



REGULATORY COMMITTEE

Notice of a Meeting, to be held in the Council Chamber - Ashford Borough Council on
Tuesday, 17th January, 2023 at 10.30 am.

The Members of the Regulatory Committee are:-

Councillor Howard (Chairman)
Councillor Krause (Vice-Chairman)

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

Agenda

Page Nos.

- | | | |
|----|--|---------|
| 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 July 2022. | |
| 4. | Proposed Fee Levels for Licensing Applications - 2023/24 | 9 - 20 |
| 5. | Hackney Fare Tariff Review | 21 - 38 |

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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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Regulatory Committee

Minutes of a Meeting of the Regulatory Committee held in Committee Room No. 1, Civic Centre, Tannery Lane, Ashford on the **19th July 2022**.

Present:

Cllr. Howard (Chairman);

Cllrs. Burgess, Feacey, Ledger, Pickering, Rogers, L. Suddards, Wright.

Apologies:

Cllrs. Krause, Michael.

Also Present:

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

Also in Attendance (virtually):

Principal Litigator.

94 Declarations of Interest

Councillor	Interest	Minute No.
Feacey	Made a 'Voluntary Announcement' as he was on the Management Committee of UK LPG.	96, 97
	Made a 'Voluntary Announcement' as he was Chairman of the Ashford Volunteer Centre.	

95 Minutes

Resolved:

That the Minutes of the Meeting of this Committee held on the 20th January 2022 be approved and confirmed as a correct record.

96 Exceptional Hackney Fare Tariff Review

The Environmental Protection and Licensing Team Leader introduced the report and advised that the Councils Taxi Licensing Policy stated that the Council would review the maximum hackney fare scale annually, which was last reviewed in January 2022. Since that time, the economic situation had continued to impact on the taxi trade, with fuel prices and general costs rising. One of the largest taxi operators within the borough had recently closed after approximately 40 years, which was believed to be related to increased operating costs, lower amount of trade since the outbreak of the

pandemic, and lack of licensed drivers. The Environmental Protection and Licensing Team Leader and the wider Licensing Team wished to thank Jenny and Karen of Arrow Taxis for their assistance and professionalism towards the Licensing team over the years in which they had worked with them.

Drawing attention to the report, he advised that this was presented as an exceptional review in light of the exceptional circumstances following a request from the Taxi trade. In line with this request there had been increased engagement from the licensed drivers, and thanks was extended to the Independent Drivers Representative Paul Coombes, and Ivan Auty of United Taxis, who had worked with the Licensing Team to provide more meaningful evidence which had been included in the agenda papers. Both were present at the meeting and would speak from the perspective of independent drivers and companies, and be able to questions from the Committee in relation to how their respective part of the trade operated. The evidence submitted allowed the Licensing team to calculate a figure for the additional costs associated with an example 10 mile fare so that this could be compared against incremental increases in the fare scale. These figures were indicative, and actual costs would vary. It was hoped that this approach would assist the Committee to understand the practical implications of, for example, 36% increase on fuel prices, 8% on insurance etc. The Committee would be able to see from the report that costs had significantly increased since the last fare review, including most notably fuel.

The Environmental Protection and Licensing Team Leader advised that upon consideration of the fare scale the Committee could recommend whether to decrease, keep the same, or increase the fare, and what percentage this would be. This would then be recommend to Council for ratification on 21st July 2022. In conclusion, he highlighted that whilst taxis provided a service to the public, which was essential to ensuring that the elderly and disabled could remain independent and that people could get home safely, they are not a public service. They remained a commercial enterprise and were therefore entitled to make reasonable commercial profits. Therefore the role of the Council in setting the fares was not to ensure that fares remained affordable for the public, but simply to ensure that the public were not charged excessive fares, whilst allowing drivers to make a reasonable living or profit.

Paul Coombes, the Independent Drivers Representative, highlighted to the Committee that the increase in costs to the taxi trade as a whole far exceed just the rise in fuel costs. These costs had put the viability of the trade in jeopardy. Many in the trade did not wish to pass on the costs to their customers but they needed to be able to carry on and be able to provide a service. There was more to keeping a taxi on the road than the paying public saw. There was a big demand for taxi drivers especially since the demise of Arrow Taxi's. They did provide an important service to the public and the lack of available taxis had an adverse effect. Drawing attention to the fare comparison table, he noted that Ashford was at mid-point in the table, but following an ongoing review at Folkestone and Hythe District Council and other proposed reviews it was likely that Ashford would fall to the bottom. Mr Coombes advised that the trade were not inclined to request a rise in the drop rate, just a rise in the distance fees. This would have visually less impact on the customer and would ensure that Ashford remained mid-point in the fare comparison tables. He requested that the Committee considered a 10% rise in the distance fees. This would not, in his opinion, have a major impact on customers but would ensure that some of the cost increases would be mitigated.

In response to a question, the Environmental Protection and Licensing Team Leader advised that the fees set by the Council were maximum fees and drivers could charge less should they choose to do so. Mr Coombes added that drivers generally stuck to the meter within the Borough but they could be more competitive when working outside of the Borough.

