

# RUSHMOOR BOROUGH COUNCIL RECORD OF EXECUTIVE DECISION



Decision taken by individual Cabinet member/officer (delete as appropriate)

(All sections must be completed (mark "N/A" as applicable))

**DECISION MAKER** (Name and designation)

MAURICE SHEEHAN - PORTFOLIO HOLDER FOR  
OPERATIONAL SERVICES

**DECISION AND THE REASON(S) FOR IT**

IN ACCORDANCE WITH REPORT RECOMMENDATION  
TO CONSULT ON CAB SHARING SCHEME & IMPLEMENT  
IF NO SIGNIFICANT REPRESENTATIONS

**DATE DECISION TAKEN** 24/05/22

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

(Those examined by officers and generated by consultation, etc)

N/A

**ANY CONFLICTS OF INTERESTS DECLARED**

(conflict of interests of any executive member who is consulted by the officer which relates to the decision.  
A note of dispensation should be attached).

N/A

Sig  
(De

Signed \_\_\_\_\_  
(Cabinet member consultee where applicable)

Designation PORTFOLIO HOLDER OPERATIONAL SERVICES

19 MAY 2022

KEY DECISION: YES

**PROPOSED TAXI SHARING ARRANGEMENTS  
FOR FARNBOROUGH INTERNATIONAL AIRSHOW 2022****SUMMARY AND RECOMMENDATIONS**

This report outlines proposals and subsequently seeks approval for public consultation on a taxi-sharing scheme to run for the duration of the Farnborough International Airshow 2022 (FIA22) (18<sup>th</sup>-22<sup>nd</sup> July 2022).

Whilst the form and nature of any taxi-sharing scheme is discretionary, the Council is statutorily required to establish a suitable scheme following receipt of requests to do so by at least 10% of current taxi licence holders. By virtue of a 27-signatory petition, requests to this effect have been received; proposing a scheme similar to that established for FIA18.

The Cabinet Member is requested to approve the proposed taxi-sharing scheme outlined below for public consultation, and if no significant representations are received on consultation to approve the implementation of the proposed scheme.

**1. BACKGROUND & INTRODUCTION**

- 1.1 The Taxis (Schemes for Hire at Separate Fares) Regulations 1986 empower local Councils to set up schemes under which licensed taxis may be used for shared hire. Whilst normally a discretionary power, local authorities must establish such a scheme if requested to do so by the holders of at least 10% of current taxi licence holders (albeit the form and nature of any such scheme remains at the discretion of the authority).
- 1.2 In making such a scheme, the Regulations require the Council to obtain the consent of the Highway Authority and/or any landowner in respect of any pick-up and destination point forming a part of the scheme that is not on the highway. The authority is also required to consult the local Chief Constable of Police, and the relevant County Council. It is then required to publish any proposed scheme and invite public representations; considering such representations as may be appropriate before implementing any proposed arrangement.
- 1.3 Following discussions with the Taxi Trade, these powers to establish a taxi-sharing scheme were first used in Rushmoor for the Farnborough International Airshow 2004 (FIA04). At this time, a taxi-share scheme was implemented between the Farnborough Station and Cross Street, Farnborough. While pick-up and destination points have changed with show arrangements, similar schemes have been

established for each Airshow since. All of these have generally been well received and have proven successful for all involved.

- 1.4 Significantly and by virtue of the petition given at **appendix A**, requests to implement a taxi-sharing scheme similar to that established for FIA18 for the duration of FIA22 (18<sup>th</sup>-22<sup>nd</sup> July 2022) have been received. As the 27-signatory petition equates to approximately 20% of current hackney carriage licence holders, a suitable taxi-sharing scheme must therefore be established. This report outlines a proposed taxi-sharing scheme for FIA22 and, in accordance with regulatory procedure, seeks approval for public consultation thereof, and implementation if no significant representations are received.
- 1.5 Having established similar schemes in the past, many taxis are known to service the Airshow during permitted taxi-share periods. Whilst actual numbers and the impact of this are unknown, this may have resulted in the temporary reduction in and/or delay of availability of taxi services to the wider community. For this reason, the determination of a taxi-sharing scheme is thought to be a key decision.

## **2. DETAILS OF THE PROPOSAL**

- 2.1 The trade request that the FIA22 scheme be established and run on a similar basis to that operated during the 2018 Airshow. This is a relatively simple and straightforward scheme and is outlined below with relevant commentary.

### **Authorised Places**

- 2.2 The trade request that a scheme be established for return journeys between the official Airshow rank (Rank A) and the Farnborough main-line station (Rank B) (the 'authorised places'). The Airshow rank is a temporary taxi rank established for the duration of the Airshow on the Airshow site which, will be located on RAE Road, Farnborough. The two points, between which the scheme is proposed to operate, are shown at **appendix B**.

### **Signs on Vehicles and Authorised Places**

- 2.3 It is proposed that every vehicle standing for hire under the terms of the scheme be obliged to display and carry a notice indicating that the vehicle is available for shared hire between the authorised places. This will be in addition to the signs and notices presently required under the conditions of each taxi vehicle and driver's licence.
- 2.4 It is similarly proposed that the authorised places (Ranks A and B) be designated by specified signage to provide prospective passengers with information on the operation of the shared taxi scheme, together with fare tables, the times of its operation and other relevant information.

### **Exclusive and Shared Compellability**

- 2.5 It is proposed that the scheme will run on both a shared and exclusive basis. The existing right of the hirer of a taxi to demand an exclusive service and to be carried to any other place will remain. However, passengers who wish to share the vehicle for

journeys between the authorised places would be afforded 'shared compellability' arrangements.

