



Meeting	Cabinet Member for Place & Local Plan Decision Day
Date and Time	Monday, 7th November, 2022 at 9.30 am.
Venue	Walton Suite, Guildhall, Winchester

Note: *This meeting is being held in person at the location specified above. In line with relevant legislation and public health guidance the following arrangements apply. Members of the public should note that a live audio feed of the meeting will be available from the councils website (www.winchester.gov.uk) and the video recording will be publicly available on the council's YouTube channel shortly after the meeting.*

For members of the public who are unable to utilise this facility, a limited number of seats will be made available at the above named location however attendance must be notified to the council at least 3 clear working days before the meeting. Please note that priority will be given to those wishing to attend and address the meeting over those wishing to attend and observe.

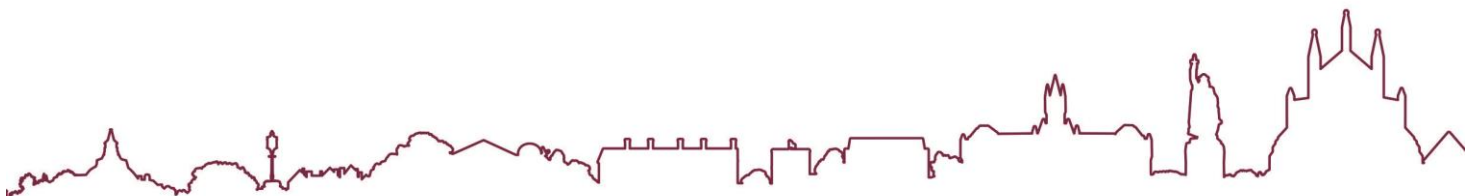
AGENDA

PROCEDURAL ITEMS

- 1. Disclosure of Interests**
To receive any disclosure of interests from Members and Officers in matters to be discussed.
Note: Councillors are reminded of their obligations to declare disclosable pecuniary interests, personal and/or prejudicial interests in accordance with legislation and the Council's Code of Conduct.

BUSINESS ITEMS

- 2. Public Participation**
– to note the names of members of the public wishing to speak on items for decision
Note: members of the public wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day.



Members of the public and visiting councillors may speak at decision days on a specific item due for decision, provided they have registered to speak three clear working days in advance. Please contact Democratic Services by **5pm on Tuesday, 1 November 2022** via democracy@winchester.gov.uk or (01962) 848 264 to register to speak and for further details.

3. Visiting Councillors Representation

To note any request from visiting councillors to make representations on an item for decision.

Note: Councillors wishing to speak about a particular agenda item are required to register three working days in advance if they wish to speak at a Cabinet Member Decision Day. Councillors will normally be invited by the Chairman to speak during the appropriate item (after the Cabinet Member's introduction (and any comments from the leading officer) and any public participation).

4. Review of Hackney Carriage Fares (DD52) (Pages 5 - 36)

5. Winchester College Memorandum of Understanding (DD55) (Pages 37 - 48)

**Laura Taylor
Chief Executive**

All of the Council's publicly available agendas, reports and minutes are available to view and download from the Council's [Website](#) and are also open to inspection at the offices of the council. As part of our drive to minimise our use of paper we do not provide paper copies of the full agenda pack at meetings. We do however, provide a number of copies of the agenda front sheet at the meeting which contains the QR Code opposite. Scanning this code enables members of the public to easily access all of the meeting papers on their own electronic device. Please hold your device's camera or QR code App over the QR Code so that it's clearly visible within your screen and you will be redirected to the agenda pack.



27 October 2022

Agenda Contact: Claire Buchanan, Senior Democratic Services Officer Email: cbuchanan@winchester.gov.uk 01962 848 438

TERMS OF REFERENCE

Cabinet Member for Place & Local Plan Decision Day – Included within the Council's Constitution (Part 3, Section 2)

Public Participation

Representations will be limited to a maximum of 3 minutes, subject to a maximum 15 minutes set aside for all questions and answers..

To reserve your place to speak, you are asked to **register with Democratic Services three clear working days prior to the decision day** – please see public participation agenda item above for further details. People will be invited to speak in the order that they have registered, subject to the maximum time period allowed for speaking not being exceeded. Public Participation is at the Chairperson's discretion.

Filming and Broadcast Notification

This decision day will be recorded and broadcast live on the Council's website. The decision day may also be recorded and broadcast by the press and members of the public – please see the Access to Information Procedure Rules within the Council's Constitution for further information, which is available to view on the [Council's website](#).

Disabled Access

Disabled access is normally available, but please phone Democratic Services on 01962 848 264 or email democracy@winchester.gov.uk to ensure that the necessary arrangements are in place.

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DD52

DECISION TAKER: Councillor Jackie Porter, Cabinet Member for Place and Local Plan

REPORT TITLE: REVIEW OF HACKNEY CARRIAGE FARES

7 NOVEMBER 2022

Contact Officer: Briony Appletree

Tel No: 01962 848 188 Email licensing@winchester.gov.uk

WARD(S): ALL

PURPOSE

Following a request from the Taxi and Private Hire Forum to review the hackney carriage fares, a report was submitted to the Licensing and Regulation Committee on 6 September 2022 which sought to vary the hackney carriage fares, taking effect in late 2022 (report LR563 refers).

At that meeting, the Licensing and Regulation Committee agreed that the hackney carriage fares should be varied so resolved to put forward one of the five proposed fare tables for public consultation, carry out public consultation for 21 days, and approved the list of consultees. An extract of the minutes of the meeting are attached as Appendix 3.

A public consultation took place between 21 September and 12 October 2022, with representations received (attached at Appendix 4). One response was received to the consultation and was in favour of the proposals.

RECOMMENDATIONS:

1. That the Cabinet Member for Place and Local Plan, taking into consideration the representations received and making necessary amendments in response, approve the proposed table of hackney carriage fares (as set out in Appendix 1) to take effect from 14 November 2022.

IMPLICATIONS:1 COUNCIL PLAN OUTCOME

1.1 Vibrant Local Economy

1.2 The revised fares are intended to support the local hackney carriage trade to continue providing an essential, safe and professional service for residents, visitors and tourists.

1.3 Living Well

1.4 The taxi and private hire trade provide an invaluable service to many different customers, especially those who are less mobile, without their own personal means of transport, and rely on licensed drivers to pick them up and drop them off door to door. Without this service, some members of our community would find it more challenging to move around the district and beyond.

