



REGULATORY COMMITTEE

Notice of a Meeting, to be held in the Committee Room 2 (Bad Münstereifel Room) -
Ashford Borough Council on Thursday, 20th January, 2022 at 10.30 am.

The Members of the Regulatory Committee are:-

Councillor Webb (Chairman)
Councillor Krause (Vice-Chairman)

Cllrs. Buchanan, Burgess, Feacey, Ledger, Michael, Pickering, Rogers, Shorter,
Smith, Suddards and Wright

Agenda

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1. Apologies/Substitutes	
To receive Notification of Substitutes in accordance with Procedure Rule 1.2(c)	
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 - 8
To approve the Minutes of the Meeting of this Committee held on 19 th January 2021.	
4. Proposed Fee Levels For 2022/23 Licensing Applications	9 - 20
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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 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 alone, such as:

- Membership of amenity societies, Town/Community/Parish Councils, residents' groups or other outside bodies that have expressed views or made representations, but the Member was not involved in compiling or making those views/representations, 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: Where an item would be likely to affect the financial position of a Member, relative, close associate, employer, etc.; OR where an item is an application made by a Member, relative, close associate, employer, etc., there is likely to be an OSI or in some cases a DPI. ALSO, holding a committee position/office within an amenity society or other outside body, or having any involvement in compiling/making views/representations by such a body, may give rise to a perception of bias and require the Member to take no part in any motion or vote.]

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 alongside the Council's Good Practice Protocol for Councillors dealing with Planning Matters. See <https://www.ashford.gov.uk/media/2098/z-word5-democratic-services-constitution-2019-constitution-of-abc-may-2019-part-5.pdf>
- (c) Where a Member declares a committee position or office within, or membership of, an outside body that has expressed views or made representations, this will be taken as a statement that the Member was not involved in compiling or making them and has retained an open mind on the item(s) in question. If this is not the case, the situation must be explained.

If any Member has any doubt about any interest which he/she may have in any item on this agenda, he/she should seek advice from the Director of Law and Governance and Monitoring Officer, or from other Solicitors in Legal and Democracy as early as possible, and in advance of the Meeting.

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Ashford Borough Council: Regulatory Committee

Minutes of a Virtual Meeting of the Regulatory Committee held on Microsoft Teams on the 19th January 2021.

Present:

Cllr. Webb (Chairman);
Cllr. Krause (Vice-Chairman);

Cllrs. Buchanan, Burgess, Farrell, Feacey, Ledger, Pickering, Rogers, Smith, L Suddards.

Apologies:

Cllrs. Mulholland, Shorter.

Also Present:

Environmental Protection and Licensing Team Leader, Principal Litigator, Member Services Manager (Operational).

208 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Made a 'Voluntary Announcement' as he was the Chairman of Energyshift Ltd who worked with members of the taxi trade.	209, 210
Webb	Made a 'Voluntary Announcement' as a Director of the Ashford Volunteer Centre.	209, 210

209 Proposed Fee Levels for 2021/22 Licensing Applications

The Environmental Protection and Licensing Team Leader introduced the report which proposed fees for licences for 2021/22 (excluding those previously proposed by the Licensing Committee). He advised that the setting of licensing fees generally 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. Although there was no legal duty for licensing fees to be cost neutral, the Council had a responsibility with reference to managing public funds and setting appropriate fees. The fees also could not be set so as to be profit making. Whilst the previous year had been exceptionally difficult for all businesses, including those involved in the licensed trades mentioned below, the cost to the Local Authority in maintaining the regime continued to be affected by inflation, salaries, on-costs, accommodation, increases in back office costs as well as providing adaptations to the normal licensing service because of the pandemic. There was likely to be a significant loss of income this year due to reduced application numbers and a host of increased checks and regulations in relation to taxi licensing going in to 2021/22. He

also gave a brief summary of grants that had been available to the taxi trade to assist them during the pandemic.

The Environmental Protection and Licensing Team Leader then drew attention to the proposed fees contained within the report.

Sex Establishment Fees

The report proposed that the fees be increased in line with inflation (RPI).

Hackney Carriage and Private Hire Fees

It was proposed that fees be increased in line with inflation with the following exceptions: -

- Vehicle licence grants to increase slightly above inflation to better balance the increased work associated with new licences.
- Vehicle renewals to remain at current rates to take account of efficiencies associated with the eForm renewal process introduced in 2020.
- Transfer of vehicle licences to increase slightly above inflation to better reflect the cost of processing such applications. These had been kept artificially low over recent years to promote the transfer of vehicles to newer, 'cleaner' vehicles, however take up had been extremely low and there was a separate incentive scheme that was operational to promote the uptake of ultra-low emission vehicles. That incentive scheme was worth approximately £1,000 to vehicle proprietors over a three-year period.

Scrap Metal Dealers Fees

The report recommended an increase in line with inflation.

In response to a question, the Environmental Protection and Licensing Team Leader advised that over the past year the price of scrap metal had increased significantly. Given that inherent value, it was therefore not anticipated that fly-tipping of scrap metal was likely to be an issue, despite there being an increase in the level of fly-tipping in general.