## **Fares**

In accordance with Department for Transport (DfT) guidance, any scheme for shared fares should offer an incentive both to the taxi proprietor and passengers. Such a scheme should ensure that the driver receives more in fares than for an exclusive hire and that each passenger pays less.

As in previous years, the trade propose a flat fare taxi-share system; charging £5.00 per person. In a change to previous years, the trade has removed the previous maximum of 4 passengers. This has been done to increase the availability of taxis and reduce the environmental impact, by allowing them to carry up to the maximum licensed passenger number as part of the scheme, which will reduce the number of journeys. A typical fare (in accordance with existing fare chart charges) between the given destination points ranges between £5.60 and £6.60 (based on mileage alone and not including waiting time) dependent on the route taken, which will differ due to the Airshow traffic arrangements.

Therefore a standard exclusive journey would ordinarily cost more than the proposed taxi-share scheme and therefore accords with DfT guidelines.

## **Marshalling**

It is proposed that marshals regulate the operation of the taxi-sharing scheme, attending the Farnborough station rank in the morning and the Airshow rank in the afternoon in accordance with peak demands and the general flow and migration of customers. Marshals will be contracted by Farnborough International Ltd, the organisers of the Airshow.

## **CONSULTATION**

### **Necessary consents**

Following receipt of the request for a taxi-sharing scheme, the Highways Authority and those with relevant land interests have been contacted to request their approval of the proposals and if authorised public consultation will not commence without this.

In addition, the other statutory consultees (e.g. Police) have been contacted for their comment on the proposals. Where appropriate, these may be considered with any representations following any period of public consultation (see below).

### **Public consultation**

Regulation 5 of the 1986 Regulations requires the details of any proposed taxi-sharing arrangement to be published in a local newspaper and at the Council Offices by way of public consultation on the proposals. Representations regarding the proposals may then be made within a period of not less than 28 days. Regulation 6 subsequently provides that the Council may make the scheme with or without modifications after

due consideration of any representations made. This report seeks approval for public consultation of the proposals outlined above.

### **Member consultation**

- 3.4 By way of effecting suitable Member consultation, the members of the Corporate Governance and Audit Standards Committee will be made aware of the public consultation and any comments they make may be considered along with any other comments received.

## **4. IMPLICATIONS**

### **Legal Implications**

- 4.2 Having received a request by 20% of the licensed trade, the Council is required to establish a suitable taxi-sharing scheme. The form and nature of the scheme is subject to the Council's discretion, but both the trade request and the proposals outlined above follow those established for FIA18, are proven and have previously worked successfully without challenge.

### **Financial and Resource Implications**

- 4.3 While the Council may incur some limited administrative costs in terms of the public consultation and signage necessary to effect a scheme, there are no significant financial implications associated with this report. All costs can be borne by existing budgets.

### **Equalities Impact Implications**

- 4.4 Whilst there is no directly available and/or attributable data to quantify any impact, there may be some temporary reduction and/or delay in availability of taxi services to the wider community while the taxi-share scheme operates. However, as the majority of taxi drivers are self-employed and choose when they work, it is generally considered that there are no equality impact implications for those with protected characteristics.

## **5. CONCLUSIONS**

- 5.1 Having received a request by 20% of the licensed trade, the Council is required to establish a suitable taxi-sharing scheme for the duration and in service of the Farnborough International Airshow 2022. A taxi-sharing scheme similar to that established for FIA18 is therefore proposed to run between the Farnborough mainline station and a temporary Airshow rank from 18<sup>th</sup>-22<sup>nd</sup> July 2022.
- 5.2 The proposals are relatively simple and straightforward and generally build upon and compliment the traffic arrangements used to accommodate the Airshow. Similar schemes have been implemented for previous shows.

**BACKGROUND**

**DOCUMENTS:** - None

**CONTACT DETAILS:**

**Report Author** – **Shelley Bowman**, Licensing Manager  
**Email:** shelley.bowman@rushmoor.gov.uk, **Tel:** 01252 398162

**Head of Service** – **James Duggin**, Head of Operations  
**Email:** james.duggin@rushmoor.gov.uk

**Appendices**

<b>Appendix</b>	<b>Title</b>
A	- Taxi Trade Petition
B	- Plan of authorised places

-oOo-

**TAXI TRADE PETITION REQUESTING TAXI SHARING SCHEME  
FOR FARNBOROUGH INTERNATIONAL AIRSHOW 2022**

*NB: Redacted in compliance with Data Protection Act requirements.*

**TO: RUSHMOOR BOROUGH COUNCIL**

**FROM: TAXI TRADE BOARD**

**REF: CAB SHARING, FARNBOROUGH AIRSHOW 2022**

We the undersigned ask that you approve cab sharing for FIA 2022 at the rate of £5 per person. With the limit of what the HC is allowed to carry, Between Farnborough main station and the FIA taxi rank/pick up/drop off point. Plus, FIA taxi rank/pick up/drop off point to Farnborough main station.

PRINT NAME	SIGNATURE	HACKNEY BADGE NUMBER
[REDACTED]	[REDACTED]	279/82
		440/96
		435/16
		101/90
		<del>1672/2201/25</del>
		652
		653
		699
		91
		939
		339
		222
		263
		537
		533
470		
272		
534		





APPENDIX B  
PLAN OF AUTHORISED PLACES BETWEEN WHICH PROPOSED TAXI-SHARING SCHEME IS PROPOSED TO OPERATE

