

# AGENDA

## Regulatory Panel

**Wednesday, 27 October 2021 AT 14:00**  
**In the Cathedral Room, Civic Centre, Carlisle, CA3 8QG**

### **APOLOGIES FOR ABSENCE**

To receive apologies for absence and notification of substitutions

### **DECLARATIONS OF INTEREST**

Members are invited to declare any disclosable pecuniary interests, other registrable interests and any interests, relating to any items on the agenda at this stage.

### **PUBLIC AND PRESS**

To agree that the items of business within Part A of the agenda should be dealt with in public and that the items of business within Part B of the agenda should be dealt with in private.

### **MINUTES OF PREVIOUS MEETINGS**

**3 - 4**

To approve the minutes of the meeting held on 22 September 2021.  
(Copy Minutes herewith)

## **PART A**

**To be considered when the Public and Press are present**

### **A.1 REQUEST TO LIMIT THE NUMBER OF HACKNEY CARRIAGE VEHICLE LICENCES 5 - 24**

The Licensing Manager to submit a report regarding a request to limit the number of Hackney Carriage Vehicle Licenses.  
(Copy Report GD.74/21)

### **A.2 REVIEW OF CHARGES 2022/23 - LICENSING 25 - 42**

The Licensing Manager to submit a report setting out the proposed fees and charges for the areas falling within the responsibility of the Licensing Section of the Governance and Regulatory Services Directorate.  
(Copy Report GD.67/21)

## **PART B**

**To be considered when the Public and Press are excluded from the meeting**

-NIL-

### **Members of the Regulatory Panel:**

**Conservative** – Mrs Bowman (Chair), Mrs Mitchell, Meller, Morton, Nedved, Shepherd, Collier (sub), Mrs Mallinson (sub), J Mallinson (sub)

**Labour** – Miss Sherriff, Sunter, Dr Tickner, Miss Whalen (Vie Chair), Alcroft (sub), Ms Ellis-Williams (sub), Patrick (sub)

**Independent** - Tinnion, Paton (sub)

**Green** - Dr Davison

Enquiries, requests for reports, background papers etc to:  
[committeeservices@carlisle.gov.uk](mailto:committeeservices@carlisle.gov.uk)



## Minutes of Previous Meetings

### Regulatory Panel

**Date:** Wednesday, 22 September 2021

**Time:** 16:00

**Venue:** Council Chamber

**Chair:** Councillor Mrs Marilyn Bowman

**Present:** Councillor Mrs Marilyn Bowman, Councillor Dr Helen Davison, Councillor Keith Meller, Councillor Mrs Linda Mitchell, Councillor David Morton, Councillor Paul Nedved, Councillor David Shepherd, Councillor Pete Sunter, Councillor Dr Les Tickner, Councillor Raymond Tinnion, Councillor Miss Jeanette Whalen

**Officers:** Assistant Solicitor  
Licensing Manager

#### **RP.14/21 APOLOGIES FOR ABSENCE**

An apology for absence were submitted on behalf of Councillor Miss Lee Sherriff.

#### **RP.15/21 DECLARATIONS OF INTEREST**

There were no declarations of interest submitted.

#### **RP.16/21 PUBLIC AND PRESS**

It was agreed that the items of business in Part A be dealt with in public and the items of business in Part B be dealt with when the public and press were excluded.

#### **RP.17/21 MINUTES OF PREVIOUS MEETING**

RESOLVED – It was noted that Council, at its meeting on 14 September 2021, received and adopted the minutes of the meetings held on 14 July and 18 August 2021.  
The Chair signed the minutes.

#### **RP.18/21 PUBLIC AND PRESS**

RESOLVED – That in accordance with Section 100A(4) of the Local Government Act 1972 the Public and Press were excluded from the meeting during consideration of the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in the paragraph number (as indicated in brackets against the minute) of Part 1 of Schedule 12A of the 1972 Local Government Act.

#### **RP.19/21 CONSIDERATION OF A HACKNEY CARRIAGE DRIVER LICENCE** (Public and Press Paragraph 1)

The Licensing Manager submitted a report (GD.60/21) regarding a licenced Hackney Carriage Driver.

The Driver was in attendance.

### **Minutes of Previous Meetings**

The Assistant Solicitor outlined the procedure the Panel would follow. The Driver confirmed that he had received, read and understood the Licensing Manager's report. The Assistant Solicitor advised the Driver that he had a right to be represented but he indicated that he would not be so represented.

The Licensing Manager set out the Hackney Carriage Driver's background and detailed the reason for the Driver being brought to the Panel.

The Licensing Manager responded to questions regarding: the status of the Driver's Penalty Points and whether an appeal had been lodged in respect of their imposition.

At the request of the Driver, the Assistant Solicitor read out a written submission to the Panel which covered: the Driver's account of activities he had undertaken and the dates that they had taken place; his views on the Licensing Manager's handling of the issue contained in the report; and, the appropriateness of aspect of information included in the report.

The Driver responded to questions from the Panel.

The Licensing Manager drew Members' attention to the legislation which they must take account of and set out the options for the Panel.

**RESOLVED** – The Panel had carefully considered and read the evidence in report GD.60/21 and listened carefully to the responses and heard from the Driver.

The Panel were of the view that the Driver had not acted as a fit and proper person, and determined to suspend the Hackney Carriage Driver's Licence for a period of one month as the Members considered that the Driver had not acted as a fit and proper person but were of the view that revocation of the licence would be disproportionate. The reason for the suspension were as follows:

1. There were many inconsistencies in the Driver's evidence regarding dates for having Covid symptoms and taking lateral flow and PCR tests.
2. As a taxi driver with a duty of care to the public the Panel felt the Driver should have carried out regular lateral flow tests during the Covid period rather than only when visiting family Members.
3. The Panel found the Driver's attitude when dealing with the Licensing staff prior over the complaint and during the meeting to be aggressive and inappropriate.