1.5 Your Services, Your Voice

1.6 The decision to review the hackney carriage fares is in response to communications from the taxi trade and public consultation has been undertaken to ensure that the views of key stakeholders and the general public are obtained prior to making any final decision on fare changes.

2 FINANCIAL IMPLICATIONS

2.1 Amending hackney carriage fares requires approximately 4 days of officer time to facilitate drop-in sessions for licensed vehicles to have their taximeters updated and checked by an approved agent, and to re-print and distribute newly approved fare charts.

2.2 There is a legal requirement to advertise proposed hackney carriage fares in a local newspaper for two weeks, which cost £630.00 + VAT. This fee was covered within the existing budget for taxi and private hire licensing.

3 LEGAL AND PROCUREMENT IMPLICATIONS

3.1 A district council may fix the rates or fares for hackney carriages under section 65 of the Local Government (Miscellaneous Provisions) Act 1976. This may include fares for time, distance and all other charges associated with the hire of a vehicle (i.e. fouling charge, which is the maximum amount due by the customer when they soil the vehicle).

3.2 The relevant legislation requires the council to publish in at least one local newspaper circulating in the district a notice setting out the proposed fare chart and specifying the period within which objections to the proposal may be made. The specified period for receipt of objections shall not be less than fourteen days from the date of publication. A statutory notice was published in the Hampshire Chronicle on 29 September 2022 for a period of two weeks

online, and in print in the 29 September and 6 October 2022 editions. The final date for representations was 12 October 2022.

4 CONSULTATION AND COMMUNICATION

- 4.1 At the meeting of the Taxi and Private Hire Forum on 12 July 2022, all Members present agreed that the hackney carriage fares should be reviewed, since the last review was in 2016 and the last increase was in 2011.
- 4.2 Members of the Taxi and Private Hire Forum proposed four options for revised fare charts using the council's fare calculator, with consideration given to the rising cost of living, ongoing financial recovery post-pandemic, rising fuel costs and ensuring that taxis are still financially accessible to the public.
- 4.3 On 18 July 2022, the council sent a pre-consultation survey to all licensed hackney carriage and private hire drivers, vehicle proprietors and operators to seek their views on a review of hackney carriage fares. The survey was open until 29 July 2022 and received a total of 64 responses.
- 4.4 95.31% of survey respondents agreed that the hackney carriage fares should be varied. The top two proposed fare charts were Option 4 (attracting 45.31% of responses) and Option 2 (attracting 28.12% of responses).
- 4.5 A fifth proposed fare chart was put forward to the Licensing and Regulation Committee by Officers, based on the average table position on the Private Hire and Taxi Monthly (PHTM) table of fares in Hampshire.
- 4.6 At the meeting of the Licensing and Regulation Committee, held on 6 September 2022, Members discussed the five proposed fare charts and agreed to put forward Option 2 (a maximum of £7.60 for a 2-mile fare) for public consultation. This can be found at Appendix 1.
- 4.7 The Licensing and Regulation Committee also agreed that, whilst the statutory consultation period for any variance of hackney carriage fares is 14 days, it was in the public interest to increase this to 21 days. A list of key stakeholders was agreed by the Committee.
- 4.8 Notice of the consultation was sent out to key stakeholders on 21 September 2022. Notices were also displayed at the City Offices main reception, on the Council's website and at city centre taxi ranks. The statutory notice was published in the Hampshire Chronicle on 29 September 2022 for a period of two weeks online, and in print in the 29 September and 6 October 2022 editions). The final date for representations was 12 October 2022. A copy of the public notice can be found at Appendix 5.
- 4.9 1 representation in response to the consultation was received, which is in favour of the proposed fares. This representation can be found at Appendix 4.

5 ENVIRONMENTAL CONSIDERATIONS

5.1 None.

6 PUBLIC SECTOR EQUALITY DUTY

6.1 The Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 prohibits a driver or operator from making, or proposing to make, any additional charge for carrying passengers in wheelchairs or giving said persons mobility assistance as reasonably required.

6.2 The Equality Act 2010 prohibits a driver from making, or proposing to make, any additional charge for carrying a disabled person's assistance dog in the vehicle.

6.3 It is acknowledged that any increase in fares may potentially have an impact on those with certain protected characteristics, particularly where they are more likely to rely on hackney carriages as a primary method of transport over those without those protected characteristics.

6.4 Those who are unable to afford an increase in fares may consider alternative transport options, such as buses and private hire vehicles (bookable by telephone or app) which are not required to base their prices on the hackney carriage fare chart.

6.5 An Equality Impact Assessment, taking into consideration those with certain protected characteristics that may be impacted, can be found at Appendix 6.

7 RISK MANAGEMENT

Risk	Mitigation	Opportunities
Financial Exposure		
Exposure to challenge	<p>The hackney carriage fare review process could be challenged by Judicial Review, but as an open and fair consultation will take place and the Council's decision-making process has been followed, a successful challenge is considered unlikely.</p> <p>A full consultation has been correctly undertaken, which engaged with all relevant</p>	<p>There is an opportunity through consultation to understand the public's views on affordability of an important means of public transport.</p>

	stakeholders, with guidance from the Council's Legal Team.	
Innovation	None	None
Reputation	By fixing hackney carriage fares following public consultation, the Council sets the maximum fare payable for specific distances and ensures that customers have access to fairly priced public transport options.	
Achievement of outcome	Reviews of hackney carriage fares are undertaken following receipt of a formal request from the Taxi and Private Hire Forum.	Opportunity to ensure that fares are suitably reflective of the cost of living, average salary, fuel prices and vehicle running costs.
Property	None	None
Community Support	The taxi and private hire trade have expressed their views by way of a survey. All elected Members, Parish Councils, community groups, schools, universities and care homes/hospitals have been consulted, in addition to the taxi and private hire trade and the general public in relation the proposed fares.	None
Timescales	The current hackney carriage fare chart will remain live until any revised version is approved and comes into effect. It was anticipated that the revised fare chart would, if approved, come into effect on 1 November 2022. However, as this date is prior to the	None

	Cabinet Member Decision Day, the proposed date for the revised fares to take effect is now 14 November 2022. This date has been chosen based on the availability of approved taximeter agents to complete the software update.	
Project capacity	None	None
Other	None	None