Ivan Auty from United Taxis advised the Committee that he had been a taxi driver since 1974 and had never experienced anything like the financial situation drivers were facing today. The combination of Covid and the war in Ukraine had seen costs rise significantly and drew attention to the evidence he had submitted that was contained within the report. He had owned United for 33 years and in that time had not made his affairs public, however the situation was so dire he felt it was necessary. Mr Auty was of the opinion that should costs remain as they were with no increases in fares he could not see that he would still be operating in 12 months' time. As a business they would usually make approximately £50,000 per annum, which would be ploughed back into the business to purchase new cars etc. Due to scales of economy he was able to purchase parts etc at a lower cost, Independent Drivers did not have that luxury and therefore were even more pressed financially. He added that he was very conservative and would not usually ask for a raise in fees but as an employer of 30 people he had to be able to pay them as their costs were rising too. Ashford had a good taxi service, with all the vehicles presentable and good drivers servicing the area and providing a service for the public.

The Chairman thanked Mr Coombes and Mr Auty for attending and providing the Committee with valuable insight and for submitting evidence prior to the meeting.

Members welcomed the engagement by the trade but questioned why there was still a low response level overall. Both Mr Coombes and Mr Auty had visited the feeder rank and spoken to a larger number of drivers when the request for an exceptional fee review had been raised. Whilst there had been overall support, it was not always easy to translate that to responses as some were not comfortable with putting their views forward in writing.

There was considerable discussion regarding what the increase in fees, if any, should be. In response to questions, Mr Coombes and Mr Auty felt that 10% would allow them to keep their heads above the parapet and effectively return them to the position they were in 12 months ago. They reiterated that they needed to be viable and added that should cost dramatically decline that they would come back to the Committee and request a decrease in fares. Mr Auty advised that from his perspective as an operator 50% of any increase would be passed on to his drivers.

In response to a question, Mr Coombes advised that insurance costs had increased significantly over the past year, with an increase of almost £300 for him alone. Mr Auty added that he had fortunately not seen an increase in insurance costs, although all other costs had risen.

The loss of Arrow Taxis had been felt by many in the Borough and it was questioned how large that loss was in terms of vehicles on the road and how it could be made up. It was confirmed that pre-covid Arrow had 35 cars on the road, this fell to 16 post-covid and following their closure was now zero. A lot of work had been done to encourage people to enter the taxi trade, the Job Centre were actively promoting

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jobs and were funding applications and providing self-employment advice. The application process did take around two months, with the DBS check taking a considerable length of time, which did put some people off.

A motion was put forward, and seconded, that there should be a 10% increase to fares but no increase to the drop rate. This was voted upon and there was unanimous agreement.

Recommended:

That the Hackney Carriage fare scale for the remainder of 2022/23 as given in the table below be approved for the purpose of issuing a public notice.

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PROPOSED FARES FOR 2022/23

(a) Fares for distance or time: Rate 1	£
If the distance does not exceed 465.5 yards, for the whole distance or for the first 148 seconds of waiting time	2.90
For each subsequent 142.7 yards or uncompleted part thereof	0.20
Or for each subsequent period of 45.5 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 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
(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 - £7.30	
5 Miles - £14.70	
10 Miles - £27.10	
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 that the vehicle is licensed to carry, children under 10 years of age should each be counted as a person. 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

97 Taxi Licensing Policy Review

The Environmental Protection and Licensing Team Leader introduced the report and advised that the councils Taxi Licensing Policy was due to expire in October 22. Whilst this was non-statutory, having an up to date policy in this area was essential to the proper regulation of the taxi trade and the protection of public safety. The DfT were in the process of reviewing the national Taxi Licensing Guidance, which was last updated approximately 10 years ago. He felt it pragmatic to extend the existing policy for a short period to allow for a single full review of the policy, rather than repeating the process twice in quick succession. There were no immediate updates required to the policy, barring non-policy administrative updates, and a minor amendment to the frequency of DVLA licence checks to 6-monthly to fall in line with DBS checks.

Resolved:-

That the Regulatory Committee;

- a) Note the Department of Transport (DfT) review of the Taxi and Private Hire Vehicle Best Practice Guidance**
- b) Recommend the extension of the current Taxi Licensing Policy 2017-2022 until 31 March 2023, with administrative amendments, and the amendment to the frequency of DVLA licence checks.**



Agenda Item No: 4
Report To: REGULATORY COMMITTEE
Date of Meeting: 17 January 2023
Report Title: PROPOSED FEE LEVELS FOR LICENSING APPLICATIONS - 2023/24
Report Author: Trevor Ford
Job Title: Environmental Protection and Licensing Team Leader
Portfolio Holder: Cllr. Paul Bartlett
Portfolio Holder for: Safety and Wellbeing

Summary: The report proposes fees for licences for 2023/24 (excluding those set by the Licensing Committee)

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.
- 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: *Text agreed by Principal Litigator on 3 Jan 2023* 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.

Data Protection Impact Assessment:

N/A

Risk Assessment (Risk Appetite Statement):

The recommendation does not represent a key decision.
There is a low impact in terms of human rights, the environment, legal and staffing implications.

Sustainability Implications:

N/A

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

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PROPOSED FEE LEVELS FOR 2023/24 LICENSING APPLICATIONS

1. The report recommends the proposed fees for licences for the financial year 2023/24.
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.
 - 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 for the grant of a licence are retained at the existing level, and that renewal or transfer applications rise in line with inflation.

