



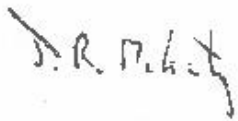
## Licensing and Enforcement Committee

**Meeting: Monday, 4th April 2016 at 6.00 pm in North Warehouse, The Docks, Gloucester**

|                    |  |
|--------------------|--|
| <b>Membership:</b> | Cllrs. Randle (Chair), Patel (Vice-Chair), Tracey, McLellan, Lugg, C. Witts, Hanman, Llewellyn, Brown, Hansdot, Pullen, H. Norman and Pearsall |
| <b>Contact:</b>    | Tony Wisdom<br>Democratic Services Officer<br>01452 396158<br>anthony.wisdom@gloucester.gov.uk   |

### AGENDA

|           |  |
|-----------|--|
| <b>1.</b> | <b>APOLOGIES</b><br><br>To receive any apologies for absence.  |
| <b>2.</b> | <b>DECLARATIONS OF INTEREST</b><br><br>To receive from Members, declarations of the existence of any disclosable pecuniary, or non-pecuniary, interests and the nature of those interests in relation to any agenda item. Please see Agenda Notes.   |
| <b>3.</b> | <b>FEES FOR VEHICLES, OPERATORS AND DRIVERS LICENCE 2016/17 (Pages 5 - 24)</b><br><br>To consider the report of the Head of Public Protection which invites the Committee to determine the level of fees for vehicles, operators and drivers licences for 2016/17.<br><br>This report was considered at the Licensing and Enforcement Committee on 15 <sup>th</sup> March and the decision was adjourned pending further supporting information from financial services recharging the fluctuations observed in Appendix 5. This supporting financial commentary can now be found in Appendix 6. |
| <b>4.</b> | <b>DATE OF NEXT MEETING</b><br><br>Tuesday, 7 June 2016 at 6.30 pm.  |



**Jon McGinty**  
**Managing Director**

**Date of Publication: Friday, 25 March 2016**

## NOTES

### Disclosable Pecuniary Interests

The duties to register, disclose and not to participate in respect of any matter in which a member has a Disclosable Pecuniary Interest are set out in Chapter 7 of the Localism Act 2011.

Disclosable pecuniary interests are defined in the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012 as follows –

| <u>Interest</u>                                   | <u>Prescribed description</u>   |
|---|---|
| Employment, office, trade, profession or vocation | Any employment, office, trade, profession or vocation carried on for profit or gain.  |
| Sponsorship                                       | Any payment or provision of any other financial benefit (other than from the Council) made or provided within the previous 12 months (up to and including the date of notification of the interest) in respect of any expenses incurred by you carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.                       |
| Contracts   | Any contract which is made between you, your spouse or civil partner or person with whom you are living as a spouse or civil partner (or a body in which you or they have a beneficial interest) and the Council<br>(a) under which goods or services are to be provided or works are to be executed; and<br>(b) which has not been fully discharged  |
| Land  | Any beneficial interest in land which is within the Council's area.<br><br>For this purpose "land" includes an easement, servitude, interest or right in or over land which does not carry with it a right for you, your spouse, civil partner or person with whom you are living as a spouse or civil partner (alone or jointly with another) to occupy the land or to receive income.   |
| Licences  | Any licence (alone or jointly with others) to occupy land in the Council's area for a month or longer.  |
| Corporate tenancies                               | Any tenancy where (to your knowledge) –<br>(a) the landlord is the Council; and<br>(b) the tenant is a body in which you, your spouse or civil partner or a person you are living with as a spouse or civil partner has a beneficial interest   |
| Securities  | Any beneficial interest in securities of a body where –<br>(a) that body (to your knowledge) has a place of business or land in the Council's area and<br>(b) either –<br>i. The total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or<br>ii. If the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, your spouse or civil partner or person with |

whom you are living as a spouse or civil partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

For this purpose, “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

NOTE: the requirements in respect of the registration and disclosure of Disclosable Pecuniary Interests and withdrawing from participating in respect of any matter where you have a Disclosable Pecuniary Interest apply to your interests and those of your spouse or civil partner or person with whom you are living as a spouse or civil partner where you are aware of their interest.

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For further details and enquiries about this meeting please contact Sonia Tucker, 01452 396126, [sonia.tucker@gloucester.gov.uk](mailto:sonia.tucker@gloucester.gov.uk).

