting.

Mr Day explained that the reason for the new application was a change in the location of the licensable area within the premises. Rather than varying the existing licence, the operators had applied for a new licence to update the layout plan. The operation was to remain as a café restaurant. The Sub-Committee noted the new application did not look to extend the current licensable hours at the premises and that the supply of alcohol would still cease at 11pm and there was no application for regulated entertainment.

The Sub-Committee noted that some concerns raised such as planning issues, traffic and parking were outside what the sub-committee could take into consideration when making their decision and that they could only consider evidence pointing to the premises undermining the prevention of public nuisance licensing objective.

Mr Bill Soper, objecting, pointed out that the information included on the application form was not accurate and was misleading. He was also concerned that the application was invalid as the application had not been properly advertised. The Sub-Committee were satisfied that it was a valid application, that the appropriate fee had been paid and that there was no conclusive evidence that notices had been removed from the premises. They considered the purpose of the notices and that was to make residents aware of the application and 5 representations had been received. The

Licensing Officer also advised that 2 late representations were made outside the consultation period and not accepted, but on review did not raise any new points not already covered in the 5 valid representations that were before the Sub-Committee to be considered.

The Sub-Committee heard from Mr Soper regarding noise particularly after the premises close, caused by cleaners removing rubbish and glass bottles from the premises, which caused a disturbance. The Sub-Committee welcomed the offer made by the applicant's representative during the hearing, that no waste, including glass bottles, shall be removed from the premises and put outside, or moved if already outside between the hours of 11:00pm and 7:00am, however, they felt that waste and glass bottles should not be moved after 22:00pm, to ensure that local residents were not disturbed later in the evening.

The Sub-Committee heard from Mr Robert Webb, on behalf of Ms Natasha Lewis that Sandbanks was a quiet residential area that welcomed the existing premises, however he was concerned about planning creep. He advised residents did not want a larger licensed premises and had concerns that if the first-floor area of the premises was licenced, it was a significant expansion of the operation which could become a nuisance in the future and cause problems.

When asked about the operation and current capacity in the café restaurant, the premises confirmed that they provide approximately 44 covers both inside and outside and think when the restaurant is moved upstairs there may be approximately 40 covers. They were asked about resident complaints and confirmed they had not received any, but the telephone number was very accessible on the website and on menus and would act accordingly if complaints were received.

The premises were asked about a dispersal policy and advised customers gradually leave premises as they finish and last orders were called at 10.30pm to ensure they can close at 11pm. A notice asking customers to leave quietly and respect the neighbours is erected. Premises close earlier on some nights and will close if very few customers remain onsite. They described having approximately 5/6 functions during 2025 with approximately 75 guests, charity functions and celebration bookings made by local residents but they are and plan to remain a food led restaurant.

Mr Soper and Mr Webb advised the Sub-Committee that they had no issues with the premises since the new operators took over in January 2024. The Sub-Committee noted that there was no evidence of any recent public nuisance occurring at the premises. They noted a noise complaint made in 2023, whilst the premises was under different management and a second noise complaint was made to Environment Health in 2025, where no further action was taken as the complainant did not provide any further information.

The Sub-Committee acknowledged the concerns raised in the representations and during the hearing that the granting of the licence could potentially lead to an increase in public nuisance, however, the Sub-Committee is limited to considering only the evidence before it and determined there was no such evidence.

The Sub-Committee noted that no Responsible Authorities had made an objection to the application and was satisfied that the conditions proposed

by the applicant within the application would help to promote the four licensing objectives.

In conclusion, the Sub-Committee was satisfied that, provided the premises operate in accordance with the conditions on its licence, the licensing objectives should not be undermined, and the application was accordingly granted.

It was noted however that a review of the premises licence may be sought at any time by a Responsible Authority or any other person should future issues arise that may undermine the licensing objectives.

In reaching this decision, the Sub-Committee had regard to the Bournemouth, Christchurch and Poole Council Licensing Policy, the Secretary of State's revised guidance, and the licensing objectives set out in the Licensing Act 2003. All parties have the right to appeal this decision to the Dorset Magistrates' Court within 21 days of receiving written notification from the Licensing Authority.

134. Exclusion of Press and Public

**RESOLVED that under Section 100 (A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1 and 2 in Part I of Schedule 12A of the Act and that the public interest in withholding the information outweighs such interest in disclosing the information.**

135. Taxi Driver

This item was restricted by virtue of paragraphs 1 and 2 of Schedule 12A of the Local Government Act 1972. Exempt information – Categories 1 (information relating to any individual) and 2 (information which is likely to reveal the identity of an individual).

Present:

From BCP Council:

Michelle Fletcher – Licensing Officer

Linda Cole – Legal Advisor to the Sub-Committee

Michelle Cutler – Clerk to the Sub-Committee

Christiane Tan – Democratic Services, observing for training purposes

The applicant driver was in attendance.

The Chair made introductions and explained the procedure to be followed in considering this item, which was agreed by all parties present.

The Licensing Officer presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

The Sub-Committee was asked to consider whether the applicant was deemed to be a ‘fit and proper’ person to allow them to continue with their application for a new Hackney Carriage/Private Hire Drivers licence for BCP Council.

The Sub-Committee asked various questions of all parties present and was grateful for the responses received.

All parties were invited to sum up before the Sub-Committee retired to make its decision. Before concluding the hearing, the Council’s Legal Advisor advised all parties of the right of appeal.

**It was RESOLVED that the applicant driver, is a ‘fit and proper person’ to continue with the application process to become the holder of a Hackney Carriage and/or Private Hire driver licence**

Reason for Decision:

The Sub-Committee considered all the information which had been submitted before the Hearing and contained in the report for Agenda Item 8, along with the verbal submissions made at the Hearing by the applicant driver, and Michelle Fletcher, Licensing Officer.

The Sub-Committee noted that the applicant driver had previously held a Hackney Carriage Driver Licence, which had been revoked following disclosure from Dorset Police that the applicant driver had been arrested for the alleged sexual assault of a passenger in his vehicle. The applicant driver was released under investigation with no conditions attached. The applicant driver was never charged in respect of this incident and received a letter from Dorset Police advising that *no further action was to be taken at this time due to insufficient evidence to provide a realistic prospect of conviction, however, the case would be kept under review since further evidence may become available in the future, and as a result a decision to charge may be made.*

The applicant driver submitted a clear enhanced Disclosure and Barring Service (DBS) check with his application to the Licensing Authority in September 2025. Upon receipt of this, the Licensing Authority sent a request to Dorset Police’s intelligence unit (FIB) for any relevant information they may hold, that may assist in the Licensing Authority’s assessment of whether the applicant driver was a ‘fit and proper’ person however, Dorset Police had not yet responded.

The applicant driver explained to the Sub-Committee that he was a family man and that apart from the aforementioned incident, had never been in a Police station and had no other complaints made against him. He advised that he worked for various charities in a position of trust and would like to be a taxi driver again so that he had more flexibility over his working hours and could better support his family.

The applicant driver advised he had worked as a delivery driver since last licensed, he handled cash and card payments and liked to provide a good service. He advised he was a calm good driver with no driving convictions or complaints.