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, except for the following fees;

- i. Drivers licence fees – These fees are proposed to increase 7% above inflation to take into account the increased costs associated with driver regulation, benchmarking of driver fees across Kent, and rebalancing the costs associated with enforcement.
- ii. Vehicle licence fees – These fees are proposed to remain at the same fee level. This is based on a review of the current fee levels, based upon benchmarking with other Kent authorities, and taking into account rebalancing the costs associated with enforcement.
- iii. Operator fees – These fees are variable, but for the 1-3 vehicle category the fees are proposed to increase 19% above inflation. This increase is based upon a review of the current fees, benchmarking against other Kent authorities, rebalancing of the costs associated with enforcement, and the increased regulation on operators associated with the DfT's statutory standards requirements for operators.
- iv. Transfer fees – It is proposed to increase these fees 5% above inflation to rebalance this fee, which were kept artificially low over a number of years to promote the replacement of vehicles to newer vehicles. The rebalancing will ensure appropriate cost recovery associated with this work.

The proposed licence fees are set out at Appendix B.

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 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 2 March 2023.

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 1 April 2023.

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 current state of the economy impacts 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 2023. 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 2023

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, except where the specific circumstances dictate otherwise.
23. A licensing summary for the period 1 January 2022 to 31 December 2022 has been prepared and is set out at Appendix D.

Portfolio Holder's Views

24. "It remains appropriate to set fees at the correct level to ensure the effective regulation of licensed trades, and to protect the public from potential adverse harms. I therefore recommend these inflationary fee amendments, including those additionally adjusted to ensure that the fees are suitably balanced."

Councillor Paul Bartlett

Contact and Email

25. Trevor Ford
Environmental Protection and Licensing Team Leader
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APPENDIX A: PROPOSED SEX ESTABLISHMENT LICENCE FEES 2023/24

APPENDIX B: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES 2023/24

APPENDIX C: PROPOSED SCRAP METAL, SITE & COLLECTORS LICENSING FEES 2023/24

APPENDIX D: LICENSING SUMMARY 2022

APPENDIX A: RECOMMENDED SEX ESTABLISHMENT LICENCE FEES FOR 2023/24

	CURRENT FEES 2022/23	PROPOSED FEES 2023/24
Grant	£3499	£3499
Transfer	£334	£387
Renewal	£334	£387

**APPENDIX B: PROPOSED HACKNEY CARRIAGE AND PRIVATE HIRE
LICENSING FEES 2023/24**

	CURRENT FEES 2022/23	PROPOSED FEES 2023/24
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£74.00	£92.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£153.00	£190.00
Additional driver's licence (adding a licence)	£32.00	£37.00
Hackney Carriage Knowledge Test & Re-test	£61.00	£71.00
Replacement badge / Licence	£13.00	£15.00
Vehicle Licence - New or Renewal (including vehicle plate) for 1 year	£346 - New £305 - Renewal	£346 - New £305 - Renewal
Vehicle Plate Internal / External	£22.00	£26.00
Transfer of Vehicle Licence (with or without vehicle plate)	£38.00	£46.00
<i>Vehicle Inspection - Test Fee (set by contract)</i>	<i>£32.00</i>	<i>£32.00</i>
<i>Vehicle Inspection - Missed Appointment (set by contract)</i>	<i>No Charge</i>	<i>No Charge</i>
Private Hire Operators Licence - New or Renewal (for 5 years)	1-3 vehicles: £147 4-10 vehicles: £483 11-20 vehicles: £960	1-3 vehicles: £200 4-10 vehicles: £590 11-20 vehicles: £1114
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £145.00 4-10 : £334.00 11-20 : £483.00	1-3 : £200.00 4-10 : £415.00 11-20 : £560.00
Fee for Returned (Bounced) Cheques	£18.00	£22.00

APPENDIX C: RECOMMENDED SCRAP METAL DEALERS FEES FOR 2023/24

	CURRENT FEES 2022/23	PROPOSED FEES 2023/24
Grant Site Licence	£354	£411
Grant Collectors Licence	£237	£275
Renewal Site Licence	£237	£275
Renewal Collectors Licence	£118	£137
Variation	£89	£103
Replacement Licence	£12.50	£14.50

APPENDIX D:

LICENSING ANNUAL SUMMARY 2022 (Excluding Licensing Act and Gambling Act applications)

Licences/Permissions issued

Licence/Permission Type	Number Issued
Taxi	
Vehicles – new, renewal, transfers	341
Drivers / Operators – new, renewals	176
Scrap Metal Dealers Act 2013	
Site licences	6
Collectors licences	8
Other	
Sexual Entertainment Venues	0
Publicity Displays / Town Centre	47
Skin Piercing (premises and practitioners)	40
Animal Licensing	31
House to House	14
Street Collections	25
Street Trading	42
TOTAL LICENCES/PERMISSIONS ISSUED	730

Issued between 1 January 2022 and 31 December 2022

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Agenda Item No: 5
Report To: REGULATORY COMMITTEE
Date of Meeting: 17 January 2023
Report Title: HACKNEY FARE TARIFF REVIEW
Report Author: Trevor Ford
Job Title: Environmental Protection and Licensing Team Leader
Portfolio Holder: Cllr. Paul Bartlett
Portfolio Holder for: Safety and Wellbeing

Summary: A report to consider the maximum hackney carriage fare scale.