For general enquiries about Gloucester City Council’s meetings please contact Democratic Services, 01452 396126, [democratic.services@gloucester.gov.uk](mailto:democratic.services@gloucester.gov.uk).

If you, or someone you know cannot understand English and need help with this information, or if you would like a large print, Braille, or audio version of this information please call 01452 396396.

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Any recording must take place in such a way as to ensure that the view of Councillors, Officers, the Public and Press is not obstructed. The use of flash photography and/or additional lighting will not be allowed unless this has been discussed and agreed in advance of the meeting.

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- You should proceed calmly; do not run and do not use the lifts;
- Do not stop to collect personal belongings;
- Once you are outside, please do not wait immediately next to the building; gather at the assembly point in the car park and await further instructions;
- Do not re-enter the building until told by a member of staff or the fire brigade that it is safe to do so.



|                  |   |                          |                            |
|------------------|---|--------------------------|----------------------------|
| Meeting:         | Licensing & Enforcement Committee   | Date:                    | 4 <sup>th</sup> April 2016 |
| Subject:         |   |                          |                            |
| Report Of:       | Gill Ragon – Head of Public Protection  |                          |                            |
| Wards Affected:  | All   |                          |                            |
| Key Decision:    | No  | Budget/Policy Framework: | No                         |
| Contact Officer: | Lisa Jones - Food, Licensing and Markets Manager  |                          |                            |
|                  | Email: Lisa.jones@gloucester.gov.uk   | Tel: 396047              |                            |
| Appendices:      | <ol style="list-style-type: none"><li>1. Proposed Fees as advertised</li><li>2. Objections received x 3</li><li>3. Comparison of Fees</li><li>4. Drivers, Vehicles and Operator licences issued by year.</li><li>5. Income and Expenditure Account with Rolling Budget for 2016/17</li><li>6. Financial Commentary regarding Appendix 5</li></ol> |                          |                            |

## FOR GENERAL RELEASE

### 1.0 Purpose of Report

- 1.1 To determine the level of Hackney Carriage and Private Hire licences fees for 2016/17.

### 2.0 Recommendations

- 2.1 Licensing and Enforcement Committee is asked to **RESOLVE** that
- (1) The proposed published fees for Hackney Carriage and Private Hire licences as attached in Appendix 1 are approved to take effect from 1<sup>st</sup> April 2016.  
Or
  - (2) Amendments to the proposed published fees for Hackney Carriage and Private Hire licences as listed in column 3 of Appendix 3 are approved to take effect from 1<sup>st</sup> April 2016.

### 3.0 Background and Key Issues

- 3.1 Taxi licence fee setting is a function of the Licensing and Enforcement Committee. Legislation permits the Council to set **vehicle and operator** licence fees to cover the whole or part of:-

- the cost of carrying out inspections of hackney carriages and private hire vehicles to determine whether any such licence should be granted or renewed;
  - the reasonable cost of providing hackney carriage stands; and
  - any reasonable administrative or other costs in connection with the supervision of hackney carriages and private hire vehicles.
- 3.2 Where this fee exceeds £25, as is the case at Gloucester City Council, a 28 day public notice of the proposed fee must be advertised within which time any person may object to the variations.
- 3.3 If no objections are made or if all objections are withdrawn the fees come into effect at the end of the 28 day period. Where objections are not withdrawn, the Council must then consider the objections before determining the fee level and setting a further date, not later than two months after the first specified date, on which the new fees shall come into force. This date must not exceed 1<sup>st</sup> June 2016.
- 3.4 The effect of the legislation is that the service must not generate a “profit” to the Council. The fees for Taxi and Private Hire Licensing were last changed in April 2010 when they were reduced by 5%.
- 3.5 The proposed published fees incorporate a 3% increase to the current fees and include new fees for the standard 5 year operator licences and the 3 year driving licences, as required under the Deregulation Act 2015.
- 3.6 These varied and new fees are proposed to be introduced from 1<sup>st</sup> April 2016. A summary of proposed fees and charges as advertised in the Public Notice is provided at Appendix 1.
- 3.7 Consultation with the trade has taken place. A Public Notice was published in the Citizen on 13<sup>th</sup> November 2015 and the consultation period ended on 11<sup>th</sup> December 2015.
- 3.8 Three Objections were received from three members of the trade, a copy of their e-mails can be found in Appendix 2.
- 3.10 The first objection was received from Mr Bartholomew, a Hackney Carriage and Private Hire Driver and Operator on 23<sup>rd</sup> November 2015 and the objection is summarised below:
- “My reason for this objection is that due to the vast increase in Private Hire vehicles, operators and drivers, more income than ever must be generated by this, therefore in my view... the income must not be greater than the cost of running this service and the fees should not show a profit... I propose a reduction in fees. Larger companies over 20 cars should be charged more as they are at an unfair advantage .....*”
- 3.11 A second objection was received on 9<sup>th</sup> December 2015 from Mr Rogers a Hackney Carriage driver; details of this representation can be found in Appendix 2. The objection is summarised below:

*“No proper figures have been presented to show that these costs actually exist and that they are not covered by the current income from existing fees. ...None of the so-called savings made in administration have been passed on.... You are not permitted to use the Hackney Carriage or Private Hire trades to generate extra income.”*

- 3.12 A third objection was also received on 11<sup>th</sup> December 2015 from a Hackney Carriage Driver; details of this representation can also be found in Appendix 2. This representation also objects to the fees being raised on the following grounds:

*“The figures seem arbitrary and with economies of scale there should have been greater savings. The apportionment is also flawed.”*

- 3.13 The three year rolling period of actual income and expenditure used to determine the fees are provided at Appendix 5. This information was discussed with two members of the trade; Mr Bartholomew and Mr Ahmed on 10<sup>th</sup> December 2015. This was following receipt of the first objection and a request during the Taxi and Private Hire liaison meeting in November 2015 to understand the service accounts.
- 3.14 Following this meeting further work has been conducted to re-calculate the Operators fees, to include a further charging band for large operators with more than 30 vehicles in their fleet. In addition, trade attendees of the Gloucester HC and PH liaison meeting in January 2016 agreed that they would prefer the Operator’s charging structure to be more comparable with Cheltenham’s.
- 3.15 Cheltenham’s fees are based on slightly different numbers of vehicles and more recently they have reviewed their charging structure and named the different size operations micro, small, medium and large. Our smallest operator licence is currently based on up to 2 vehicles; however a micro operator licence in Cheltenham is based on up to 3 vehicles.
- 3.16 A comparative table of fees can be found in Appendix 3. The tables below also illustrate our current and proposed alternative charging structures:

Table 1: Current Operator Fee Structure

| <b>Current Operator Fee Structure</b> | <b>Number</b> | <b>Current Income</b> | <b>Proposed published Income (1 year)</b> |
|---------------------------------------|---------------|-----------------------|---|
| Up to 2 vehicles                      | 25            | £6,000                | £6,175                                    |
| 3 to 5 vehicles                       | 5             | £1,525                | £1,570                                    |
| 6 – 10 vehicles                       | 3             | £1,860                | £1,917                                    |
| 11+ vehicles                          | 7             | £6,510                | £6,706                                    |
| <b>Totals</b>                         | <b>40</b>     | <b>£15,895</b>        | <b>£16,368</b>                            |

- 3.17 Table 1 above demonstrates our current fee structure, the current number of operator licences issued and how much income would be expected if the proposed published fees in Appendix 1 are approved. Table 2 below illustrates the different numbers of licences that would be issued under a revised charging structure for operator licences, with the annual income expected from operator fees if this new structure is applied in Gloucester.

Table 2: Alternative Operator Fee Structure

| <b>Operator Licence</b> | <b>Alternative Fee Structure</b> | <b>Number</b> | <b>Proposed Fee (5 year licence)</b> | <b>Annual Income (5 year licence)</b> |
|-------------------------|----------------------------------|---------------|--------------------------------------|---------------------------------------|
| Micro                   | Up to 3 vehicles                 | 25            | £1,200                               | £6,000                                |
| Small                   | 4 – 10 vehicles                  | 8             | £2,480                               | £3,968                                |
| Medium                  | 11- 30 vehicles                  | 4             | £4,000                               | £3,200                                |
| Large                   | 30 + vehicles                    | 3             | £6,000                               | £3,600                                |
| <b>Totals</b>           |                                  | <b>40</b>     |                                      | <b>£16,768</b>                        |