Recommended:

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

RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2021/22

	CURRENT FEES 2020/21	PROPOSED FEES 2021/22
Grant	£3397	£3499
Transfer	£324	£334
Renewal	£324	£334

- (ii) 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
2021/22**

	CURRENT FEES 2020/21	PROPOSED FEES 2021/22
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£70.00	£72.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£145.00	£149.00
Additional driver's licence (adding a licence)	£30.00	£31.00
Hackney Carriage Knowledge Test & Re-test	£57.00	£59.00
Replacement badge / Licence	£12	£12.50
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£320 - New £300 - Renewal	£335 - New £300 - Renewal
Vehicle Plate Internal / External	£20.50	£21.00
Transfer of Vehicle Licence (with or without vehicle plate)	£32.00	£35.00
<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 : £139 4-10 vehicles : £460 11-20 vehicles : £919	1-3 vehicles : £143 4-10 vehicles : £474 11-20 vehicles : £947
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £137.00 4-10 : £318.00 11-20 : £461.00	1-3 : £141.00 4-10 : £328.00 11-20 : £475.00
Fee for Returned (Bounced) Cheques	£17.00	£17.50

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

**RECOMMENDED SCRAP METAL, SITE AND COLLECTORS LICENSING FEES
2021/22**

	CURRENT FEES 2020/21	PROPOSED FEES 2021/22
Grant Site Licence	£334	£344
Grant Collectors Licence	£224	£231
Renewal Site Licence	£224	£231
Renewal Collectors Licence	£112	£112
Variation	£84	£87
Replacement Licence	£12	£12.50

- (iv) that the annual licensing summary, at Appendix D to the report, be received and noted.

210 Review of the Hackney Carriage Fare Scale 2021/22

The Environmental Protection and Licensing Team Leader introduced the report and advised that the Committee were asked to recommend a Hackney Carriage Fare Scale to Full Council, based on the information and evidence contained within the report. The fare scale was designed to protect the public from excessive fares and act as a maximum fare that could be charged. Drivers/proprietors were free to charge less or offer discounts, and this was actively encouraged. He drew attention to a number of points, namely:

- An extremely small percentage of the trade (only one licensee and one trade representative of a potential 610 licences) had responded to the call for evidence. Both responses had called for no increase to the drop rate or yardage rate.
- 2017 saw an increase on the yardage rate of 3%, with 2019 seeing a 3% increase on the yardage rate and a 10 pence increase on the drop rate. In each of the other last five years there had been no increases.
- Fuel prices had reduced since April 2020 and had not risen back up above these levels.
- Inflation (RPI) stood at 2.8% over the last 12 months.
- Insurance premiums for general vehicles had dropped on average 2% over the past 12 months.
- The local fare rate had remained in a very similar position both nationally and a county level, as per previous years. This was approximately mid-way in Kent and the top third across the country.

In recommending a fare scale, Officers asked the Committee to consider both a percentage change in the drop rate and yardage rates. The drop rate being the minimum charge and the latter being the ongoing fare per so many yards or seconds. Options open to the Committee were a decrease to the current tariffs (including percentage change), no change, or an increase to the current tariff (including percentage change).

The Chairman said that the low level of responses from the trade continued to be disheartening. Low consultation response figures occurred year on year despite efforts to encourage a greater level of response from the trade and it was in their interests to engage more.

Members did not consider the time was right for a fare increase. It had been a difficult year for the trade and the continuing pandemic meant that many people were still reticent to use public transport and it was important to build back confidence within the community over the coming year. There also did not appear to be any appetite amongst the drivers for an increase. No increase to fares was therefore favoured.

A motion was put forward, and seconded, that there should be no increase to either the drop or yardage rate. This was voted upon and there was unanimous agreement.

Recommended:

That the Hackney Carriage fare scale for 2021/22 as given in the table below be approved for the purpose of issuing a public notice.

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PROPOSED FARES FOR 2021/22

(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	2.90
For each subsequent 161.8 yards or uncompleted part thereof	0.20
Or for each subsequent period of 51.4 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 - £6.50
5 Miles - £13.10
10 Miles - £23.90

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: REGULATORY COMMITTEE

Date of Meeting: 20 January 2022

Report Title: PROPOSED FEE LEVELS FOR 2022/23 LICENSING APPLICATIONS

Report Author & Job Title: Trevor Ford
Environmental Protection and Licensing Team Leader

Portfolio Holder Cllr Peter Feacey
Portfolio Holder for: Community Safety and Wellbeing

Summary:	The report proposes fees for licences for 2022/23 (excluding those set by the Licensing Committee)
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Key Decision: NO

Significantly Affected Wards: Not applicable

Recommendations: That the Regulatory Committee :-

- I. Recommends the sex establishment fees as given in Appendix A to full council.
- II. Recommends the hackney carriage, private hire and operator licence fees in Appendix B to full council for public consultation.
- III. Recommends the scrap metal site and collectors fees as given in Appendix C to full council.
- IV. Notes the annual licensing summary in Appendix D.

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 relevant 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 fees 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

Report Title:

PROPOSED FEE LEVELS FOR 2022/23 LICENSING APPLICATIONS

1. The report recommends the proposed fees for licences for the financial year 2022/23.
2. The Committee are asked whether to approve the following fees for recommendation to the full council.
 - The sex establishment fees as given in Appendix A.
 - The hackney carriage, private hire and operator licence fees in Appendix B for public consultation.
 - The scrap metal site and collectors fees as given in Appendix C.

The Committee is also asked to note the annual licensing summary at Appendix D.