The decision, based on the information provided, shall be for the Committee to recommend to Council whether to amend the current maximum fare scale, and for that purpose whether to;

- decrease to the current tariffs
- make no change to the current tariffs
- increase to the current tariff

Key Decision: NO

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

Recommendations: **The Committee is recommended to:-**

- **Recommend to Council whether to implement a change to the hackney carriage fare scale, and if so the details of the recommended change.**

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, 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: The annual review of hackney tariffs, which forms part of council policy, is essential to ensure that fares are set at an appropriate and defensible level.
Text agreed by Principal Litigator on 3 Jan 2023

Even though an exceptional review was conducted mid-2022/23, it remains pragmatic to review those fares and trade consultation comments.

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.

Data Protection Impact Assessment: N/A

Risk Assessment (Risk Appetite Statement): 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.

Sustainability Implications: N/A

Other Material Implications: N/A

Exempt from Publication: NO

Background Papers: None

Contact: trevor.ford@ashford.gov.uk (01233) 330 397

HACKNEY FARE TARIFF REVIEW

Introduction and Background

1. The report presents the review of the hackney carriage fare scale and outlines the consultation with the trade on this matter.
2. This report asks for the Regulatory Committee to review the current fare scale, and if it is deemed appropriate, to recommend an updated fare scale for 2023/24 to Council, which may be one of the following options:
 - A decrease to the current tariffs
 - No change
 - An increase to the current tariffs
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 hackney carriage trade as opposed to the fees that are essentially the licence charges levied by the Borough Council.
5. 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.
6. 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.
7. Customers are therefore recommended to 'shop-around' to achieve value for money.
8. In January 2022, Members considered Ashford's fares relative to other areas, and the change in the respective costs, and recommended an increase of 3% to the fare scale which was effective on the 1 April 2022.
9. A further exceptional fare review was conducted in July 2022 due to significantly increased fuel alongside increases in other costs, and a further increase of 10% to the fare scale came into effect on the 15 August 2022.

Proposal

10. 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 commercial profitability in the face of increasing costs, while protecting the public from excessive fares.

11. Fare increases are implemented by changing the initial (drop) rate and subsequent yardage rate at which the fare increases (e.g. £2.90 for the first 465.5 yards or 148 seconds, and a subsequent rate of 20p for every 142.7 yards or 45.5 seconds).
12. The table below indicates the approximate cost of a journey for various distances on the basis of the current fare and examples of 2.5% and 5% decreases/increases.

Distance	5% decrease	2.5% decrease	Current rate	2.5% increase	5% increase
Initial drop rate	£2.90	£2.90	£2.90	£3.00	£3.00
2 mile	£7.10	£7.10	£7.30	£7.40	£7.60
5 mile	£14.10	£14.30	£14.70	£14.70	£15.40
10 mile	£25.90	£26.50	£27.10	£27.80	£28.40

13. Fare comparison

With regard to the current fees, the Private Hire and Taxi Monthly National Fare table (December 2022) Ashford at joint 59-65th highest in the country, out of a listed 320 local authorities.

When compared to July 2022 our fare scale was at joint 90-100th highest.

The current comparison with respects to the fares of other Kent boroughs and districts are;

2 Mile Fare	Borough
£8.70	Sevenoaks*
£8.40	Tonbridge & Malling*
£8.00	Tunbridge Wells
£8.00	Maidstone
£7.90	Swale
£7.40	Canterbury
£7.30	Dartford
£7.30	Ashford
£7.10	Dover
£7.00	Medway
£7.00	Gravesham
£6.60	Folkestone & Hythe
£6.21	Thanet

* From the Nov 2022 PHTM fare table

This compares with the fare table in July 2022 (prior to the exceptional fare increase of 10% in August 2022) whereby Ashford maintained a similar fare position within the county;

2 Mile Fare	Borough
-------------	---------

£8.00	Tunbridge Wells
£7.40	Maidstone
£7.30	Dartford
£7.10	Dover
£7.06	Sevenoaks
£7.00	Tonbridge & Malling
£6.80	Swale
£6.80	Gravesham
£6.70	Ashford
£6.60	Medway
£6.40	Canterbury
£6.21	Thanet
£6.20	Folkestone & Hythe

14. Fuel prices

As members will be aware, fuel prices have increased significantly since the outbreak of war in Ukraine, and remain relatively high.

According to the AA Fuel Price Index reports the South East's fuel prices were as below;

	Pence per litre	
2021	Petrol	Diesel
October	142.1	145.7
November	147.7	151.3
December	147.2	150.8
2022		
January	146.8	150.3
February	149.2	152.8
March	164.7	174.7
April	163.4	177.4
May	167.7	181.3
June	189.3	197.2
July	189.3	197.5
August	175.1	185.2
September	166.0	182.3
October	164.9	188.0
November	165.6	190.3

In order to assist the Committee, the following indicative comparison is shown to highlight the impact of the fuel price changes over a 10 mile fare (20 mile round trip assuming a return to a town centre hackney rank) in a typical diesel hackney vehicle averaging 35mpg or 7.7 miles per litre.