- 3.18 Although it is proposed to increase the fees by 3%, the alternative charging structure would expect a slightly higher income based on the current number of licences issued. Nevertheless, Licence holders should not be adversely affected by this because they will have the benefit of being able to operate additional vehicles in their business. Furthermore, the total income generated from micro operators would reduce slightly, whilst the income generated from large operators is increased.
- 3.19 Ensuring any surplus or deficit is carried forward each year; the overall rolling position of this licensing budget is estimated to be in surplus at the end of 2015/16. In 2016/17 this position is predicted to change to a small deficit when the 3% increase is applied.
- 3.20 Further predictions have also been made to determine the estimated cost of the service and expected income for years 2016/17 and 2017/18 and these can also be found in Appendix 5. 2017/18 shows a greater deficit but the figures will be reviewed again in October 2016 when the actual figures for 2015/16 are known.
- 3.21 This report was considered at the Licensing and Enforcement Committee on 15<sup>th</sup> March and the decision was adjourned pending further supporting information from financial services recharging the fluctuations observed in Appendix 5. This supporting financial commentary can now be found in Appendix 6.

#### **4.0 Alternative Options Considered**

- 4.1 Alternative options will be considered where representations are raised against the proposed fees that Members consider appropriate.
- 4.2 The first and third objections in Appendix 2 suggest that the fees are disproportionate, in further discussions this related to the Operators fees. An alternative list of Operators fees, which is set more proportionately in line with the number of vehicles in the fleet, can be found in Appendix 3. Members may choose to adopt this fee structure for Operators licences as an alternative to those that were published in Appendix 1. If Members wish to do this, it is recommended that these Operator fees are approved along with the proposed published fees to increase the drivers and vehicle licence fees by 3%.
- 4.3 Alternatively, Members can consider freezing the fees again for 2016/17. If this decision is taken, Members must be mindful that the overall budget for 2016/17 is expected to make a deficit. The estimated income for 2016/17 in the three-year rolling budget is based on a 3% increase being applied to the fees. If the fees are frozen for 2016/17, it is expected that the budget will see a greater deficit of approximately £7,000. This option is not recommended because the Licensing



service should ensure it is able to cover its costs. If this recovery is done retrospectively there is a risk that much higher increases may need to be applied in the future.

- 4.4 Members may choose to accept the proposed published fees in whole or alternatively accept them in part.

## **5.0 Reasons for Recommendations**

- 6.1 2016/17 fees have been calculated in accordance with our budget over a 3 yearly plan and with the need to offer standard 5 year operator licences and 3 year drivers licences. The 2014/15 actual income and expenditure saw a surplus at the end of that year and it is expected that the final rolling budget for 2015/16 will also see an overall surplus. However, the overall rolling position is likely to result in a deficit at the end of 2016/17.
- 6.2 With the offer of standard longer licences under the Deregulation Act 2015, it is expected to see increased income in year one and therefore it is possible that the 2016/17 budget will see a further overall surplus. However, deductions for following years as a result of these longer licences have also been taken into account to calculate the average expected income over the next five and three year periods. Operators will also have the option to set up an annual payment plan, which if utilised could see a steadier stream of Operators income into the account over the next five years.
- 5.3 Overall expenditure is expected to be higher at the end of 2015/16 due to additional employee costs expected, which were not correctly applied to 2014/15 account. If the fees are frozen again for 2016/17, it expected to see a deficit at the end of that financial year of approximately £7,000. However, if a 3% increase is applied to the fees, this deficit should be reduced significantly, which will bring the accounts closer to an overall break even position.
- 5.4 It is not budgeted to carry out any taxi demand studies in the near future unless the taxi trade request it. However, it is planned to carry out a review of the taxi ranks in-house during 2016/17. The cost of this work has been included in the predicted calculations for 2016/17. With other such larger spends, it is planned that these costs can be recovered retrospectively through fees over the following year or so (maximum three year period) therefore it is not necessary to raise this money upfront for this.
- 5.5 A helpful breakdown list of the numbers of drivers, operators and vehicle licences issued by year can be found in Appendix 4 for Members information. It demonstrates that the number of private hire drivers, vehicles and operators have all increased more significantly over the last four years in comparison to the Hackney Carriage drivers and vehicles.
- 5.6 Members may also find it helpful to note that since the fees were last changed in 2010, the Taxi Tariff fares have increased by the following amounts:  
May 2010 - 6% increase applied to Tariff rates  
June 2011 – Agreed with Trade to freeze the Tariff rates  
February 2012 – 4% increase applied to Tariff rates  
December 2013 – 3.2% increase applied to Tariff rates

December 2014 – No changes to the Tariff

December 2015 – No changes to the Tariff

- 5.7 It is therefore proposed that a 3% increase is applied to the existing fees and charges for 2016/17 with the consideration of changing the charging structure for private hire operator fees to ensure they are more proportionate depending on the number of vehicles used with an additional charging band for larger operators.

