



LICENSING HEALTH AND SAFETY COMMITTEE

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on
Tuesday, 15th January, 2019 at 10.00 am.

The Members of the Licensing Health and Safety Committee are:-

Councillor Feacey (Chairman)
Councillor Mrs Dyer (Vice-Chairman)

Cllrs. Aaby, Bennett, Bradford, Farrell, Krause, Pickering, Shorter, Smith, Suddards,
White, Vacant

Agenda

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1. **Apologies/Substitutes**

To receive Notification of Substitutes in accordance with Procedure
Rule 1.2(iii)
2. **Declarations of Interest** 1 - 2

To declare any interests which fall under the following categories, as
explained on the attached document:
 - a) Disclosable Pecuniary Interests (DPI)
 - b) Other Significant Interests (OSI)
 - c) Voluntary Announcements of Other Interests
See Agenda Item 2 for further details
3. **Minutes** 3 - 12

To approve the Minutes of this Meeting held on 16 January 2018.
4. **Proposed Fee Levels for Licence Applications 2019/2020** 13 - 28
5. **Review of the Hackney Carriage Fare Scale - 2019/2020** 29 - 70

KM
2 January 2019

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kirsty.morland@ashford.gov.uk 01233 330499
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Declarations of Interest (see also “Advice to Members” below)

- (a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

- (b) **Other Significant Interests (OSI)** under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:

- Membership of outside bodies that have made representations on agenda items, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a Member, relative, close associate, employer, etc; OR an application made by a Member, relative, close associate, employer, etc, would both probably constitute either an OSI or in some cases a DPI].

Advice to Members on Declarations of Interest:

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.pdf
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found in the Constitution at <http://www.ashford.gov.uk/part-5---codes-and-protocols>
- (c) If any Councillor has any doubt about the existence or nature of any DPI or OSI which he/she may have in any item on this agenda, he/she should seek advice from the Corporate Director (Law and Governance) and Monitoring Officer or from other Solicitors in Legal and Democratic Services as early as possible, and in advance of the Meeting.

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Licensing and Health and Safety Committee

Minutes of a Meeting of the Licensing and Health and Safety Committee held in Committee Room No. 1 (Fougères Room), Civic Centre, Tannery Lane, Ashford on the **16th January 2018**

Present:

Cllr. Feacey (Chairman);
 Cllr. Mrs Webb (Vice-Chairman);
 Cllrs. Bennett, Bradford, Buchanan, Heyes, Pickering, Shorter, Sims, Smith, White

In accordance with Procedure Rule 1.2 (iii) Councillors Buchanan and Heyes attended as Substitute Members for Councillors Krause and Mrs Dyer respectively.

Apologies:

Cllrs. Chilton, Mrs Dyer, Krause.

Also Present:

Environmental Protection and Licensing Team Leader, Licensing Officer, Member Services Officer.

316 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Made a 'Voluntary Announcement' as he was the Managing Director of Energyshift who worked with members of the taxi trade, he was on the Management Committee of UK LPG and was Chairman of the Ashford Volunteer Bureau who ran its own cars.	318, 319

317 Minutes

Resolved:

That the Minutes of the Meeting of this Committee held on the 16th January 2017 be approved and confirmed as a correct record, subject to an amendment to Minute 264 (iii) to read:

	CURRENT FEES	PROPOSED FEES
	2016/17	2017/18
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£100.00	£101.00

318 Proposed Fee Levels for 2018/19 Applications

In accordance with Procedure Rule 9.3, Mrs Whybrow attended and addressed the Committee. She raised concerns that the Committee, when setting fees, failed to recognise the wages and business costs of the taxi trade. Vehicle running costs were increasing however there had been no rise in wages. In respect of the data provided in the report pertaining to insurance premiums, she felt this data was not relevant as it related to general car premiums rather than specialist taxi insurance premiums. She said it was important to take into account the needs of smaller fleets and individual drivers who had very different working patterns. In addition, smaller fleets did not have the luxury of spare parts or vehicles. Mrs Whybrow felt that the Council placed too much emphasis on the customer to the detriment of the taxi trade. Many drivers worked excessive unsociable hours, she provided an example of these. Further, the Council was keen to promote vehicles for disabled passengers however these came at an additional cost to the trade. She also promoted the case for an increase in fares for larger vehicles (6 or more passengers). In conclusion, Mrs Whybrow advised the Committee that there had been a rise in the cost of living and even Council employees had been given a pay increase, she asked that the same be applied to the taxi trade.

The Environmental Protection and Licensing Team Leader advised that he was not aware of an insurance premium index that was specific to premiums charged for specialist taxi insurance, due to this the AA British Insurance Premium Index was utilised. He welcomed any details that Mrs Whybrow or someone from the taxi trade could provide in relation to a specialist insurance premium index.

The Environmental Protection and Licensing Team Leader introduced the report and advised that the setting of licensing fees allowed the Licensing Authority to recover the costs of processing licence applications, regulation and back office costs associated with the running of the licensing regime. Licensing fees must be cost neutral and could not be profit making. He drew attention to Appendix E of the report, which provided a summary of the licenses issued by the Authority. This list did not detail the proactive and reactive enforcement undertaken by Officers, nor the work involved in administering Licensing Hearings and Appeals.

Gambling Related Fees

The report recommended that the fees increase in line with inflation, except where fees were at the statutory maximum. The fees given as the current fees should read 2017/18.

Sex Establishment Fees

The report proposed that the fees increased in line with inflation.

Hackney Carriage and Private Hire Fees

The report recommended that the fees increase in line with inflation, except:

- Transfer of vehicle licences – the Committee had made it clear that they aimed to abolish this fee in the future on the basis of enabling newer vehicles

onto the fleet. It should be noted that the majority of transfers were between older vehicles. Taking this into consideration, it was proposed that the fee remain the same.

- Replacement plates – it had been proposed to lower this fee to £20, to bring it in line with vehicle licence transfers.
- Vehicle Inspection – this fee had increased, however this fee was set by a commercial contract and in line with the Council's procurement requirements.

The Chairman drew attention to the transfer of vehicle licences fee and the Committees' previous aim to abolish this fee. During the discussion on this matter, some Members felt that if the aim was to enable newer and more environmentally friendly vehicles onto the fleet then this fee could be waived for such vehicles. The Environmental Protection and Licensing Team Leader advised that this would need to be understood further, particularly in relation to the definition of environmentally friendly vehicles that would be able to attract such a discount. The Committee agreed that this was an area to be investigated and the Environmental Protection and Licensing Team Leader endeavoured to do this in readiness for the fee setting for 2019/20. Discussions on this matter would also be had with the Taxi Forum to ascertain their views on the matter.

Scrap Metal Dealers Fees

The report recommended an increase in line with inflation. The Committee was asked to note that the current fees within the report should read 2017/18 and the proposed fees 2018/19.

Recommended:

- (i) that the fees used for gambling applications and notices as given below be approved.

RECOMMENDED GAMBLING RELATED LICENCE FEES FOR 2018/19

Premises Type	New Application (£)	Annual Fee (£)
New Small Casino	6734 (8000)	3823 (5000)
New Large Casino	8057 (10000)	7708 (10000)
Regional Casino	12690 (15000)	11900 (15000)
Bingo Club	2306 (3500)	718 (1000)
Betting Premises (excluding Tracks)	2347 (3000)	466 (600)
Tracks	1804 (2500)	718 (1000)
Family Entertainment Centres	1804 (2000)	620 (750)
Adult Gaming Centre	1804 (2000)	723 (1000)
Temporary Use Notices	204 (500)	N/A

	Application to Vary	Application to Transfer	Application for Re-Instatement	Application for Provisional Statement	Licence Application (provisional Statement)	Copy Licence	Notification of Change
	£	£	£	£	£	£	£
New Small Casino	2757 (4000)	1603 (1800)	1347 (1800)	6734 (8000)	2393 (3000)	25 (25)	50 (50)
New large Casino	3664 (5000)	1881 (2150)	2122 (2150)	8057 (10000)	3957 (5000)	25 (25)	50 (50)
Regional Casino	5944 (7500)	4336 (6500)	4336 (6500)	12690 (15000)	6181 (8000)	25 (25)	50 (50)
Bingo Club	1579 (1750)	876 (1200)	876 (1200)	2306 (3500)	953 (1200)	25 (25)	50 (50)
Betting Premises (excluding Tracks)	1333 (1500)	876 (1200)	876 (1200)	2306 (3000)	953 (1200)	25 (25)	50 (50)
Tracks	1210 (1250)	876 (950)	876 (950)	1804 (2500)	950 (950)	25 (25)	50 (50)
Family Entertainment Centres	815 (1000)	876 (950)	876 (950)	1804 (2000)	789 (950)	25 (25)	50 (50)
Adult Gaming Centre	815 (1000)	876 (1200)	876 (1200)	1804 (2000)	953 (1200)	25 (25)	50 (50)
Temporary Use Notices	N/A	N/A	N/A	N/A	N/A	25 (25)	N/A

(ii) that the sex establishment fees as given below be approved.

RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2018/19

	CURRENT FEES 2017/18	PROPOSED FEES 2018/19
Grant	£3236	£3317
Transfer	£300	£308
Renewal	£300	£308

- (iii) that the Hackney Carriage, Private Hire and Operator applications licence fees as given below be approved for the purposes of public consultation.

**RECOMMENDED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES
2018/19**

	CURRENT FEES 2017/18	PROPOSED FEES 2018/19
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£50.00	£52.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£101.00	£104.00
Additional driver's licence (adding a licence)	£20.00	£21.00
Hackney Carriage Knowledge Test & Re-test	£50.00	£52.00
Replacement badge/Licence	£11.00	£11.00
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£308.00 – New £288.00 - Renewal	£316 - New £295 - Renewal
Vehicle Plate Internal/External	£25.00	£20.00
Transfer of Vehicle Licence (with or without vehicle plate)	£20.00	£20.00
<i>Vehicle Inspection - Test Fee (set by contract)</i>	£32.00	£32.00
<i>Vehicle Inspection - Missed Appointment (set by contract)</i>	No charge	No charge
Private Hire Operators Licence - New or Renewal (for 3 years)	1-3 vehicles : £126 4-10 vehicles : £424 11-20 vehicles : £848	1-3 vehicles : £129 4-10 vehicles : £435 11-20 vehicles : £869
To increase number of vehicles licensed during duration of Operators Licence	1-3 to 4-10 : 293.00 4-10 to 11-20 : 424.00	1-3 to 4-10 : £300.00 4-10 to 11-20 : £435.00
Fee for Returned (Bounced) Cheques	£16.00	£16.00

- (iv) that the scrap metal, site and collectors fees as given below be approved.