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. 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 the fees are retained at the existing level.

6. 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 generally in line with inflation (RPI).

The proposed licence fees are set out at Appendix B.

In addition it appears to be prudent to outline to the Committee the outcomes of the 'green' taxi incentive scheme which was planned to end in March 2022 in line with funding arrangements;

The scheme which ran from 2019 for three years, provided vehicle operators with the incentive of 'free' vehicle licensing fees for three years (worth nearly £1,000) for any new ultra low emission vehicle bought onto the taxi fleet. This was an incentive on top of central government grants, and funding such as Kent County Council's LoCASE funding.

Unfortunately despite the efforts of the Licensing team and Kent County Council LoCASE grants, during the almost three years of the scheme only two ultra-low emission vehicles were bought onto the fleet. There are a number of factors considered liable to account for this figure, however Covid19 has of course played a major role in businesses over the last two years.

Accordingly it is proposed, subject to funding, to continue the scheme on the same basis.

7. Scrap Metal Dealers Fees

The Scrap Metal Dealers Act 2013 provides regulation of the sector, creating a more robust, local authority run licensing regime that supports legitimate dealers whilst providing 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 are set by reference to the actual costs to each authority. 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 do not exceed the costs of providing the service.

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

Proposal/Current Position

8. The fees as recommended by the Regulatory Committee will be presented to Council on 4 March 2022.

Implications and Risk Assessment

9. 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.
10. The process of setting the proposed licence fees is essential to ensure that operational costs are recovered. If no decision is taken, the council budgetary objectives are unlikely to be met.
11. 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.
12. 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

13. Licence fees must be set at a level 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.

Equalities Impact Assessment

14. 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

15. The fees that require formal consultation will be subject to public notices prior to implementation on the 1 April 2022.

Other Options Considered

16. 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

17. Whilst the effects of the pandemic continues to impact on a number of industries, the costs of administering the licensing regime in relation these areas continue to be affected by inflationary cost increases such as the cost of living increases on salaries and back office costs.
18. It is however worth noting, that whilst licensing fees are set/adjusted annually, the council are able to consider the actual income and expenditure across a number of years, and can adjust fees in future years to 'correct' for any unexpected income or losses. As such should the fees proposed result in any unexpected 'excess' income then it will be possible to correct for this as part of future fee setting.
19. Accordingly, the recommended option is supported to ensure effective recovery of the costs incurred in processing and regulating the aforementioned licensing regimes.

Next Steps in Process

20. 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 2022. If relevant objections are received in response to the public notice, these would be reported back to the Regulatory Committee.

21. All other fees, not subject to public consultation, will be recommended to full council, and once agreed come into effect on the 1 April 2022

Conclusion

22. The impact of these changes on income to the council must be carefully monitored. Annual reviews of fees must be continued to ensure that relevant costs are recovered and raising excessive revenue is avoided. The fees have been increased broadly in line with inflation (RPI), except where the specific circumstances dictate otherwise.
23. A licensing summary for the period 1 January 2021 to 31 December 2021 has been prepared and is set out at Appendix D.

Portfolio Holder's Views

24. "Whilst we recognise that the last year continued to be a difficult year for a large number of businesses, it is essential for the council to continue to ensure that the licensing fees are set at the correct level as to provide the resources to continue to protect public safety"

Councillor Peter Feacey

Contact and Email

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

APPENDIX A: PROPOSED SEX ESTABLISHMENT LICENCE FEES 2022/23

APPENDIX B: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2022/23

APPENDIX C: PROPOSED SCRAP METAL, SITE & COLLECTORS LICENSING FEES 2022/23

APPENDIX D: LICENSING SUMMARY 2021

APPENDIX A: RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2022/23

	CURRENT FEES 2021/22	PROPOSED FEES 2022/23
Grant	£3499	£3499
Transfer	£334	£334
Renewal	£334	£334

APPENDIX B: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2022/23

	CURRENT FEES 2021/22	PROPOSED FEES 2022/23
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£72.00	£74.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£149.00	£153.00
Additional driver's licence (adding a licence)	£31.00	£32.00
Hackney Carriage Knowledge Test & Re-test	£59.00	£61.00
Replacement badge / Licence	£12.50	£13.00
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£335 - New £300 - Renewal	£346 - New £305 - Renewal
Vehicle Plate Internal / External	£21.00	£22.00
Transfer of Vehicle Licence (with or without vehicle plate)	£35.00	£38.00
<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 : £143 4-10 vehicles : £474 11-20 vehicles : £947	1-3 vehicles : £147 4-10 vehicles : £483 11-20 vehicles : £960
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £141.00 4-10 : £328.00 11-20 : £475.00	1-3 : £145.00 4-10 : £334.00 11-20 : £483.00
Fee for Returned (Bounced) Cheques	£17.50	£18.00

APPENDIX C: RECOMMENDED SCRAP METAL DEALERS FEES FOR 2022/23

	CURRENT FEES 2021/22	PROPOSED FEES 2022/23
Grant Site Licence	£344	£354
Grant Collectors Licence	£231	£237
Renewal Site Licence	£231	£237
Renewal Collectors Licence	£115	£118
Variation	£87	£89
Replacement Licence	£12.50	£12.50

APPENDIX D:

LICENSING ANNUAL SUMMARY 2021 (Excluding Licensing Act and Gambling Act applications)