## **6.0 Future Work and Conclusions**

- 6.1 Fees for Hackney Carriage and Private Hire Licensing will be reviewed annually by the Food, Licensing and Markets Manager in consultation with Financial Services. Where Objections are received the proposed fees will be referred to the Licensing and Enforcement Committee for final approval.
- 6.2 The proposed published fees are set at levels that recover the costs of issuing, administering and enforcing Licences. The Licensing Authority must not increase fees with a view to make a profit, however, where surplus income is received it is intended to bring income projections in line with expenditure over 3 yearly periods.
- 6.3 Members are referred to the recommendation noted in 2.0 of this report.

## **7.0 Financial Implications**

- 7.1 The fee levels are set to ensure costs of issuing, administering and enforcing licences can be recovered. The proposed fees will ensure that the level of income in 2016/17 is nearer to budget and when set against expected higher costs for that year, this will mean that over a 3 year period the hackney carriages and private hire licenses should break even.
- 7.2 Fees would need to be set in line with the European Services Directive: Guidance for Local Authorities and LACORS Guidance on the impact of the Services Directive on Councils setting and administering local licence fees within the service sector.

(Financial Services have been consulted in the preparation this report.)

## **8.0 Legal Implications**

- 8.1 Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 gives the Council powers to charge such fees for the grant of vehicle and operator licences as may be resolved by them from time to time. There are statutory procedures to be followed regarding advertisements, notices, consultation and representations.
- 8.2 Section 53(2) of the Local Government (Miscellaneous Provisions) Act 1976 provides that the fees for hackney carriage and driving licences have to be reasonable. There is no statutory requirement for advertisements, notices, consultation or representations. There is also no restriction on the number of times the Council can increase the fees, however, the Council's actions must be reasonable.

(Legal Services have been consulted in the preparation this report.)

## **9.0 Asset Based Community Development considerations (ABCD)**

9.1 None

## **10.0 Risk & Opportunity Management Implications**

10.1 The key risks arising from this relate to decisions taken by the Licensing and Enforcement Committee. Any decisions made which are unreasonable or unlawful could be open to legal challenge resulting in loss of image, reputation and potential financial penalty.

## **11.0 People Impact Assessment (PIA):**

11.1 The Screening stage considered risks to customers in the areas of gender, disability, age, ethnicity, sexual orientation or community cohesion.

11.2 The PIA Screening Stage was completed and did not identify any potential or actual negative impact. The need to carry out a full PIA will be assessed once representations have been considered from the consultation process.