The Sub-Committee asked the applicant driver if he usually let passengers sit in the front seat and he replied he had let them sit where they like. When asked if he would do anything differently now, he replied he had learnt from his mistakes, and he would ensure female passengers sat in the back of the vehicle and he would call the Police in the event of a bad situation occurring.

The applicant driver advised that he would be a good taxi driver as he liked providing a service to people and helping people and he would be proud to work for BCP Council as a taxi driver as it's a responsible job.

The Sub-Committee noted the character references provided and that they were not aware of any other concerns occurring since the allegations made.

In considering the circumstances of the case the Sub-Committee reminded themselves that the overriding aim of the licensing system is to protect the public who use Hackney Carriage and Private Hire Services, and any bar set when making any determination should be at the highest level.

In considering the test of a 'fit and proper person', the Sub-Committee had regard to Chapter 8 of BCP Council's Hackney Carriage and Private Hire Driver Policy 2026 - 2031, the provisions of Part II of the Local Government (Miscellaneous Provisions) Act 1976, the Institute of Licensing (IOL) Guidance on determining the suitability of applicants and licensees in the Hackney and Private Hire Industry (2024) and the guidance within the Department of Transport Statutory Taxi and Private Hire Vehicle Standards (updated November 2022).

The Sub-Committee were satisfied that the applicant driver is a 'fit and proper person' to hold a Public Carriage Licence and should be allowed to continue with his application to become a licenced driver. If granted a licence, the applicant driver must be fully aware and comply with all conditions of the BCP Council Driver Policy and promptly notify the Licensing Authority of any arrest, caution, or conviction for any offence or driving matter, whether arising in his professional capacity as a licensed driver or in his personal life.

The meeting ended at 1.00 pm

CHAIRMAN

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**LICENSING SUB-COMMITTEE**

Minutes of the Meeting held on 18 February 2026 at 10.15 am

Present:-

Cllr A Keddie – Chair

Present: Cllr A Filer, Cllr M Howell

Also in attendance: Cllr G Farquhar (in an observational capacity)

136. Election of Chair

**RESOLVED that Cllr A Keddie be elected Chair of the Sub-Committee for the duration of the meeting.**

Voting: Unanimous

137. Apologies

Apologies were received from Cllr C Matthews and Cllr J Richardson. Cllr A Filer as second reserve member became the third sub committee member.

138. Declarations of Interests

There were none.

139. Protocol for Public Speaking at Licensing Hearings

The protocol was noted.

140. Exclusion of Press and Public

**RESOLVED that under Section 100 (A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 7 in Part I of Schedule 12A of the Act and that the public interest in withholding the information outweighs such interest in disclosing the information.**

141. Consideration of continued suitability to hold a Hackney Carriage and Private Hire Drivers Licence

This item was restricted by virtue of paragraphs 1, 2 and 7 of Schedule 12A of the Local Government Act 1972.

Exempt information – Categories 1 (information relating to any individual), 2 (information which is likely to reveal the identity of an individual) and 7 (information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime).

Attendance:

From BCP Council:

Trudi Barlow – Licensing Officer

Nananka Randle – Licensing and Trading Standards Manager

Andy McDiarmid - Legal Advisor

Jill Holyoake - Clerk to the Sub Committee

The Driver was not present, having already indicated that they would not be attending the hearing and having been advised that the hearing would proceed in their absence.

The Chair made introductions and explained the procedure to be followed in considering this item, which was agreed by all parties present.

The Licensing Officer presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book. The Licensing Team had received information in relation to a licensed driver that raised concerns on their suitability to remain a licensed driver. The Sub Committee was asked to consider whether the driver remained a 'fit and proper' person to hold a hackney carriage and private hire driver licence.

In the driver's absence, the Sub Committee considered the case using the written information presented in the report. Appendix 3 of the report contained a written statement from the driver to members of the Sub Committee which the driver had requested be included in the papers for the hearing.

The Sub Committee also asked various questions of the officers present and was grateful for the responses received.

The Licensing Officer was invited to sum up before the Sub-Committee retired to make its decision. Before concluding the hearing, the Legal Advisor advised of the right of appeal.

**RESOLVED that the driver is no longer deemed to be a 'fit and proper' person to hold a hackney carriage and private hire driver licence and that under Section 61 (2B) of the Local Government (Miscellaneous Provisions) Act 1976 their licence be revoked with immediate effect in the interests of public safety.**

Reasons for Decision:

The Sub-Committee gave detailed consideration to all of the information which had been submitted before the hearing and contained in the

Licensing Officer's report for Agenda Item 6. This included a written submission from the driver to the Sub Committee, circulated at appendix 3 of the report. In their submission the driver had confirmed they would not be attending the hearing and had asked for their written statement to be included in the Sub Committee's papers and taken into consideration before any decision was made.

The Sub Committee also considered the verbal submissions made at the hearing by the Licensing and Trading Standards Manager and the Licensing Officer and their responses to questions.

In considering the test of a 'fit and proper person', the Sub Committee had regard to the BCP Council Hackney Carriage and Private Hire Driver Policy 2026 – 2031, the provisions of the Local Government (Miscellaneous Provisions) Act 1976, the Institute of Licensing (IOL) Guidance on determining the suitability of applicants and licensees in the hackney and private hire trades (2018) and the guidance within the Department of Transport Statutory Taxi and Private Hire Vehicle Standards (updated November 2022).

In particular, the Sub Committee had regard to the following points:

The driver was arrested by Dorset Police at a Bournemouth taxi rank on suspicion of committing the offence of rape, which the driver confirmed, related to a customer of theirs. Following this arrest the driver failed to comply with Condition 7 of Appendix A to their Private Hire/Hackney Carriage Driver Licence which states that "The licence holder must notify the Council in writing within 5 working days (or 3 working days in the case of arrest) providing full details of any conviction, binding over, caution, warning, reprimand, or arrest for any matter (whether or not charged) imposed on him / her during the period of the licence."

Subsequently the Licensing Office was alerted by its DBS check provider to a change in status in the driver's certificate. The Licensing Office contacted the driver and asked them to apply for a new DBS and explain why the check had failed. Only at that point did the driver disclose their arrest. They completed a very brief witness statement denying the allegation and provided a copy of a letter from Dorset Police advising that "*no further action was to be taken at this time due to insufficient evidence to provide a realistic prospect of conviction, however, the case would be kept under review since further evidence may become available in the future, and as a result a decision to charge may be made*".

Subsequently Dorset Police notified the driver by postal requisition that they were being charged with '*Solicit another for the purpose of obtaining their sexual services as a prostitute in a street/public place*' in relation to the incident. Again, the driver failed to advise the Licensing Office of this new charge in accordance with the requirements of Condition 7 of Appendix A to their licence. Following confirmation of the driver's right to work status, the Licensing Office advised the driver to apply for a new DBS

and invited them to sign an interim declaration. The driver contacted the Licensing Office and only at that point did they advise of their pending prosecution which they stated was under Section 51A of the Sexual Offences Act 2003 for kerb crawling. The driver categorically denies the allegation. The original and rescheduled court case dates were noted.