8 OTHER KEY ISSUES

8.1 None.

9 SUPPORTING INFORMATION:

Background

- 9.1 The Council's current hackney carriage fares were adopted in 2011. Through the Taxi and Private Hire Forum, the trade has requested a review of the current fares to reflect the current costs associated with operating in the trade which have increased significantly during this period, and particularly in recent times, with escalating fuel costs. The hackney carriage fares have not increased for eleven years. In 2016 a review of the hackney carriage fares was undertaken, but was strongly opposed by the trade primarily due to there having been no significant increase in the cost of fuel since the review in 2011. The Licensing and Regulation Committee resolved to not review the maximum fares for hackney carriages at that time.
- 9.2 A report to the Licensing and Regulation Committee was considered on 6 September 2022, which provided the financial context of operating taxis in the district including underlying inflation rates, changes to costs incurred by hackney carriage drivers and vehicle proprietors, as well as the consequences for fare paying passengers. The report proposed five fare charts, four of which were put forward by the Taxi and Private Hire Forum and the other by Officers.
- 9.3 The Licensing and Regulation Committee resolved to put forward Option 2 (a maximum of £7.60 for a 2-mile fare) for public consultation.
- 9.4 It is noted that fuel prices have decreased again slightly since the meeting of the Licensing and Regulation Committee on 6 September 2022. However, fuel prices are not the sole consideration in determining whether the hackney carriage fares should be reviewed; the Licensing and Regulation Committee

considered vehicle running costs, average salary, interest rates and data relating to customer usage of hackney carriages and private hire vehicles.

Current Fares

- 9.5 The current fares, as per the last increase in 2011, are as follows:

Distance

For the first 660 yards (603 metres) or part thereof	£2.80
For each subsequent 170 yards (155 metres) or part thereof	20p

Waiting

For each 1 minute waiting period, a maximum of	25p
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Extra Charges

For each hiring that commences between 11pm and 6am, or at any time on Bank or Public Holidays or after 6.30pm on Christmas Eve and New Year's Eve, or at any time on 26 December or 1 January after 6am, an additional 50% is added to the above rate of fares. For each hiring on Christmas Day, or at any time until 6am on Boxing Day (26 December), an additional 100% is added to the above rate of fare.

Fouling Charge*	a maximum of £75.00
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* The maximum amount due by the customer when they soil the vehicle.

A copy of the current fare chart can be seen at Appendix 2.

Proposed Fares

- 9.6 At the meeting of the Licensing and Regulation Committee on 6 September 2022, the fares shown below were agreed to be put forward for public consultation and to take effect from 14 November 2022.

Distance

For the first 550 yards (503 metres) or part thereof	£3.20
For each succeeding 140 yards (128 metres) or part thereof	20p

Waiting

For each period of 1 minute, a maximum of	25p
-------------------------------------------	-----

Extra Charges

For each hiring that commences between 11pm and 6am or at any time on Bank or Public Holidays or after 6.30pm on Christmas Eve and New Year's Eve, or at any time on 26 December or 1 January after 6am, an additional 50% is added to the above rate of fare. For each hiring on Christmas Day or at any time until 6am on Boxing Day (26 December an additional 100% is added to the above rate of fare.

Fouling Charge* a maximum of £75.00

* The maximum amount due by the customer when they soil the vehicle.

A copy of the proposed fare chart can be seen at Appendix 1.

Neighbouring Authorities

- 9.7 Private Hire and Taxi Monthly (PHTM) maintains an extensive resource of hackney carriage fares, updated daily and showing a two-mile fare based on the relevant authority's fare chart. It also ranks authorities from highest to lowest based on the cost of a two mile fare.
- 9.8 At the time of writing this report, Winchester City Council ranks 234th out of 355 licensing authorities, based on its current hackney carriage fare chart which has a maximum fare of £6.20 for a two-mile journey.
- 9.9 Should the proposed fare chart be agreed, Winchester City Council would rank 44th out of 355 licensing authorities, based on the proposed hackney carriage fare chart which has a maximum fare of £7.60 for a two-mile journey, and 5th in Hampshire/Isle of Wight out of 13 authorities. See below:

Local authority	2 mile fare (£)	Last fare increase	PHTM table position
Hart	8.20	2022	13
Basingstoke & Deane	7.60	2022	36
Rushmoor	7.60	2022	41
Southampton	7.60	2022	43
Winchester	7.60	2022	44
East Hampshire	7.40	2022	49
Eastleigh	7.40	2022	50
Portsmouth	7.20	2022	69
Isle of Wight	7.10	2022	80
Havant	6.60	2022	159
New Forest	6.10	2022	242
Test Valley	6.00	2019	270
Fareham	5.80	2019	281

- 9.10 Note that despite Winchester proposing the same 2-mile fare as Rushmoor and Southampton, it is 'ranked' lower due to authorities with the same fares being ranked alphabetically.

10 OTHER OPTIONS CONSIDERED AND REJECTED

- 10.1 As no representations objecting to the proposed fare chart have been received, it is not considered necessary to make any amendments to the proposals in light of representations received.
- 10.2 Taking into consideration the representation in favour of the proposals, the absence of any representations against the proposals and the increased costs to the taxi trade, the proposed fares are considered fair and reasonable.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

- | | |
|-------|---------------------------------------------------------------------------------------------|
| LR365 | Review of Fares for Hackney Carriages
Licensing and Regulation Committee, 9 June 2011 |
| LR486 | Review of Fares for Hackney Carriages
Licensing and Regulation Committee, 4 October 2016 |
| LR563 | Review of Hackney Carriage Fares
Licensing and Regulation Committee, 6 September 2022 |

Other Background Documents:-

- PHTM: [National Hackney Fare Tables for 2 Mile Tariff 1 – Updated Daily](#)

APPENDICES:

1. Proposed Hackney Carriage (Taxi) Fares from 1 November 2022
2. Current Hackney Carriage (Taxi) Fares from 4 July 2011
3. Minute extract of the Licensing and Regulation Committee held 6 September 2022
4. Representations received to public consultation
5. Public Notice
6. Equality Impact Assessment

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HACKNEY CARRIAGE (TAXI) FARES

From 14 November 2022

Tariff 1 – Daytime (between 6am and 11pm Mon to Sun)

For the first 550 yards (503 metres) or part thereof £3.20

For each subsequent 140 yards (128 metres) of part thereof 20p

Tariff 2 – Night time (between 11pm to 6am Mon to Sun), or at any time on Bank and Public Holidays or after 6:30pm on Christmas Eve and New Year's Eve, or at any time on 26 December from 6am, or at any time on 1 January from 6am – 50% is added to the Tariff 1 fare

Tariff 3 – Christmas Day or at any time until 6am on 26 December – 100% is added to the Tariff 1 fare

MAXIMUM FARES

	Tariff 1	Tariff 2	Tariff 3
1 mile	£5.00	£7.50	£10.00
3 miles	£7.60	£11.40	£15.20
5 miles	£15.00	£22.50	£30.00
10 miles	£27.60	£41.40	£55.20

Customers should not be charged more than the prices above unless they have previously agreed a price with the driver.