**RECOMMENDED SCRAP METAL, SITE AND COLLECTORS LICENSING FEES
2018/19**

	CURRENT FEES 2017/18	PROPOSED FEES 2018/19
Grant Site Licence	£308	£316
Grant Collectors Licence	£207	£212
Renewal Site Licence	£207	£212
Renewal Collectors Licence	£103	£106
Variation	£78	£80
Replacement Licence	£11	£11

- (v) that the annual licensing summary be received and noted.

319 Review of the Hackney Carriage Fare Scale 2018/19

The Environmental Protection and Licensing Team Leader introduced the report and advised that the Committee were asked to consider and set a Hackney Carriage Fee based on the information contained within the report. It should be noted that the fare set would be a maximum fare, operators were free to charge less should they wish to do so. The purpose of setting a fare was to strike a balance between the legitimate aims of the taxi trade to maintain profitability, whilst also protecting the public from excessive fares. The fare consisted of an initial or drop rate, covering an initial period of distance or time, and a yardage rate based on further distance or time. The Committee was asked to consider both elements in making their decision. He drew Members' attention to the comparison table contained within the agenda papers, which highlighted Ashford as midway for Kent, charging £6.40 for a two mile journey. Shepway had been omitted from the table, however he could confirm that their rate was £6.20 for a two mile journey, 20p lower than Ashford's current fare rate.

In line with feedback from the Committee last year regarding the level of response from the trade additional work was undertaken to explain the need for meaningful local evidence. Officers had advised the Taxi Forum of the need for greater evidence to assist in the setting of fares and presented an updated survey to encourage submission of such evidence. Feedback from the Reps at the Taxi Forum had been clear and highlighted that they wished to provide less information, not more. Furthermore, they indicated that they felt the statistics provided by the Licensing Team in terms of inflation, fuel prices, insurance prices and business rates were sufficient to allow decisions to be made. Following that feedback a second online survey was emailed to the trade and the Taxi Forum Reps to cascade to their respective drivers. This survey ran during the whole of October, during which reminder emails were sent to the trade. 32 responses were received which equated to approximately 8% of the licensed trade (32 of 400). Of the limited responses received 81% wished to see an increase to the drop rate and yardage rate, with the most commonly requested being 3%. 19% of respondents did not wish to see any increase to the fares.

Attention was drawn to the low response figure, which occurred year on year despite efforts to encourage a greater level of response from the trade. During 2015 and 2016 no change was made to the fare scale, in 2017 there had been a 3% increase to the yardage rate with no increase in the drop rate. In the 12 months up to November 2017, the price of fuel increased by 3.8 pence, although it had fluctuated during that period. Inflation had increased by 3% during the 12 month period to October 2017 and insurance premiums were on average 9.7% higher than 12 months ago. The Committee was asked to take this information into consideration and set a Hackney Carriage Fare by recommending a percentage charge for the initial drop and yardage rates, with the former being rounded up to the nearest 5 pence.

The Portfolio Holder advised that he supported a 2% rise in taxi fares across the board. The taxi rank was due to be relocated to the new holding rank by the Station shortly and the taxi trade formed a vital part of the transport infrastructure in the Borough.

The Committee were disappointed by the number of responses to the survey and questioned whether there was a real desire for an increase in fares. A Member felt that it would be important to investigate whether a specialist insurance premium index existed, this would enable the Committee to have a greater understanding of the cost to the trade. It was proposed by a number of Members that there be no increase in fares. The Environmental Protection and Licensing Team Leader advised that the low response rate was not a one-off, it was consistently low year on year. One Member considered that an increase was reasonable and the Council had a responsibility to the trade.

The Chairman drew attention to the overall fees charged throughout the Country. Ashford was within the highest 18%. The lack of engagement was not through lack of trying by Officers.

The Committee agreed that it would be useful to gain the views of users of taxis in relation to fares.

The Committee agreed to recommend no change in either the drop rate or yardage rate.

Recommended:

That the Hackney Carriage fare scale for 2018/19 as given in the table below be approved for the purpose of issuing a public notice.

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PROPOSED FARES FOR 2018/19

(a) Fares for distance or time: Rate 1	£
If the distance does not exceed 680 yards, for the whole distance or for the first 216 seconds of waiting time	2.80
For each subsequent 166.7 yards or uncompleted part thereof	0.20
Or for each subsequent period of 52.9 seconds of waiting time or uncompleted part thereof	0.20
(b) Fares for certain times and days: Rate 2	
a) For each hire commenced between 12 midnight and 7 am	1½ x Rate 1
b) For each hire undertaken on GOOD FRIDAY, EASTER MONDAY, MAY DAY, SPRING BANK HOLIDAY, SUMMER BANK HOLIDAY or any other specifically declared Bank Holiday only.	1½ x Rate 1
(i) Fares for certain times and days: Rate 3	
c) For each hire undertaken on a CHRISTMAS DAY, BOXING DAY or NEW YEAR'S DAY	2 x Rate 1
When the holiday charge (b) or (c) is payable the Night Charge (a) is NOT payable.	

2 Miles	-	£6.40
5 Miles	-	£12.60
10 Miles	-	£23.20

	£
Extras - up to a maximum of £1.20	
(a) for each person (excluding infants in arms) carried in excess of two persons (two children under 10 years of age count as one person) irrespective of distance.	0.20
Note: For the purposes of counting the number of persons <u>that the vehicle is licensed to carry</u>, children under 10 years of age should <u>each be counted as a person</u>. A babe in arms should not be counted as a person.	
(b) for each article of luggage conveyed outside the passenger compartment of the carriage	0.05
(c) for perambulators	0.05
(d) for dogs	0.10

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Agenda Item No: 4

Report To: LICENSING, HEALTH AND SAFETY
COMMITTEE

Date of Meeting: 15 January 2019

Report Title: PROPOSED FEE LEVELS FOR 2019/20
APPLICATIONS

Report Author & Job Title: Trevor Ford
Environmental Protection and Licensing Team Leader
Portfolio Holder: Cllr. G.J. Bradford
Portfolio Holder for: Community Safety and Wellbeing

Summary:	The report proposes fees for licences for the financial year 2019/20.
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Key Decision: NO

Significantly Affected Wards: Not applicable

Recommendations: That the Licensing, Health and Safety Committee recommends:

- I. The fees used for gambling applications and notices as given in Appendix A to full council.
- II. The sex establishment fees as given in Appendix B to full council.
- III. The hackney carriage, private hire and operator licence fees in Appendix C to full council for public consultation.
- IV. The scrap metal site and collectors fees as given in Appendix D to full council.
- V. To note the annual licensing summary in Appendix E.

Policy Overview: The process of setting the fees for licences is essential to ensure that operational costs are recovered and that council budgetary objectives are met.

Financial Implications: The process of setting the fees is necessary to ensure that fees are set at a level that will enable the authority to recover the costs associated with the service provision.

Legal Implications: The appropriate setting of fees is necessary to ensure that the Council do not act outside of current legislation and request costs which we are not entitled to recover from licensees. Failure to set costs appropriately opens the Council up to legal challenge.

Equalities Impact Assessment	The setting of fees in relation to these functions is not considered to cause any discrimination. The fees are set in accordance with Government guidance and each application is processed on its individual merits.
Other Material Implications:	Members should note generally that some licences issued by the Council may be considered possessions and therefore Article 1 to Protocol 1 of the Human Rights Act 1998, the peaceful enjoyment of possessions, is relevant.
Exempt from Publication:	NO
Background Papers:	None
Contact:	trevor.ford@ashford.gov.uk – Tel: (01233) 330 397

PROPOSED FEE LEVELS FOR 2019/20 APPLICATIONS

1. The report recommends the proposed fees for licences for the financial year 2019/20.
2. The Committee are asked whether to approve the following fees for recommendation to the full council.
 - The fees used for gambling applications and notices as given in Appendix A.
 - The sex establishment fees as given in Appendix B.
 - The hackney carriage, private hire and operator licence fees in Appendix C for public consultation.
 - The scrap metal site and collectors fees as given in Appendix D.
 - To note the annual licensing summary as in Appendix E.

Introduction and Background

3. The fees have been determined by examining how long is spent processing an application and who in the authority is likely to carry out the various processes.
4. The type of tasks involved in a premises application for example:
 - Assistance to the applicant (pre-application stage, including telephone advice, sending forms, etc.) and the checking of an application for completeness when received.
 - Checking all required documents have been submitted, processing the application fee, banking processes and reconciling payments.
 - Entering the information into our computer system including scanning if appropriate.
 - Contacting the applicant to clarify the application or chase missing information if required.
 - Assess representations for relevance and undertake informal mediation.
 - Carry out compliance visits and checking the operating licence once issued.
 - Determining the licence, arranging a hearing, holding a hearing and notification of the decision if required.
 - Prepare and issue the licence and update the records/register.
 - Appeal preparation and holding an appeal hearing, if necessary.
5. Gambling Related Fees

The Gambling Act 2005 Section 212 gives the Secretary of State power to make regulations prescribing the fees payable to the licensing authority. It also gives them the power to devolve to licensing authorities, in England and Wales, the freedom to set fees for premises licence applications, subject to any constraints they may prescribe. The Government decided that for England and Wales, licensing authorities will determine their own fees for gambling premises

licences and temporary use notices but that the Secretary of State will prescribe the maximum fee payable for each category of licence.

Local authorities are able to set fees for premises licences from within fee bands prescribed by Department for Culture, Media and Sport (DCMS).

There will be an initial fee to cover the cost of application and an annual "maintenance" fee.

The DCMS asked licensing authorities to set fees to ensure full cost recovery and that the fee levels represent fairness and value for money for the gambling industry. All licensing authorities must set their fees upon a cost recovery basis only (Gambling Act Section 212 (2)(d)) and are required to review their fee levels on an annual basis to ensure this.

While the licensing authority can set fees for the applications in Appendix A, permit fees are prescribed by the Government and therefore licensing authorities have no discretion to set fees on these applications.

While the council is required to set fees for casino licenses, the Secretary of State determines which districts are able to accept an application for a casino.

It is proposed that this year the fees increase in line with inflation (2.5%) except where fees are at their statutory maximum. These are set out at Appendix A.