Additional fuel costs

July 2022 - Diesel at 197.5p per litre

November 2022 - Diesel at 190.3 per litre

Difference = -7.2 pence per litre or -3.6%

Over the 10 mile example fare (20 mile total distance)

July 2022 total fuel cost £5.13

November 2022 total fuel cost £4.94

Reduced fuel costs of £0.19

15. Inflation

According to the Office for National Statistics, the retail prices index increased 14% for the period between November 2021 and 2022.

RPI increased by 0.9% between quarter two (when the committee last met to determine fares) and quarter three of the 2022/23 financial year

16. Insurance

According to confused.com's car insurance price index – car insurance prices have increased £32.00 or 5.8% between quarter two (when the committee last met to determine fares) and quarter three of the 2022/23 financial year

Members may however wish to note that the figures stated are general to domestic car insurance premiums, rather than specialist private hire or hackney carriage insurance. No 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. Car prices

No new information has been provided by the trade with respects to changes in car prices since the July 2022 fare review.

18. Business rates

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. As such, it continues to appear appropriate to disregard business rates increase as an influence on the decision.

19. Maintenance costs

Research has highlighted that the last AA Motoring Costs Report available was 2014/2015. The Licensing team therefore remain open to suggestions of an alternative reputable source of data for vehicle running costs.

No information has been provided by the trade with respects to changes to these costs since the July 2022 fare review.

20. The above figures are indicative, and based solely on the evidence and information submitted to date. The above indicative figures do not include other potential costs associated with operating a hackney carriage business that have not been evidenced in detail, for example;
- Accountants fees
 - Licensing fees – see *Appendix C* for 2023/24 fees
 - Parking charges
 - Salary rises – to combat the increased cost of living
 - Other inflationary impacts

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 was undertaken, which consisted of an email to members of the trade via the Taxi Forum eNewsletter on the 31 October 2022 asking;

a) *What percentage change, if any, do you determine is necessary to ensure the commercial viability of the trade whilst protecting members of the public from excessive fares?*

b) *Please supply evidence to support b) above.*

** We would like to remind the trade that the Licensing team provide the Committee with headline cost changes based upon reliable data sources (such as the AA fuel price index, the Office for National Statistics, and car insurance premium indexes etc.). What information we do not have access to is what these increases mean to costs of operating a taxi over a typical 10 mile fare (for example). By supplying meaningful operating information such as this, it allows the Committee to see what the overall costs changes mean in practice and what change to the fares tariff may be justified. We cannot emphasise strongly enough that the Committee need to base their decision on evidence rather than just support of change, and therefore are reliant on the trade to engage in this process through the submission of evidence.*

Responses were requested to be submitted prior to 30 November 2022.

23. A follow up eNewsletter on the 15 October 2022 was sent to further encourage responses to the fares survey and call for evidence.

24. One response was received from the trade, who confirmed that they were not seeking any increase, or decrease, at this time.
25. This single response compares with 145 licensed hackney carriage drivers, as of 1 December 2022.

Other Options Considered

26. It is open to the Regulatory Committee to apply a change (or no change) to the fare rates, as they deem necessary to protect the public from excessive fares, whilst ensuring that the trade can continue to make reasonable profits as a commercial enterprise.

Reasons for Supporting Option Recommended

27. It is proposed that the Regulatory Committee recommend one of the following options, including a 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

28. 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 were received in response to this notice a further report would be required.
29. If the proposed fare scale is approved by council, and no objections are received to the public notice, the fare scale is proposed to take effect on 1 April 2023.

Conclusion

30. Members may additionally wish to take the following into account:
 - The evidence and engagement from the trade on this occasion was vanishingly small.
 - 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
 - 2022 – 3% increase
 - 2022 – 10% increase (July mid-year exceptional review)
- Members are asked to set maximum levels for fares, although drivers may charge less if they wish.
 - The setting of maximum fares are designed to protect the travelling public from excessive fares, and this process cannot be used to create 'affordable fares' for the public thus preventing hackney carriage drivers from making a reasonable commercial profit.

Portfolio Holder's Views

31. *“Whilst there have been some modest decreases in fuel prices since the last time the Regulatory Committee met to determine the maximum fare scale, other costs such as insurance and RPI have risen.*

It is my view that in line with the lack of request from the trade for any further increase, that no change to the fare scale takes place.

This will act to ensure the viability of the trade and to protect the public from potentially excessive fares.”

Councillor Paul Bartlett - Portfolio Holder for Safety and Wellbeing.