While acknowledging that the driver had initially been unable to apply for a new DBS due to right to work issues not being resolved at the time, the Sub Committee noted that to date the driver has still not applied for an enhanced DBS which is a requirement of BCP Council's Taxi and Private hire Driver Policy.

The original sub committee hearing was deferred at the driver's request due to personal circumstances and a new hearing arranged. The driver contacted the Licensing Office to confirm that they would not be attending the hearing. In the driver's regrettable absence the Sub Committee gave careful consideration to the written statement addressed to them in which the driver reiterated their denial of the allegations and the impact the situation was having on them personally. In their view they had been fully compliant and co-operative and they explained that they had not been working as a taxi driver in recent months, did not intend to return to the trade and had voluntarily surrendered their licence.

Based on all the information provided, the Sub Committee concluded that the driver was no longer a fit and proper person to hold a hackney carriage and private hire driver licence. The Sub Committee was concerned that the driver had failed to comply with condition 7 of Appendix A to the driver licence on two separate occasions, in relation to allegations into serious offences of a sexual nature, and that in both cases this had only come to light some months later as a result of contact initiated by the Licensing Office. The Sub Committee was also concerned that the driver was in breach of the Council's driver policy in failing to apply for a new DBS once they were able to and in response to a request from the Licensing Office.

In determining whether to revoke the licence of the driver with immediate effect in the interests of public safety, the Sub Committee was mindful that the safeguarding of the public and protection of the vulnerable was paramount and that its decision should be made on the balance of probability which was a lower threshold than for a criminal conviction. The Sub Committee was concerned about the serious nature of the allegations made against the driver, that those allegations concerned a customer of the driver, the fact that a taxi or private hire driver has significant power over a passenger who places themselves and their personal safety completely in the drivers' hands. The Sub Committee had regard to the Department of Transport's guidance for decision makers which posed the question: "Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or

night?" The Sub Committee concluded that on the balance of probabilities, the answer to that question was no.

Anyone aggrieved by this decision has the right of appeal to the Magistrates' Court within a period of 21 days beginning with the day that the applicant is notified, in writing, of the decision.

The meeting ended at 10.51 am

CHAIR

This page is intentionally left blank

By virtue of paragraph(s) 1, 2, 7 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 1, 2, 7 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

**LICENSING COMMITTEE**



|                            |   |
|----------------------------|---|
| Report subject             | <b>Taxi licensing fee setting 2026-27</b>   |
| Meeting date               | 12 March 2026   |
| Status                     | Public Report   |
| Executive summary          | <p>To consider the level of fees charged by BCP Council for the administration of the Hackney Carriage and Private Hire licensing regime.</p> <p>The Local Government (Miscellaneous Provisions) Act 1976 allows local authorities to set the fees charged to recover the costs associated with the administration and compliance of licensing drivers of Hackney Carriage and Private Hire vehicles.</p> <p>Any change to the fees for vehicles and Private Hire Operators is subject to a 28-day minimum consultation period</p>                  |
| Recommendations            | <p><b>It is RECOMMENDED that:</b></p> <p><b>Members consider the proposed fees and either</b></p> <p><b>a) Agree the proposed fees as stated</b></p> <p><b>b) Agree amended fees following consideration</b></p> <p><b>c) Maintain the current fee structure.</b></p> <p><b>Any change in the fees for vehicles and Private Hire Operators is subject to a 28-day consultation period.</b></p>  |
| Reason for recommendations | <p>The Local Government (Miscellaneous Provisions) Act 1976 allows the Council to recover the full costs of the administration of the licensing of drivers, vehicles, and operators.</p> <p>Due to increases in the council's operating costs as a result of inflationary increases, the current licence fees have been reviewed.</p> <p>It is anticipated that all changes to fees will take effect from the 1 April 2026 to allow time for consultation in relation to Vehicle licence and Operators licences as required by the legislation.</p> |

|                      |   |
|----------------------|---|
| Portfolio Holder(s): | Councillor Kieron Wilson – Portfolio Holder for Housing and Communities |
| Corporate Director   | Laura Ambler – Corporate Director for Wellbeing                         |
| Report Authors       | Nananka Randle – Licensing and Trading Standards Manager                |
| Wards                | Council-wide  |
| Classification       | For Decision  |

## Background

1. The Local Government (Miscellaneous Provisions) Act 1976 allows the local authority to charge fees on a cost recovery basis only. The proposed changes to the fees include the cost of administration, compliance checks and the issuing of licences, and plates.
2. Driver licences are issued for 3 years and the fees proposed will be implemented as of 1 April 2026.
3. Private Hire Operator licences are issued for 5 years, and vehicle licences are issued for 1 year. These will be implemented following consultation.
4. Appendix 1 details the proposed fees including cost comparison with the current fees. Some fees have increased primarily due to the time taken to undertake the necessary checks associated with the application and required during the term of the licence.
5. The most significant increase is in the Private Hire Operator application fees this is due to increased complexity in checks regarding companies, locations, rental agreements, DBS status of anyone named in the applications and checks into the listed drivers and vehicles to ensure they are licenced by BCP Council. We have under recorded this time in previous years and this has been addressed by more accurate officer time keeping over the last 12 months to establish the accurate costs of administration.
6. Vehicle applications have also increased again due to the checks required by the policy to ensure compliance.
7. The fees associated with the issue and renewal of hackney vehicle licences has reduced due to efficiency savings in the costs of plates and livery as well as the removal of the quantity restrictions and therefore the need to have an unmet needs survey. The money previously put aside for this survey is being used to support the reduced fee this year.
8. The private hire vehicle renewal fees have increased by only 4% this has been kept as low as possible due to efficiency savings in the costs for plates and badges but reflects staff cost increases and time spent.
9. Driver renewal fees are going up by £1, this minor increase is this is due to efficiency savings being made in the administration of these applications which

have reduced the amount of officer time needed to administer the licence, however increases in complaints and drivers being referred to committee mean officer time is still spent on compliance hence the reason there is no significant reduction in this fee.

10. Appendix 2 provides benchmarking with fees from neighbouring authorities for information.

### **Fee Calculations**

11. In previous years the fees have been subject to a general inflationary increase. However, this year we have undertaken a full review of service expenditure and income taking into account all officer costs which includes compliance checks, investigation of complaints, administration of applications and renewals, attending trade meetings and all corporate recharges and management time.
12. We have undertaken a procurement exercise for the provision of plates and drivers badges and this has been incorporated into the calculations as well.
13. Fees also include costs associated with regular DBS status checks which is a statutory requirement.
14. The new Hackney Carriage and Private Hire vehicle policy removed the quantity restrictions in Bournemouth and Poole this means we no longer need to undertake an unmet needs survey, and this cost has been removed from the fee calculation and fees collected in previous years for this have been applied to offset the cost of the hackney carriage vehicle renewal fee.
15. Although fees are set annually, we assess the fees over a rolling period of time which takes into account surplus and deficit to income by carefully calculating the income and considering any reserves collected (if any) this is calculated using the number of anticipated renewals due in that year.