6. Sex Establishment Fees

The licensing of sex establishments is governed by the Local Government (Miscellaneous Provisions) Act 1982 Schedule 3. Under these adoptive provisions local authorities can require any sex shops or sex cinemas in their area to obtain a licence. Ashford Borough Council adopted Schedule 3 effective from 1 May 1983.

Members will be aware that the council carried out a consultation about whether to adopt the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1982, for the licensing of Sexual Entertainment Venues, such as lap dancing clubs. Council adopted the relevant provisions on 17 February 2011.

It is proposed that an increase in line with inflation (2.5%) be made to the fees.

7. Hackney Carriage and Private Hire Fees

Under Local Government (Miscellaneous Provisions) Act 1982, the provisions controlling the levying of fees are:

- Local Government (Miscellaneous Provisions) Act 1982, Schedule 53(2), in respect of drivers licences for both hackney carriages or private hire vehicles; and
- Local Government (Miscellaneous Provisions) Act 1982 Schedule 70 for hackney carriage proprietors' licences, private hire vehicle licences and private hire operators' licences.

It is proposed to adjust the hackney and private hire fees to better reflect the cost of regulation, and to ensure that the fees against each application type and work is better reflected. It is therefore proposed that for 2019/20;

- Drivers' licences increase 7.69% (£4/£8 for 1/3 year licences respectively) to better reflect the actual cost associated with processing driver applications and regulation.
- Vehicle licence grant increase less than inflation 1.27% (£4) and renewals 1.69% (£5) to better balance the cost of regulation between drivers and vehicles.
- The applications to become a joint private and hackney carriage drivers licence holder increase 19% (£4) along with an increase in the cost of the hackney knowledge test of 5.8% (£3) to better reflect the cost of driver applications in regulating the trade.
- Private hire operators licences increase between £5 to £21 (2.3%-3.9%) depending on the number of vehicles held on the licence
- Transfer of vehicle licences increases 50% (£10) to better reflect the cost of processing such applications. These costs had been artificially kept low over recent years to promote the transfer of vehicles, however a separate Ashford Borough Council incentive scheme is planned for April 2019 to encourage the uptake of green vehicles. This proposed scheme is in addition to the Kent County Council LoCASE funding scheme for hybrid/electric vehicles.
- Replacement plate fee remains at £20 as a purely administrative task.
- Additional vehicles on operators licences to increase 2.3% in accordance with vehicle numbers

The proposed licence fees are set out at Appendix C.

8. Scrap Metal Dealers Fees

The Scrap Metal Dealers Act 2013 received Royal Assent on the 28 February 2013, delivering much needed reform of the scrap metal sector. The 2013 Act provided effective and proportionate regulation of the sector, creating a more robust, local authority run licensing regime that supported legitimate dealers yet provide the powers to effectively tackle unscrupulous operators.

Schedule 1(6) of the 2013 Act provides that an application must be accompanied by a fee set by the local authority. In setting a fee, the authority must have regard to any guidance issued from time to time by the Secretary of State with the approval of the Treasury.

The power to set fees has been passed to individual local authorities, so that any fees levied in each local area is set by reference to the actual costs to each authority. The EU Services Directive states that a licence fee can only be used to pay for the cost associated with the licensing process. In effect, each local authority must ensure that the income from fees charged for each service, application, variation and renewal does not exceed the costs of providing the service.

It is proposed that an increase in line with inflation (2.5%) be made to the fees this year. These are set out at Appendix D.

Proposal/Current Position

9. The fees as recommended by the Licensing, Health and Safety Committee will be presented to Council on 21 February 2019. This will allow the authority time to publish and apply the gambling and sex establishment fees by the 1 April 2019.

Implications and Risk Assessment

10. As previously stated the recommendations do not represent key decisions. The consideration assessment indicates low impact in terms of human rights, legal and staffing implications.
11. The process of setting the proposed fees for licences fees is essential to ensure that operational costs are recovered and if no decision is taken, the council budgetary objectives are unlikely to be met.
12. If trade bodies or applicants believe the authority's fees are at a level which is greater than the costs of the statutory functions then it would be open to them to undertake judicial review proceedings. Should this arise, the authority would need to evidence how it arrived at the fee levels to demonstrate that they have been calculated on a cost recovery basis only.
13. Case law relating to fee levels in various licensing areas has agreed a general principle that licensing fees should not be used as a method of creating revenue. For example:
 - *R v Manchester City Council ex parte King (The Times, 3 April 1991)* – established that local authorities may only charge reasonable fees for licences and not use them to raise revenue;and
 - *R v Westminster City Council ex parte Hutton (1985) LGR* – established the need to only take into account relevant material when setting the fees
14. Under the recently adopted EU Services Directive licence fees set must be proportionate to the effective cost of the licensing procedure and must not be used as an economic deterrent or to raise funds. Councils must set fees that cover the costs directly associated with the licensing function. It is important therefore that council's fees are defensible and based on actual costs incurred. It is also important to ensure that our fees do not include potential enforcement costs.

Equalities Impact Assessment

15. The setting of fees in relation to these functions is not considered to cause any discrimination. The fees are set in accordance with Government guidance and each application is processed on its individual merits.

Consultation Planned or Undertaken

16. The fees that require formal consultation will be subject to public notices once the fees have been agreed by Council.

Other Options Considered

17. The need to ensure fees cover local authority costs means that whilst various changes have been considered, the process is not open to other options

Reasons for Supporting Option Recommended

18. The recommended option is supported to ensure effective recover of the costs incurred in processing and regulating the aforementioned licensing regimes.

Next Steps in Process

19. The hackney carriage and private hire licence fees are subject to a public consultation in accordance with Section 70 of the Local Government (Miscellaneous Provisions) Act 1976. A public notice will be placed in the local press. If no objections are received in response to the public notice the fee structure would be adopted from 1 April 2019. If relevant objections are received in response to the public notice, these would be reported back to the Licensing, Health and Safety Committee in April 2019
20. All other fees, not subject to public consultation, will be recommended to full council.

Conclusion

21. The impact on income to the council of these changes must be carefully monitored and annual reviews of fees must be continued to ensure that the service remains self-financing but avoids raising excessive revenue. The fees have generally been increased inline with inflation, which is currently 2.5%.
22. A licensing summary for the period 1 January 2018 to 31 December 2018 has been prepared and is set out at Appendix E.

Portfolio Holder's Views

23. Cllr Bradford is of the opinion that the updated fees will assist in ensuring that the cost of the relevant licensing regimes remain as cost neutral as possible.

Contact and Email

24. Trevor Ford
Environmental Protection and Licensing Team Leader
trevor.ford@ashford.gov.uk
(01233) 330 397

APPENDIX A: RECOMMENDED GAMBLING RELATED LICENCE FEES FOR 2019/20

APPENDIX B: RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2019/20

APPENDIX C: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2019/20

APPENDIX D: RECOMMENDED SCRAP METAL, SITE & COLLECTORS LICENSING FEES 2019/20

APPENDIX E: LICENSING SUMMARY 2018

APPENDIX A: RECOMMENDED GAMBLING RELATED LICENCE FEES FOR 2019/20

Premises Type	New Application (£)	Annual Fee (£)
New Small Casino	6896 (8000)	3915 (5000)
New Large Casino	8250 (10000)	7893 (10000)
Regional Casino	12995 (15000)	12186 (15000)
Bingo Club	2361 (3500)	735 (1000)
Betting Premises (excluding Tracks)	2403 (3000)	477 (600)
Tracks	1847 (2500)	735 (1000)
Family Entertainment Centres	1847 (2000)	635 (750)
Adult Gaming Centre	1847 (2000)	740 (1000)
Temporary Use Notices	204 (500)	N/A

	Application to Vary £	Application to Transfer £	Application for Re-Instatement £	Application for Provisional Statement £	Licence Application (provisional Statement holders) £	Copy Licence £	Notification of Change £
New Small Casino	2823 (4000)	1641 (1800)	1379 (1800)	6896 (8000)	2450 (3000)	25 (25)	50 (50)
New large Casino	3731 (5000)	1926 (2150)	2150 (2150)	8250 (10000)	4052 (5000)	25 (25)	50 (50)
Regional Casino	6087 (7500)	4440 (6500)	4440 (6500)	12995 (15000)	6329 (8000)	25 (25)	50 (50)
Bingo Club	1617 (1750)	897 (1200)	897 (1200)	2361 (3500)	976 (1200)	25 (25)	50 (50)
Betting Premises (excluding Tracks)	1365 (1500)	897 (1200)	897 (1200)	2361 (3000)	976 (1200)	25 (25)	50 (50)
Tracks	1239 (1250)	897 (950)	897 (950)	1847 (2500)	976 (950)	25 (25)	50 (50)
Family Entertainment Centres	835 (1000)	897 (950)	897 (950)	1847 (2000)	808 (950)	25 (25)	50 (50)
Adult Gaming Centre	835 (1000)	897 (1200)	897 (1200)	1847 (2000)	973 (1200)	25 (25)	50 (50)
Temporary Use Notices	N/A	N/A	N/A	N/A	N/A	25 (25)	N/A

Ashford Borough Council's Licensing Authority proposes the following fees as shown in bold type in the table above. For ease of reference the maximum fees identified by DCMS that could be charged are shown in brackets. Current fees are shown in the next table.

CURRENT GAMBLING RELATED LICENCE FEES FOR 2018/19

Premises Type	New Application (£)	Annual Fee (£)
New Small Casino	6734 (8000)	3823 (5000)
New Large Casino	8057 (10000)	7708 (10000)
Regional Casino	12690 (15000)	11900 (15000)
Bingo Club	2306 (3500)	718 (1000)
Betting Premises (excluding Tracks)	2347 (3000)	466 (600)
Tracks	1804 (2500)	718 (1000)
Family Entertainment Centres	1804 (2000)	620 (750)
Adult Gaming Centre	1804 (2000)	723 (1000)
Temporary Use Notices	204 (500)	N/A

	Application to Vary £	Application to Transfer £	Application for Re-Instatement £	Application for Provisional Statement £	Licence Application (provisional Statement holders) £	Copy Licence £	Notification of Change £
New Small Casino	2757 (4000)	1603 (1800)	1347 (1800)	6734 (8000)	2393 (3000)	25 (25)	50 (50)
New large Casino	3664 (5000)	1881 (2150)	2122 (2150)	8057 (10000)	3957 (5000)	25 (25)	50 (50)
Regional Casino	5944 (7500)	4336 (6500)	4336 (6500)	12690 (15000)	6181 (8000)	25 (25)	50 (50)
Bingo Club	1579 (1750)	876 (1200)	876 (1200)	2306 (3500)	953 (1200)	25 (25)	50 (50)
Betting Premises (excluding Tracks)	1333 (1500)	876 (1200)	876 (1200)	2306 (3000)	953 (1200)	25 (25)	50 (50)
Tracks	1210 (1250)	876 (950)	876 (950)	1804 (2500)	950 (950)	25 (25)	50 (50)
Family Entertainment Centres	815 (1000)	876 (950)	876 (950)	1804 (2000)	789 (950)	25 (25)	50 (50)
Adult Gaming Centre	815 (1000)	876 (1200)	876 (1200)	1804 (2000)	953 (1200)	25 (25)	50 (50)
Temporary Use Notices	N/A	N/A	N/A	N/A	N/A	25 (25)	N/A

Ashford Borough Council's Licensing Authority proposes the following fees as shown in bold type in the table above. For ease of reference the maximum fees identified by DCMS that could be charged are shown in brackets. Current fees are shown in the next table.