Contact and Email

32. 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

APPENDIX C: Taxi licensing fees

APPENDIX A: CURRENT FARE TABLE

ASHFORD BOROUGH COUNCIL
AUTHORISED FARES FOR HACKNEY CARRIAGES 2022/23 (effective from 15 August 2022)

Fares for distance or time: Rate 1	£
If the distance does not exceed 465.50 yards, for the whole distance or for the first 148 seconds of waiting time	2.90
For each subsequent 142.7 yards or uncompleted part thereof	0.20
Or for each subsequent period of 45.5 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;

2 miles - £7.30
 5 miles - £14.70
 10 miles - £27.10

**Complaints about this vehicle or driver
 should be made to the Licensing Authority;**
 Ashford Borough Council, Tannery Lane, TN23 1PL
licensing@ashford.gov.uk
 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: Private Hire Monthly – National Fares Table (December 2022)

NO.	COUNCIL	2 ML. FARE
1	FOREST OF DEAN	£8.13
2	BRENTWOOD	£8.10
3	BRIGHTON & HOVE	£8.10
4	SOUTH OXFORDSHIRE	£8.10
5	VALE OF WHITE HORSE	£8.10
6	BRECKLAND	£8.00
7	COVENTRY	£8.00
8	MAIDSTONE	£8.00
9	NOTTINGHAM	£8.00
10	RIBBLE VALLEY	£8.00
11	RUSHCLIFFE	£8.00
12	STROUD	£8.00
13	TORRIDGE	£8.00
14	TUNBRIDGE WELLS	£8.00
15	ISLE OF MAN	£7.90
16	RESTORMEL	£7.90
17	SWALE	£7.90
18	BRACKNELL FOREST	£7.80
19	HASTINGS	£7.80
20	PLYMOUTH	£7.80

NO.	COUNCIL	2 ML. FARE
21	SCARBOROUGH	£7.80
22	SURREY HEATH	£7.80
23	WAVERLEY	£7.80
24	CHELMSFORD	£7.70
25	DACORUM	£7.70
26	GUERNSEY	£7.70
27	SWINDON	£7.70
28	WEALDON	£7.70
29	WILTSHIRE	£7.68
30	SHETLAND ISLES	£7.62
31	BASINGSTOKE & DEANE	£7.60
32	CHELTENHAM	£7.60
33	EAST AYRSHIRE	£7.60
34	KERRIER	£7.60
35	MONMOUTHSHIRE	£7.60
36	OXFORD CITY	£7.60
37	RUSHMOOR	£7.60
38	SOUTH SOMERSET	£7.60
39	SOUTHAMPTON	£7.60
40	TEST VALLEY	£7.60

NO.	COUNCIL	2 ML. FARE
41	WINCHESTER	£7.60
42	TORBAY	£7.51
43	CARDIFF	£7.50
44	CHESTER	£7.50
45	MILTON KEYNES	£7.50
46	NORTH HERTS	£7.50
47	BIRMINGHAM	£7.40
48	CANTERBURY	£7.40
49	EAST HAMPSHIRE	£7.40
50	EASTLEIGH	£7.40
51	HARROGATE	£7.40
52	LEICESTER	£7.40
53	LEWES	£7.40
54	SOUTH AYRSHIRE	£7.40
55	TEWKESBURY	£7.40
56	WEST BERKSHIRE	£7.40
57	WEST OXFORD	£7.40
58	NEW FOREST	£7.35
59	ASHFORD	£7.30
60	CAMBRIDGE CITY	£7.30

NO.	COUNCIL	2 ML. FARE
61	DARTFORD	£7.30
62	NORTH DEVON	£7.30
63	SHROPSHIRE	£7.30
64	SOUTH CAMBRIDGE	£7.30
65	WEYMOUTH & PORTLAND	£7.30
66	TEIGNBRIDGE	£7.26
67	ARUN	£7.20
68	BATH & N. E. SOMERSET	£7.20
69	DERBY	£7.20
70	DORSET	£7.20
71	GOSPORT	£7.20
72	HARLOW	£7.20
73	NORTH EAST LINCOLNSHIRE	£7.20
74	PORTSMOUTH UA	£7.20
75	REIGATE & BANSTEAD	£7.20
76	ROTHER	£7.20
77	SELBY	£7.20
78	SLOUGH	£7.20
79	SOUTH GLOUCESTER	£7.20

NO.	COUNCIL	2 ML. FARE
80	TANDRIDGE	£7.20
81	WEST NORTHANTS	£7.20
82	WEST SUFFOLK	£7.20
83	YORK	£7.20
84	EAST DEVON	£7.15
85	TAMWORTH	£7.14
86	ARGYLL & BUTE	£7.13
87	COTSWOLD	£7.10
88	CRAWLEY	£7.10
89	DOVER	£7.10
90	ISLE OF WIGHT	£7.10
91	MENDIP	£7.10
92	MOLE VALLEY	£7.10
93	OLDHAM	£7.10
94	PENWITH	£7.10
95	RUGBY	£7.10
96	RUNNYMEDE	£7.10
97	WINDSOR & MAIDENHEAD	£7.10
98	HARBOROUGH	£7.09
99	BRISTOL	£7.00

NO.	COUNCIL	2 ML. FARE
100	BROMSGROVE	£7.00
101	CARMARTHENSHIRE	£7.00
102	CHICHESTER	£7.00
103	EAST LoTHIAN	£7.00
104	EDINBURGH	£7.00
105	GRAVESHAM	£7.00
106	HAMBLETON	£7.00
107	HERTSMERE	£7.00
108	KINGS LYNN & WEST NORFOLK	£7.00
109	MACCLESFIELD	£7.00
110	MANCHESTER	£7.00
111	MEDWAY	£7.00
112	NEWPORT	£7.00
113	PEMBROKESHIRE	£7.00
114	SWANSEA	£7.00
115	WELWYN HATFIELD	£7.00
116	WESTERN ISLES	£7.00
117	CRAVEN	£6.99
118	SANDWELL	£6.92