### **Consultation on Taxi and Private Hire Licences**

16. There is a statutory requirement to advertise a change in fees for Private Hire Operators and for vehicle licences.
17. A notice must be published in a local paper advising of the variation in fees and set out the consultation period which shall be no less than 28 days. In addition, the notice must be displayed in the Civic Offices for a minimum 28-day period. 54
18. If no objections are received the new fees will come into force on the date specified.
19. If there are objections which are not withdrawn, then a further Committee meeting will be required to consider the matter further. This meeting must take place within 2 months of the expiry of the consultation

### **Options Appraisal**

20. Members are asked to consider the fees as proposed and
  - a) Agree the proposed fees; or
  - b) Agree amended fees following consideration; or
  - c) Maintain the current fees.

21. Once the fees are agreed if there is an increase or variation members are asked to approve publishing the necessary notices for the taxi and private hire vehicle and private hire operator fees.

#### **Summary of financial implications**

22. The approved Medium-Term Financial Plan strategy for the council supports a full cost recovery approach in fee setting. The fees must cover the cost of delivery of the service.
23. The finance officer has reviewed the proposed fees and confirmed that they reflect a cost recovery position.
24. The fee calculation for staff salaries includes the pay award for 2025/26 which was 3.2%.
25. If the fees are not sufficient to cover the costs associated with the delivery of the service, there is a risk that staff costs may need to be reduced to reflect any income shortfall.

#### **Summary of legal implications**

26. The fees are required to meet the costs of the services and must be set in accordance with the legislation on a cost recovery basis. If the fees are set incorrectly this can result in judicial review

#### **Summary of human resources implications**

27. The delivery of the service will remain within existing staffing levels.

#### **Summary of sustainability impact**

28. There are no sustainability impacts.

#### **Summary of public health implications**

29. There are no public health implications

#### **Summary of equality implications**

30. An Equalities Impact Assessment (EIA) screening document has been completed and accepted by the Equalities team.
31. The summary states that the fees have been carefully considered and have been signed off by the finance officers and must cover the full cost of the administration and compliance of the service including rising staff costs and overheads.
32. The legislation allows councils to set the fees to recover the costs incurred which is what we have done.
33. With regard to gender and ethnicity of the licence holders, there is no available mitigation to any negative impacts.
34. Age/poor health there is the option of a 1-year licence which saves on short term costs but as it works out more expensive over more than 1 year is it an option only for those who anticipate leaving the trade in the next 12 months.

35. Overall, there are no positive equality impacts from the change in fees.

### **Summary of risk assessment**

36. If the fees are set incorrectly this can result in judicial review

37. If the fees are not correct, licence holders may choose not to renew with BCP and may seek licences elsewhere.

38. The fees as proposed have been carefully considered and calculated based on officer time for each licensable activity

### **Background papers**

Local Government (Miscellaneous Provisions) Act 1976

[Local Government \(Miscellaneous Provisions\) Act 1976](#)

### **Appendices**

Appendix 1 – proposed fees with current fees for comparison

Appendix 2 – fee benchmarking

This page is intentionally left blank

**Taxi and Private Hire**

|  | <b>Current Fees</b> | <b>Proposed Fees</b> | <b>increase/decrease</b> |
|--|---------------------|----------------------|--------------------------|
| <b>VEHICLES</b>  |                     |                      |                          |
| New/Replacement Private Hire Vehicle application fee     | £118.00             | £145.00              | 23%                      |
| New/Replacement Hackney Carriage Vehicle application fee | £163.00             | £195.00              | 20%                      |
| Private Hire Vehicle Licence                             | £192.00             | £200.00              | 4%                       |
| Hackney Carriage Vehicle Licence                         | £243.00             | £205.00              | -16%                     |
| Transfer of vehicle licence                              | £99.00              | £120.00              | 21%                      |
| Temporary Replacement Authorisation and plate            | £87.00              | £80.00               | -8%                      |
| Replacement plate  | £71.00              | £55.00               | -16%                     |
| Replacement door insignia                                | £54.00              | £55.00               | -16%                     |
| Private Hire Livery Exemption                            |                     | £50.00               |                          |
| <b>DRIVERS</b>   |                     |                      |                          |
| New drivers application inc knowledge test               | £190.00             | £200.00              | 5%                       |
| Knowledge test resit                                     | £82.00              | £80.00               | -2%                      |
| Driver Issue/reissue of licence 3 year                   | £379.00             | £380.00              | 0%                       |
| Change of details/Replacement of driver badge            | £33.00              | £35.00               | 6%                       |
| Dual Licence   | £55.00              | £55.00               | 0%                       |
| Copy of pdf licence only                                 |                     | £10.50               |                          |
| <b>OPERATORS</b>   |                     |                      |                          |
| Application for new operator's licence (non-returnable)  | £77.00              | 160.00               | 108%                     |
| Issue/reissue application for up to 10 vehicles (5 year) | £333.00             | £335.00              | 1%                       |
| For each additional 10 vehicle                           | £33.00              | £45.00               | 29%                      |
|  |                     |                      |                          |

This page is intentionally left blank

|  | <b>Proposed BCP Fees</b> | <b>Southampton City Council</b> | <b>Dorset Council (no change from 2024)</b> | <b>New Forest District Council (from 1.4.26)</b> |
|--|--------------------------|---------------------------------|---|--|
| <b>VEHICLES</b>  |                          |                                 |   |  |
| New/Replacement Private Hire Vehicle Application Fee     | £145.00                  | £180.00                         | £190.00<br>(£240.00 Weymouth)               | £177.00  |
| New/Replacement Hackney Carriage Vehicle Application Fee | £195.00                  | £180.00                         | £190.00<br>(£240.00 Weymouth)               | £177.00  |
| Private Hire Vehicle Licence (1 year)                    | £200.00                  | £160.00                         | £183.00<br>(£223.00 Weymouth)               | £177.00  |
| Hackney Carriage Vehicle Licence (1 year)                | £205.00                  | £180.00                         | £183.00<br>(£223.00 Weymouth)               | £177.00  |
| Transfer of vehicle licence                              | £120.00                  |                                 |   |  |
| Temporary Replacement authorisation and plate            | £80.00                   | £15.00                          | £75.00                                      |  |
| Replacement plate  | £55.00                   | £15.00                          | £25.00                                      |  |
| <b>DRIVERS</b>   |                          |                                 |   |  |
| New drivers application inc knowledge test               | £200.00                  | £155.00                         | £192.00                                     |  |
| Knowledge test resit                                     | £80.00                   | £50.00                          | £50.00                                      | £60.00   |
| Driver Issue/reissue of licence 3 year                   | £380.00                  | £375.00 HC<br>£325.00 PH        | £113.00                                     | £172.00  |
| Change of details/replace licence                        | £35.00                   |                                 | £15.00                                      | £12.50   |
| <b>OPERATORS</b>   |                          |                                 |   |  |
| Issue/reissue application for up to 10 vehicles (5 year) | £160.00                  | £1500                           | £416.00                                     | £533.00  |