The Meeting ended at: 17:35



## Report to Regulatory Panel

Meeting Date:	27 <sup>th</sup> October 2021
Portfolio:	Finance, Governance and Resources
Key Decision:	No
Within Policy and Budget Framework	YES
Public / Private	Public
Title:	Request to limit the number of Hackney Carriage Vehicle licences
Report of:	Corporate Director of Governance and Regulatory Services
Report Number:	GD 74/21

### **Purpose / Summary:**

A request has been made from a member of the Taxi Trade for Carlisle City Council to limit the number of Hackney Carriage Vehicle licences. The report addresses the request and informs members of the requirement to commission an independent Unmet Demand Survey if they are considering the request.

Details are also provided of a survey undertaken with Hackney Carriage proprietors to gauge their support for the request and the willingness to fund the Demand Survey.

### **Recommendation: -**

To consider whether to commission a survey of unmet demand for hackney carriages within the district.

## **1. Background**

- 1.1. A request has been made from the local Taxi Trade, via Mr Chris Bray, to consider adopting a Limitation Policy (**Appendix 1**). Mr Bray provided a document of 31 signatures from licensed drivers supporting his request.
- 1.2. The Council are duty bound to accept applications for Hackney Carriage licences.
- 1.3. The Council can refuse a licence on the grounds of a Limitation Policy. Carlisle City Council does not currently have a Limitation Policy.
- 1.4. It is a legal requirement that the Council commission an Unmet Demand Survey if there is an intention of limiting the numbers of Hackney Carriage vehicles. The cost of a survey is to be covered by the Hackney Carriage proprietors.
- 1.5. A survey of proprietors has been undertaken by the Licensing Authority to evaluate backing for the request in the knowledge that the costs will be cascaded to the licence fee (**Appendix 2**).
- 1.6. Members are requested to consider the contents of this report and decide as to whether an Unmet Demand Survey should be commissioned.
- 1.7. It should be noted that the Council has no legal power to limit the numbers of Private Hire Vehicles, Private Hire Drivers or Hackney Carriage Drivers.

## **2. Legislation and Guidance**

- 2.1. As detailed above, the Council are duty bound to accept applications for Hackney Carriage licences and to refuse a licence on the grounds of a Limitation Policy is permitted.
- 2.2. Section 16 of the Transport Act 1985 (**Appendix 3**) allows the power to restrict the number of hackney carriages only if the licensing authority is satisfied that there is no significant demand for the services of hackney carriages in the area which is unmet. This is referred to as the unmet demand test.
- 2.3. The 1985 Act has itself been amended by section 161 Equality Act 2010. The 2010 amendments apply to applications for hackney carriage vehicle licenses in respect of fully wheelchair compliant vehicles. In such cases the application must be granted if the proportion of fully wheelchair accessible taxis licensed in the area is less than the proportion that is prescribed by the

Secretary of State. The Secretary of State has not prescribed a percentage, so the 2010 Act has no effect. (see also Section 4 below).

- 2.4. The Department for Transport's "Best Practice Guidance" **does not** recommend quantity restrictions. If a local authority does take the view that a quantity restriction can be justified in principle, there remains the question of the level at which this should be set, bearing in mind the need to demonstrate that there is no significant unmet demand; it will be necessary for the local licensing authority to carry out a survey frequently to be able to respond to any challenge to the satisfaction of a court. An interval of three years is commonly regarded as the maximum reasonable period between surveys.
- 2.5. The Office of Fair Trading published a market study into the regulation of taxis and private hire vehicles in November 2003. The OFT recommended that local authorities should not retain the power to restrict the number of hackney carriage vehicle licences because it considered that such restrictions can:
  - a Reduce the availability of taxis
  - b Increase waiting times for consumers
  - c Reduce choice and safety for consumers
  - d Restrict those wanting to set up a taxi business
- 2.6. In order to be satisfied that there is no unmet demand, good practice (and case law) requires that a local demand survey is conducted, and the findings considered by the licensing authority. Such demand surveys need to be conducted by competent, specialist companies; the cost of such a survey in Carlisle would be approximately £10,000. The results of such a survey are valid for approximately 2-3 years, after which the survey would need to be repeated.
- 2.7. A licensing authority that has de-restricted vehicle numbers (like Carlisle) is under no obligation to carry out a demand survey. However, where restrictions are being considered, government guidance suggests that the principal consideration should be the travelling public (taxi users) and the impact upon taxi service provision.
- 2.8. If a licensing authority restricted licence numbers without the results of a demand survey, an aggrieved applicant would have a strong case against the

authority on appeal, and the authority may be subject to a claim for damages due to potential loss of income.

- 2.9. The hackney carriage trade could choose to commission a demand survey themselves, but it would need to be conducted in accordance with approved methodology for its results to be considered valid. However, because of the fragmented nature of the hackney trade (i.e., composed mainly of self-employed owner-drivers) it is unlikely that they would be able to organise and fund such a survey. Even if this was to happen and the results suggested there was 'no unmet demand' the licensing authority is under no obligation to restrict licence numbers although it would need to have regard to the results.
- 2.10. In local authority areas where restrictions on hackney carriage numbers have been introduced the following impacts have been noted:
- Although vehicle numbers do not increase, there is very little reduction through natural wastage. This is because the vehicle licences command a premium, often of tens of thousands of pounds; licenses are therefore never surrendered but 'transferred'.
  - There is normally a rapid and substantial growth in the private hire trade. There are no powers to restrict the numbers of licensed private hire vehicles within a licensing authority area.
  - There is still a demand for new hackney carriage vehicle licenses and the licensing authority has to establish a 'waiting list '.

### **3. Current Request and survey of Hackney Carriage Proprietors**

- 3.1. Hackney carriage trade representatives have requested the Council consider restricting the number of hackney carriage licenses issued within the City for the reason that the demand for Hackney Carriages has reduced. According to the request this has resulted in drivers earning less than the minimum wage.
- 3.2. The request also details several consequences of this, and it should be noted that drivers and vehicle proprietors do have a responsibility to ensure that they do not work too many hours, keep up their vehicle maintenance and do not "cherry pick" at the Taxi Rank.
- 3.3. In order to provide more information to Members on whether there was support for the request Hackney Carriage Proprietors (total 132) were invited to complete a questionnaire. 28 responses were received (21%). Members will note that on the letter to the proprietors, that they were encouraged to



participate in the survey as if not, Members may form the view that they are in agreement with the Council's current policy on the licensing of Hackney Carriage vehicles. (**Appendix 2**) 79% of vehicle proprietors did not respond.