Licences/Permissions issued

Licence/Permission Type	Number Issued
Taxi	
Vehicles – new, renewal, transfers	276
Drivers / Operators – new, renewals	137
Scrap Metal Dealers Act 2013	
Site licences	3
Collectors licences	2
Other	
Sexual Entertainment Venues	0
Publicity Displays / Town Centre	39
Skin Piercing (premises and practitioners)	22
Animal Licensing	13
House to House	14
Street Collections	115
Street Trading	49
TOTAL LICENCES/PERMISSIONS ISSUED	570

Issued between 1 January 2021 and 31 December 2021

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Agenda Item No: 5

Report To: REGULATORY COMMITTEE

Date of Meeting: 20 January 2022

Report Title: REVIEW OF THE HACKNEY CARRIAGE FARE SCALE

Report Author & Job Title: Trevor Ford
Environmental Protection and Licensing Team Leader

Portfolio Holder Councillor Peter Feacey
Portfolio Holder for: Community Safety and Wellbeing



Summary: To recommend to Council a hackney carriage fare scale for 2022/23 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 Regulatory 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 Assessment	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.
Other Material Implications:	None
Exempt from Publication:	NO
Background Papers:	None
Contact:	trevor.ford@ashford.gov.uk (01233) 330 397

Report Title:

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 Regulatory Committee to recommend a fare scale for 2022/23 to Council, which may be one of the following options:
 - A decrease to the current tariffs
 - No change
 - An increase to the current tariffs

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.
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 considered Ashford's fares relative to other areas, and the change in the respective costs, and recommended no change to fares or the drop rate.

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	£6.50	£6.60	£6.60	£6.80
5 mile	£13.10	£13.20	£13.40	£13.40
10 mile	£23.90	£24.20	£24.40	£24.60

10. With regard to the current fees, Ashford Borough Councils fee of £6.50 based upon a two mile journey is rated as joint 85-87th highest, out of a listed 353 local authorities (on the December 2021 list). Last year's position was 78th.

11. The comparison with respects to other Kent boroughs;

2 Mile Fare	Borough
£7.40	Maidstone
£7.20	Tunbridge Wells
£7.20	Tonbridge & Malling
£7.10	Dartford
£7.10	Dover
£7.06	Sevenoaks
£6.80	Swale
£6.80	Gravesham
£6.60	Medway
£6.50	Ashford
£6.40	Canterbury
£6.20	Folkestone & Hythe
£5.40	Thanet

Last year, in the county, Ashford's fares were joint 8/9th, compared with 10th place this year.

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 the South East's petrol fuel prices have increased month on month and have not returned to the prices at the time of the last fares report

2020	
November	114.9 pence per litre
December	116.0 pence per litre

2021	
January	119.4 pence per litre
February	122.9 pence per litre
March	126.4 pence per litre
April	127.6 pence per litre
May	129.6 pence per litre
June	131.6 pence per litre
July	134.0 pence per litre
August	136.2 pence per litre

September	136.1 pence per litre
October	142.1 pence per litre

14. Diesel is currently (October 2021) 145.7 pence per litre and LPG 52.7 pence.
15. According to the Office for National Statistics, RPI over the last 12 months (October 2020 to October 2021) stands at 5.2%.
16. According to Confused.com's car insurance price index - insurance prices have dropped 16% over the past year, bringing car insurance costs to their lowest level in six years. Money Supermarket.com reports that the cost of a fully comprehensive car insurance premium in the UK is currently 10.4% lower than twelve months ago. Members may however 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 suitable data source(s).
17. Additional information from Autotrader.co.uk highlights that used car prices have risen as much as 25% in recent times, which is attributed to the supply issues associated with Covid19.
18. Businesses operating from commercial premises with a rateable value under £12,000 receive small business rates relief, meaning they do not pay business rates. It appears that all operators in the borough fall within this category, no operator has cited an increase in business rates as an issue through the consultation. As such; it appears appropriate to disregard business rates increase as an influence on the decision.
19. 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. No evidence has been submitted by the trade as part of the consultation.
20. Proposals with reference to the taxi licensing fees for 2022/23 are attached at *Appendix C*.

Implications and Risk Assessment

21. 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

22. 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

23. Consultation with the hackney carriage trade was undertaken.
24. This consisted of an emailed questionnaire, sent with an example sheet of how to evidence changes to operating costs. This survey was emailed to members of the trade and to Taxi Forum representatives for cascade. This consultation was sent on the 27 September 2021 for responses by the 31 October 2020.
25. Noting a very low response rate to the consultation, a further email was sent to members of the trade inviting any late responses. No further responses were received.
26. 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 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 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 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 change are you seeking: EXTRAS - for prams?
 - Please provide fully supported reasons to justify the proposed change to the charge for prams
27. In total five responses were received as part of the consultation process. Only one representative from the Taxi Forum made a submission on this consultation on behalf of their company.
28. At the closure of the consultation there were 551 taxi-based licences. The table below shows how these are apportioned:

Type of licence	Number
Private hire driver	144
Joint Private hire & Hackney carriage	153
Hackney carriage vehicle	101
Private hire vehicle	89
Private hire operator	64

NB. Individuals may hold more than one licence type

29. Given the circumstances over the last 18 months, the Committee, may wish to be aware that based on the above figures the number of;
- Licensed private hire drivers has dropped by 35
 - Joint private hire and hackney drivers have dropped by 10
 - Hackney carriages numbers have dropped by 6
 - Private hire vehicles have reduced by 5, and,
 - Private hire operator numbers have dropped by 3

It is however possible that the numbers who have stopped working in the trade as a result of the difficulties posed by the pandemic, but their licence has not yet expired or been surrendered their licence, may potentially be much larger.