This page is intentionally left blank

**LICENSING COMMITTEE**



|                            |  |
|----------------------------|--|
| Report subject             | <b>Review of the Hackney Carriage maximum fares and charges tariff</b>   |
| Meeting date               | 12 March 2026  |
| Status                     | Public Report  |
| Executive summary          | <p>A request has been received by Mr David Lane on behalf of BCP taxi private hire association for amendments to the current Hackney Carriage Tariff.</p> <p>The Local Government (Miscellaneous Provisions) Act 1976 allows the council to fix the rates or fares within the district for time as well as distance.</p> <p>Any change in the tariff will be reflected across all three current Hackney Carriage zones within BCP Council conurbation.</p> |
| Recommendations            | <p><b>It is RECOMMENDED that:</b></p> <p><b>Members consider the request for an adjustment in the current fares and charges. Members can either</b></p> <p><b>I. Approve the changes</b></p> <p><b>II. Approve the changes with amendments</b></p> <p><b>III. Refuse the proposed change</b></p>   |
| Reason for recommendations | <p>Section 65 (1) of the Local Government (Miscellaneous Provisions) Act 1976 allows the council to fix the rates of fares and charges to be paid in respect of the hire of a Hackney Carriage.</p> <p>The taxi trade has requested a change to the current rates and charges.</p>   |

|                      |   |
|----------------------|---|
| Portfolio Holder(s): | Councillor Kieron Wilson – Portfolio Holder for Housing and Regulatory Services |
| Corporate Director   | Laura Ambler - Corporate Director for Wellbeing                                 |
| Report Authors       | Trudi Barlow – Licensing Officer  |
| Wards                | Council-wide  |
| Classification       | For Decision  |

## Background

1. On 16 December 2025, Mr David Lane on behalf of BCP taxi and private hire association emailed the Licensing Team with a request for a change to the current fares and charges which are published in the form of a tariff chart.
2. Officers corresponded with Mr Lane to clarify certain aspects of the proposal. The full thread of these emails including the initial request is attached at Appendix 1
3. The current tariff was agreed by the Licensing Committee on 7 March 2024, (see Appendix 2).
4. These tariffs are the maximum fare that a BCP Hackney Carriage (Taxi) can charge when taking a customer(s) whose journey begins and ends in the zone in which the vehicle is licensed. All other fares can be negotiated before the journey commences and are not necessarily calculated by the meter.
5. Mr Lane has been invited by the Chair to present the reasons for this request during the meeting. A copy of his presentation is attached at Appendix 3.

## Summary of proposed changed

6. Appendix 3 provides detailed information of BCP taxi and private hire association's submission and Mr Lane will provide further information verbally during the hearing. The following is a summary of the proposed changes to commence on the 5 May 2026:-

### Rate 1 – day rate

Increase the first mile charge by £1.00 from £5.66 to £6.66.

### Rate 2 - night rate

Increase the first mile charge by £1.00 from £7.55 to £8.55.

Amend the times this rate is applicable from 0000 – 0630 to 2200 – 0600 hours.

Decrease the subsequent mile charge by 0.32p from £3.82 to £3.50.

### Rate 3 – Christmas/New Year

Increase the first mile charge by £1.00 from £8.49 to £9.49.

Amend the times this rate is applicable from 0000 – 0630 to 2200 – 0600 at Christmas and the New Year (dates unchanged).

### **New Rates for multiple seater vehicles for between 5 and 8 passengers**

Introduce separate rates for larger vehicles that can accommodate between 5 and 8 passengers.

These will be charged when more than 4 passengers are carried in the vehicle.

#### **Rate 4 – day rate**

Increase in the first mile charge by £2.33 from £7.66 to £9.99

Increase in the subsequent mile charge by £1.43 from £2.86 to £4.29

#### **Rate 5 – night rate**

Increase in the first mile charge by £3.27 from £9.55 to £12.82

Increase in the subsequent mile charge by £1.43 from £3.82 to £5.25

#### **Rate 6 – Christmas/ New Year**

Increase in the first mile charge by £3.25 from £10.49 to £13.74

Increase in the subsequent mile charge by £2.14 from £4.28 to £6.42

#### **Booking Fee for pre-booked hirings**

Amend the fee charged currently this is £1.00 for rate 1 and £1.25 for rate 2. This would now increase to £2.00.

#### **Extra charges**

Removal of extra charges for the number of passengers and items of luggage and for multi seater vehicles.

### **Consultation**

7. Section 65 (2 a and b) of the Local Government (Miscellaneous Provisions) Act 1976 require that when any change is made to the fares and charges for hackney carriages, the council must publish a notice of the amended charges in at least one local newspaper and must specify the period of not less than 14 days, for objections to be made.. A copy of the notice must also be published at the council offices for the period of 14 days from the date of first publication.
8. If no objections are received the change will come into operation on the 5 May 2025.
9. If objections are made and not withdrawn, then the committee will have to consider the objections, and any agreed changes or modifications would then come into operation on a specific date no more than 2 months after the original consultation period.

### **Options Appraisal**

10. Members consider the request for an adjustment in the current fares and charges.
11. For information to compare our fares with other areas the Private Hire and Taxi Monthly magazine publishes a fare chart. You can search by local authority. Hackney Taxi Fare Tables ([Hackney Taxi Fare Tables](#)) This shows that the 2 mile average is £7.40. BCP Council currently rank at number 44 out 337 listed.

12. The proposed increase will change the fare from £8.52 to £9.52 this will rank BCP Council at number 9 in the table.
13. A comparison of current fares from neighbouring authorities is attached at Appendix 4.
14. Members can either
  - I. Approve the changes as requested. The proposed chart reflecting the changes as requested is attached at Appendix 5. Or
  - II. Approve the changes with amendments as agreed by members, a new fare chart will then be created. Or
  - III. Refuse the proposed change and retain the current fare tariff.
15. If approved the changes will be published for 14 days for public consultation as specified by the legislation.

#### **Summary of financial implications**

16. The costs of the public notices in the paper are met within current budget.

#### **Summary of legal implications**

17. There are no legal implications

#### **Summary of human resources implications**

18. There are no human resources implications

#### **Summary of sustainability impact**

19. There are no sustainability impact implications

#### **Summary of public health implications**

20. There are no public health implications

#### **Summary of equality implications**

21. An Equalities Impact Assessment (EIA) screening document has been completed and accepted by the Equalities team.
22. The summary states: 'The requested increase in hackney carriage fares will have an impact on all passengers but particularly those on lower socioeconomic status and disabled passengers who may have less disposable income and who are more likely to depend on public transport and taxis.'
23. However, without an increase there is a likelihood that drivers and vehicle licence holders will not retain existing licences and may move to other local authority areas resulting in a shortage of vehicles to service our residents, tourists and those vulnerable people who rely on them for hospital and school transports and disabled people who need to use a wheelchair accessible vehicle.'

#### **Summary of risk assessment**

24. There are risks with any decision made in relation to these fares, which can impact on the service delivery and capacity to cost recovery as well as the public's ability to afford such journeys.