- 3.4. Full details of all responses are attached at **Appendix 4** and can be summarised as follows:

Question	Yes	No
Do you consider that a Taxi Demand Survey should be carried out in Carlisle?	19	9
Are you willing to pay an additional fee to cover this survey, estimated to be in the region of £20 per year per vehicle which will rise with inflation each year?	19	9
If the Regulatory Panel indicate that they would be unlikely to limit Hackney Carriage licences whatever the result of the Demand Survey, would you still want a Demand Survey carried out?	12	16

#### **4. Wheelchair Accessible Vehicles (WAV)**

- 4.1. In 2007 the Council implemented a policy to no longer issue Hackney Carriage licences to non-wheelchair accessible taxis. The Council were able to do this without the requirement for a survey as the issuing of licences was not stopped all together.
- 4.2. A limiting of numbers could therefore prevent the increase of WAV vehicles within the local taxi fleet unless an additional policy was considered alongside to phase out saloon Hackney Carriages and replace with WAVs. However, this would obviously have cost implications for existing proprietors.
- 4.3. The provisions of the Equality Act 2010 in relation to hackney carriages would go some way to resolve this matter. Section 161 of the Act qualifies the law in relation to quantity restrictions, to ensure licensing authorities that have relatively few wheelchair accessible taxis operating in their area, do not refuse licences to such vehicles for the purposes of controlling taxi numbers.

For section 161 to have effect, the Secretary of State must make regulations specifying:

- a) the proportion of wheelchair accessible taxis that must operate in an area before the respective licensing authority is lawfully able to refuse to license such a vehicle on the grounds of controlling taxi numbers; and
- b) the dimensions of a wheelchair that a wheelchair accessible vehicle must be capable of carrying in order for it to fall within this provision.

4.4. The DfT planned to consult on the content of regulations before section 161 comes in to force. Unfortunately, this has not happened and does not look likely to happen any time in the near future

## **5. Recommendation**

Following consideration of this report consider the following options

- To instruct the Licensing Manager to commission an Unmet Demand Survey and report the findings back to the Panel.
- To note the request, take no further action and continue to have no limit on the numbers of Hackney Carriage Vehicles.

**Contact Officer:** [Nicola.edwards@carlisle.gov.uk](mailto:Nicola.edwards@carlisle.gov.uk)

### **Appendices**

#### **attached to report:**

1. Request to consider limitation (email from C Bray dated 25/07/21)
2. Letter to HC Vehicle proprietors with survey details
3. Section 16 of the Transport Act 1985
4. HC Proprietor Survey responses

**Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers:**

### **CORPORATE IMPLICATIONS:**

**LEGAL –** Government considers that consumers should enjoy the benefits of competition in the taxi and private hire markets and that it is detrimental to

potential taxi licence holders if entry to the market is restricted without justification that is apparent to all. Although Government acknowledges that local authorities are best placed to consider local needs and circumstances, a decision to limit the number of licences must be supported by reasons that are sound, clear cut, specific, convincing and which can be publicly justified.

**FINANCE** - The report highlights that to undertake an Unmet Demand Survey and that the cost of this could be in the region of £10,000. This cost would need to be met from existing budgets in the first instance, but the report outlines whether this could be recovered from current taxi operators through an additional fee levied on them. This charge would need to form part of the licensing fees and charges agreed by the Licencing Panel and included in the overall fees and charges of the Council.

## **EQUALITY**

**INFORMATION GOVERNANCE** - Any survey undertaken which involves the collection of personal data must be supported by the required data protection documentation such as a privacy notice. Any publishing of survey results requires a governance check to ensure personal data is not inadvertently disclosed.

## APPENDIX 1

Chris Bray  
16 Beaver Road  
Belle Vue  
Carlisle  
CA2 7PS

08/10/2020

Ref Hackney Carriage Licensing

To The Regulatory Licensing Panel

I the above have been asked by many drivers to approach the licensing panel to ask for a complete cap on all hackney carriage licenses and plates and also the reduction of current plates of 30 through retirement. The reasons highlighted for this are:

1. Prior to lockdown business was at an all time low.
2. After lockdown business is very scarce.
3. The taxi trade over the years has changed and people don't use taxis as much.

There are several issues with the lack of trade:

1. Too many drivers chasing less work.
2. Drivers working too many hours therefore putting the public at risk by driving when tired.
3. Drivers are in the main earning below the minimum wage for the long hours they are working.
4. Unless this matter is addressed by licensing the concerns above will make the trade dangerous.
5. I have noticed drivers driving in excess of the speed limit and racing other taxi's back to the town (Extremely dangerous).
6. During spot checks on Taxi's/drivers at the Lower Viaduct car park, many defects were identified including 1 car with 3 Bald tyres! I can see drivers are cutting corners and putting lives in danger.

Attached is a list of drivers who wish to have these issues brought to the attention of the licensing panel. We as a collective look forward to your response.

Yours Sincerely



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**From:** Christopher Bray [REDACTED] >  
**Sent:** 25 July 2021 22:28  
**To:** Nicola Edwards; Michael  
**Subject:** Hackney carriage and private hire ref hcpa2021

Hi Nichola.

prior to the pandemic, Oct 2019 drivers from most operators in Carlisle Hackney and Private hire asked me to approach the licensing regulatory panel to ask for a blanket Cap all Hackney carriage licenses, private hire licenses, and a reduction of 50 plates through retirement or misdemeanor.

the reason for these requests is as follows.

1 Trade in the last 10 years has halved as people use taxis less because people's habits have changed and nightlife is nowhere near what it used to be.

2 many taxi drivers and private hire drivers are now earning less than minimum wage as a result of Carlisle city council issuing licenses to anyone that fits the criterium which makes the situation no longer tenable.