## **12.0 Other Corporate Implications**

### Community Safety

12.1 None

### Sustainability

12.2 None

### Staffing & Trade Union

12.3 None

**Background Documents:** The Deregulation Act 2015

Hackney Carriage and Private Hire Licensing

| Account description                        | 2012/13<br>Amount | 2013/14<br>Amount | 2014/15<br>Amount | 2015/16 Forecast | 2016/17<br>Indicative<br>Budget | 2017/18<br>Indicative<br>Budget |
|--|-------------------|-------------------|-------------------|------------------|---------------------------------|---------------------------------|
| DIRECT EMPLOYEES                           | 66,244            | 66,358            | 55,741            | 64,114           | 65,577                          | 65,577                          |
| <u>Plus</u>                                |                   |                   |                   |                  |                                 |                                 |
| Licensing Manager (20%)                    |                   |                   |                   |                  |                                 |                                 |
| Senior Markets and Licensing Officer (15%) |                   |                   |                   |                  |                                 |                                 |
| Licensing Enforcement Officer (30%)        |                   |                   |                   |                  |                                 |                                 |
| TRANSPORT RELATED EXPENSES                 | -                 | -                 | 172               | 116              | 172                             | 172                             |
| SUPPLIES & SERVICES                        |                   |                   |                   |                  |                                 |                                 |
| FEES FOR SERVICES RECEIVED                 | 6,328             | 9,235             | 8,253             | 7,238            | 8,253                           | 8,253                           |
| OTHER MINOR SUPPLIES SERVICES              | 7,553             | 4,373             | 6,913             | 6,416            | 6,913                           | 6,913                           |
| ADVERTISING AND PUBLICITY                  | -                 | -                 | -                 | 1,000            | -                               | -                               |
| REIMBURSEMENTS                             | 404               | -                 | -                 | -                | -                               | -                               |
|  | 14,285            | 13,608            | 15,165            | 14,654           | 15,165                          | 15,165                          |
| STUDY                                      | -                 | -                 | -                 | -                | -                               | -                               |
| SUPPORT SERVICES RECHARGES                 |                   |                   |                   |                  |                                 |                                 |
| ACCOMMODATION                              | 4,082             | 17,879            | 9,087             | 13,631           | 13,631                          | 13,631                          |
| HUMAN RESOURCES SERVICES                   | 1,815             | 4,371             | 1,724             | 2,585            | 2,585                           | 2,585                           |
| CUSTOMER SERVICES                          | 15,145            | 10,138            | 5,389             | 8,084            | 8,084                           | 8,084                           |
| ENVIRONMENTAL HEALTH SERVICES              | 9,964             | -                 | -                 | -                | -                               | -                               |
| GROUP MANAGER                              | -                 | 15,183            | 10,932            | 16,398           | 16,398                          | 16,398                          |
| DIRECTOR COSTS                             | -                 | 1,651             | 626               | 939              | 939                             | 939                             |
| LEGAL SERVICES                             | 6,123             | 262               | 1,357             | 2,036            | 2,036                           | 2,036                           |
| PERFORMANCE AND VALUE                      | -                 | -                 | -                 | -                | -                               | -                               |
| COMMUNICATION SERVICES                     | -                 | 14,485            | 6,583             | 9,874            | 9,874                           | 9,874                           |
| FINANCE                                    | 1,613             | 8,638             | 3,341             | 5,012            | 5,012                           | 5,012                           |
| OTHER CORPORATE                            | 5,857             | 7,553             | 3,857             | 5,785            | 5,785                           | 5,785                           |
|  | 44,599            | 80,159            | 42,896            | 64,344           | 64,344                          | 64,344                          |
| TOTAL COST                                 | 125,128           | 160,125           | 113,975           | 143,228          | 145,259                         | 145,259                         |
| FEES                                       | 125,418           | 124,025           | 138,349           | 130,964          | 132,500                         | 136,475                         |
| SALES                                      | 0                 | -                 | -                 | -                | -                               | -                               |
| Total Income                               | 125,418           | 124,025           | 138,349           | 130,964          | 132,500                         | 136,475                         |
| Surplus / Deficit                          | 291               | -36,100           | 24,374            | -12,264          | -12,759                         | -8,784                          |
| Overall rolling position                   | 35,953            | (147)             | 24,227            | 11,962           | (796)                           | (9,580)                         |

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## **Licensing and Enforcement Committee**

### **Internal Costs recharged to the Hackney Council licensing budget**

#### **The basics of internal recharging**

The Hackney Carriage Licensing Budget, like all Council services, is “recharged” the cost of support services. This process is in accordance with proper accounting practice and guidance.

The method for determining the level of recharged cost is a headcount basis. For example, the total cost of financial services is divided by the number of staff in the Council to give a per capita cost of financial services. Each service is then charged their per capita rate for the number of staff in the service.

#### **Three Year history of hackney carriage recharging**

The staff numbers allocated to the hackney carriage budget for recharge purposes have changed in recent years. In 2013/14 a full 2 member of staff allocation of recharges was charged. In 2014/15 this was reduced to 1 person to reflect a lower level of staff resource allocated within the licensing team. However, for 2015/16 the Licensing Manager increased this to 1.5 posts as a more accurate measure of the work of the team.

This created some year to year volatility in the recharges but over the three year period a stable pattern emerges.

The average recharge cost to the hackney carriage account is £62,466. This is in line with estimated cost in 15/16 of £64,344. The average cost recharged per team member has also been stable at an average of £41,957. This is estimated to be £42,896 in 15/16.

Within the breakdown of recharges there are year on year changes in the individual sections. These relate to changes in the level of cost in the support services which are then charged out on a per capita basis. They are not directly related to the level of activity in the Hackney Carriage licensing team.

#### **Anticipated Future recharge costs**

For the rolling three year period of 15/16 to 17/18 an anticipated annual recharge cost of £64,344 has been continued to match up to the 14/15 figures and the rolling average of the period 13/14 to 15/16.

There will of course be some fluctuation although this should be not significant if there are no changes to staff allocation levels.