APPENDIX B: RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2019/20

	CURRENT FEES 2018/19	PROPOSED FEES 2019/20
Grant	£3317	£3397
Transfer	£308	£315
Renewal	£308	£315

APPENDIX C: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2019/20

	CURRENT FEES 2018/19	PROPOSED FEES 2019/20
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£52.00	£56.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£104.00	£112.00
Additional driver's licence (adding a licence)	£21.00	£25.00
Hackney Carriage Knowledge Test & Re-test	£52.00	£55.00
Replacement badge / Licence	£11.00	£11.50
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£316 - New £295 - Renewal	£320 - New £300 - Renewal
Vehicle Plate Internal / External	£20.00	£20.00
Transfer of Vehicle Licence (with or without vehicle plate)	£20.00	£30.00
<i>Vehicle Inspection - Test Fee (set by contract)</i>	£32.00	£32.00
<i>Vehicle Inspection - Missed Appointment (set by contract)</i>	No charge	No Charge
Private Hire Operators Licence - New or Renewal (for 5 years)	1-3 vehicles : £129 4-10 vehicles : £435 11-20 vehicles : £869	1-3 vehicles : £134 4-10 vehicles : £445 11-20 vehicles : £890
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £129.00 4-10 : £300.00 11-20 : £435.00	1-3 : £132.00 4-10 : £307.00 11-20 : £445.00
Fee for Returned (Bounced) Cheques	£16.00	£16.50

APPENDIX D: RECOMMENDED SCRAP METAL DEALERS FEES FOR 2019/20

	CURRENT FEES 2018/19	PROPOSED FEES 2019/20
Grant Site Licence	£316	£324
Grant Collectors Licence	£212	£217
Renewal Site Licence	£212	£217
Renewal Collectors Licence	£106	£109
Variation	£80	£82
Replacement Licence	£11	£11.50

APPENDIX E: LICENSING SUMMARY 2018

Licences/Permissions issued 1st Jan 2018 – 31st Dec 2018

Licence/Permission Type	Number Issued
Taxi	
Vehicles – new, renewal, transfers	330
Drivers / Operators – new, renewals	189
Licensing Act 2003	
TEN's	491
Personal Licences	91
Premises Licences – new, variations, Vary DPS, Transfers Hearings	163
Gambling Act 2005	
Lotteries (new & renewal)	75
Gambling	14
Scrap Metal Dealers Act 2013	
Site licences	3
Collectors licences	2
Other	
Sexual Entertainment Venues	1
Use of Council Land	4
Publicity Displays / Town Centre	65
Skin Piercing etc	29
Animal Licensing	28
House to House	26
Street Collections	42
Street Trading	64
TOTAL LICENCES/PERMISSIONS ISSUED	1617

New Premises Licences 1st Jan 2018 – 31st Dec 2018

Yo! Sushi
The Curious Brewery
The Charing Stores
Cafe De Paris Bistro Ltd
Travelodge (Ashford Town Centre)
Ashford News
Londis
Trattoria Romana
Riz Market

Chocolate Box

The Made Inn

Ashford (Kent) Golf Club

Bottega Montalbano

This Ancient Boro'

Prohibition Bars Ltd – Lot7

Himalaya Enterprise

Aldi

The Glass House

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Agenda Item No: 5
Report To: LICENSING, HEALTH AND SAFETY COMMITTEE



Date of Meeting: 15 January 2019

Report Title: REVIEW OF THE HACKNEY CARRIAGE FARE SCALE

Report Author & Job Title: Trevor Ford
Environmental Protection and Licensing Team Leader
Portfolio Holder: Cllr. Bradford
Portfolio Holder for: Community Safety and Wellbeing

Summary: To recommend to Council a hackney carriage fare scale for 2019/20 in line with the information and evidence available to the committee, which may be

- A decrease to the current tariffs, including percentage change
- No change
- An increase to the current tariff, including percentage change

Key Decision: NO

Significantly Affected Wards: The fare scale has implications for all hackney carriage, and metered private hire journeys, across the borough and therefore affects all wards.

Recommendations: **That the Licensing, Health and Safety Committee recommends to Council a fare scale for the purpose of issuing a public notice for the hackney carriage fares.**

Policy Overview: In December 1996 it was agreed by the Council that the hackney carriage fare scale would be reviewed annually. In setting this fare scale a balance needs to be struck between the legitimate aims of the hackney carriage trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.

Financial Implications: Fares relate to the charges levied by the hackney carriage trade and as such have no direct financial impact on the Council

Legal Implications There are no direct legal implications.

The procedure for setting fares and public notice requirements are stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

Equalities Impact Not required because the setting of fares in relation to this

Assessment	statutory function is not considered to cause any discrimination. The fees are set in accordance with Government guidance. The Council's Taxi Policy is subject to a separate Equality Impact Assessment.
Other Material Implications:	None
Exempt from Publication:	NO
Background Papers:	None
Contact:	trevor.ford@ashford.gov.uk (01233) 330 397

REVIEW OF THE HACKNEY CARRIAGE FARE SCALE

1. The report reviews the hackney carriage fare scale and outlines the consultation with the trade on this matter.
2. This report asks for the Licensing, Health and Safety Committee to recommend a fare scale for 2019/20 to Council, which may be one of the following options:
 - A decrease to the current tariffs
 - No change
 - An increase to the current tariff

Introduction and Background

3. The council's current taxi policy states that the hackney carriage fare scale will be reviewed annually.
4. Members are reminded that the fares relate to the charges levied by the taxi trade as opposed to the fees that are essentially the licence charges levied by the Borough Council. It should also be remembered that the legislation governing taxi and private hire vehicles does not allow councils to set fares for private hire vehicles. Private hire proprietors may charge what they wish, although legislation dictates that customers must be advised of the fare beforehand, unless the vehicle is fitted with a taximeter set at or below the tariff set by this council.
5. It should be noted that the tariff is the maximum fare that can be charged and operators are free to charge less, or give discounts, should they so wish.
6. Last year Members generally considered Ashford's fares relative to other areas, and the change in the respective costs, and, recommended no change to the fare scale.

Proposal/Current Position

7. The process of setting a fare increase is complex and a balance needs to be struck between the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.
8. Fare increases are implemented by changing the initial (drop) rate and subsequent yardage rate at which the fare increases (e.g. £2.80 for the first 680 yards or 216 seconds, and subsequent rate of 20p for every 166.7 yards or 52.9 seconds)
9. The table below indicates the approximate cost of a journey for various distances on the basis of the current fare and examples of 1, 2, and 3% increases on yardage rate and 10p increase (approx. 3%) on the initial drop.

Distance	Current rate	1% increase to fares	2% increase to fares	3% increase to fares
2 mile	£6.40	£6.50	£6.50	£6.50
5 mile	£12.60	£12.90	£12.90	£13.10
10 mile	£23.20	£23.50	£23.70	£23.90

10. With regard to the current fees, Ashford Borough Councils fee of £6.40 based upon a two mile journey is rated as joint 70th to 86th highest, out of a listed 358 local authorities (as of 21 December 2017). Last year's position was joint 59th to 78th.
11. The comparison with respects to other Kent boroughs;

2 Mile Fare	Borough
£7.10	Dartford
£7.00	Tonbridge and Malling
£7.00	Tunbridge Wells
£6.80	Swale
£6.74	Sevenoaks
£6.70	Gravesham
£6.60	Medway
£6.50	Maidstone
£6.40	Ashford
£6.00	Canterbury
£6.00	Dover
£5.40	Thanet

12. Please refer to Appendix B for the national fare tables as provided by Private Hire Monthly.
13. According to the AA Fuel Price reports there was an increase in the South East's petrol fuel prices between November 2017 to November 2018 of 7.4 pence per litre. Across the year petrol prices generally increased month on month as shown below;

2017

November 120.9 pence per litre

December 121.3 pence per litre

2018

January 122.5 pence per litre

February 122.8 pence per litre

March 120.6 pence per litre

April 122.3 pence per litre

May 126.4 pence per litre

June 129.5 pence per litre

July 129.3 pence per litre

August 130.4 pence per litre

September pence per litre 132.2

October pence per litre 132.3

November pence per litre 128.3

14. Diesel is currently 136.7 pence per litre and LPG 73.9 pence.
15. According to the Office for National Statistics inflation between November 2017 and November 2018 has increased by 2.2%, based on the consumer prices index (CPI).
16. According to the latest benchmark, in 2018's third quarter the AA British Insurance Premium Index car premiums are now on average 9.9% lower than 12 months ago. Members may wish to note that the figures stated are general to car insurance premiums, rather than specialist private hire or hackney carriage insurance. No reliable taxi specific insurance premium index appears to be available, but as per previous years we remain open to alternate suggestions should the trade wish to highlight a reliable data source.
17. For those businesses who may operate from commercial premises, our non-domestic rates team advised that business rates increased 2.9% on 1 April 2018.
18. Research has highlighted that the last AA Motoring Costs Report available was 2014/2015. As such without a reliable source of data or evidence from the trade, further reputable information on the costs associated with running vehicles is unavailable. Again we remain open to suggestions of an alternative reputable source of data.
19. Proposals with reference to the licensing fees for 2019/20 are attached at *Appendix C*.

Implications and Risk Assessment

20. As previously stated the recommendation does not represent a key decision. The consideration assessment indicates low impact in terms of human rights, the environment, legal and staffing implications.

Equalities Impact Assessment

21. Not required because the setting of fares in relation to this statutory function is not considered to cause any discrimination. The fees are set in accordance with Government guidance. The Council's Taxi Policy is subject to a separate Equality Impact Assessment.