3 Too many drivers are doing too many hours to make ends meet which in turn creates dangerous driving habits, Fatigue, and tiredness.

4 Cherry picking on the Taxi ranks is commonplace now as some drivers will not move off the rank if the job is short.

5 too many hours in the saddle so to speak is dangerous and not earning enough leads to a lack of maintenance on the vehicles.

6 I have spoken to the majority of the drivers with only one objection. I also have a lot of signatures from said drivers.

7 I have waited until the pandemic eases before contacting you and wait for your response,

8 The only people that can right this problem and put people back on an even keel minimum wage plus are the regulatory panel.

kind regards

Chris Bray

Name

HC Badge Number

Sign

HD 159

HD 240

HD 176

H 280

H 124

H 260

HD 276

HD 105

HD 144

HD 143

HD 729

HD 285

HD 197

H 139

HD 565

H 171

HD 235

HD 371

HD 329

HD 187

HD 148

HD 100



Name



HC Badge Number

HD 663

HD 322

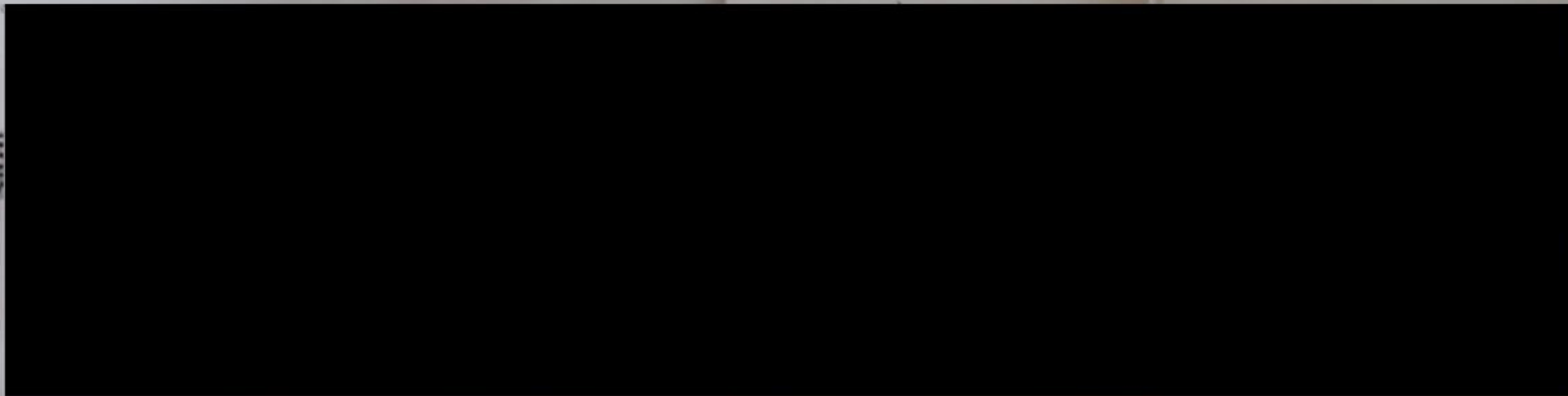
HD 061

HD

HD 43

H 128

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NAME



BADGE NO

HD 437

HD 005

NAME



BADGE

HD NUMBER

HD 269



## Governance and Regulatory Services

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We have received a request from Mr Chris Bray, for the Council to consider limiting the number of Hackney Carriage licences. He has carried out his own poll amongst proprietors which indicates that he has the support of a large proportion of vehicle owners. In order to consider the request the Council would be required to commission a demand survey with the intention of refusing any further applications for Hackney Carriage licences if the survey indicates that there is no significant unmet demand

This survey is a legal requirement if the Council intend to limit the number of Hackney Carriages they license and must be repeated every 3 years. The cost of this survey, should it go ahead, will be borne by the Hackney Carriage proprietors through an increase in their vehicle licence fees.

The cost of such a survey would be approximately £10,000.

Spreading this cost over the 3 years would result in an increase of approximately £20 each year for Hackney Carriage owners (not drivers) and would increase with inflation.

In 2007, after consultations with The Taxi Association, the Council stopped issuing licences to non-wheelchair accessible taxis. The Council were able to do this without the requirement for a survey as they did not stop issuing licences all together. The number of Hackney Carriages licensed at that time was 212 and now, some 14 years later, this figure has reduced to 198.

Both the Office of Fair Trading (OFT) and the Department for Transport (DFT) have issued guidance to Councils regarding quantity restrictions. Most Councils do not impose quantity restrictions and the advice from the OFT and DFT is that it is "*Best Practice*" not to have a limit.

In considering the request, the Members of the Regulatory Panel will take into consideration the OFT and DFT guidance, as well as the result of the Demand Survey. I must point out however, that even if a survey is commissioned and indicates that there is no significant unmet demand, Members may still decide to follow the 'Best Practice' guidance outlined above and not limit the number of Hackney Carriage licences issued.

We have decided to put the facts to the Regulatory Panel, to determine if they would be likely to limit numbers should a Demand Survey show there is no significant unmet demand. This



would give an indication of the Panel's view on this matter. If they are unlikely to limit numbers whatever the result, proprietors may consider that a Demand Survey is not necessary.

Please could you complete the online questionnaire by **31<sup>st</sup> August 2021**, you will need to type the following into your web browser or scan the QR code on your mobile device.

[<https://forms.office.com/r/YqZ9e6svHU>](https://forms.office.com/r/YqZ9e6svHU)

## APPENDIX 2

← Back

Computer

Mobile

### Carlisle City Council Hackney Carriage Proprietor Survey August 2021

...