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Citizen 13/11/2015

## Licensing Notices

### PART II, LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 SECTION 70 - FEES FOR VEHICLE AND OPERATORS' LICENCES

The Council has determined that the fees for vehicles and operators' and drivers licences shall be varied as follows:

Notice is hereby given in accordance with Section 70(3)(a) of the said Act that:

With effect from Friday 1<sup>st</sup> April 2016 the fees shall be:

|   | Present | Proposed  |
|---|---------|-----------|
| Hackney Carriage or Private Hire Vehicle Licence:             | £183.50 | £189.00   |
| (1 Year) Private Hire Operator's Licence:                     |         |           |
| (up to 2 vehicles)  | £240.00 | £247.00   |
| (3 - 5 vehicles)  | £305.00 | £314.00   |
| (6 - 10 vehicles)   | £620.00 | £639.00   |
| (11 + vehicles)   | £930.00 | £958.00   |
| (5 Year) Private Hire Operator's Licence:                     |         |           |
| New Fee (up to 2 vehicles)                                    | N/A     | £988.00   |
| (3 - 5 vehicles)  | N/A     | £1,256.00 |
| (6 - 10 vehicles)   | N/A     | £2,556.00 |
| (11 + vehicles)   | N/A     | £3,832.00 |
| Charge for each additional premises on an Operators' licence: |         |           |
| NEW (1 year)  | £140.00 | £144.00   |
| NEW (5 year) New Fee  | N/A     | £450.00   |
| RENEWALS (1 year)   | £100.00 | £103.00   |
| RENEWALS (5 year) New Fee                                     | N/A     | £410.00   |
| New Hackney Carriage and/or Private Hire Drivers Licence:     |         |           |
| (1 year)  | £110.00 | £113.00   |
| (3 year)  | N/A     | £246.00   |
| Renewal Hackney Carriage and/or Private Hire Drivers Licence: |         |           |
| (1 year)  | £77.00  | £79.00    |
| (3 year)  | £200.00 | £206.00   |

A copy of this notice shall, for a period of 28 days from today, be available for public. Any objection to the proposed variation may be made, in writing, within 28 days from today to me at the address below. Please ensure that the reasons for any objections are briefly stated.

Date **13<sup>th</sup> November 2015**

Gillian Ragon  
Head of Public Protection  
Herbert Warehouse  
The Docks  
Gloucester

Fax: 01452 396340

E-mail: [licence.team@gloucester.gov.uk](mailto:licence.team@gloucester.gov.uk)

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Representations received:

|    | <b>Date Received</b>                 | <b>Consultee</b>                | <b>Comments</b>   |
|----|--------------------------------------|---------------------------------|---|
| 1. | 23 <sup>rd</sup><br>November<br>2015 | Mr P.<br>Bartholomew<br>HCD/PHO | <p><i>"In reply to the notice given for consultation for Hackney Carriage and Private Hire Fees increase, I wish to inform you in writing of my objection to any increase in the tariff. My reason for this objection is that due to the vast increase in Private Hire vehicles, operators and drivers, more income than ever must be generated by this. Therefore in my view without seeing the annual accounts, the income must be greater than the cost of running this service, and to my knowledge the fees should not show a profit for this department. The service provided has decreased for example waiting at reception to license drivers and vehicles; I propose a reduction in fees. Larger companies over 20 cars should be charged more as they are at an unfair advantage for example a fleet of 80 vehicles currently pay £11.97 per car per annum, in comparison to a fleet of 10 cars paying £62 per car."</i></p>  |
| 2. | 9 <sup>th</sup><br>December<br>2015  | C. Rodgers<br>HCD               | <p><i>"I, give formal notice of my objection to any increase in the above fees. As previously stated, these fees are regulated by the Local Government (Miscellaneous Provisions) Act 1976 inasmuch as they are only allowed to raise the actual costs of the administration of licence fees etc under this Act. The simple question is: "If the Hackney Carriage and Private Hire trades disappeared would these costs also vanish?" The only time your Council answered this question the answer was "No". No proper figures have been presented to show that these costs actually exist and that they are not covered by the current income from existing fees. It is obvious to all of us in these trades that none of the so-called savings made in administration, e.g. the new method of application and scrutiny, have been passed on. The savings actually cause more disruption in process and more inconvenience to all licensees and no benefit is felt nor appreciated. We have gone from a simple and efficient renewal process to a cumbersome and often flawed one. Now all applications have to be made many days in advance and fees paid long before they are properly</i></p> |