Consultation Planned or Undertaken

22. Consultation with the hackney carriage trade has occurred in two stages.
23. The first stage consisted of advising the Taxi Forum, at the 19 September 2018 meeting, of the upcoming fare setting process. At that meeting the hackney representative raised concerns about the wording of questions in the annual questionnaire. As a result, and as agreed at the meeting, the trade representatives were emailed the same day with the list of proposed questionnaire for any comments to be submitted prior to publishing of the survey. No comments were received and accordingly the survey was sent out as proposed on 27 September 2018

24. In line with this feedback, the second stage consisted of an online Survey Monkey questionnaire. This survey emailed to members of the trade, to Taxi Forum representatives for cascade, and advertised publically on the ashford.gov.uk website. This consultation opened on the 27 September 2018 and closed on the 31 October 2018.
25. Other than information to avoid duplicate responses, the questions asked by the survey were as follows;
- What percentage change are you seeking: RATE - main (yardage) rate?
 - What percentage change are you seeking: RATE - initial (drop) rate?
 - Do you have any further comments and evidence to offer to support your requested fare increase?
 - What percentage change are you seeking: EXTRAS - for each person in excess of two persons?
 - Please provide fully supported reasons to justify the proposed change to extra passenger charges
 - What percentage change are you seeking: EXTRAS - for dogs (not assistance dogs)?
 - Please provide fully supported reasons to justify the proposed change for the carriage of dogs (not assistance dogs)
 - What percentage change are you seeking: EXTRAS - Articles of luggage outside passenger compartment?
 - Please provide fully supported reasons to justify the proposed change to articles of luggage outside of the passenger compartment
 - What percentage change are you seeking: EXTRAS - for prams?
 - Please provide fully supported reasons to justify the proposed change to the charge for prams
26. In total 30 responses were received as part of the consultation process representing approximately 8% of licensed drivers. All percentages are approximate representations, as the total number of individuals in the licenced trade fluctuates.
27. The following response breakdown is provided;

What percentage change are you seeking: RATE - main (yardage) rate?

30 persons responded to this question, of which 97% wished to see an increase to the main 'yardage' rate. 3% of respondents did not wish to see a change to this rate. The average increase requested was 6% with the most commonly requested increase being 10% (11 of 30 respondents).

The number of respondents wanting to see an increase represented approximately 8% of the total licensed trade. 92% of the licensed drivers suggested either no change or did not respond.

What percentage change are you seeking: RATE - initial (drop) rate?

30 persons responded to this question, of which 87% wished to see an increase to the 'drop' rate. 13% of respondents did not wish to see a change

to this rate. The average increase requested was 5% with the most commonly requested increase being 10% (9 of 30 respondents).

The number wanting to see an increase represented approximately 7% of the total licensed trade. 93% of the total trade suggested either no change or did not respond.

Do you have any further comments and evidence to offer to support your requested fare increase?

No evidence demonstrating the increased cost was provided, however the following comments were received

- *Yes we have not had a rate increase for at least the last two years.*
- *The cost of living is increasing and my take home pay is not. I work 12 hour shifts at least 5 days a week and sometimes every day. I feel I am treading water and not keeping abreast all my bills. A modest increase could help please.*
- *I do not own my own taxi, I therefore am not asking for a rise to cover the exorbitant fuel and running costs. The news reports are saying that workers are worse off by £800 per year and this is expected to rise. I am not asking for a fare increase, I am asking for a wage increase. The council is putting obstacles to my request by demanding information that I cannot supply. It wrongly assess taxi insurance by comparing it to car insurance and is therefore thousands of £'s out. It assumes running costs on vehicles that have significantly lower mileage. The more miles you drive, the more; tyres, brake pads wheel bearings etc. you will need to replace. General valeting and deep cleaning due to soiling are more frequent. It is alright in principle charging, but you try getting any money, most of the time they spent it all. The cost for larger vehicles is even higher. Drivers are working longer and longer hours and covering more shifts. Drivers are falling asleep on the ranks, this is causing a problem on the feeder rank, we do not know when there is space on the station. More and more marriages are failing, this means the drivers suffer, the wives or partners suffer, the children suffer. Bringing in restricted hours would not be enforceable; drivers would take a shift job cleaning, shop work or the hospital for example. They would then cherry pick when to work the ranks, this would lead to a poorer service to the public. At the moment drivers are being openly rude to customers in the taxi, if they are not travelling far, this persuades them not to use that driver again. The wheelchair user stands no chance as these jobs take far to long. Customers are told that the taxi is booked or only does jobs over a certain amount. The fact that ABC shouts out about being fair to the customer is rubbish, you are being unfair because of the numerous errors you make in dealing with the taxi trade*
- *We have not had a fare increase for quite some time, where the cost of living keeps rising*
- *Fuel/insurance/parts etc have all increased year on year*
- *Fuel is at its highest level in four years. -we did not get an increase last year so will be two years since any increase. -insurance costs including ipt is at its highest. -no limit on plates being issued; which is*

affecting overall drivers takings, company and independent drivers, while living costs continue to rise.

- *The start rate is too low, causing some drivers to refuse jobs. I think it should be £3.50+ because with the new cinema and new hotel there are likely to be more short jobs and at busy times 2 jobs per hour = £7 before costs. At quiet times £3 income per hour = problems. Your assumption of car insurance and taxi insurance being the same is wrong, my wife's private car is £400 pa, my taxi is £1200pa, both Ford Mondeos*
- *Only that the fuel cost has risen considerably in the last six months, the cost of keeping my vehicle road worthy has risen since our last increase plus the day to day expenditure in our household budget including council tax that rises every year without any consultation.*
- *This is in line with current inflation predictions, disposable income is rising as is wages.*
- *To keep pace with inflation during recent years*
- *The taxi fare have been static for some years , cost living has risen my wages have not each year ee do this and each year no increases*
- *The fuel costs have increased by 30% since three years ago and that shortfall in profit needs to be covered by the fares. Also, newer more fuel efficient vehicles need to be purchased; again an extra expense that needs to be covered. Taxis do not run attract huge profits and our operation has to remain effective and adaptable. Taxis are a luxury; if people cannot afford them then of course they should not be taking them. I always go the shortest possible way to keep costs down for the customer, but my occupation has to turn a profit. Bearing in mind that wages are growing faster than they have done for many years I feel that the price needs to rise and I feel my suggestion is not unreasonable. Thank you.*
- *We have not had a rise for a few years , prices cost of living has risen, there are more taxis so less work to go around.*
- *I jut think if taxi rate are the same, in respective of the time ,all taxi farm and businesses will be busy throughout the night. (before midnight taxis are busy,but after midnight,less work,because everyone wants to go home b4 the after midnight fairs, which is making Ashford people not to enjoy their night out, but if fair was the same as day,or no midnight charges, the more people will prefer to stay longer and all businesses will benefit from it.*

In reference to these comments, some respondents do not seem aware of prior fare increases.

The Taxi Forum hackney representative previously raised concerning insurance, the use of the AA insurance premium index. The index provides a percentage change for car insurance premiums, but is not specific to taxis. We are aware of this, but as there is no specific taxi insurance premium index we have retained this data source as an indication as to the percentage change in premiums. We have requested an alternative suggestion from the trade representative, however nothing has been provided. The suggestion to

call an insurance company to find a price difference is unreliable as such comparison will vary on many factors including;

- Driver history
- Level of cover
- Location
- Vehicle insured
- Competitiveness of the insurance company called

With regards to the comments pertaining to the running costs for higher mileage vehicles, we would query the basis of these comments as the more miles that are driven the more fare that is charged, and accordingly the fare should be set at a rate so as to cover the reasonable running costs of a vehicle.

We would also highlight that with respects to increased charges between 00:00 and 07:00, the fares are maximum fares and drivers/firms are free to charge less. We encourage competition within the market, and are aware of firms in other boroughs who actively advertise 'no extra charge after midnight'.

EXTRAS - for each person in excess of two persons

25 persons responded to this question, of which 80% wished to see no increase or a reduction to this 'extra' charge. Those who did wish to see an increase represented approximately 1% of the licensed trade.

The average percentage change requested was 0% with the most commonly requested increase being 0% (16/25 respondents).

No evidence demonstrating the increased cost was provided, however the following comments were received

- *We don't do it now and people would find it confusing.*
- *The percentages for Q. 8 are not calculated correctly. If they travelled in a standard taxi the fare for more than 5 persons would be 100%, the cost of 2 vehicles. We believe that 50% is reasonable as it represents a 50% saving to the customer. It means that the customers can split the costs between more of them, as there are more passengers in the taxi. The larger the vehicle the dearer the; insurance, fuel, cleaning, initial cost, road tax, valeting, parts, labour costs. So for more expense to the owner they get the same money as a saloon driver. I have sat in the car while 6 passengers take ages to scramble through their pockets for a total fare of £4.60. They have to get their phones out and calculate the costs and divide it by 6 and work out who has change. If we don't get some help the bigger vehicles will disappear from the ranks and larger vehicle will struggle to get a taxi that can take them. This means that the most severely disabled will struggle most*
- *Not had a rise in years*
- *This fee is irrelevant 5p or 10p means nothing apart from upset customers*

- *If it's more than 4 passengers in a 5- 8 seater taxis. As this taxis more costly to buy as well as high in maintenance. Therefore I believe to minimum 20% higher than a 4 passengers with seater taxis. Hope it's helpful. Thanks*
- *Nobody charges for extra passengers. It just annoys the customers. Same as charging extra for prams and dogs and shopping bags. Though we can always start.....*

With reference to the comments received, it is our understanding that most drivers/firms do not utilise the extra charges. However we also recognise through the existence of this extra that additional passenger loading does affect fuel consumption and costs.

It should be noted that there is no policy requirement to run a larger vehicle (i.e. 5-8 seat) and accordingly those operators are free to chose to do so. It should also be noted that the newer smaller wheelchair accessible vehicles are able to accommodate the larger wheelchairs.

EXTRAS - for dogs (not assistance dogs)

25 persons responded to this question, of which 76% wished to see no increase or a reduction to this 'extra' charge. Those who did wish to see an increase represented approximately 2% of the licensed trade.

The average percentage change requested was 0% with the most commonly requested increase being 0% (16/25 respondents).

No evidence demonstrating the increased cost was provided, however the following comments were received

- *As soon as a dog has been in the car it has to be taken to a garage to be hoovered. The majority of dogs leave hair, dirt or drool in the car. Hoovering is not free and the driver is not earning while they are cleaning the vehicle. The present fare has never been changed and is far too low*
- *To cover time lost in clearing dog hair and smell from the vehicle prior to picking up next passengers*

In response to these comments, it is respectfully suggested that it would normally be unnecessary to clean a car every time a dog has been in the vehicle.