Extra charges

Waiting time for each period of one minute 25p

Fouling charge a maximum of £75.00

THE METER SHOULD NOT DISPLAY AN AMOUNT WHEN YOU ENTER THE VEHICLE.

**Any complaints concerning the driver or vehicle should be made to:- Licensing Department, City Offices, Colebrook Street, Winchester, SO23 9LJ, Tel: 01962 848 188
Email: licensing@winchester.gov.uk**

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HACKNEY CARRIAGE (TAXI) FARES

From 4 July 2011

Tariff 1 – Daytime (between 6am and 11pm Mon to Sun)

For the first 660 yards (603 metres) or part thereof £2.80

For each subsequent 170 yards (155 metres) of part thereof 20p

Tariff 2 – Night time (between 11pm to 6am Mon to Sun), or at any time on Bank and Public Holidays or after 6:30pm on Christmas Eve and New Year's Eve, or at any time on 26 December from 6am, or at any time on 1 January from 6am – 50% is added to the Tariff 1 fare

Tariff 3 – Christmas Day or at any time until 6am on 26 December – 100% is added to the Tariff 1 fare

MAXIMUM FARES

	Tariff 1	Tariff 2	Tariff 3
1 mile	£4.20	£6.30	£8.40
3 miles	£8.40	£12.60	£16.80
5 miles	£12.40	£18.60	£24.80
10 miles	£22.80	£34.20	£45.60

Customers should not be charged more than the prices above unless they have previously agreed a price with the driver.

Extra charges

Waiting time for each period of one minute 25p

Fouling charge a maximum of £75.00

THE METER SHOULD NOT DISPLAY AN AMOUNT WHEN YOU ENTER THE VEHICLE.

**Any complaints concerning the driver or vehicle should be made to:- Licensing Section, City Offices, Colebrook Street, Winchester, SO23 9LJ, Tel: 01962 848 188,
Email: licensing@winchester.gov.uk**

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LICENSING & REGULATION COMMITTEE

Tuesday, 6 September 2022

Attendance:

Councillors
Williams (Chairperson)

McLean
Batho
Cunningham
Kurn

Laming
Reach
Small

Apologies for Absence:

Councillors Achwal*, Isaacs and Westwood

Deputy Members:

Councillors Clear, Cramoysan and Pearson

Members in attendance who spoke at the meeting

Councillor Porter (Cabinet Member for Local Plan and Place)

Other members in attendance:

*Councillor Achwal attended the meeting virtually to observe only.

[Audio and video recording of this meeting](#)

5. **REVIEW OF HACKNEY CARRIAGE FARES**
(LR563)

The Licensing Manager (Interim) introduced the report and explained that a request had been received from the Taxi and Private Hire Forum to review hackney carriage fares. It was proposed that the recommendations as set out in the report be amended to clarify the process for approving any fare increase and members agreed these changes as set out in the resolution below.

The Licensing Manager highlighted a correction to paragraph 11.19 of the report to note that the two mile fare for Hart District Council was £8.20 (not £6.80 as stated).

The Licensing Manager responded to members' questions regarding the proposals including the following:

- the current average price of fuel in Winchester;
- of the fare review proposals contained as appendix 5 to the report, the pre-consultation survey sent to all licensed hackney carriage and private hire vehicles indicated a first preference for option 4 and second preference for option 2;
- the impact on the existing taxi trade of the impact of the Covid pandemic in recent years and the current rise in the cost of living meant that at least 50 drivers had already left the profession.

Members also recognised the importance of balancing the difficulties facing the taxi trade against the requirement for their customers to be able to afford any increase in fares and ultimately for the availability of the service to be retained.

Following debate, the committee agreed that an increase in hackney carriage fares should be implemented, with the majority in favour of option 2 of the proposed fare charts (as contained as appendix 3 to the report). With regard to the consultation, members emphasised the importance of reaching groups that might not have access to the internet and/or social media and suggested that posters be displayed at key locations, such as well-used taxi ranks. Members also requested that the consultation commence as soon as possible to enable any increase in fares to be introduced without delay.

RESOLVED:

1. That hackney carriage fares should be varied at this time.
2. That it be agreed:

- (i) That option 2 of the proposed fare charts produced by the Taxi and Private Hire Forum (as contained as appendix 3 to the report) be put forward for consultation.
- (ii) That the length of time for which public consultation shall take place shall be 21 days.
- (iii) That the list of consultees for the purposes of public consultation be approved, as shown in appendix 5 to the report.

3. After close of the consultation process, that the table of hackney carriage fares together with any representations received be put forward to the next appropriate Cabinet Member Decision Day for consideration and decision.

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Appendix 4 – Representations Received

Upham Parish Council

Received 27 September 2022

Subject: RE: Consultation on increase of taxi fares

Dear Briony,

Upham Parish Council discussed this Consultation at their Parish Council Meeting last evening and it was agreed that we would support this increase as it has not been increased since 2011 and costs have increased within that timeframe.

Please could you add support from Upham Parish Council.

Best wishes,

Anne Collins

Clerk to Upham Parish Council

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Section 65 of the Local Government (Miscellaneous Provisions) Act 1976

With effect from 1 November 2022, Winchester City Council proposes to vary the maximum fares for the hire of Hackney Carriages within the District, as follows:-

Distance

For the first 550 yards (503 metres) or part thereof	£3.20
For each succeeding 140 yards (128 metres) or part thereof	20p

Waiting Time

For each period of 1 minute	25p
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Extra Charges

For each hiring which commences between 11pm and 6am or at any time on Bank Holidays and Public Holidays, or after 6.30pm on Christmas Eve and New Years Eve, or any time on 26 December from 6am, or at any time on 1 January from 6am an additional 50% is added to the above rate fare.

For each hiring on Christmas Day or at any time until 6am on Boxing Day an additional 100% is added to the above rate of fare

Fouling Charge	£75.00
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Any person wishing to make representations concerning the variation of fares should do so in writing, giving reasons for so doing, within 21 days from the date of this Notice (on or before 21 October 2022), to the following address:

licensing@winchester.gov.uk or Licensing Manager, Licensing Department, Winchester City Council, City Offices, Colebrook Street, Winchester, SO23 9LJ

More information can be found here:

www.winchester.gov.uk/licensing/taxi-fares

Dated: 21 September 2022

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Winchester City Council Equality Impact Assessment Template (EqIA)

Section 1 - Data Checklist

When undertaking an EqIA for your policy or project, it is important that you take into consideration everything which is associated with the policy or project that is being assessed.