|    |                                      |                    |  |
|----|--------------------------------------|--------------------|--|
|    |                                      |                    | <p><i>due. We are told that it has to be this way and yet when a mistake is made in plate or badge issue it only takes about 15 minutes for the mistake to be rectified. Who's trying to fool who?</i></p> <p><i>You are not permitted to use the Hackney Carriage or Private Hire trades to generate extra income."</i></p> |
| 3. | 14 <sup>th</sup><br>December<br>2015 | Mr Z. Ahmed<br>HCD | <p><i>"I object to the taxi and private hire fees being raised. The figures seem arbitrary and with economies of scale there should have been greater savings. The apportionment is also flawed."</i></p>  |

**Comparison of taxi and private hire fees**

| Licence Type                             | Gloucester current fee | Gloucester fee with 3% increase | Gloucester fee with 3% increase & varied Operator fee structure | Cheltenham fee                                |
|--|------------------------|---------------------------------|---|---|
| HC& PH Vehicle Licences                  | £183.50                | £189.00                         | £189.00   | £205 new HC<br>£207 new PH<br>£187.00 Renewal |
| New 1 year HC & PH Drivers Licences      | £110.00                | £113.00                         | £113.00   | £100.00                                       |
| New 3 Year HC/PH Drivers licences        |                        | £246.00                         | £246.00   | £230.00                                       |
| <b>Renewal HC &amp; PH drivers</b>       |                        |                                 |   |   |
| (1 Year)                                 | £77.00                 | £79.00                          | £79.00  | £100.00                                       |
| (3 Year)                                 | £200.00                | £206.00                         | £206.00   | £230.00                                       |
| Transfer of Ownership                    | £49.00                 | £50.00                          | £50.00  | £66.00  |
| Change of Vehicle                        | £65.00                 | £67.00                          | £67.00  | N/A   |
| <b>1 Year PHO Licences</b>               |                        |                                 |   |   |
| PH Operators Licences - up to 2 vehicles | £240.00                | £247.00                         |   |   |
| Up to 3-5 vehicles                       | £305.00                | £314.00                         |   |   |
| Up to 6-10 vehicles                      | £620.00                | £639.00                         |   |   |
| 11 + vehicles                            | £930.00                | £958.00                         |   |   |
| <b>Micro Operator</b> Up to 3 vehicles   |                        |                                 | £300.00   |   |
| <b>Small Operator</b> 4 – 10 vehicles    |                        |                                 | £620.00   |   |
| <b>Medium Operator</b> 11 – 30 vehicles  |                        |                                 | £1000.00  |   |
| <b>Large Operator</b> 31 + vehicles      |                        |                                 | £1500.00  |   |
| Add Premises on Operators Licence        | £100.00                | £103.00                         | £103.00   |   |
| <b>Five Years PHO Licences</b>           |                        |                                 |   |   |
| PH Operators Licences - up to 2 vehicles |                        | £988.00                         |   |   |
| Up to 3-5 vehicles                       |                        | £1,256.00                       |   |   |
| Up to 6-10 vehicles                      |                        | £2,556.00                       |   |   |
| 11 + vehicles                            |                        | £3,832.00                       |   |   |
| <b>Micro Operator</b> Up to 3 vehicles   |                        |                                 | £1,200.00   | £1,225.00                                     |
| <b>Small Operator</b> 4 – 10 vehicles    |                        |                                 | £2,480.00   | £1,475.00                                     |
| <b>Medium Operator</b> 11 – 30 vehicles  |                        |                                 | £4,000.00   | £3,950.00                                     |
| <b>Large Operator</b> 31 + vehicles      |                        |                                 | £6,000.00   | £5,511.25                                     |
| Add Premises on Operators Licence        |                        | £410.00                         | £410.00   | N/A   |

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**Number of Drivers, Vehicles and Operators licences issued by year**

|            | <b>2011/12</b> | <b>2012/13</b> | <b>2013/14</b> | <b>2014/15</b> |
|------------|----------------|----------------|----------------|----------------|
| <b>HCD</b> | 63             | 68             | 93             | 76             |
| <b>HCV</b> | 155            | 140            | 154            | 157            |
| <b>PHD</b> | 214            | 202            | 219            | 223            |
| <b>PHV</b> | 296            | 317            | 315            | 355            |
| <b>PHO</b> | 40             | 38             | 39             | 44             |

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