EXTRAS - Articles of luggage outside passenger compartment

25 persons responded to this question, of which 72% wished to see no increase or a reduction to this 'extra' charge. Those who did wish to see an increase represented approximately 2% of the licensed trade.

The average percentage change requested was 0% with the most commonly requested increase being 0% (16/25 respondents).

No evidence demonstrating the increased cost was provided, however the following comments were received

- *Many passengers are arriving with suitcases they can barely pull. They expect the driver to lift it into the boot. Often they arrive with numerous cases, boxes and huge bags. Ashford girls are a prime example, 1 girls equals 2 trunks (big enough for a body or 2) 3 extra large expanded suitcases, 4 bags and a holdall. They want to pay before they get out and all the loading and unloading they don't wish to pay for. That is unreasonable*
- *The load add more to fuel consumption.*

EXTRAS - for perambulators

25 persons responded to this question, of which 80% wished to see no increase or a reduction to this 'extra' charge. Those who did wish to see an increase represented approximately 1% of the licensed trade.

The average percentage change requested was -1% with the most commonly requested increase being 0% (18/25 respondents).

No evidence was provided in response to this question, and the only comment to this question was as follows.

- *So what all businesses can have more sales*

The comment is not understood.

Other Options Considered

28. It is open to the Licensing, Health and Safety Committee to apply a change (or no change) to the drop rates and yardage rate of the fare table as they deem fit, in light of the evidence and current economic information available.

Reasons for Supporting Option Recommended

29. It is proposed that the Licensing, Health and Safety Committee recommend one of the following options, including percentage change, based on the evidence available.
- A decrease to the current tariffs, including percentage change to each element
 - No change to the current tariffs
 - An increase to the current tariff, including percentage change to each element

Next Steps in Process

30. The fares approved by the council must be advertised via a Public Notice in the local press in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976. If relevant objections are received in response to this notice a further report would be required.

31. If no objections are received, the fare scale will take effect on 1 April 2019.

Conclusion

32. Members may wish to take the following into account:

- The responses provided as part of the consultation represented approximately 8% of licensed trade. This figure remains consistently low year on year despite efforts to encourage responses and evidence.
- The following changes in the fare scale have taken place in recent years:
 - 2012 - 5% increase and 10 pence increase to drop rate.
 - 2013 - 3% increase and 10 pence increase to drop rate.
 - 2014 - No change
 - 2015 - No change
 - 2016 - No change
 - 2017 - 3% increase and no increase to drop rate.
 - 2018 - No change
- Members are asked to set maximum levels for fares, although drivers may charge less if they wish.
- The price of fuel has been increased 7.4 pence per litre since November 2017.
- There has been a 2.2% increase in the rate of inflation in the last 12 months.
- Insurance premiums have decreased 9.9% over the last 12 months.
- The fare rate has slipped further down the PHTM fare table both nationally and at a county level.

Portfolio Holder's Views

33. Councillor Bradford is of the view that given one 3% increase in the last 5 years it would be appropriate, in line with continued inflation and other costs, to seek a modest increase to the fare table of 3% on the drop and yardage rates to ensure that the fares sufficiently cover the cost of operating a taxi service.

Contact and Email

34. Trevor Ford
Environmental Protection and Licensing Team Leader
(01233) 330 397 trevor.ford@ashford.gov.uk

APPENDIX A: Current fare table

APPENDIX B: Private Hire Monthly – National Fares Table November 2018

APPENDIX C: Proposed taxi licensing fees 2019/20

APPENDIX D: Individual responses consultation

ASHFORD BOROUGH COUNCIL: AUTHORISED FARES FOR HACKNEY CARRIAGES 2018/19

<u>Fares for distance or time: Rate 1</u>	£
If the distance does not exceed 680 yards, for the whole distance or for the first 216 seconds of waiting time	2.80
For each subsequent 166.7 yards or uncompleted part thereof	0.20
Or for each subsequent period of 52.9 seconds of waiting time or uncompleted part thereof	0.20
<u>Fares for certain times and days: Rate 2</u>	
a) For each hire commenced between 12 midnight and 7 am	1½ x Rate 1
b) For each hire undertaken on GOOD FRIDAY, EASTER MONDAY, MAY DAY, SPRING BANK HOLIDAY, SUMMER BANK HOLIDAY or any other specifically declared Bank Holiday only.	1½ x Rate 1
<u>Fares for certain times and days: Rate 3</u>	
c) For each hire undertaken on a CHRISTMAS DAY, BOXING DAY or NEW YEAR'S DAY	2 x Rate 1
When the holiday charge (b) or (c) is payable the Night Charge (a) is NOT payable.	

Guide to Average Expected Fares for Journey Lengths

2 Miles	- £6.40
5 Miles	- £12.60
10 Miles	- £23.20

Further charges & information detailed overleaf

	£
Extras - up to a maximum of £1.20	
(a) for each person (excluding infants in arms) carried in excess of two persons (two children under 10 years of age count as one person) irrespective of distance.	0.20
Note: For the purposes of counting the number of persons <u>that the vehicle is licensed to carry</u>, children under 10 years of age should <u>each be counted as a person</u>. A babe in arms should not be counted as a person.	
(b) for each article of luggage conveyed outside the passenger compartment of the carriage	0.05
(c) for perambulators	0.05
(d) for dogs	0.10

Rates calculated by time

When the hirer expresses his desire to engage a hackney carriage by time, then the rate of fare shall be calculated by time, such rate or fare being agreed in advance.

Journeys outside Council's area

Fares to destinations outside the Ashford Borough area may be negotiated prior to commencement of the journey, but the fare charged must not exceed the above tariff. If no such agreement is reached then the meter fare only must be charged.

Complaints

Any Complaints about this vehicle should be made to the Licensing Authority, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL

APPENDIX B: NATIONAL FARE TABLE

Position	Council	2 Mile Fare
1	LONDON (HEATHROW)	£10.60
2	LUTON AIRPORT	£9.20
3	WATFORD	£8.40
4	EPSOM & EWELL	£7.80
5	LONDON	£7.80
6	CARRICK	£7.30
7	READING	£7.20
8	DARTFORD	£7.10
9	PENWITH	£7.10
10	BOURNEMOUTH	£7.00
11	HERTSMERE	£7.00
12	MID SUSSEX	£7.00
13	POOLE	£7.00
14	STROUD	£7.00
15	TONBRIDGE & MALLING	£7.00
16	TUNBRIDGE WELLS	£7.00
17	WILTSHIRE	£7.00
18	JERSEY	£6.99
19	RESTORMEL	£6.95
20	HARROGATE	£6.90
21	VALE OF WHITE HORSE	£6.90
22	WEALDON	£6.90
23	WEYMOUTH & PORTLAND	£6.90
24	ADUR	£6.80

Position	Council	2 Mile Fare
25	BATH & NORTH EAST SOMERSET	£6.80
26	BRIGHTON & HOVE	£6.80
27	CARADON	£6.80
28	CHELTENHAM	£6.80
29	CHRISTCHURCH	£6.80
30	COLCHESTER	£6.80
31	EAST LOTHIAN	£6.80
32	GUILDFORD	£6.80
33	HART	£6.80
34	NORTH CORNWALL	£6.80
35	SWALE	£6.80
36	WEST BERKSHIRE	£6.80
37	YORK	£6.80
38	KERRIER	£6.75
39	NUNEATON & BEDWORTH	£6.75
40	SEVENOAKS	£6.74
41	CHELMSFORD	£6.70
42	CHESTER	£6.70
43	EASTLEIGH	£6.70
44	GRAVESHAM	£6.70
45	ROTHER	£6.70
46	SWINDON	£6.70
47	HARBOROUGH	£6.68
48	TORRIDGE	£6.62
49	ARUN	£6.60
50	BASINGSTOKE & DEANE	£6.60

Position	Council	2 Mile Fare
51	BRENTWOOD	£6.60
52	CRAWLEY	£6.60
53	EAST DORSET	£6.60
54	EXETER	£6.60
55	FIFE	£6.60
56	GUERNSEY	£6.60
57	HIGH PEAK	£6.60
58	MEDWAY	£6.60
59	MORAY	£6.60
60	NORWICH	£6.60
61	SOUTH GLOUCESTER	£6.60
62	WAVENEY	£6.60
63	NORTH DEVON	£6.55
64	CAMBRIDGE CITY	£6.50
65	MAIDSTONE	£6.50
66	MOLE VALLEY	£6.50
67	SOUTH CAMBRIDGE	£6.50
68	SOUTH SOMERSET	£6.50
69	WORTHING	£6.50
70	ASHFORD	£6.40
71	BRISTOL	£6.40
72	CREWE & NANTWICH	£6.40
73	HARLOW	£6.40
74	LEEDS	£6.40
75	MALVERN HILLS	£6.40
76	NORTH HERTS	£6.40

Position	Council	2 Mile Fare
77	OXFORD	£6.40
78	PURBECK	£6.40
79	RUSHMOOR	£6.40
80	SHEFFIELD	£6.40
81	SOUTH LAKELAND	£6.40
82	STEVENAGE	£6.40
83	SURREY HEATH	£6.40
84	TENDRING	£6.40
85	WOKING	£6.40
86	WOKINGHAM	£6.40
87	TORBAY	£6.39
88	EDINBURGH	£6.35
89	COUNTY OF HEREFORD	£6.30
90	COVENTRY	£6.30
91	DACORUM	£6.30
92	EAST DEVON	£6.30
93	ISLE OF MAN	£6.30
94	LEWES	£6.30
95	FOREST OF DEAN	£6.27
96	MIDLOTHIAN	£6.22
97	ARGYLL & BUTE	£6.20
98	BIRMINGHAM	£6.20
99	BRAINTREE	£6.20
100	CHICHESTER	£6.20
101	DERBY	£6.20
102	EAST CAMBRIDGESHIRE	£6.20