30. The following consultation response breakdown is provided;

Fare Rate

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

Percentage increase	Number of respondents requesting this
0%	2
3%	1
5%	1
10%	1

No evidence was provided in response to this question, but the following three comments were received;

Answer: The price of fuel is on the increase to an unknown level. The price of used vehicles has increased by 20% Running costs have risen significantly since the last increase in 2019 and that was only a very slight increase. Also the cost of living has risen in this time by much more than 10%. Drivers and operators have seen very very little rise in the last four years. Its high time we had a significant increase.

Answer: The trade has been hit hard enough by the pandemic, having no increase will help in getting our customers back.

Answer: we have not had one [an increase] for a while and we are struggling financially

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

Percentage change %	Number of respondents requesting this
0	2
3%	1
5%	1
10%	1

No evidence was provided in response to this question, but the following two comments were received;

*Answer: The price of fuel is on the increase to an unknown level.
The price of used vehicles has increased by 20%
Running costs have risen significantly since the last increase in 2019 and that was only a very slight increase. Also the cost of living has risen in this time by much more than 10%. Drivers and operators have seen very very little rise in the last four years. Its high time we had a significant increase.*

Answer: we have not had one [an increase] for a while and we are struggling financially

Additional Charges

With reference to additional charges for;

- each person in excess of two persons.
- dogs (not assistance dogs).
- articles of luggage outside passenger compartment
- prams.

each of the five respondents requested no change to these fees, and submitted no further comments or evidence.

Other Options Considered

31. It is open to the Regulatory Committee to apply a change (or no change) to the fare rates as they deem fit, in light of the evidence and current economic information available.

Reasons for Supporting Option Recommended

32. It is proposed that the Regulatory Committee recommend one of the following options, including percentage change, based on the evidence available.
 - A decrease to the current tariffs
 - No change to the current tariffs
 - An increase to the current tariff

Next Steps in Process

33. The fares proposed 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.
34. If the proposed fare is approved by council, and no objections are received, the fare scale will take effect on 1 April 2022.

Conclusion

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

- The responses provided as part of the consultation represented a very small percentage of the licensed trade. This figure remains consistently low year on year despite efforts to encourage responses and evidence. For comparison, there were two responses received last year, and this year it has increased to five responses.
- 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
 - 2019 – 3% increase and 10 pence increase to drop rate.
 - 2020 – No change
 - 2021 – No change
- Members are asked to set maximum levels for fares, although drivers may charge less if they wish.
- The price of fuel has increased month on month
- RPI over the last 12 months is 5.2%.
- Insurance premiums have dropped between 10.4 and 16% over the last 12 months.
- The fare rate has dropped in positions slightly when compared at a county and national level.

Portfolio Holder's Views

36. “The Taxi trade has had a hard time over the last two years with many deciding to leave the trade and some diversifying in number of ways. However, for yet another year engagement by the taxi trade in the fare setting process remains exceedingly poor, with no meaningful information or evidence (such as current typical driver incomes) being supplied by drivers or taxi firms.

A balance need to be struck on the rising operating costs of running a taxi against attracting the public back into using the service by keeping it as competitive as possible.

I look forward to hearing the committee's ideas and opinions and making a decision to any change to tariffs.”

Councillor Peter Feacey

Contact and Email

37. 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 (October 2021)

APPENDIX C: Proposed taxi licensing fees 2022/23

APPENDIX A: CURRENT FARE TABLE

ASHFORD BOROUGH COUNCIL AUTHORISED FARES FOR HACKNEY CARRIAGES 2021/22	
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	2.90
For each subsequent 161.8 yards or uncompleted part thereof	0.20
Or for each subsequent period of 51.4 seconds of waiting time or uncompleted part thereof	0.20
Fares for certain times and days: Rate 2	
a) For each hire commenced between 00:00 and 07:00	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
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
Note: When the holiday charge (b) or (c) is payable the Night Charge (a) is NOT payable.	
Guide to average expected fares;	Complaints about this vehicle or driver should be made to the Licensing Authority;
2 miles - £6.50	Ashford Borough Council, Tannery Lane, TN23 1PL
5 miles - £13.10	licensing@ashford.gov.uk
10 miles - £23.90	01233-331111
See overleaf for further fare details	

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. 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.	0.20
(b) for each article of luggage conveyed outside the passenger compartment of the carriage	0.05
(c) for perambulators	0.05
(d) for dogs (but excluding assistance or guide 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	
Complaints about this vehicle or driver should be made to the Licensing Authority Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL licensing@ashford.gov.uk 01233-331111	
See overleaf for further fare details	