The checklist below is to help you sense check your policy or project before you move to Section 2.

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	No	No complaints have been received in relation to the Council's proposal to review the hackney carriage fares for the Winchester district. One respondent to the pre-consultation survey sent out to the hackney carriage and private hire trade indicated that they did not consider a fare review necessary. Reasons for this were not given or expanded on. It is acknowledged that the Licensing and Regulation Committee's proposals will be subject to public consultation and that objections may be received in response to this.
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	The proposals have been discussed with all officers of the Licensing Department, the Service Lead for Public Protection, the Corporate Head of Service and the Council's Executive Officers. The Legal Department have reviewed the proposals. All officers have been invited to raise concerns and make comments on the proposals prior to their submission to the Licensing and Regulation Committee.
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	No	The hackney carriage fares were previously increased in 2011, with a further review in 2016 that resulted in no increase. No concerns were raised in either year from an

		Yes/No	Please provide details
			equality impact perspective.
4	Do you have any concerns regarding the implementation of this policy or project? <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	Yes	Implementation of this proposal will be managed within the Licensing Department's current resources. It is acknowledged that implementation of any increase to hackney carriage fares may adversely impact those on lower incomes, those who live in rural areas with limited access to public transport, and those who rely on taxis to travel regularly due to accessibility issue or disability. Public consultation will aim to capture the views of those who may be disadvantaged by the proposal made by the Licensing and Regulation Committee.
5	Does any accessible data regarding the area which your work will address identify any areas of concern or potential problems which may impact on your policy or project?	Yes	The report to the Licensing and Regulation Committee makes reference to the possible adverse impact on those on lower incomes, and those who rely on taxis to travel regularly due to accessibility issue or disability.
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of your scheme from an equality impact point of view?	Yes	The Licensing Manager has reviewed both the fare reviews from 2011 and 2016 prior to making these proposals to the Licensing and Regulation Committee. The Council's most recent fare increase in 2011 and no equality impact issues have been documented in relation to this.
7	Are there any other issues that you think will be relevant?	No	Not applicable.

Section 2 - Your EqIA form

Directorate: Place	Your Service Area: Public Protection	Team: Licensing	Officer responsible for this assessment: Briony Appletree	Date of assessment: 25/08/2022
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	Review of Hackney Carriage Fares 2022
2	Is this a new or existing policy?	Revision to 2011 fares
3	Briefly describe the aim and purpose of this work.	The Council seeks to review the hackney carriage fares set in the district, with the last review taking place in 2011, following a request from the Taxi and Private Hire Forum to undertake a review, ensuring that the hackney carriage fares charged in the Winchester district are fair and proportionate.
4	What are the associated objectives of this work?	To ensure that the Council fairly and openly considers the proposals to review the hackney carriage fares and puts a proposal forward for public consultation and adoption at the relevant Cabinet Member Decision Day.
5	Who is intended to benefit from this work and in what way?	Hackney carriage drivers working in the Winchester district have not seen a fare review since 2016 and not seen an increase since 2011. The significant rises in the cost of fuel and vehicle running costs have prompted the Taxi and Private Hire Forum to request a fare review.
6	What are the outcomes sought from this work?	The proposal supports the following Council Plan outcomes: Vibrant Local Economy, Living Well and Your Services, Your Voice.
7	What factors/forces could contribute or detract from the outcomes?	<ul style="list-style-type: none"> - Changes in central Government policies or legislation - Legal challenge of fare setting process - Objections against proposed fares put forward for public consultation by Licensing and Regulation Committee.

8	Who are the key individuals and organisations responsible for the implementation of this work?	Winchester City Council's Licensing Team, Licensing and Regulation Committee and Cabinet Member for Place and Local Plan.
9	Who implements the policy or project and who or what is responsible for it?	Winchester City Council's Licensing Team.

		Please select your answer in bold . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or communities on the basis of race differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of race.
10b	What existing evidence (either presumed or otherwise) do you have for this?	Race, or racial groups, are not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The race of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of sex.
11b	What existing evidence (either presumed or otherwise) do you have for this?	Sex is not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The sex of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		

12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> • <i>Physical access</i> • <i>Format of information</i> • <i>Time of interview or consultation event</i> • <i>Personal assistance</i> • <i>Interpreter</i> • <i>Induction loop system</i> • <i>Independent living equipment</i> • <i>Content of interview</i> 	Y	N	<p>Reviewing the hackney carriage fares and proposing a new fare chart has the potential to have a negative impact on individuals or communities on the basis of disability.</p>
12b	<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>Those individuals or communities that rely on hackney carriage vehicles (taxis) for transport and independence, due to accessibility issues or additional needs / disability, may be impacted in a negative way by any increase in hackney carriage fares. Spending more on essential journeys may impact these individuals or communities, particularly where no alternative or more affordable transport methods are available or appropriate for their specific needs.</p>		
13a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?</p>	Y	N	<p>Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of sexual orientation.</p>
13b	<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>Sexual orientation is not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The sexual orientation of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.</p>		

14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a new fare chart may have a negative impact on individuals or communities on the basis of age.
14b	What existing evidence (either presumed or otherwise) do you have for this?	Similarly to considerations around disability, those individuals or communities that rely on hackney carriage vehicles (taxis) for transport and independence due to age may be impacted in a negative way by any increase in hackney carriage fares. Spending more on essential journeys may impact these individuals or communities, particularly where no alternative or more affordable transport methods are available. This may negatively affect both ends of the age spectrum; those too young to be employed and make sufficient income to afford an increase in taxi fares, and those retired from working life and living on a pension or other limited funds.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of religious belief.
15b	What existing evidence (either presumed or otherwise) do you have for this?	Religious belief is not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The religious belief(s) of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of gender reassignment.
16b	What existing evidence (either presumed or otherwise) do	Gender reassignment is not relevant to the decision-making		