\* Required

1. Name of Proprietor \*

Enter your answer

2. Licence Plate number - if you hold more than one HC vehicle licence, please list all those you hold \*

Enter your answer

3. Do you consider that a Taxi Demand Survey should be carried out in Carlisle? \*

☐ Yes

☐ No

4. Are you willing to pay an additional fee to cover this survey, estimated to be in the region of £20 per year per vehicle which will rise with inflation each year. \*

☐ Yes

☐ No

5. If the Regulatory Panel indicate that they would be unlikely to limit Hackney Carriage licences whatever the result of the Demand Survey, would you still want a Demand Survey carried out? \*

☐ Yes

☐ No

6. Any further comments?

Enter your answer

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## APPENDIX 3



# Transport Act 1985

## 1985 CHAPTER 67

### PART I

#### GENERAL PROVISIONS RELATING TO ROAD PASSENGER TRANSPORT

##### *Taxis and hire cars*

#### **16 Taxi licensing: control of numbers.**

The provisions of the Town Police Clauses Act 1847 with respect to hackney carriages, as incorporated in any enactment (whenever passed), shall <sup>[F1]</sup>(subject to section 161 of the Equality Act 2010) have effect—

- (a) as if in section 37, the words “such number of” and “as they think fit” were omitted; and
- (b) as if they provided that the grant of a licence may be refused, for the purpose of limiting the number of hackney carriages in respect of which licences are granted, if, but only if, the person authorised to grant licences is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet.

#### **Textual Amendments**

- F1** Words in s. 16 inserted (1.10.2010 for specified purposes) by [Equality Act 2010 \(c. 15\)](#), **ss. 161(3), 216(3)** (with **ss. 6(4), 205**); [S.I. 2010/2317](#), **art. 2(12)(a)** (with **art. 15**)

#### **Modifications etc. (not altering text)**

- C1** S. 16 excluded (1.10.2010 for specified purposes) by [Equality Act 2010 \(c. 15\)](#), **ss. 161(2), 216(3)** (with **ss. 6(4), 205**); [S.I. 2010/2317](#), **art. 2(12)(a)** (with **art. 15**)

**Changes to legislation:**

Transport Act 1985, Section 16 is up to date with all changes known to be in force on or before 26 July 2021. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.

[View outstanding changes](#)

**Changes and effects yet to be applied to the whole Act associated Parts and Chapters:**

Whole provisions yet to be inserted into this Act (including any effects on those provisions):

- s. 6(2ZA) inserted by 2019 asp 17 s. 37(2)(a)
- s. 6(7ZA) inserted by 2019 asp 17 s. 37(2)(b)
- s. 6K-6N inserted by 2019 asp 17 s. 37(3)
- s. 6ZA-6ZC and cross-heading inserted by 2019 asp 17 s. 39(1)
- s. 63(5)(aa)(ii) words substituted by 2019 asp 17 sch. para. 2(2)
- s. 135(1A) inserted by 2019 asp 17 sch. para. 2(3)(a)
- s. 135(4A) inserted by 2019 asp 17 sch. para. 2(3)(c)

## APPENDIX 4

ID	Do you consider that a Taxi Demand Survey should be carried out in Carlisle?	Are you willing to pay an additional fee to cover this survey, estimated to be in the region of £20 per year per vehicle which will rise with inflation each year.	If the Regulatory Panel indicate that they would be unlikely to limit Hackney Carriage licences whatever the result of the Demand Survey, would you still want a Demand Survey carried out?	Any further comments?
1	Yes	Yes	No	Not willing to pay if there is no guarantee the panel will abide by the findings
2	Yes	Yes	Yes	Totally agree there's too many taxis in Carlisle, it's hard to make a living and I too may consider another occupation, we also need a significant increase on the tariff each year, we can't keep waiting to see if motoring costs rise to get an increase, we haven't had a rise since 2017! Everything keeps going up MOT rises plates rise badges rise, insurance rises, fuel highest for 4 years, yet the taxi driver gets no extra, the tariff should increase each time the Carlisle Council increase the cost of MOT badges etc etc,,
3	No	No	No	There is no need to limit the number of Hackney carriages in Carlisle because there are currently not enough of them on a Busy Weekend.
4	No	Yes	No	Recently there has been a shortage of taxis especially during the evenings. I would review this request later when we know if the number of taxis has increased again. The reasons for shortage are: drivers giving up and finding other jobs due to covid. Drivers now have enough day work and are not working nights. Drivers have found contracts with organisations and do not not work ranks.
5	No	No	No	This company was obviously not one included in the "poll". This is reminiscent of the previous application made by the Taxi association when they claimed they represented most of the HC drivers in Carlisle after giving them all free membership ( not that they wanted it nor were they interested in the taxi association - true membership less than 10 ) The one and only reason any taxi proprietor would want to restrict the issue of HC vehicle licences would be to increase the value of their vehicle when they want to sell it. Currently a HC plate has no value but because saloon cars are restricted the "plate" sells for in excess of £ 6,000 on top of the value of the car. In the days when all HC vehicles were restricted the plates in Carlisle changed hands for £ 10,000 + - in Oxford it was £ 80,000 + Restricting the issue of vehicle licences means a potential owner driver can only enter the business by buying an existing vehicle and plate so the vastly increased cost of the plates restricts the number of people who can afford to become owner drivers - their only option then is to work for one of the proprietors rather than themselves
6	Yes	Yes	Yes	