### **Background papers**

Local Government (Miscellaneous Provisions) Act 1976 section 65

[Local Government \(Miscellaneous Provisions\) Act 1976](#)

### **Appendices**

Appendix 1 –Emails from BCP taxi /private hire association requesting changes in fares

Appendix 2 – Current Hackney Tariff Fare Chart 2024

Appendix 3 - Email from BCP taxi /private hire association presentation

Appendix 4 – Comparison of fares with neighbouring taxi licensing authorities

Appendix 5 – Proposed Hackney Tariff Fare Chart 2026

This page is intentionally left blank

| Authority                          | Tariff                             | 1 mile (£) | 2 miles (£) | 5 miles (£) | 10 miles (£) | Booking Fee | Soiling Charge | Extras |                             |     |   |
|------------------------------------|------------------------------------|------------|-------------|-------------|--------------|-------------|----------------|--------|-----------------------------|-----|---|
| BCP Council (Current 2025)         | R1 Day 06:30–00:00 (up to 4 pax)   | £5.66      | £8.52       | £17.10      | £31.40       | £1.00       | £75.00         | 20p    | per passenger (more than 1) | 20p | Item of luggage and animal                      |
| BCP Council (Current 2025)         | R1+ Day 06:30–00:00 (5-8 pax)      | £7.66      | £10.52      | £19.10      | £33.40       | £1.00       | £75.00         | 20p    | per passenger (more than 1) | 20p | Item of luggage and animal                      |
|                                    |                                    |            |             |             |              |             |                |        |                             |     |   |
| BCP Council (Proposed 2026)        | R1 Day 06:00–22:00 (up to 4 pax)   | £6.66      | £9.52       | £18.10      | £32.40       | £2.00       | £75.00         | N/A    | N/A                         | N/A | N/A   |
| BCP Council (Proposed 2026)        | R4 Day 06:00–22:00 (5-8 pax)       | £9.99      | £14.28      | £27.15      | £48.60       | £2.00       | £75.00         | N/A    | N/A                         | N/A | N/A   |
| Dorset (excl. Weymouth & Portland) | T1 Day 07:00 - 22:00 (up to 4 pax) | £4.80      | £7.80       | £16.80      | £31.80       | £0.90       | £100.00        | 30p    | per passenger (more than 1) | 30p | Item of luggage, bicycle perambulator or animal |
| Dorset (excl. Weymouth & Portland) | T1+ Day 07:00 - 22:00 (5-8 pax)    | £7.20      | £11.70      | £25.20      | £47.70       | £0.90       | £100.00        | 30p    | per passenger (more than 1) | 30p | Item of luggage, bicycle perambulator or animal |
| New Forest                         | T1 Day 07:00–23:00 (up to 8 pax)   | £4.35      | £7.35       | £16.60      | £32.10       | N/A         | £70.00         | 20p    | Per passenger (more than 2) | N/A | N/A   |
| Southampton                        | T1 Day 06:00 - 22:00 (up to 4 pax) | £6.00      | £8.40       | £15.60      | £27.60       | N/A         | £100.00        | N/A    | N/A                         | N/A | N/A   |
| Southampton                        | T5 Day 06:00 - 22:00 (5–8 pax)     | £9.00      | £12.60      | £23.40      | £41.40       | N/A         | £100.00        | N/A    | N/A                         | N/A | N/A   |
| Weymouth & Portland Zone           | T1 Day 07:00 - 11:00 (up to 4 pax) | £5.90      | £8.40       | £15.90      | £28.40       | N/A         | £100.00        | N/A    | N/A                         | 20p | Item of luggage, bicycle perambulator or animal |
| Weymouth & Portland Zone           | T1+ Day 07:00 to 11:00 (5-8 pax)   | £8.85      | £12.60      | £23.85      | £42.60       | N/A         | £100.00        | N/A    | N/A                         | 20p | Item of luggage, bicycle perambulator or animal |

This page is intentionally left blank

# Bournemouth, Christchurch and Poole Council



This vehicle's meter is calibrated with these **maximum fares and charges from 1 May 2024**

## Tariff 1 day rate

Between **6.30am – midnight** daily

(initial charge £3)

£5.66 for the first mile then £2.86 per mile

*Waiting time* 20p per 38 seconds

## Tariff 2 night rate

Between **midnight – 6.30am** daily and all public holidays

(initial charge £4)

£7.55 for the first mile then £3.82 per mile

*Waiting time* 25p per 36 seconds

## Tariff 3 Christmas / New Year

**6:30pm 24 December – 6.30am 27 December / 6:30pm 31 December – 6.30am 2 January**

(initial charge £4.50) £8.49 for the first mile then £4.28 per mile *Waiting time* 30p per 36 seconds

## No extra charge

- Assistance dogs
  - Wheelchair or similar mechanically operated personal conveyances
- Note:** Meter will not start until wheelchair is loaded

## Extra charges

- For more than one passenger**  
(two children under 10 yrs old are counted as one person for charging, children under 3 yrs old no charge)
- For five or more passengers** in a multi-seater vehicle
- Booking fee** for each pre-arranged hiring
- For each item of **luggage** carried (excluding small hand luggage / carrier bags) and for each **animal**
- Soiling** the vehicle by person or animal
- Any tolls, ferry fares or airport drop off** and **pickup** charges incurred at cost

|  | <b>Tariff 1</b> | <b>Tariff 2/3</b> |
|--|-----------------|-------------------|
|--|-----------------|-------------------|

|  |     |     |
|--|-----|-----|
|  | 20p | 25p |
|--|-----|-----|

|  |    |    |
|--|----|----|
|  | £2 | £2 |
|--|----|----|

|  |    |       |
|--|----|-------|
|  | £1 | £1.25 |
|--|----|-------|

|  |     |     |
|--|-----|-----|
|  | 20p | 25p |
|--|-----|-----|

|  |            |            |
|--|------------|------------|
|  | <b>£75</b> | <b>£75</b> |
|--|------------|------------|

**Complaints or comments** ► email: [taxi.privatehire@bcpcouncil.gov.uk](mailto:taxi.privatehire@bcpcouncil.gov.uk) (please include the Hackney Carriage plate number)

This page is intentionally left blank

# Bournemouth, Christchurch and Poole Council



This vehicle's meter is calibrated with these **maximum fares and charges from 5 May 2026**

**Day rate** - Between 6.00 am and 10.00 pm daily

## Tariff 1 – up to 4 Passengers

(initial charge £4.00)

£6.66 for the first mile then £2.86 per mile

Waiting time 20p per 38 seconds

## Tariff 4 – for 5 to 8 Passengers

(initial charge £6.00)

£9.99 for the first mile then £4.29 per mile

Waiting time 20p per 38 seconds

**Night Rate** – Between 10pm to 6.00am daily and all public holidays

## Tariff 2 – up to 4 Passengers

(initial charge £5.50)

£8.55 for the first mile then £3.50 per mile

Waiting time 25p per 38 seconds

## Tariff 5 – for 5 to 8 Passengers

(initial charge £8.00)

£12.82 for the first mile then £5.25 per mile

Waiting time 25p per 38 seconds

**Christmas / New Year** – 6.00pm 24 December – 6.00am 27 December / 6.00pm 31 December – 6.00am 2 January

## Tariff 3 – up to 4 Passengers

(initial charge £6.00)