	you have for this?	process in reviewing the hackney carriage fares or considering proposed fare charts. The gender reassignment of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of marriage and civil partnership.
17b	What existing evidence (either presumed or otherwise) do you have for this?	Marriage and civil partnership is not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The marital or civil partnership status of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		
18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N	Reviewing the hackney carriage fares and proposing a fare chart has no negative impact on individuals or communities on the basis of pregnancy and maternity
18b	What existing evidence (either presumed or otherwise) do you have for this?	Pregnancy and maternity is not relevant to the decision-making process in reviewing the hackney carriage fares or considering proposed fare charts. The pregnancy or maternity status of any applicant for a driver, vehicle and/or operator licence, any person making objections, or any customer using a hackney carriage vehicle, is not relevant to the fare set and charged for a journey.		
19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate	Y	N	

	against certain groups on the basis of protected characteristics?			
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	Y	N	<p>Race: No negative impact identified.</p> <p>Sex: No negative impact identified.</p> <p>Disability: Whilst it is recognised that an adverse impact may be caused to individuals or groups with this protected characteristic, it is noted that the hackney carriage fares have not increased since 2011. All other authorities in Hampshire have increased their fares at least once since this 2011 and fuel prices have increased by approximately 30% since 2011. The Licensing and Regulation Committee need to balance the requirement for fares to increase to meet increasing costs to the taxi trade with the affordability of fares and the potential equality impact on those with disabilities.</p> <p>Sexual orientation: No negative impact identified.</p> <p>Age: Whilst it is recognised that an adverse impact may be caused to individuals or groups with this protected characteristic, it is noted that the hackney carriage fares have not increased since 2011. All other authorities in Hampshire have increased their fares at least once since this 2011 and fuel prices have increased significantly since 2011. The Licensing and Regulation Committee need to balance the requirement for fares to increase to meet rising costs to the taxi trade with the affordability of fares and the potential equality impact on those of certain ages.</p>

				Gender reassignment: No negative impact identified. Pregnancy and maternity: No negative impact identified. Marriage and civil partnership: No negative impact identified. Religious belief: No negative impact identified.
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	<ul style="list-style-type: none"> - Hackney carriage fares do not apply to other public transport methods, such as buses and private hire vehicles - The City Council maintains a reliable Park and Ride bus service for those without their own transport - Hampshire County Council maintains a reliable district-wide bus service for those without their own transport - All licensed hackney carriage drivers are required to undertake mandatory safeguarding and disability awareness training; a requirement not mandated by drivers of public service vehicles which, whilst usually cheaper, do not offer the same standard of service - It is illegal for hackney carriage drivers to charge more for the carriage of wheelchairs or assistance dogs, or for offering reasonable assistance to those with disabilities. 		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	

Signed by completing officer



BRIONY APPLETREE

Signed by Service Lead or
Corporate Head of Service

A handwritten signature in black ink, appearing to read "David Ingram". The signature is written in a cursive, flowing style.

DAVID INGRAM

DD55

DECISION TAKER: Councillor Jackie Porter – Cabinet Member for Place and Local Plan

REPORT TITLE: WINCHESTER COLLEGE MEMORANDUM OF UNDERSTANDING

7 NOVEMBER 2022

Contact Officer: Dawn Adey Tel No: 01962 848 308 Email dadey@winchester.gov.uk

WARD(S): ST MICHAEL

PURPOSE

The purpose of this Decision is to enter into a Memorandum of Understanding (MOU) with Winchester College. The MOU will put the Council's partnership arrangements with the College on a clear footing and support both organisations in working together towards common goals for the benefit of the city.

RECOMMENDATIONS:

1. That the Memorandum of Understanding in appendix A is entered into on behalf of Winchester City Council.

IMPLICATIONS:

- 1 The memorandum of understanding contains non-legal commitments that both parties will work in partnership for the benefit of the city. The proposed shared priorities set out how each organisation will support the community, benefit the economy and also show commitment to the preservation of historic buildings. The MOU also outlines how the organisations will work together to reduce carbon emissions.
- 2 **PUBLIC SECTOR EQUALITY DUTY**
 - 2.1 The MOU is a way of providing a framework for how the organisations will work together. It has no direct outcomes that impact people in itself. Outcomes that impact people will be considered at appropriate times as projects and shared goals are taken forward. As set out its Equality, Diversity and Inclusion Policy, the College is committed to compliance with relevant equality legislation, in particular the Human Rights Act 1998, the Equality Act 2010, Codes of Practice and relevant best practice guidance. It promotes a culture that actively values difference and recognises that people from different backgrounds and experiences can bring valuable insights into the workplace and enhance the way it works.
- 3 **RISK MANAGEMENT**
 - 3.1 This MOU is not legally binding and is therefore a cautious arrangement in appetite for risk, which is below the Councils Moderate approach to risk.

Risk	Mitigation	Opportunities
Financial Exposure	There are no financial arrangements in the MOU	The MOU and demonstrating partnership working can be a good evidence base to base bid funding on. Should we wish to apply for bid funding in Partnership with Winchester College such an application would follow the appropriate approval processes in each organisation.
Exposure to challenge	The MOU is not legally binding	
Innovation		The MOU provides a framework for innovative approaches when working together.
Reputation – Partner in	The Council can exit	

MOU develops a strategic direction that does not fit with the Council's ambitions	these arrangements.	
Achievement of outcome - Making the MOU work takes resources to be applied, there is a risk that the resources will not be available	The MOU is very flexible, allowing either party to work on individual projects at times when each organisation can resource the need.	The MOU could lead to more success and the outputs we can deliver together might be in excess of what is envisaged at time of signing.

4 SUPPORTING INFORMATION:

- 4.1 The MOU essentially codifies and strengthens a working relationship which already exists. Due to their respective roles, both organisations already make a significant contribution to the local area, working together as so required. Through this MOU, areas of common ground / interest have been identified, with a firm commitment to delivering outcomes that are in excess of what might otherwise have been achieved.
- 4.2 This is particularly relevant in the context of the College having published its "Winchester College in the 21st Century" vision, which sets out a significant programme of change which is currently being implemented. There is the opportunity, through this MOU, for the Council to help ensure that this vision is implemented in a manner which makes a wider, positive contribution to the City as a whole.

5 OTHER OPTIONS CONSIDERED AND REJECTED

- 5.1 Do nothing: The Council could Decide not to enter into this arrangement. In such circumstances, both organisations would continue to work together and deliver the desired outputs. However, the opportunity to align priorities and provide a focus for this through the framework of the MOU would be lost. It is considered that not entering the MOU would be a missed opportunity to secure a commitment from the College to work towards the delivery of the shared priorities which have been identified.