			I agree to limit the number of taxis and only replace taxis like for like when they need replaced for whatever reason, there seems to be an increase in private hire taxis of which quite a lot of them are just normal cars not purposed built vehicles that come with many safety features which helps with the protection of customers if heaven forbid the taxi is in an accident
7 Yes	Yes	No	
8 Yes	Yes	Yes	
9 No	No	No	
10 Yes	Yes	Yes	
11 No	No	No	To limit the number of Hackney taxis at this moment in time seems not a good idea to me. Taxis are short at the the moment in Carlisle. Has MR CHRIS BRAY. Not seen the ques at the taxi ranks on a weekend. I think the money would be better spent paying for security staff on the taxi ranks over the weekend.
12 Yes	Yes	No	If it is unlikely that plates will be limited regardless of any survey, then that would indicate that a decision has already been made, albeit it unofficially. If that is the case, then it really is pointless.
13 No	No	No	
14 Yes	Yes	No	
15 Yes	Yes	Yes	I currently think that at this moment in time a survey carried out would not give a accurate result. Due to the pandemic and people not going on holiday town is alot busier then normal and due to the fact every one has been more or less locked up for the past 18 month town and the ranks are busier then normal and a survey at this moment in time would not be a true reflection on how much we struggle on a normal year/ month.I think a more appropriate time for the survey would be March/April time next year .
16 Yes	Yes	No	There are enough taxis on the road at the moment and this gives the drivers a reasonable living. If the council do not limit the number of licences it means that there is less work for everyone. The council are unlikely to limit the number whatever the outcome as they are only interested in getting more money. They do not seem to care about the welfare of the drivers and ensuring there is enough work for everyone.
17 Yes	Yes	Yes	
18 Yes	No	No	
19 No	No	No	It is very unlikely that Cris Bray has carried out a proper and thorough survey. Its more likely he asked the AAA drivers and a few select friends from the rank, he certainly hasn't asked me, and when I've checked with a few of my colleagues from the rank, he hasnt asked them. I would certainly ask for the raw data before proceeding with any action, certainly when Cris seems to be trying to look after number 1 yet again. He does show off about when he took you to court back in 2007 to limit the number of drivers, maybe he is after that power trip again?
20 Yes	Yes	Yes	From my personal point of view, it is totally unnecessary to change the way licences are currently issued, and I would agree with the OFT and the DFT that their best practice is indeed best practice for Carlisle. 198 Licences is not too many for a city the size of Carlisle, and the licencing department are doing a great job in my opinion.
21 Yes	Yes	Yes	

22	No	No	No	My only concern is the amount of rear loading cabs as most are just being used as saloon cabs
23	Yes	Yes	No	
24	Yes	Yes	Yes	There are way too many Hackney Carriages in Carlisle. I would definitely support the decision to STOP issuing any more licences to wheelchair accessible taxis.
25	Yes	Yes	Yes	There are too many Hackney Carriages in Carlisle. I support the decision to stop issuing any more licences to wheelchair accessible taxis.
26	Yes	Yes	Yes	Too many cars, will create problems between the drivers and will force them to work more than they supposed to. A clear example is in London. Thousands of unhappy and dangerously tired drivers. We don't want that..
27	Yes	Yes	Yes	It's enough hackney vehicle in the town.
28	No	No	No	





# Report to Regulatory Panel

Item  
A.2

Meeting Date: 27<sup>th</sup> October 2021  
Portfolio: Finance, Governance and Resources  
Key Decision: Not Applicable:  
Within Policy and Budget Framework YES  
Public / Private Public

Title: Review of Charges 2022/23 – Licensing  
Report of: Director of Governance & Regulatory Services  
Report Number: GD 67/21

## Purpose / Summary:

This report sets out the proposed fees and charges for licences falling within the responsibility of the Licensing Section and the Food and Public Protection Section of the Governance and Regulatory Services Directorate. The Regulatory Panel has responsibility for determining the licence fees, with the exception of those under the Scrap Metal Dealers Act 2013 which falls to the Executive

## Recommendations:

The Regulatory Panel is asked to agree the charges as set out in Appendices 'A', 'B' and 'C' with effect from 1<sup>st</sup> April 2022 and to recommend to the Executive to agree the charges for the Scrap Metal Act Fees for 2022/23.

## Tracking

Executive:	<b>22<sup>nd</sup> November &amp; 20<sup>th</sup> December 2021</b>
Scrutiny:	<b>Health &amp; Wellbeing O&amp;S Panel – 25<sup>th</sup> November 2021</b> <b>Economic Growth O&amp;S Panel – 2<sup>nd</sup> December 2021</b> <b>Business &amp; Transformation O&amp;S Panel – 7<sup>th</sup> December 2021</b>
Council:	<b>N/A</b>

## **1. BACKGROUND**

- 1.1 Each Directorate is required to carry out an annual review of fees and charges.
- 1.2 This report proposes a review of charges within the Governance and Regulatory Services Directorate in respect of licence charges delegated to the Regulatory Panel. The report has been prepared in accordance with the principles approved under the Council's Corporate Charging Policy.
- 1.3 The charges, which have been reviewed, are addressed separately below.
- 1.4 Attached at **Appendix A, B & C** is an extract from the summary of charges book, which shows the current and proposed level of charge for each of these services.

## **2. CORPORATE CHARGING POLICY 2022**

- 2.1 The Corporate Charging Policy, which is part of the Strategic Financial Framework, was approved by the Executive and Full Council and sets out the City Council's policy for reviewing charges.
- 2.2 It is recognised that licence fees (that can be determined by local authorities) can only be set at a level which recovers the cost of administration, inspection and in some cases compliance of existing licences, which arise out of carrying out their licensing functions under the various legislation. Under European Directive 2006/123 art 13(2), any charges which an applicant for a licence may incur shall be reasonable and proportionate to the cost of the authorisation procedures in question and shall not exceed the cost of the procedures.
- 2.3 It is Council policy to maximise charges to maintain full cost recovery wherever possible, and this should be the case when setting charges. In the case of licensing Section, we are currently operating at an income level that is achieving full cost recovery.
- 2.4 Recognition should be made of the risk that licensing income levels can be subject to market forces out with the Council's overall control, including new responsibilities and the repeal of other legislation. In previous years, shortfalls in income projections for certain services were encountered. This reinforces the message that any practice of simple annual increments in charges in line with the rate of inflation is inappropriate, as is a copycat approach that simply compares prices with other authorities, without taking into account other local factors, demand, and the achievement of Council priorities. The full range of factors identified in the guidance must be taken into account when setting charges, with the overall aim of achieving target income levels to achieve the full cost recovery of the administration, inspection and compliance with the licensing function.
- 2.5 In addition, the policy recognises that each Directorate is different, and requires Directors to develop specific principles for their particular service or client groups.