£9.16 for the first mile then £4.28 per mile

Waiting time 30p per 36 seconds

## Tariff 6 – for 5 to 8 Passengers

(initial charge £9.00)

£13.74 for the first mile then £6.42 per mile

Waiting time 30p per 36 seconds

**Extra Charges** – a. Booking Fee £2.00

b. Soiling fee £75.00

c. Any tolls, ferry fares or airport drop off and pickup charges incurred at cost

### No extra charge

- Assistance dogs
- Wheelchair or similar mechanically operated personal conveyances

**Note:** Meter will not start until wheelchair is loaded



**Complaints or comments** - email [taxi.privatehire@bcpcouncil.gov.uk](mailto:taxi.privatehire@bcpcouncil.gov.uk) (please include the Hackney Carriage plate number)

This page is intentionally left blank

From: David Lane <bcptaxiprivatehireassociation@gmail.com>  
Sent: 28 January 2026 15:17  
To: Trudi Barlow  
Subject: Re: 2026 Fare Review

Hi Trudi,

Thank you for your email. I was not surprised by your main concern and will be adjusting my submission to the committee to seek a change to the pre-booked fee from £1.00 / £1.25 to a standard £2.00 across all rates. The otherwise defunct extra button being set to £1.00 units with a max of 2 presses.

We consider the waiting time value to be the same whatever vehicle is being driven. However, I haven't checked with Neil whether this would work.

If you are going to be at Taxi Watch next week, we can discuss any other points then.

Best wishes

David

On Fri, 23 Jan 2026 at 17:06, Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk> wrote:  
Hi David

Thank you for providing a copy of your proposed submission in answer to my previous queries, along with the calculations for Rates 1, 2, and 3 from Neil.

I have some additional queries. With regard to the waiting time (drop value) for Rates 4, 5, and 6, can you confirm whether these will also be set at 1.5 times the standard rate. This does not currently appear in the figures you provided.

The main concern at this stage is the variable booking fee. I am unsure whether a variable fee is permitted, and I do not believe it is likely to be accepted. This is due to the requirement for fares to be transparent to customers and not open to misunderstanding or potential misuse. It is also important to note that this booking fee only applies to journeys that begin and end within the zone in which the vehicle is licensed. For all other pre-booked journeys, a fixed price can be agreed in advance.

While I am able to submit your request in its current form, I felt it would be

prudent to  
highlight this issue so that you may consider alternative options.

If you need any further information or clarification regarding the points above,  
please  
feel free to contact me.

Regards

Trudi Barlow  
Licensing Officer  
Housing and Public Protection  
T. 01202 123789  
bcpcouncil.gov.uk

Sign up to BCP Council's email news service

From: David Lane <bcptaxiprivatehireassociation@gmail.com>  
Sent: 21 January 2026 12:09  
To: Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk>  
Subject: Re: 2026 Fare Review

Hi Trudi,

I am attaching the first draft of the statement I am preparing for presentation  
to the  
committee. I believe this addresses the points you raised, but please don't  
hesitate to  
call me if you'd like to discuss further.

I have checked with Neil, and should all parts of the request be agreed, it  
would be  
possible for the otherwise defunct extra button to be programmed at £1.00 per  
press with  
a maximum of 5 presses. He has also reviewed the calculations and his figures  
are  
below. He will do rates 4, 5 & 6 if you want.

Best wishes

David

info@logicomuk.com <logicomuk@gmail.com>

Tue 20 Jan, 22:15  
My workings!!

Rate 1  
400 pull off  
666 1st mile  
286 subsequent miles  
20 Drop value  
38 seconds wait

286/20=14.3  
1760/14.3=123.08 yards drop distance  
666-400=266 . 266/20=13.3  
123.08 x 13.3=1636.96  
1760-1636.96= initial dist. =123.04 yards  
Initial Wait  
123.04/123.08=0.99 x 38 = 38seconds (rounded)

#### Rate 2

550 pull off  
855 1st mile  
350 subsequent miles  
25 drop value  
36 seconds wait

350/25=14  
1760/14 = 125.71 yards drop distance  
855-550=305. 305/25=12.2  
125.71 x 12.2= 1533.66  
1760-1533.66 = initial dist. =226.34 yards  
Initial Wait  
226.34/125.71 = 1.8 x 36 = 65 seconds

#### Rate 3

600 pull off  
949 1st mile  
428 subsequent miles  
30 drop value  
36 seconds wait

428/30=14.3  
1760/14.3 = 123.08 yards drop distance  
949-600=349. 349/30=11.6  
123.08 x 11.6=1427.73  
1760-1427.73 = initial dist= 332.27 yards  
Initial wait  
332.37/123.08 =2.7 x36 = 97.2 seconds

On Fri, 16 Jan 2026 at 10:58, Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk> wrote:

Hi David,  
Apologies for the delay in responding.

Having reviewed the proposed increase, I will require some further clarification on the changes so that the information can be accurately reflected in the report:

1. The rationale for amending the hours of operation for Tariff 2/5 from 00:00-06:30 to 22:00-06:00.

2. The reasons for the £1.00 increase to all pull-off fees.
3. An explanation of the variable booking fee and how this would be implemented on the meter, given that extras are no longer included.
4. The reasoning behind introducing a separate set of fares for 5-8 passenger vehicles and the basis for the significant increase proposed. Additionally, would this tariff apply irrespective of the number of passengers being carried?

If you need any further information or clarification regarding the points above, please feel free to contact me.

Kind regards  
Trudi Barlow  
Licensing Officer  
Housing and Public Protection  
T. 01202 123789  
bcpcouncil.gov.uk

Sign up to BCP Council's email news service

From: David Lane <bcptaxiprivatehireassociation@gmail.com>  
Sent: 16 December 2025 14:15  
To: Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk>  
Subject: 2026 Fare Review

Hi Trudi,

I attach my first version of the calculations for the changes to the Fare Structure that the trade would like to see implemented in 2026.

You will see that the request is not for the typical percentage increase, but for an overhaul.

The main aims are:-

Abolition of all extras. To be achieved by incorporating into the initial charge.

Change of the period when rate 2 is charged. From, midnight to 0630, to 2200 to 0600.

To offset some of the increase this will mean for customers travelling between 2200 and 2359, we propose reducing the extra mile rate from the current £3.82 to £3.50.

The creation of new rates to apply when five or more passengers are being conveyed in a multi-seat vehicle. I have spoken with Neil Barry, who suggests that all 6 rates should be calendarised so that the only ability for a driver to choose a higher rate would be restricted to MSVs and also limited to the equivalent rate for the time of day (e.g. R1 to R4).

Advance Bookings. To change the standard fee of £1.00 to a maximum of £5.00, which must be agreed upon when the booking is made.

I recognise that this approach may be seen as radical, but I can see the possibility that it will result in a structure that is clear and can be easily understood by all customers. The abolition of all 'extras' will also remove the potential for fares to be inflated.

I am also attaching a chart showing the comparative rates for 2, 5 & 10 miles, together with a suggestion for the new fare chart.

Please feel free to call to discuss.

Best wishes

David



Mr Chair and Members

As a representative of the BCP Taxi & Private Hire Association I am submitting this request for a review of the current (2024) chart of maximum fares that may be charged by Hackney Carriages for journeys within this licensing area.