NO.	COUNCIL	2 ML. FARE
119	BURY	£6.90
120	COLCHESTER	£6.90
121	EASTBOURNE	£6.90
122	LEEDS	£6.90
123	WORCESTER CITY	£6.90
124	ADUR	£6.80
125	AMBER VALLEY	£6.80
126	BEDFORD	£6.80
127	BOSTON	£6.80
128	BRIDGEND	£6.80
129	BROXTOWE	£6.80
130	CARADON	£6.80
131	CEREDIGION	£6.80
132	EAST CAMBRIDGESHIRE	£6.80
133	EAST LINDSEY	£6.80
134	FIFE	£6.80
135	GLASGOW	£6.80
136	GLOUCESTER	£6.80
137	KINGSTON-UPON-HULL	£6.80
138	MID DEVON	£6.80

NO.	COUNCIL	2 ML. FARE
139	NORTH KESTEVEN	£6.80
140	NORTH NORTHANTS	£6.80
141	NORTH WARWICK	£6.80
142	S. LANARKSHIRE (CAMBUS/R'GLEN)	£6.80
143	SEDGEMOOR	£6.80
144	SOMERSET WEST & TAUNTON	£6.80
145	TENDRING	£6.80
146	TRAFFORD	£6.80
147	VALE OF GLAMORGAN	£6.80
148	WEST LOTHIAN	£6.80
149	WIRRAL	£6.80
150	WOLVERHAMPTON	£6.80
151	CHARNWOOD	£6.75
152	NUNEATON & BEDWORTH	£6.75
153	MALVERN HILLS	£6.72
154	ANGUS	£6.70
155	BLABY	£6.70
156	BRAINTREE	£6.70
157	CONGLETON	£6.70

NO.	COUNCIL	2 ML. FARE
158	EAST DUNBARTONSHIRE	£6.70
159	FYLDE	£6.70
160	NORTH SOMERSET	£6.70
161	NORTH TYNESIDE	£6.70
162	SHEFFIELD	£6.70
163	SOUTH LAKELAND	£6.70
164	THREE RIVERS	£6.70
165	SOUTH HAMS	£6.66
166	CANNOCK CHASE	£6.60
167	CARLISLE	£6.60
168	CONWY	£6.60
169	DUDLEY	£6.60
170	EDEN	£6.60
171	EXETER	£6.60
172	FAREHAM	£6.60
173	FOLKESTONE & HYTHE	£6.60
174	HAVANT	£6.60
175	HIGH PEAK	£6.60
176	MORAY	£6.60
177	NORTH LINCOLNSHIRE	£6.60

NO.	COUNCIL	2 ML. FARE
178	NORWICH	£6.60
179	ROCHFORD	£6.60
180	SOUTH TYNESIDE	£6.60
181	STRATFORD ON AVON	£6.60
182	WAKEFIELD	£6.60
183	IPSWICH	£6.55
184	BARROW IN FURNESS	£6.50
185	BASSETLAW	£6.50
186	CALDERDALE	£6.50
187	DURHAM COUNTY COUNCIL	£6.50
188	EREWASH	£6.50
189	LIVERPOOL	£6.50
190	LUTON	£6.50
191	ORKNEY	£6.50
192	STAFFORD	£6.50
193	CHESTERFIELD	£6.45
194	HYNDBURN	£6.42
195	BASILDON	£6.40
196	BLAENAU GWENT	£6.40
197	CASTLE POINT	£6.40

NO.	COUNCIL	2 ML. FARE
198	COUNTY OF HEREFORD	£6.40
199	CREWE & NANTWICH	£6.40
200	DERBYSHIRE DALES	£6.40
201	EAST RENFREW	£6.40
202	HINCKLEY & BOSWORTH	£6.40
203	MELTON	£6.40
204	MID SUFFOLK	£6.40
205	RICHMONDSHIRE	£6.40
206	SOUTHEND ON SEA	£6.40
207	TAMESIDE	£6.40
208	WEST LINDSEY	£6.40
209	WOKING	£6.40
210	WYRE	£6.38
211	PERTH & KINROSS	£6.33
212	NEWARK & SHERWOOD	£6.32
213	BLACKBURN	£6.30
214	CLYDEBANK	£6.30
215	DARLINGTON	£6.30
216	SOUTH HOLLAND	£6.30
217	SOUTH RIBBLE	£6.30

NO.	COUNCIL	2 ML. FARE
218	DUNDEE CITY	£6.28
219	BABERGH	£6.26
220	REDDITCH	£6.25
221	MIDLOTHIAN	£6.22
222	THANET	£6.21
223	CHORLEY	£6.20
224	COPELAND	£6.20
225	EAST SUFFOLK (SOUTH)	£6.20
226	FALKIRK	£6.20
227	FENLAND	£6.20
228	HORSHAM	£6.20
229	NEWCASTLE-UPON-TYNE	£6.20
230	NORTHUMBERLAND	£6.20
231	SOLIHULL	£6.20
232	SPELTHORNE	£6.20
233	ST ALBANS	£6.20
234	SUNDERLAND	£6.20
235	WYCHAVON	£6.20
236	RENFREWSHIRE	£6.15
237	WYRE FOREST	£6.14