### **3 LICENCES**

- 3.1 Licensing income covers an extremely wide range of functions for which the Council is the licensing authority and the number of applications for various licences fluctuates each year. The current principal functions relate to the issue of licences for Premises and Personal (Licensing Act 2003), Hackney Carriages/Private Hire (Vehicles, Drivers and Operators), Gambling Premises and Machine Permits (Gambling Act 2005), Street Trading, Auctioneers and Sex Establishments.
- 3.2 The licensing of activities involving animals is administered and enforced by Food and Public Protection Section of Environmental Health. The fees and charges associated with these licences are brought to Regulatory Panel for determination and approval. The licences issued under the Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018, include:
- Selling animals as pets
  - Animal boarding (including Kennels/Catteries/Dog Day Care/Home Boarding for dogs)
  - Breeding of dogs
  - Hiring Out Horses (including Riding Establishments)
  - Keeping or training animals for exhibition
- The Food and Public Protection Team are also responsible for the licensing Dangerous Wild Animals (Dangerous Wild Animals Act 1976) and Zoos (Zoo Licensing Act 1981).
- 3.3 The registration of persons or businesses engaged in the business or practice of Cosmetic Piercing, Tattooing, Electrolysis, Semi-Permanent Skin Colouring and Acupuncture, are administered and enforced by the Food and Public Protection Section of Environmental Health.
- 3.4 With regard to the Gambling Act 2005 local authorities assumed responsibility for licensing gambling premises and gaming machines during 2007, whilst the Gambling Commission licensed operators and personal licence holders. The fee banding was set nationally, and licensing authorities were given the flexibility to set their fees within these bands, dependent upon local circumstances. On 4<sup>th</sup> April 2007 the Licensing Committee (through delegated authority) determined the fees in accordance with the regulations which are included in Appendix B. Fees under the Act for Lottery registration are fixed by Central Government.
- 3.5 The remaining licences administered by the Authority have locally set charges. A full review of the charging was undertaken for the charges for 2018/19 using a new formula on a cost per hour charge and a fee structure was agreed. This has formed a fair charging structure and it is proposed that the charges which are set by the Council are increased for 2022/23 by 3% in line with the MTFP. This will not

compromise the Council's position as a fair charging authority and should achieve full cost recovery for the administration process.

## **4 LICENCING ACT 2003**

### **PREMISES LICENCES AND CLUB CERTIFICATES**

- 4.1 The total number of premises and club certificates currently licensed is 500. This will always fluctuate each year and applications for variations will continue. There was an impact in the 20/21 budget which continued into 2021/22 budget due to a reduction in applications and events due to Covid-19. However it is expected that this will not continue in 2022/23 and numbers will revert to pre 2020/21 levels.
- 4.2 The fee structure is fixed by central government and is based upon five non-domestic rateable value bands. There is no change in the fee structure and based upon the current number of licences issued, it is estimated that there will be an income of £95,000 in 2022/23 as set out in the fee bands at Appendix A.

### **PERSONAL LICENCES**

- 4.3 Any person who authorises the sale of alcohol requires a personal licence. All premises that are licensed for the sale of alcohol must therefore have a personal licence holder to authorise that sale.
- 4.4 We currently have a total of 2016 Personal Licences issued to date and a licence is issued for an indefinite period.
- 4.5 The Authority receives requests for amendments to licences and these are charged at £10.50.
- 4.6 There was a significant decrease in personal licence applications during the period 1<sup>st</sup> April – 1<sup>st</sup> September 2020 (10) compared to the same period in 2019 (42). For the same period in this current year the numbers of applications have risen to 25. It is expected that in 2022/2023 the numbers will revert to 2019/20 levels and an income of £3,500 is projected.

## **5 VEHICLE & DRIVERS LICENCES**

### **HACKNEY CARRIAGE VEHICLES**

- 5.1 Under the provision of the Local Government (Miscellaneous Provisions) Act 1976, the City Council may fix a reasonable fee to cover the cost of administration of Hackney Carriage Licences and vehicle inspections.

### **HACKNEY CARRIAGE DRIVER LICENCES**

- 5.2 The cost of a new driver licences reflect work that is currently undertaken with prospective new drivers. This includes advice, training, knowledge and communication tests, verification of Disclosure and Barring Service applications and an assessment on the initial application to determine the fitness and propriety of an applicant.

- 5.3 Licences are issued for a 3 year period unless a request has been made for a 1 year licence and licenced Private Hire drivers who apply for a Hackney Carriage Drivers Licence are charged at a renewal rate.
- 5.4 Should Members resolve that an Unmet Demand Survey is commissioned as detailed in report GD 74/21 then £20 should be added to the proposed cost of the licence so that the cost of the survey is recouped via licence fees.

### **PRIVATE HIRE**

- 5.5 The Local Government (Miscellaneous Provisions) Act 1976 provides for the regulation of the private hire trade by means of the issue of licences for operators, vehicles and drivers.

### **PRIVATE HIRE DRIVER LICENCES**

- 5.6 The cost of a new driver licence reflects work that is currently undertaken with prospective new drivers. This includes advice, training, knowledge and communication tests, verification of Disclosure and Barring Service applications and an assessment on the initial application to determine the fitness and propriety of an applicant.
- 5.7 Licences are issued for a 3 year period unless a request has been made for a 1 year licence and licenced Hackney Carriage Drivers who apply for a Private Hire Drivers Licence are charged at a renewal rate.

### **New costs for Licensed Drivers**

- 5.8 In order to ensure that the Council have a driver's complete driving history, thus enabling a fully informed decision to be made in respect of an application, the Council upon new application and annually thereafter will undertake a check on licensed drivers DVLA driving licence.
- 5.9 Currently this is undertaken by staff using Gov.uk. However, this is very time consuming if the driver does not provide a code and some licences cannot be accessed. Therefore, this is to be carried out in future by an external company and applicants are required to complete a mandate authorising access to their DVLA driving licence record. The checks will then be automatically undertaken on a annual basis or at any time the Council wishes to check the status of a licence. The cost of the service will be incorporated into the licence fee.

### **National Register of refusals and revocations (NR3)**

- 5.10 The Council will subscribe to the National Register of Hackney Carriage and PHV driver licence refusals and revocations, the 'national register of refusals and revocations' or NR3 as it is more commonly known. The council will search the national database in all cases where an application is made for a new hackney carriage or private hire driver licence and when an application is made for the renewal of these licences.