Position	Council	2 Mile Fare
103	FOLKESTONE & HYTHE	£6.20
104	HORSHAM	£6.20
105	IPSWICH	£6.20
106	LINCOLN	£6.20
107	MENDIP	£6.20
108	NORTHAMPTON	£6.20
109	ROCHFORD	£6.20
110	RUNNYMEDE	£6.20
111	SEDGEMOOR	£6.20
112	SOLIHULL	£6.20
113	SOUTHAMPTON	£6.20
114	SOUTHEND ON SEA	£6.20
115	SPELTHORNE	£6.20
116	ST ALBANS	£6.20
117	STRATFORD ON AVON	£6.20
118	TAUNTON DEANE	£6.20
119	TEIGNBRIDGE	£6.20
120	WAVERLEY	£6.20
121	WEST OXFORD	£6.20
122	WINCHESTER	£6.20
123	CENTRAL BEDFORDSHIRE	£6.13
124	CARDIFF	£6.10
125	EAST HERTS	£6.10
126	ELMBRIDGE	£6.10
127	FYLDE	£6.10
128	HASTINGS	£6.10

Position	Council	2 Mile Fare
129	NEW FOREST	£6.10
130	NORTH WARWICK	£6.10
131	TAMWORTH	£6.10
132	CHARNWOOD	£6.05
133	SHETLAND ISLES	£6.05
134	ABERDEENSHIRE	£6.00
135	BOSTON	£6.00
136	BRACKNELL FOREST	£6.00
137	CANTERBURY	£6.00
138	CARMARTHENSHIRE	£6.00
139	CASTLE POINT	£6.00
140	DOVER	£6.00
141	EAST HAMPSHIRE	£6.00
142	EAST LINDSEY	£6.00
143	GLASGOW	£6.00
144	GLOUCESTER	£6.00
145	GREAT YARMOUTH	£6.00
146	KETTERING	£6.00
147	LUTON	£6.00
148	MILTON KEYNES	£6.00
149	NORTH DORSET	£6.00
150	PLYMOUTH	£6.00
151	PRESTON	£6.00
152	SCARBOROUGH	£6.00
153	SLOUGH	£6.00
154	SOUTH HAMS	£6.00

Position	Council	2 Mile Fare
155	STOCKPORT	£6.00
156	TAMESIDE	£6.00
157	TEST VALLEY	£6.00
158	THREE RIVERS	£6.00
159	THURROCK	£6.00
160	VALE OF GLAMORGAN	£6.00
161	WARWICK	£6.00
162	WEST DORSET	£6.00
163	WEST LINDSEY	£6.00
164	WIRRAL	£6.00
165	DARLINGTON	£5.95
166	BABERGH	£5.90
167	BASSETLAW	£5.90
168	BROXBOURNE	£5.90
169	DUDLEY	£5.90
170	DURHAM COUNTY COUNCIL	£5.90
171	MANCHESTER	£5.90
172	NORTHUMBERLAND	£5.90
173	SOUTH AYRSHIRE	£5.90
174	TANDBRIDGE	£5.90
175	WALSALL	£5.90
176	CALDERDALE	£5.85
177	TEWKSBURY	£5.85
178	BASILDON	£5.80
179	BLACKPOOL	£5.80
180	BROMSGROVE	£5.80

Position	Council	2 Mile Fare
181	CARLISLE	£5.80
182	CLACKMANNAN	£5.80
183	EAST KILBRIDE	£5.80
184	FOREST HEATH	£5.80
185	HAVANT	£5.80
186	HIGHLAND	£5.80
187	LEICESTER	£5.80
188	NEWCASTLE-UPON-TYNE	£5.80
189	NORTH LINCOLNSHIRE	£5.80
190	NORTH NORFOLK	£5.80
191	NORTH TYNESIDE	£5.80
192	ORKNEY	£5.80
193	REIGATE & BANSTEAD	£5.80
194	RUGBY	£5.80
195	RUTHERGLEN	£5.80
196	SELBY	£5.80
197	SOUTH RIBBLE	£5.80
198	TRAFFORD	£5.80
199	UTTLESFORD	£5.80
200	WEST SOMERSET	£5.80
201	WINDSOR & MAIDENHEAD	£5.80
202	WORCESTER	£5.80
203	YNS MON	£5.80
204	KINGS LYNN & WEST NORFOLK	£5.76
205	CHESTERFIELD	£5.75
206	DONCASTER	£5.75

Position	Council	2 Mile Fare
207	EAST AYRSHIRE	£5.75
208	SCOTTISH BORDERS	£5.75
209	WYCOMBE	£5.75
210	ANGUS	£5.70
211	CANNOCK CHASE	£5.70
212	EASTBOURNE	£5.70
213	ISLE OF WIGHT	£5.70
214	MID DEVON	£5.70
215	MONMOUTHSHIRE	£5.70
216	NORTH SOMERSET	£5.70
217	RYEDALE	£5.70
218	STIRLING	£5.70
219	SWANSEA	£5.70
220	WELWYN HATFIELD	£5.70
221	DUNDEE CITY	£5.66
222	ABERDEEN CITY	£5.60
223	BRECKLAND	£5.60
224	DENBIGHSHIRE	£5.60
225	GOSPORT	£5.60
226	HINCKLEY & BOSWORTH	£5.60
227	LANCASTER	£5.60
228	LIVERPOOL	£5.60
229	NEWPORT	£5.60
230	NORTH EAST LINCOLNSHIRE	£5.60
231	NORTH KESTIVEN	£5.60
232	NORTH WEST LEICESTER	£5.60

Position	Council	2 Mile Fare
233	NOTTINGHAM	£5.60
234	PORTSMOUTH UA	£5.60
235	RENFREWSHIRE	£5.60
236	RUSHCLIFFE	£5.60
237	SANDWELL	£5.60
238	SOUTH BUCKINGHAM	£5.60
239	ST EDMUNDSBURY	£5.60
240	SUFFOLK COASTAL	£5.60
241	SUNDERLAND	£5.60
242	WEST LOTHIAN	£5.60
243	WOLVERHAMPTON	£5.60
244	WREXHAM	£5.60
245	WYRE	£5.60
246	CHERWELL	£5.56
247	BROXTOWE	£5.50
248	DUMFRIES & GALLOWAY	£5.50
249	EAST STAFFORDSHIRE	£5.50
250	EDEN	£5.50
251	EPPING FOREST	£5.50
252	EREWASH	£5.50
253	FALKIRK	£5.50
254	GEDLING	£5.50
255	GWYNEDD	£5.50
256	HAMBLETON	£5.50
257	HUNTINGDONSHIRE	£5.50
258	OLDHAM	£5.50

Position	Council	2 Mile Fare
259	RICHMONDSHIRE	£5.50
260	SHROPSHIRE	£5.50
261	STAFFORD	£5.50
262	CEREDIGION	£5.46
263	ALLERDALE	£5.45
264	BARROW IN FURNESS	£5.44
265	CAERPHILLY	£5.40
266	CHILTERN	£5.40
267	DUNBARTON & VALE OF LEVEN	£5.40
268	FAREHAM	£5.40
269	KINGSTON-UPON-HULL	£5.40
270	MACCLESFIELD	£5.40
271	MID SUFFOLK	£5.40
272	NEWARK & SHERWOOD	£5.40
273	PEMBROKESHIRE	£5.40
274	PERTH & KINROSS	£5.40
275	POWYS	£5.40
276	ROTHERHAM	£5.40
277	THANET	£5.40
278	WYCHAVON	£5.40
279	COTSWOLD	£5.35
280	EAST DUNBARTONSHIRE	£5.34
281	BARNSLEY	£5.30
282	BLABY	£5.30
283	BRADFORD	£5.30
284	CRAVEN	£5.30

Position	Council	2 Mile Fare
285	EAST RENFREW	£5.30
286	FENLAND	£5.30
287	LICHFIELD	£5.30
288	MELTON	£5.30
289	REDDITCH	£5.30
290	RIBBLE VALLEY	£5.30
291	VALE ROYAL	£5.30
292	WIGAN	£5.30
293	WY RE FOREST	£5.30
294	BEDFORD	£5.26
295	SALFORD	£5.26
296	BOLTON	£5.25
297	BURY	£5.24
298	AMBER VALLEY	£5.20
299	BLAENAU GWENT	£5.20
300	CLYDEBANK	£5.20
301	CONWY	£5.20
302	EAST RIDING	£5.20
303	ELLESMERE PORT	£5.20
304	HALTON	£5.20
305	INVERCLYDE	£5.20
306	RHONDDA CYNON TAF	£5.20
307	SOUTH LANARKSHIRE (CLYDESDALE)	£5.20
308	SOUTH TYNESIDE	£5.20
309	STAFFS MOORLANDS	£5.20
310	WARRINGTON	£5.20

Position	Council	2 Mile Fare
311	CONGLETON	£5.10
312	GATESHEAD	£5.10
313	NORTH AYRSHIRE	£5.10
314	SEFTON	£5.10
315	SOUTH STAFFORDSHIRE	£5.10
316	ST HELENS	£5.10
317	SOUTH HOLLAND	£5.05
318	COPELAND	£5.00
319	DAVENTRY	£5.00
320	EAST NORTHANTS	£5.00
321	KIRKLEES	£5.00
322	NEATH PORT TALBOT	£5.00
323	NORTH EAST DERBYSHIRE	£5.00
324	NORTH LANARKSHIRE	£5.00
325	PETERBOROUGH	£5.00
326	ROSSENDALE	£5.00
327	SOUTH NORTHANTS	£5.00
328	STOKE-ON-TRENT UA	£4.95
329	BRIDGEND	£4.90
330	CHORLEY	£4.90
331	CORBY	£4.90
332	FLINTSHIRE	£4.90
333	TELFORD & WREKIN	£4.90
334	WELLINGBOROUGH	£4.90
335	WESTERN ISLES	£4.85
336	ASHFIELD	£4.80

Position	Council	2 Mile Fare
337	DERBYSHIREDALES	£4.80
338	HAMILTON	£4.80
339	MANSFIELD	£4.80
340	ROCHDALE	£4.80
341	TORFAEN	£4.80
342	BLACKBURN	£4.70
343	HYNDBURN	£4.70
344	WEST LANCASHIRE	£4.70
345	BOLSOVER	£4.60
346	WAKEFIELD	£4.60
347	BURNLEY	£4.50
348	HARTLEPOOL	£4.50
349	KNOWSLEY	£4.50
350	MERTHYR TYDFIL	£4.50
351	REDCAR & CLEVELAND	£4.50
352	STOCKTON ON TEES	£4.50
353	OADBY & WIGSTON	£4.40
354	PENDLE	£4.40
355	AYLESBURY VALE	£4.30
356	MIDDLESBROUGH	£4.30
357	NEWCASTLE-UNDER-LYME	£4.20
358	SOUTH KESTEVEN	£3.50
359	MALDON	£0.00
360	RUTLAND	£0.00
361	SOUTH DERBYSHIRE	£0.00
362	SOUTH OXFORDSHIRE	