NO.	COUNCIL	2 ML. FARE
238	CENTRAL BEDFORDSHIRE	£6.13
239	ABERDEENSHIRE	£6.10
240	BRADFORD	£6.10
241	CLACKMANNAN	£6.10
242	ELMBRIDGE	£6.10
243	SCOTTISH BORDERS	£6.05
244	ABERDEEN CITY	£6.00
245	ALLERDALE	£6.00
246	BLACKPOOL	£6.00
247	BOLTON	£6.00
248	BUCKINGHAMSHIRE	£6.00
249	DENBIGHSHIRE	£6.00
250	DUMBARTON & VALE OF LEVEN	£6.00
251	EAST STAFFORDSHIRE	£6.00
252	GATESHEAD	£6.00
253	GWYNEDD	£6.00
254	KIRKLEES	£6.00
255	KNOWSLEY	£6.00
256	LANCASTER	£6.00

NO.	COUNCIL	2 ML. FARE
257	NORTH WEST LEICESTER	£6.00
258	PETERBOROUGH	£6.00
259	POWYS	£6.00
260	PRESTON	£6.00
261	ROTHERHAM	£6.00
262	RYEDALE	£6.00
263	S. LANARKSHIRE (E. KILBRIDE)	£6.00
264	SALFORD	£6.00
265	STOCKPORT	£6.00
266	TELFORD & WREKIN	£6.00
267	THURROCK	£6.00
268	WARWICK	£6.00
269	STOKE-ON-TRENT UA	£5.90
270	VALE ROYAL	£5.90
271	WALSALL	£5.90
272	EAST RIDING	£5.85
273	BARNSELY	£5.80
274	FLINTSHIRE	£5.80
275	HALTON	£5.80

NO.	COUNCIL	2 ML. FARE
276	HIGHLAND	£5.80
277	LICHFIELD	£5.80
278	MERTHYR TYDFIL	£5.80
279	NEATH PORT TALBOT	£5.80
280	NORTH NORFOLK	£5.80
281	NORTHERN IRELAND	£5.80
282	RHONDDA CYNON TAFF	£5.80
283	S. LANARKSHIRE (CLYDESDALE)	£5.80
284	SEFTON	£5.80
285	WIGAN	£5.80
286	YNS MON	£5.80
287	DONCASTER	£5.75
288	NORTH EAST DERBYSHIRE	£5.75
289	CAERPHILLY	£5.70
290	GEDLING	£5.70
291	ST HELENS	£5.70
292	STIRLING	£5.70
293	WARRINGTON	£5.70
294	ASHFIELD	£5.60

NO.	COUNCIL	2 ML. FARE
295	NORTH LANARKSHIRE	£5.60
296	S.LANARKSHIRE (HAMILTON)	£5.60
297	WREXHAM	£5.60
298	CHERWELL	£5.56
299	NEWCASTLE-UNDER-LYME	£5.55
300	INVERCLYDE	£5.54
301	DUMFRIES & GALLOWAY	£5.50
302	EPPING FOREST	£5.50
303	REDCAR & CLEVELAND	£5.50
304	ROCHDALE	£5.50
305	TORFAEN	£5.50
306	ELLESMERE PORT	£5.40
307	HARTLEPOOL	£5.40
308	MANSFIELD	£5.35
309	NORTH AYRSHIRE	£5.30
310	SOUTH KESTEVEN	£5.30
311	STAFFS MOORLANDS	£5.20
312	WEST LANCASHIRE	£5.20
313	SOUTH STAFFORDSHIRE	£5.10

NO.	COUNCIL	2 ML. FARE
314	STOCKTON ON TEES	£5.10
315	BURNLEY	£5.00
316	ROSSENDALE	£5.00
317	MIDDLESBROUGH	£4.90
318	BOLSOVER	£4.60
319	OADBY & WIGSTON	£4.40
320	PENDLE	£4.40

**APPENDIX C: HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING FEES
2023/24**

	PROPOSED FEES 2023/24
Private Hire & Hackney Carriage Drivers Licence (for 1 year)	£92.00
Private Hire & Hackney Carriage Drivers Licence (for 3 years)	£190.00
Additional driver's licence (adding a licence)	£37.00
Hackney Carriage Knowledge Test & Re-test	£71.00
Replacement badge / Licence	£15.00
Vehicle Licence - New or Renewal (including plate) for 1 year	£346.00 New £305.00 Renewal
Vehicle Plate Internal / External	£26.00
Transfer of Vehicle Licence (with or without vehicle plate)	£46.00
<i>Vehicle Inspection - Test Fee (set by contract)</i>	£32.00
<i>Vehicle Inspection - Missed Appointment (set by contract)</i>	No charge
Private Hire Operators Licence - New or Renewal (for 5 years)	1-3 vehicles : £200 4-10 vehicles : £590 11-20 vehicles : £1114
To increase number of vehicles licensed during duration of Operators Licence	1-3 : £200.00 4-10 : £415.00 11-20 : £560.00
Fee for Returned (Bounced) Cheques	£22.00