APPENDIX B: NATIONAL FARE TABLE

	COUNCIL	2 ML. FARE	+ / -
1	LONDON (HEATHROW)	£11.40	
2	LUTON AIRPORT	£9.70	
3	EPSOM & EWELL	£8.60	
4	LONDON	£8.60	
5	WATFORD (X)	£8.40	
6	UTTLESFORD	£8.30	
7	READING	£8.00	
8	GUILDFORD	£7.60	
9	KERRIER	£7.60	
10	OXFORD CITY	£7.60	
11	JERSEY	£7.43	
12	BRIGHTON & HOVE	£7.40	
13	CHELTENHAM	£7.40	
14	MAIDSTONE	£7.40	
15	MID SUSSEX	£7.40	
16	CARRICK	£7.30	

17	BATH & NE SOMERSET	£7.20
18	BCP	£7.20
19	TORRIDGE	£7.20
20	TUNBRIDGE WELLS	£7.20
21	YORK	£7.20
22	CHELMSFORD	£7.10
23	DARTFORD	£7.10
24	DOVER	£7.10
25	GUERNSEY	£7.10
26	MOLE VALLEY	£7.10
27	PENWITH	£7.10
28	SEVENOAKS	£7.06
29	EAST LOTHIAN	£7.00
30	HARROGATE	£7.00
31	HERTSMERE	£7.00
32	STROUD	£7.00
33	TONBRIDGE & MALLING	£7.00
34	WELWYN HATFIELD	£7.00
35	WILTSHIRE	£7.00

36	RESTORMEL	£6.95
37	COLCHESTER	£6.90
38	EASTBOURNE	£6.90
39	VALE OF WHITE HORSE	£6.90
40	WEALDON	£6.90
41	WEYMOUTH & PORTLAND	£6.90
42	ADUR	£6.80
43	CARADON	£6.80
44	EAST DEVON	£6.80
45	FIFE	£6.80
46	GLASGOW	£6.80
47	GRAVESHAM	£6.80
48	HART (X)	£6.80
49	MENDIP	£6.80
50	NORTH CORNWALL	£6.80
51	NOTTINGHAM	£6.80
52	SEDGEMOOR	£6.80
53	SWALE	£6.80
54	WEST BERKSHIRE	£6.80

55	EDINBURGH	£6.75
56	NUNEATON & BEDWORTH	£6.75
57	TORBAY	£6.75
58	CHESTER	£6.70
59	CRAWLEY	£6.70
60	EASTLEIGH	£6.70
61	ROTHER	£6.70
62	SWINDON	£6.70
63	HARBOROUGH	£6.68
64	ARUN	£6.60
65	BASINGSTOKE & DEANE	£6.60
66	BRACKNELL FOREST	£6.60
67	BRENTWOOD	£6.60
68	CAMBRIDGE CITY	£6.60
69	EAST DORSET	£6.60
70	EAST SUFFOLK (NORTH)	£6.60
71	EXETER	£6.60
72	HARLOW	£6.60
73	HIGH PEAK	£6.60

74	MEDWAY	£6.60	
75	MORAY (X)	£6.60	
76	NORTH HERTS	£6.60	
77	NORWICH	£6.60	
78	RUNNYMEDE	£6.60	↑ £0.40
79	SCARBOROUGH	£6.60	
80	SHETLAND ISLES	£6.60	
81	SOUTH CAMBRIDGE	£6.60	
82	SOUTH GLOUCESTER	£6.60	
83	TEIGNBRIDGE	£6.60	
84	NORTH DEVON	£6.55	
85	ASHFORD	£6.50	
86	DURHAM COUNTY COUNCIL	£6.50	
87	HUNTINGDONSHIRE	£6.50	
88	LUTON	£6.50	
89	SOUTH SOMERSET	£6.50	
90	WORTHING	£6.50	
91	BRISTOL	£6.40	
92	CANTERBURY	£6.40	

93	COUNTY OF HEREFORD	£6.40	
94	CREWE & NANTWICH	£6.40	
95	EAST HAMPSHIRE	£6.40	
96	HASTINGS	£6.40	
97	IPSWICH	£6.40	
98	LEEDS	£6.40	
99	LINCOLN	£6.40	
100	MALVERN HILLS	£6.40	
101	MELTON	£6.40	
102	MID SUFFOLK	£6.40	
103	NORTH KESTEVEN	£6.40	
104	PURBECK	£6.40	
105	RUSHMOOR	£6.40	
106	SHEFFIELD	£6.40	
107	SHROPSHIRE	£6.40	
108	SOUTH LAKELAND	£6.40	
109	SOUTHEND ON SEA	£6.40	
110	STEVENAGE	£6.40	
111	SURREY HEATH	£6.40	

112	TENDRING	£6.40
113	WAVERLEY	£6.40
114	WINDSOR & MAIDENHEAD	£6.40
115	WOKING	£6.40
116	WOKINGHAM	£6.40
117	NEWARK & SHERWOOD	£6.32
118	BLACKBURN	£6.30
119	BURY	£6.30
120	COTSWOLD (Y)	£6.30
121	COVENTRY	£6.30
122	DACORUM	£6.30
123	ISLE OF MAN	£6.30
124	LEWES	£6.30
125	PEMBROKESHIRE	£6.30
126	PLYMOUTH	£6.30
127	SOUTH HOLLAND	£6.30
128	FOREST OF DEAN	£6.27
129	BABERGH	£6.26
130	MIDLOTHIAN	£6.22