Such requests are normally for a percentage increase to be applied to both the first and subsequent miles. The charge for the first mile is higher as this recognises the time the driver often waits for jobs. Extra fees may also be charged for each additional passenger over one, items of luggage, and a prebooked or 'running in fee'.

However, this year we are aware of the continuing pressure on the cost of living and the fact that on a league table of fares compiled by a trade magazine we are placed near the top and certainly above surrounding licensing areas. We would therefore like to take the opportunity to simplify and modernise the fare structure whilst only increasing fares over a two-hour period.

Our first request relates to rate 1.

We would suggest an increase in the first mile charge from £5.66 to £6.66 to be achieved by increasing the initial charge or 'flag'. However, we are also suggesting the abolition of all extra fees. As extra fees are currently added to the fare at the end of the journey, they are frequently the cause of disagreement between driver and passengers. For many journeys the effect would be that the increase in the flag would be totally offset by the abolition of the extra charges.

We can now look at rate 3.

This rate is currently only applicable from 1830 on 24 December to 0630 on 27 December and from 1830 on 31 January to 0630 on 2 January. It is effectively a 50% uplift of the rate 1 charge, not the double that most customers believe we charge at Christmas. We are seeking to maintain the same differential going forward so the first mile charge would rise to £8.49 from £9.49. However, linking to our proposed changes to rate 2 the rate 3 supplement would now cease at 0600 on 27 December and 2 January.

Rate 2

This is the nighttime or anti-social but unlike in all surrounding licencing areas and others nearby it is only operational from midnight to 0630. We would like to take this opportunity to synchronise the timings in our area with those in surrounding areas. This would mean changing the times of our nighttime rate to 2200 to 0600. We recognise that this would be a substantial increase for anyone travelling between 2200 and midnight and to offset this would suggest a reduction in the subsequent mile rate from £3.82 to £3.50.

The availability of taxis is an important part of women's safety, especially at night. Our fares should be set so that vulnerable passengers are not encouraged to take alternative unlicensed, and therefore uninsured and illegal transport options, but high enough for the drivers to earn a living wage which is reflective of the unsocial hours they are working. It is our opinion that the policies recently agreed and introduced set some of the highest standards for drivers and vehicles in the country. However, not enhancing the rate until midnight runs the risk of, fewer BCP drivers being available and the shortfall being made up by drivers from other licensing areas who are not subject to such rigorous standards and are earning the enhanced rates approved by their LA.

### Multi Seat Vehicles.

The provision of vehicles suitable for the transport of between 5 and 8 passengers requires a substantially greater investment than for those which are only able to transport a maximum of 4 passengers. Up until now this has been somewhat recognised by allowing an extra £2.00 to be charged in addition to the standard fare. The higher investment has increased following the changes to the style of vehicles that can be licensed to carry more than 4 passengers as vehicles such as the Peugeot 5008, Ford Galaxy or VW Sharan are, rightly, no longer able to be licensed to convey 6 passengers. We would like to take the opportunity of this review to introduce three new rates **only** applicable when 5 or more passengers are being transported and these rates would be 50% higher than the appropriate standard rate. This would mean that a party of 5-8 passengers could travel together for 50% less than in two standard taxis. Again, this is already common practice in other LAs.

### Pre-Arranged Bookings

Although this chart of fares strictly only applies to Hackney Carriages which are normally hired from a rank or hailed in the street, an immediate booking. There is nothing stopping a Hackney Carriage driver agreeing to pick up a customer at a pre-arranged place and time. The current chart allows the charging of £1.00 / £1.25 as a booking fee for each pre-arranged booking. As this level of fee was set at the time that the fares were standardised across the three towns when BCP Council was formed our final request is for it to be increased to a maximum of £2.00 across the board.

Whilst the approved maximum fares only apply to Hackney Carriage journeys wholly within their zone, it is also a requirement for Private Hire Vehicles equipped with a meter, or equivalent charging device, to not charge more than the maximum meter fare. A £2.00 charge is only equivalent to less than that charged for the first 600 yards of an immediate booking and the driver could have travelled up to 5 miles within a zone in order to be on time to honour the booking. A PH driver could have to travel even further as their 'zone' is the entire BCP area.

Currently this is regarded as an extra and we would suggest that this continues with the button being set to charge this in one press.

Thank you for receiving this request, I am willing to answer any questions you may have.

## Forward Plan – Licensing Committee, 12 March 2026 - *Publication date: 5 March 2026*

Forthcoming meetings 2026: 20 May, 17 September, 10 December

|   | <b>Subject</b>   | <b>Purpose of report</b>  | <b>Consultation</b>                   | <b>Report author(s)</b>  | <b>Meeting date</b> |
|---|--|---|---------------------------------------|--|---------------------|
| 1 | <b>Review of Licensing Fees</b>                        | To consider a review of the Council's licensing fees.   | Public Consultation                   | Nananka Randle,<br>Licensing and Trading Standards Manager                       | 12 March            |
| 2 | <b>Consideration of fare increase from Taxi Trade</b>  | To consider a fair increase request from the trade.   | Public Consultation                   | Nananka Randle,<br>Licensing and Trading Standards Manager                       | 12 March            |
| 3 | <b>Pleasure Boats and Boatpersons Licensing Policy</b> | To consider the draft policy following public consultation. Amend policy as required and recommend to Council for adoption. | Harbour Master<br>Public Consultation | Sarah Rogers,<br>Principal Licensing Officer<br>Ellie King,<br>Licensing Officer | 20 May              |
| 4 | <b>Animal Licence Fees</b>                             | To consider animal licence fees.  | Public Consultation                   | Louise Jones,<br>Environmental Health Manager                                    | 20 May              |

### Committee Briefings and Training Sessions 2025

|   | <b>Training / Briefing to be delivered</b>                           | <b>When / Where</b>                                 | <b>Attendees</b>        | <b>Suggested Delivery</b>            |
|---|--|---|-------------------------|--------------------------------------|
| 1 | <b>Sub-Committee hearings - refresher</b>                            | HMS Phoebe<br>Committee Room,<br><br>√13 March 2025 | Members and<br>officers | Feedback/Q&A after Committee meeting |
| 2 | <b>Sex Establishment applications/renewals training and briefing</b> | HMS Phoebe<br>Committee Room,<br><br>√13 March 2025 | Members and<br>officers | In person after Committee meeting    |

|   |  |   |                      |                                   |
|---|--|---|----------------------|-----------------------------------|
| 3 | <b>Chair Training for current and prospective chairs of sub-committees</b>                                 | HMS Phoebe Committee Room,<br><br>√11 December 2025 | Members and officers | In person after Committee meeting |
| 4 | <b>National Licensing Policy Framework &amp; updated Section 182 guidance under the Licensing Act 2003</b> | HMS Phoebe Committee Room,<br>12 March 2026         | Members and officers | In person after Committee meeting |
| 5 | <b>Tobacco and Vapes Bill</b>  | HMS Phoebe Committee Room<br>Date<br>12 March 2026  | Members and officers | In person after Committee meeting |

This page is intentionally left blank