APPENDIX C: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2019/20

	CURRENT FEES 2018/19	PROPOSED FEES 2019/20
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£52.00	£56.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£104.00	£112.00
Additional driver's licence (adding a licence)	£21.00	£25.00
Hackney Carriage Knowledge Test & Re-test	£52.00	£55.00
Replacement badge / Licence	£11.00	£11.50
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£316 – New £295 – Renewal	£320 – New £300 - Renewal
Vehicle Plate Internal / External	£20.00	£20.00
Transfer of Vehicle Licence (with or without vehicle plate)	£20.00	£30.00
<i>Vehicle Inspection - Test Fee (set by contract)</i>	£32.00	£32.00
<i>Vehicle Inspection - Missed Appointment (set by contract)</i>	No charge	No Charge
Private Hire Operators Licence - New or Renewal (for 5 years)	1-3 vehicles : £129 4-10 vehicles : £435 11-20 vehicles : £869	1-3 vehicles : £134 4-10 vehicles : £445 11-20 vehicles : £890
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £129.00 4-10 : £300.00 11-20 : £435.00	1-3 : £132.00 4-10 : £307.00 11-20 : £445.00
Fee for Returned (Bounced) Cheques	£16.00	£16.50

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Yardage and Drop Rates

Response No.	What percentage change are you seeking: RATE - main (yardage) rate?	What percentage change are you seeking: RATE - initial (drop) rate?	Do you have any further comments and evidence to offer to support your requested fare increase?
1	5	5	
2	3	3	
3	3	2	Yes we have not had a rate increase for at least the last two years.
4	3	1	The cost of living is increasing and my take home pay is not. I work 12 hour shifts at least 5 days a week and sometimes every day. I feel I am treading water and not keeping abreast all my bills. A modest increase could help please.
5	4	4	
6	5	0	I do not own my own taxi, I therefore am not asking for a rise to cover the exorbitant fuel and running costs. The news reports are saying that workers are worse off by £800 per year and this is expected to rise. I am not asking for a fare increase, I am asking for a wage increase. The council is putting obstacles to my request by demanding information that I cannot supply. It wrongly assess taxi insurance by comparing it to car insurance and is therefore thousands of £'s out. It assumes running costs on vehicles that have significantly lower mileage. The more miles you drive, the more; tyres, brake pads wheel bearings etc. you will need to replace. General valeting and deep cleaning due to soiling are more frequent. It is alright in principle charging, but you try getting any money, most of the time they spent it all. The cost for larger vehicles is even higher. Drivers are working longer and longer hours and covering more shifts. Drivers are falling asleep on the ranks, this is causing a problem on the feeder rank, we do not know when there is space on the station. More and more marriages are failing, this means the drivers suffer, the wives or partners suffer, the children suffer. Bringing in restricted hours would not be enforceable; drivers would take a shift job cleaning, shop work or the hospital for example. They would then cherry pick when to work the ranks, this would lead to a poorer service to the public. At the moment drivers are being openly rude to customers in the taxi, if they are not travelling far, this persuades them not to use that driver again. The wheelchair user stands no chance as these jobs take far to long. Customers are told that the taxi is booked or only does jobs over a certain amount. The fact that ABC shouts out about being fair to the customer is rubbish, you are being unfair because of the numerous errors you make in dealing with the taxi trade

APPENDIX D
Consultation responses

7	5	5	We have not had a fare increase for quite some time, where the cost of living keeps rising
8	10	10	
9	4	3	FUEL/INSURANCE/PARTS ETC HAVE ALL INCREASED YEAR ON YEAR
10	2	2	
11	10	10	
12	3	3	
13	3	3	
14	3	10	-FUEL IS AT ITS HIGHEST LEVEL IN FOUR YEARS. -WE DID NOT GET AN INCREASE LAST YEAR SO WILL BE TWO YEARS SINCE ANY INCREASE. -INSURANCE COSTS INCLUDING IPT IS AT ITS HIGHEST. -NO LIMIT ON PLATES BEING ISSUED; WHICH IS AFFECTING OVERALL DRIVERS TAKINGS, COMPANY AND INDEPENDENT DRIVERS, WHILE LIVING COSTS CONTINUE TO RISE.
15	10	10	
16	5	10	The start rate is too low, causing some drivers to refuse jobs. I think it should be £3.50+ because with the new cinema and new hotel there are likely to be more short jobs and at busy times 2 jobs per hour = £7 before costs. At quiet times £3 income per hour = problems. Your assumption of car insurance and taxi insurance being the same is wrong, my wife's private car is £400 pa, my taxi is £1200pa, both Ford mondeos
17	10	10	
18	10	5	
19	10	10	
20	3	0	Only that the fuel cost has risen considerably in the last six months, the cost of keeping my vehicle road worthy has risen since our last increase plus the day to day expenditure in our household budget including council tax that rises every year without any consultation.
21	3	3	This is in line with current inflation predictions, disposable income is rising as is wages.
22	5	5	To keep pace with inflation during recent years
23	10	10	
24	10	-10	The taxi fare have been static for some years , cost living has risen my wages have not each year ee do this and each year no increases
25	10	5	The fuel costs have increased by 30% since three years ago and that shortfall in profit needs to be covered by the fares. Also, newer more fuel efficient vehicles need to be purchased; again an extra expense that needs to be covered. Taxis do not run attract huge profits and our operation has to remain effective and adaptable. Taxis are a luxury; if people cannot afford them then of course they should not be taking them. I always go the shortest possible way to keep costs down for the customer, but my occupation has to turn a profit. Bearing in mind that wages are growing faster than they have done for many years I feel that the price needs to rise and I feel my suggestion is not unreasonable. Thank you.

APPENDIX D
Consultation responses

26	10	10	
27	0	0	
28	10	9	We have not had a rise for a few years , prices cost of living has risen, there are more taxis so less work to go around.
29	2	0	
30	2	-2	I jut think if taxi rate are the same, in respective of the time ,all taxi farm and businesses will be busy throughout the night. (before midnight taxis are busy,but after midnight,less work,because everyone wants to go home b4 the after midnight fairs, which is making Ashford people not to enjoy their night out, but if fair was the same as day,or no midnight charges, the more people will prefer to stay longer and all businesses will benefit from it.

Extra Charges

Response No.	What percentage change are you seeking: EXTRAS - for each person in excess of two persons?	Please provide fully supported reasons to justify the proposed change to extra passenger charges
1	1	
2	-1	
3	0	
4	0	We don't do it now and people would find it confusing.
5	19	The percentages for Q. 8 are not calculated correctly. If they travelled in a standard taxi the fare for more than 5 persons would be 100%, the cost of 2 vehicles. We believe that 50% is reasonable as it represents a 50% saving to the customer. It means that the customers can split the costs between more of them, as there are more passengers in the taxi. The larger the vehicle the dearer the; insurance, fuel, cleaning, initial cost, road tax, valeting, parts, labour costs. So for more expense to the owner they get the same money as a saloon driver. I have sat in the car while 6 passengers take ages to scramble through their pockets for a total fare of £4.60. They have to get their phones out and calculate the costs and divide it by 6 and work out who has change. If we don't get some help the bigger vehicles will disappear from the ranks and larger vehicle will struggle to get a taxi that can take them. This means that the most severely disabled will struggle most
6	0	n/a
7	0	
8	0	
9	0	
10	-1	
11	3	Not had a rise in years
12	0	
13	0	

APPENDIX D
Consultation responses

14	-20	This fee is irrelevant 5p or 10p means nothing apart from upset customers
15	20	If it's more then 4 passengers in a 5- 8 seater taxis. As this taxis more costly to buy as well as high in maintenance. Therefore I believe to minimum 20% higher then a 4 passengers with seater taxis. Hope it's helpful. Thanks [REDACTED]
16	0	
17	0	
18	0	
19	0	
20	-20	
21	0	Nobody charges for extra passengers. It just annoys the customers. Same as charging extra for prams and dogs and shopping bags. Though we can always start.....
22	1	
23	0	
24	0	
25	0	Same as 8 ssid in my previous post.

APPENDIX D
Consultation responses

Response No.	What percentage change are you seeking: EXTRAS - for dogs (not assistance dogs)?	Please provide fully supported reasons to justify the proposed change for the carriage of dogs (not assistance dogs)
1	1	
2	0	
3	0	
4	0	
5	5	As soon as a dog has been in the car it has to be taken to a garage to be hoovered. The majority of dogs leave hair, dirt or drool in the car. Hoovering is not free and the driver is not earning while they are cleaning the vehicle. The present fare has never been changed and is far too low
6	0	n/a
7	0	
8	0	
9	0	
10	0	
11	3	
12	0	
13	0	
14	-20	As above
15	5	
16	0	
17	0	
18	10	To cover time lost in clearing dog hair and smell from the vehicle prior to picking up next passengers
19	0	

APPENDIX D
Consultation responses

20	-20	
21	0	See above
22	8	
23	0	
24	0	
25	-1	

Response No.	What percentage change are you seeking: EXTRAS - Articles of luggage outside passenger compartment?	Please provide fully supported reasons to justify the proposed change to articles of luggage outside of the passenger compartment
1	1	
2	0	
3	1	
4	0	
5	4	Many passengers are arriving with suitcases they can barely pull. They expect the driver to lift it into the boot. Often they arrive with numerous cases, boxes and huge bags. Ashford girls are a prime example, 1 girls equals 2 trunks (big enough for a body or 2) 3 extra large expanded suitcases, 4 bags and a holdall. They want to pay before they get out and all the loading and unloading they don't wish to pay for. That is unreasonable
6	0	n/a
7	0	
8	0	
9	0	
10	0	
11	3	
12	0	
13	0	
14	-20	As point 9
15	20	
16	0	
17	0	
18	0	

APPENDIX D
Consultation responses

19	0	
20	-20	
21	0	See above
22	8	
23	0	
24	0	
25	2	The load add more to fuel consumption.

Response No.	What percentage change are you seeking: EXTRAS - for prams?	Please provide fully supported reasons to justify the proposed change to the charge for prams
1	1	
2	0	
3	1	
4	0	
5	0	
6	0	n/a
7	0	
8	0	
9	0	
10	0	
11	3	
12	0	
13	0	
14	-20	As above
15	10	
16	0	
17	0	
18	0	
19	0	
20	-20	
21	0	See above

APPENDIX D
Consultation responses

22	7	
23	0	
24	0	
25	0	So what all businesses can have more sales.

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