131	ARGYLL & BUTE	£6.20
132	BIRMINGHAM	£6.20
133	BRAINTREE	£6.20
134	CARMARTHENSHIRE	£6.20
135	CHICHESTER	£6.20
136	DAVENTRY	£6.20
137	DERBY	£6.20
138	EAST CAMBRIDGESHIRE	£6.20
139	EAST SUFFOLK (SOUTH)	£6.20
140	FOLKESTONE & HYTHE	£6.20
141	HORSHAM	£6.20
142	NORTH EAST LINCOLNSHIRE	£6.20
143	NORTHAMPTON	£6.20
144	PORTSMOUTH UA	£6.20
145	ROCHFORD	£6.20
146	SOLIHULL	£6.20
147	SOUTHAMPTON	£6.20
148	SPELTHORNE	£6.20
149	ST ALBANS	£6.20

150	STRATFORD ON AVON	£6.20
151	TAUNTON DEANE	£6.20
152	WEST OXFORD	£6.20
153	WINCHESTER	£6.20
154	CENTRAL BEDFORDSHIRE	£6.13
155	ABERDEENSHIRE	£6.10
156	CARDIFF	£6.10
157	CLACKMANNAN	£6.10
158	EAST HERTS	£6.10
159	ELMBRIDGE	£6.10
160	FYLDE	£6.10
161	NEW FOREST	£6.10
162	NORTH WARWICK	£6.10
163	SOUTH AYRSHIRE	£6.10
164	TAMWORTH	£6.10
165	SELBY	£6.06
166	CHARNWOOD	£6.05
167	SCOTTISH BORDERS	£6.05
168	ABERDEEN CITY	£6.00

169	BASILDON	£6.00
170	BLACKPOOL	£6.00
171	BOSTON	£6.00
172	BROXTOWE	£6.00
173	BUCKINGHAMSHIRE	£6.00
174	CASTLE POINT	£6.00
175	CONWY	£6.00
176	EAST AYRSHIRE	£6.00
177	EAST LINDSEY	£6.00
178	EAST STAFFORDSHIRE	£6.00
179	GLOUCESTER	£6.00
180	GREAT YARMOUTH	£6.00
181	GWYNEDD	£6.00
182	ISLE OF WIGHT	£6.00
183	KETTERING	£6.00
184	KINGS LYNN & WEST NORFOLK	£6.00
185	MILTON KEYNES	£6.00
186	NORTH DORSET	£6.00
187	PRESTON	£6.00

188	RYEDALE	£6.00
189	SLOUGH	£6.00
190	SOUTH HAMS	£6.00
191	SOUTH TYNESIDE	£6.00
192	STOCKPORT	£6.00
193	TAMESIDE	£6.00
194	TEST VALLEY (X)	£6.00
195	THREE RIVERS	£6.00
196	THURROCK	£6.00
197	VALE OF GLAMORGAN	£6.00
198	WARWICK	£6.00
199	WEST DORSET	£6.00
200	WEST LINDSEY	£6.00
201	WIRRAL	£6.00
202	DARLINGTON	£5.95
203	BASSETLAW	£5.90
204	BROXBOURNE	£5.90
205	DUDLEY	£5.90
206	KINGSTON-UPON-HULL	£5.90

207	MANCHESTER	£5.90
208	NORTHUMBERLAND	£5.90
209	STAFFORD	£5.90
210	TANDBRIDGE	£5.90
211	WALSALL	£5.90
212	CALDERDALE	£5.85
213	TEWKESBURY	£5.85
214	BARNESLEY	£5.80
215	BEDFORD	£5.80
216	BRIDGEND	£5.80
217	BROMSGROVE	£5.80
218	CARLISLE	£5.80
219	EAST KILBRIDE (X)	£5.80
220	FAREHAM	£5.80
221	FLINTSHIRE	£5.80
222	HAVANT	£5.80
223	HIGHLAND (X)	£5.80
224	LANCASTER	£5.80
225	LEICESTER	£5.80

226	LICHFIELD	£5.80	
227	NEWCASTLE-UPON-TYNE	£5.80	
228	NORTH LINCOLNSHIRE	£5.80	
229	NORTH NORFOLK	£5.80	
230	NORTH TYNESIDE	£5.80	
231	NORTHERN IRELAND	£5.80	↑ £0.40
232	ORKNEY (X)	£5.80	
233	REIGATE & BANSTEAD	£5.80	
234	RUGBY	£5.80	
235	RUTHERGLEN (X)	£5.80	
236	SOUTH RIBBLE	£5.80	
237	TRAFFORD	£5.80	
238	WEST SOMERSET	£5.80	
239	WEST SUFFOLK	£5.80	
240	WORCESTER	£5.80	
241	WYRE	£5.80	
242	YNS MON	£5.80	
243	CHESTERFIELD	£5.75	
244	DONCASTER	£5.75	

245	NORTH EAST DERBYSHIRE	£5.75	
246	ANGUS	£5.70	
247	CANNOCK CHASE	£5.70	
248	GEDLING	£5.70	
249	MID DEVON	£5.70	
250	MONMOUTHSHIRE	£5.70	
251	NORTH SOMERSET	£5.70	
252	RENFREWSHIRE	£5.70	
253	STIRLING (X)	£5.70	
254	SWANSEA	£5.70	
255	WARRINGTON	£5.70	
256	DUNDEE CITY	£5.66	
257	BRADFORD	£5.60	↑ £0.30
258	BRECKLAND	£5.60	
259	DENBIGHSHIRE	£5.60	
260	GOSPORT	£5.60	
261	HINCKLEY & BOSWORTH	£5.60	
262	LIVERPOOL	£5.60	
263	NEWPORT	£5.60	

