

REPORT TO CABINET

Open		Would any decisions proposed :		
Any especially affected Wards	Mandatory/	Be entirely within Cabinet's powers to decide	NO	
	Discretionary /	Need to be recommendations to Council	YES	
	Operational	Is it a Key Decision	NO	
Lead Member: Cllr Adrian Lawrence E-mail: cllr.adrian.lawrence@west-norfolk.gov.uk		Other Cabinet Members consulted:		
		Other Members consulted:		
Lead Officer: Vicki Hopps E-mail: Vicki.hopps@west-norfolk.gov.uk Direct Dial:01553 616307		Other Officers consulted: Management Team; Legal Services and Licensing Section		
Financial Implications YES	Policy/Personnel Implications NO	Statutory Implications YES	Equal Impact Assessment YES	Risk Management Implications NO

Date of meeting: 3 November 2015

Review of Hackney Carriage & Private Hire Licensing Fees

Summary

The Deregulation Act 2015 introduces changes to hackney carriage and private hire legislation from 1st October 2015. In addition to this the whole of the fee structure has been reviewed on a cost recovery basis.

Recommendation

1. The Council approves the new fee structure for drivers of hackney carriages and private hire vehicles;
2. The Council approves the new fee structure for private hire operators.
3. The Council approves the new fee structure for vehicles and other sundry matters attached in the fee structure.

Reason for Decision

The Council has to set reasonable fees based on cost recovery for the service provided.

Background

The Deregulation Act 2015 introduces a few changes to hackney carriage and private hire legislation from the 1st October 2015.

These changes are:

- The duration of hackney carriage and private hire driver's licenses will be three years;
- The duration of private hire operator's licenses will be five years; and

- Private hire operators will be able to sub-contract bookings to a private hire operator licensed by another authority.

The introduction of the three year driver's and five year operator's licenses requires a fee to be set. The last review of the fees was in 2011 so it was considered appropriate to review all hackney carriage and private hire fees at the same time.

The proposed fees are set out overleaf.

The proposed fees look to recover the actual processing costs and costs to the Council for providing this service. In the past fees have not been calculated in this way and therefore has resulted in the service being subsidised by other service areas. The table below shows the shortfall between the current costs and the proposed costs.

Summary of the cost of providing the taxi licensing service October

Hackney Carriage & Private Hire Stats October 1st 2011 - 30th September 2015						
	2011- 2012	2012- 2013	2013- 2014	2014- 2015	Total	Cost to Service*
Drivers:						
New	12	42	30	45	129	£ 1,548.00
Renewal	294	261	266	221	1042	£ 13,025.00
PH Vehicles:						
New	25	42	50	55	172	£ 516.00
Renewal	120	114	120	97	451	£ 1,353.00
HC Vehicle						
New WAV	13	23	11	10	57	£ 598.50
New HC	5	8	11	12	36	£ 234
Renewal	77	77	83	66	303	£ 3,333.00
Operator						
New	8	6	11	14	39	£ 117.00
Renewal	48	44	43	35	170	£ 510.00
Special Event Vehicles						
New	3	9	4	0	16	£ 48.00
Renewal	8	1	8	7	24	£ 72.00
						£ 21,354.50

* The actual figures may have been different as the costs for the processing of the fees may have been different in each year.

Options Considered

None

Policy Implications

The legislation requires the fees to be agreed by full Council.

Financial Implications

Failure to set fees correctly could result in the Council not recovering the costs of the service provided.

Additionally if the fees are not agreed through the Council then the Council could be open to challenge on the fees charged.

Personnel Implications

None

Statutory Considerations**Equality Impact Assessment (EIA)**

(Pre screening report template attached)

Risk Management Implications**Declarations of Interest / Dispensations Granted**

None

Background Papers

(Definition : Unpublished work relied on to a material extent in preparing the report that disclose facts or matters on which the report or an important part of the report is based. A copy of all background papers must be supplied to Democratic Services with the report for publishing with the agenda)

Proposed Fees

Hackney Carriage & Private Hire Licence Costs				
	Current Fee	New 1 Year Fee	New 3 Year Fee	New 5 Year Fee
Combined Driver				
Grant	£ 62.00	£ 74.00	£ 125.00	
Renewal	£ 54.50	£ 67.00	£ 118.00	
Hackney Carriage Saloon				
Grant	£ 117.50	£ 124.00		
Renewal	£ 104.00	£ 120.00		
Hackney Carriage WAV				
Grant	£ 122.50	£ 133.00		
Renewal	£ 109.00	£ 115.00		
Private Hire Vehicle				
Grant	£ 115.00	£ 118.00		
Renewal	£ 101.00	£ 104.00		
Special Event Vehicle				
Grant	£ 120.00	£ 123.00		
Renewal	£ 101.00	£ 104.00		
PHO (1 Vehicle)				
Grant	£ 95.00	£ 97.00		£ 180.00
Renewal	£ 85.00	£ 87.00		£ 175.00
PHO (2-10 Vehicles)				
Grant	£ 120.00	£ 123.00		£ 265.00
Renewal	£ 110.00	£ 113.00		£ 260.00
PHO (11 - 20 Vehicles)				
Grant	£ 135.00	£ 138.00		£ 405.00
Renewal	£ 128.00	£ 131.00		£ 400.00
PHO (20+ Vehicles)				
Grant	£ 155.00	£ 159.00		£ 777.00
Renewal	£ 148.00	£ 152.00		£ 772.00
Misc				
Copy of Combined Driver Licence:				
Paper Part:	£ 2.50	£ 5.50		
Card Part:	£ 2.50	£ 5.50		
Copy of Vehicle Licence:				
Paper Part:	£ 2.50	£ 5.50		
Window Sticker:	£ 2.50	£ 5.00		
Copy of Private Hire Operator's Licence:				
Knowledge Test:	£ 20.00	£ 36.00		
Private Hire Door Sticker	£ 17.50	£ 19.00		
DBS	£ 49.00	£ 55.00		
Vehicle Transfer	£ 23.00	£ 27.50		
Licence Plate	£ 13.00	£ 15.00		
Change of Name/Address	£ 6.50	£ 10.50		

Renewal of a Hackney Carriage Saloon is £109.00 not £120.00 as stated in the table.

Pre-Screening Equality Impact Assessment



Name of policy/service/function	Licensing				
Is this a new or existing policy/ service/function?	Existing				
Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service rigidly constrained by statutory obligations	The Deregulation Act 2015 introduces a few changes to hackney carriage and private hire legislation from the 1st October 2015. The introduction of the three year driver's and five year operator's licenses required a fee to be set. The last review of the fees was in 2011 so it was considered appropriate to review all hackney carriage and private hire fees at the same time..				
Question	Answer				
<p>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		Positive	Negative	Neutral	Unsure
	Age			x	
	Disability			x	
	Gender			x	
	Gender Re-assignment			x	
	Marriage/civil partnership			x	
	Pregnancy & maternity			x	
	Race			x	
	Religion or belief			x	
	Sexual orientation			x	
	Other (eg low income)			x	
Question	Answer	Comments			
2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?	No	Applies equally to all taxis and private hire drivers and to private hire operators			
3. Could this policy/service be perceived as impacting on communities differently?	No				
4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?	No				
<p>5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	No	Actions:			
		Actions agreed by EWG member:			
Assessment completed by: Name	Vicki Hopps				
Job title Environmental Health Manager	Date 14/09/2015				