BACKGROUND DOCUMENTS:-

Previous Cabinet/Committee Reports or Cabinet Member Decisions:-

None

Other Background Documents:-

None

APPENDICES:

Appendix A – Memorandum of Understanding between Winchester City Council and Winchester College



DATED: 7 NOVEMBER 2022

MEMORANDUM OF UNDERSTANDING

BETWEEN

WINCHESTER CITY COUNCIL

AND

WINCHESTER COLLEGE

1. PURPOSE

- 1.1 This memorandum of understanding (“MoU”) sets out the commitment of both parties to work together towards a series of outcomes, for the benefit of the City of Winchester.
- 1.2 The first party, Winchester City Council (“the Council”), is the local authority for the non-metropolitan district of the City of Winchester.
- 1.3 The second party, Winchester College (“the College”), is an independent school in the City of Winchester, providing boarding for boys aged 13-18. From September 2022, it will offer Sixth Form for day girls and boys.
- 1.4 Both parties – in their respective roles – make significant contribution to the local area: seeking to make the City of Winchester an even more attractive place to live, work and visit.
- 1.5 Through this MoU, both parties commit to pursuing, through best endeavours, a number of shared priorities over the next five years.

2. STATUS

- 2.1 This MoU is not intended to be legally binding, and no legal obligations or legal rights shall arise between the parties from this MoU. Both parties enter into the MoU intending to honour all the commitments that relate to them.
- 2.2 Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the parties, constitute any party as the agent of another party, nor authorise any of the parties to make or enter into any commitments for or on behalf of another party.
- 2.3 Furthermore, nothing in this MoU requires either party to make decisions in a manner which is advantageous to the other. In particular, the Council will fulfil its statutory responsibilities and various functions as a local authority as it best sees fit, whilst at the same time having regard for whether the priorities set out in this MoU could be aided through its decision-making. Similarly, the College will fulfil its obligations as both a school and a charity, whilst seeking to contribute to the delivery of the priorities set out in this MoU.

3. THE COUNCIL’S FOCUS

- 3.1 In January 2020, the Council adopted the Council Plan 2020-25, setting out priority outcomes for the local authority. It identifies issues that will be addressed over the life of the Plan through the work of the Council and its partners. The Plan was updated in March 2021.¹
- 3.2 The Council Plan details five priority outcomes, including creating a greener district, a vibrant local economy and living well. The College considers that it is well placed to support the

¹ Winchester City Council: Council Plan 2020-25 (2021 Edition) - <https://www.winchester.gov.uk/about/strategies/council-strategy>

Council in making progress against the projects and actions in the Council Plan in relation to these priority outcomes.

- 3.3 In addition to the Council Plan, the Council (and, where relevant, with its partners) has adopted (or is developing) a series of other strategies and plans which are relevant to the contribution the College makes both now and in the future. These are:
- a. The Carbon Neutrality Action Plan, which sets out how the Council will become carbon neutral by 2024, and the whole district by 2030.²
 - b. The Destination Management Plan (DMP) (adopted by the Visit Winchester and the Heart of Hampshire Destination Management Partnership, which includes the Council).³
 - c. The Winchester Vision 2020 – 2030 (adopted by the Winchester Town Forum, made up of Council members) which sets out a ten year vision for the urban part of the district in which the College is located.⁴
 - d. The Central Winchester Regeneration vision and activities.⁵
 - e. Winchester District Local Plan 2018 – 2039 (emerging), which is due to be consulted on at the end of 2022.⁶
 - f. The Open Space, Sports & Recreation Study (and in particular the Playing Pitch Strategy and Built Facilities Study which form part of this).⁷
- 3.4 In its work as a school and a charity, the College will give consideration to how it can align with – and effectively contribute to – the aspirations and priorities set out in the documents referenced in paragraph 3.3 above. It will also have regard for any updates or additions to these documents and any other relevant plans which the Council brings forward.

4. THE COLLEGE'S VISION AND CONTRIBUTION

- 4.1 In February 2021, the College published “Winchester College in the 21st Century”, setting out a new vision and significant programme of change for the school.⁸ The College considers that this approach – which will bring the benefits of economies of scale – will enable the

² Winchester City Council: Carbon Neutrality Action Plan –

<https://www.winchester.gov.uk/about/strategies/council-strategy>

³ Visit Winchester and the Heart of Hampshire Destination Management Partnership: Destination Management Plan –

<https://www.visitwinchester.co.uk/information-local-businesses/>

⁴ Winchester Vision 2020–2030 –

<https://democracy.winchester.gov.uk/documents/s13880/WTF293%20Appendix%20A%20Handbook%203.pdf>

⁵ Central Winchester Regeneration – <https://www.winchester.gov.uk/regeneration/5744/central-winchester-regeneration>

⁶ Winchester District Local Plan 2018-2039 –

<https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging>

⁷ Winchester City Council and East Hampshire District Council: Open Space, Sports and Recreation Study – <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2011-2036-adopted/evidence-base/infrastructure/open-space-sports-and-recreation-study>

⁸ Winchester College in the 21st Century – <https://www.winchestercollege.org/newsletters/the-winchester-vision>

school to continue its unique approach to education, whilst also sustaining public benefits within the City of Winchester (as detailed from paragraph 4.3 below onwards).

- 4.2 The most significant change announced as part of this vision is the decision to introduce girls to the school, initially into the Sixth Form (16 to 18 year olds). In addition, day pupils (boys and girls) are being introduced to the school, also into the Sixth Form, from September 2022.
- 4.3 The College's existing interaction with the maintained school sector (including academies) through its Educational Partnerships – along with its Community Service work – is extensive. This would continue to be provided; and entirely funded by the College as part of its charitable objectives. A summary and examples of current activities are set out in the appendix to this MoU. In line with the changes outlined above, the College is committing to a significant growth in the school's bursary provision, with the initial objective of a 25% increase, to 150 pupils, by 2024.
- 4.4 More widely, the College has extensive grounds of approximately 250 acres, and through these it makes a significant contribution to the City of Winchester. This includes the maintenance of more than 80 listed buildings, 11 acres of formal gardens, 100 acres of ancient water meadows, 4.5 miles of the River Itchen and 52 acres of playing fields. This is complemented by leasing St Catherine's Hill (a public access area) to the Hampshire and Isle of Wight Wildlife Trust, and giving access rights over its land for a new cycle track. All of these assets – the majority of which are made available to the public – are enjoyed by approximately 100,000 visitors annually, including through participation in initiatives such as the National Garden Scheme.
- 4.5 In a typical year, the College welcomes around 15,000 visitors to its museum, Treasury, and on guided tours, as well as to public events throughout the year, including Heritage Open Days.
- 4.6 The College remains committed to sharing its resources, expertise and facilities with the wider community – at no cost to the taxpayer and, wherever possible, free. Through the growth and diversification of its admissions (as referenced in paragraph 4.2 above), the College will be able to expand the benefits it offers to the City of Winchester; sustaining them at a high standard.