264	NORTH WEST LEICESTER	£5.60
265	RICHMONDSHIRE	£5.60
266	RUSHCLIFFE	£5.60
267	SANDWELL	£5.60
268	SUNDERLAND	£5.60
269	WEST LOTHIAN (X)	£5.60
270	WOLVERHAMPTON (X)	£5.60
271	WREXHAM	£5.60
272	CHERWELL	£5.56
273	NEWCASTLE-UNDER-LYME	£5.55
274	DUMFRIES & GALLOWAY	£5.50
275	EAST DUNBARTONSHIRE	£5.50
276	EDEN	£5.50
277	EPPING FOREST	£5.50
278	EREWASH	£5.50
279	FALKIRK	£5.50
280	HAMBLETON	£5.50
281	MERTHYR TYDFIL	£5.50
282	OLDHAM	£5.50

283	TORFAEN	£5.50
284	CEREDIGION	£5.46
285	NEATH PORT TALBOT	£5.46
286	SALFORD	£5.46
287	ALLERDALE	£5.45
288	BARROW IN FURNESS	£5.40
289	CAERPHILLY	£5.40
290	CLYDEBANK	£5.40
291	DUN. & VALE OF LEVEN (X)	£5.40
292	ELLESMERE PORT	£5.40
293	MACCLESFIELD	£5.40
294	PERTH & KINROSS	£5.40
295	POWYS	£5.40
296	ROTHERHAM	£5.40
297	THANET	£5.40
298	WYCHAVON	£5.40
299	MANSFIELD	£5.35
300	INVERCLYDE	£5.34
301	CRAVEN (X)	£5.30

302	EAST RENFREW	£5.30	
303	FENLAND (X)	£5.30	
304	NORTH AYRSHIRE	£5.30	
305	REDDITCH	£5.30	
306	RIBBLE VALLEY	£5.30	
307	SOUTH KESTEVEN	£5.30	
308	SOUTH LANARKSHIRE	£5.30	
309	ST HELENS	£5.30	
310	VALE ROYAL	£5.30	
311	WIGAN	£5.30	
312	WY RE FOREST	£5.30	
313	BLABY	£5.24	↓ £0.06
314	AMBER VALLEY	£5.20	
315	BLAENAU GWENT	£5.20	
316	BOLTON	£5.20	
317	EAST RIDING	£5.20	
318	HALTON	£5.20	
319	HAMILTON (X)	£5.20	
320	KNOWSLEY	£5.20	

321	RHONDDA CYNON TAFF	£5.20	
322	STAFFS MOORLANDS	£5.20	
323	WAKEFIELD	£5.20	
324	CHORLEY	£5.10	
325	CONGLETON	£5.10	
326	GATESHEAD	£5.10	
327	SEFTON	£5.10	
328	SOUTH STAFFORDSHIRE	£5.10	
329	COPELAND	£5.00	
330	EAST NORTHANTS	£5.00	
331	KIRKLEES	£5.00	
332	NORTH LANARKSHIRE	£5.00	
333	PETERBOROUGH	£5.00	
334	ROCHDALE	£5.00	
335	ROSSENDALE	£5.00	
336	SOUTH NORTHANTS	£5.00	
337	STOKE-ON-TRENT UA	£4.95	
338	CORBY	£4.90	
339	TELFORD & WREKIN	£4.90	

340	WELLINGBOROUGH	£4.90
341	WESTERN ISLES (X)	£4.85
342	ASHFIELD	£4.80
343	DERBYSHIRE DALES	£4.80
344	HARTLEPOOL	£4.80
345	HYNDBURN	£4.70
346	WEST LANCASHIRE	£4.70
347	BOLSOVER	£4.60
348	BURNLEY	£4.50
349	REDCAR & CLEVELAND	£4.50
350	STOCKTON ON TEES	£4.50
351	OADBY & WIGSTON	£4.40
352	PENDLE	£4.40
353	MIDDLESBROUGH	£4.30
354	MALDON	£0.00
355	RUTLAND	£0.00
356	SOUTH DERBYSHIRE	£0.00
357	SOUTH NORFOLK	£0.00
358	SOUTH OXFORDSHIRE	£0.00

359	WEST DEVON	£0.00
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**APPENDIX C: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE
LICENSING FEES 2022/23**

	CURRENT FEES 2021/22	PROPOSED FEES 2022/23
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£72.00	£74.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£149.00	£153.00
Additional driver's licence (adding a licence)	£31.00	£32.00
Hackney Carriage Knowledge Test & Re-test	£59.00	£61.00
Replacement badge / Licence	£12.50	£13.00
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£335 – New £300 - Renewal	£345.00 – New £305.00 - Renewal
Vehicle Plate Internal / External	£21.00	£22.00
Transfer of Vehicle Licence (with or without vehicle plate)	£35.00	£38.00
<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 : £143 4-10 vehicles : £474 11-20 vehicles : £947	1-3 vehicles : £147 4-10 vehicles : £483 11-20 vehicles : £960
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £141.00 4-10 : £328.00 11-20 : £475.00	1-3 : £145.00 4-10 : £334.00 11-20 : £483.00
Fee for Returned (Bounced) Cheques	£17.50	£18.00