5. SHARED PRIORITIES

- 5.1 Having regard for their respective plans, the Council and the College agree that:
 - a. The College's assets make a significant contribution to the attractiveness of the City of Winchester as a destination, and consideration should be given to how this might be strengthened. This would be to help secure an uplift in visitor numbers and longer duration of stays, in line with the objectives of the DMP.
 - b. It is in the interests of the City of Winchester that the College's contribution to the local economy and community (including the employment of 350 full-time equivalent staff, the majority of whom live within a 30 minute commute) is sustained and expanded over the

coming years. The vision referenced in paragraph 4.1 above will help ensure the College is well placed – as a major local employer and purchaser of goods and services – to support efforts by the Council to secure economic growth, tackle the cost of living and increase prosperity within the City of Winchester.

- c. The Council has set a clear direction for the future of the City of Winchester, as referenced in paragraphs 3.1 and 3.3 above. This includes the ongoing preparation of an updated planning framework, to ensure that development within the local authority area takes place in a manner which is sympathetic to the City's heritage (of which the College is a key part). The College is committed to ensuring it meets the requirements of these local policies.

5.2 The Council and the College therefore agree to the following:

- a. Support the College's growth and diversification to become co-educational and available for day pupils (thereby offering more options for local families), whilst ensuring that these changes are managed sensitively to deliver an overall net benefit to the City of Winchester.
- b. Work with the Winchester City Centre Partnership to maximise the economic benefits to the local area of the College's presence, including through continued support for – and involvement in – the Business Improvement District. The College will – particularly as it expands – seek to maximise its use of suppliers within the City of Winchester, and make itself available to support the Council's initiatives for securing local growth – such as through joining the Partnership Board to oversee UK Shared Prosperity Fund projects within the local authority area.
- c. Seek to maximise the extent of the benefits (and knowledge thereof) arising from the College's support for the maintained school sector in the City of Winchester (through its Educational Partnerships), as a priority element of its commitment to doing so across Hampshire and the south coast.
- d. Align, wherever possible, the College's Community Service activities with the priority outcomes in the Council Plan 2020-25 (particularly those relating to a greener district, a vibrant local economy and living well), along with other relevant strategies and plans for the City of Winchester. The Council may, from time to time, ask the College to consider using its Community Service programme to support priority projects in the local area.
- e. Contribute to the work of the Winchester District Sport & Physical Activity Alliance, to ensure that the College's existing and future recreational facilities (including the new Sports Centre) are made available for community use wherever possible, having regard for: (i) existing commitments; (ii) any future planning obligations; and (iii) the Council's Playing Pitch Strategy and Built Facilities Study.
- f. Establish a heritage framework partnership, outlining how: (i) the College will maintain the listed buildings in its ownership (in line with an Estates Management Plan); and (ii) the Council engages with the College to agree a strategy to undertake these works.

- g. Explore the potential for Winchester's tourism offer to be strengthened through increased public access to the College's assets, which could include: (i) making more of the school's grounds available for visitors outside of term time; and (ii) enabling Jane Austen's House at 8 College Street to be made available for the enjoyment of visitors. Further discussions with get underway to explore options in respect of the latter.
- h. Consider how the College could make a contribution to the progression of the Council's Carbon Neutrality Action Plan, exploring the potential to become carbon neutral within the lifetime of this MoU (ahead of the Council's commitment to see this achieved across the City of Winchester by 2030).

6. TAKING THESE PRIORITIES FORWARD

- 6.1 In committing to this MoU, both parties recognise that there is considerable potential for progress to be made in respect of the shared priorities outlined above. The Council and the College will work collaboratively in pursuit of these, whilst also recognising that neither is under any obligation to the other (particularly having regard for what is stated in paragraph 2.3 above).
- 6.2 Given the commitment of both parties to work together in pursuit of these priorities, it is proposed that senior principals from both the Council and the College will meet at least every six months to: (i) review progress; and (ii) identify and agree what steps may be required to ensure further progress is made. The Council and the College may agree to establish separate working groups (such as that suggested in 5.2(f) above) from time to time, in relation to particular projects or themes. This may involve other parties, as appropriate.
- 6.3 It is agreed that this MoU shall remain in place for a period of five years from the date of signing, however proposed amendments may be brought forward by either party at any time. Consideration may be given to a further MoU being entered at the end of this five year period.

Signed for and on behalf of **Winchester City Council**

Signature:

Name:

Position:

Date:

Signed for and on behalf of **Winchester College**

Signature:

Name:

Position:

Date:

WINCHESTER COLLEGE'S EDUCATIONAL PARTNERSHIPS AND COMMUNITY SERVICE

(Activities at the time of the MoU being prepared – July 2022)

Educational Partnerships

The College works with 15 partner secondary schools from the maintained sector (including academies), across Hampshire and along the south coast. This includes all three main secondary schools in Winchester.

- Two of these 15 – Midhurst Rother College in West Sussex and Barton Peveril Sixth Form College in Hampshire – have benefitted from longstanding relationships, over several years.
- The College's work with each of these 15 schools involves: (1) educational visits to Winchester; (2) visits by teachers to them; (3) professional development in a range of subjects; (4) teacher training links; and (5) interview practice.
- It is estimated that these partnerships benefit approximately 1,000 pupils annually, across all 15 schools.

In addition, the College has strong links with primary schools in Winchester and the surrounding area. Through (1) visits by the College's pupils to schools, and (2) primary pupils visiting the College, a wide range of activities are supported, including chess, concerts, creative writing, drama, debating, ecology work, mathematics, natural history, summer sports and many other activities, including Ukrainian support.

More details are provided [on the College's website](#).

Community Service

400 College pupils are involved in this programme, resulting in 18,000 hours of voluntary work being provided on an annual basis. This includes pupils contributing to the following organisations' activities:

- [Blue Apple Theatre](#);
- [The Winchester Beacon](#);
- [Hampshire Hospitals NHS Foundation Trust](#);
- [Butterfly Conservation](#); and
- Chalk Streams Projects (working with 500 local primary school pupils).

More details are provided [on the College's website](#).