- 5.11 The Council will also place drivers who have been refused a licence or have had their licence revoked on the database.
- 5.12 The charges for the Driver licences for both Hackney Carriage and Private Hire have increased due to the inclusion of the costs of subscribing to the NR3 database and the cost of DVLA driver licence checks via GBG as detailed above. Licensed drivers not renewing in 2022/23 will be required to pay the costs of the NR3 and Driving Licence Checks for the years remaining on their current licence.
- 5.13 The fees for drivers, vehicles and operators, which aim to generate income of £80,000 for Hackney Carriage and £30,400 for Private Hire in 2022/23, are set out in Appendix A.

## **6 SEX ESTABLISHMENTS**

- 6.1 The City Council has issued two sex establishment licences. It is proposed that the fee is set to £2,250 for a new application and £2,060 for a renewal application. It is estimated that the income received is £4,120 in 2022/23.

## **7 AUCTIONEERS**

- 7.1 We only have one premise which requires licensed auctioneers. Currently we have 17 licensed Auctioneers. The estimated income in 2021/22 is £700.

## **8 PLEASURE BOATS & BOATMEN**

- 8.1 The number of pleasure boats and boatmen has remained static in recent years and the income target is set at £500 for 2022/23.

## **9 SCRAP METAL DEALERS**

- 9.1 The Scrap Metal Dealers Act 2013 which commenced on 1st October 2013 brings together two earlier pieces of legislation that covered Scrap Metal and Motor Salvage Operators. The licence covers a three-year period and the income is appropriated accordingly.
- 9.2 The Executive set the fee for Scrap Metal Licensing and a recommendation is made to the Executive to agree the fees detailed at Appendix A.
- 9.3 The current renewals expect to generate income of £3,000 in 2022/23, as set out in Appendix A.

## **10 STREET TRADING**

- 10.1 The Council issues Street Trading Consents on an annual and occasional basis. The number of consents issued decreased between 2017 and 2020. However there has been an increase during the past 12 months and the number of annual consents issued has risen from 15 to 22.
- 10.2 The number of Occasional Street Trading Consents issued has remained low at 1 but there is expected to be a rise in the number during 2022/23 as the number of events taking place which would require an OST are slowly increasing.

- 10.3 Based upon the current numbers of consents it is estimated that this will generate an estimated annual income of £4,500 in 2022/23.

## **11 ANIMAL WELFARE LICENSING**

### **ANIMAL WELFARE (LICENSING OF ACTIVITIES INVOLVING ANIMALS)**

- 11.1 The Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018 requires licences for the following animal activities:
- Selling animals as pets
  - Animal boarding (including Kennels/Catteries/Dog Day Care/Home Boarding for dogs)
  - Breeding of dogs
  - Hiring Out Horses (including Riding Establishments)
  - Keeping or training animals for exhibition

Fees have been increased by 3% in line with the Corporate Charging Policy. Based on the proposed fees and charges, an estimated income of £8,000 will be generated in 2022/23 for animal activity related licences.

### **DANGEROUS WILD ANIMALS**

- 11.2 In line with the Corporate Charging Policy, the fee for an individual to hold a Dangerous Wild Animal Licence has been increased by 3%. The licence will be issued for 2 years and a compliance visit will be made in the second year. The cost of the compliance visit is incorporated into the grant of licence fee. The full fee structure is detailed in Appendix B. We currently have no licences issue under the Dangerous Wild Animals Act 1976.

### **ZOO LICENSING**

- 11.3 In line with the Corporate Charging Policy, the fees associated with an individual/organisation applying for a Zoo Licence has been increased by 3%. On application for a new zoo licence, the law indicates that a licence will be issued for a 4-year period in the first instance. The applicant is then required to apply for their licence renewal in the 4th year. If successful, a 6-year licence will then be issued and renewed thereafter every 6 years. The Application Fee and Grant of Licence Fee will cover the full term of the licence. The full fee structure is detailed in Appendix B. We currently have no licences issue under the Zoo Licensing Act 1981.

## **12 COSMETIC PIERCING, TATTOOING, ELECTROLYSIS & ACUPUNCTURE**

- 12.1 Any person or businesses engaged in the business or practice of Cosmetic Piercing, Tattooing, Electrolysis, Semi-Permanent Skin Colouring and Acupuncture,

must be registered with their Local Authority. This is a one-off registration and is not subject to renewal requirement. A 3% increase has been applied to registration applications during 2022/23. The administration and enforcement of the registration provisions is undertaken by officers of the Food and Public Protection Team. The current fee should generate an income of approximately £1,000 in 2022/23.

### **13 GAMBLING ACT 2005**

#### **LOTTERY LICENCES**

- 13.1 The fee for lottery registrations is determined by central government and is at present £40 and the renewal fee is £20; these charges were last increased in September 2007. There has been a decrease in the number of applications received over recent years and the income target has been reduced to reflect this. The current fee should generate approximately £3,800 in 2022/23.

#### **GAMBLING PREMISES AND MACHINE PERMITS**

- 13.2 The fee bands are set by central government and the Licensing Committee sets its own fees within these limits, based upon full cost recovery of providing the licensing service. These fees were determined on 4<sup>th</sup> April 2007 by this committee and we continue to recover the full cost of providing the service and no change is recommended.
- 13.3 At the current level of fees, an estimated income of £14,000 for Gambling Premises and Machine Permits will be received during 2022/23 which is set out in Appendix C.

### **14 SUMMARY OF INCOME GENERATED**

- 14.1 The introduction of the charges proposed is an estimate (based upon the current and estimated number of licences) to generate income of £239,500 for the Licensing Section, and £9,000 for Environmental Health in 2022/23 which is summarised in the table below:



## 14.2

Service Area	Updated Budget 2021/22	MTFP Target 2022/23	Original Estimate 2022/23	Shortfall or (Excess) over MTFP	
Licensing Act 2003 – Premises	90,000	90,000	95,000	(5,000)	*
Licensing Act 2003 - Personal Licences	3,000	3,000	3,500	(500)	*
Gambling Act 2005 - Lotteries	3,800	3,800	3,800	0	*
Gambling Act 2005 - Premises and Gaming Machines	14,000	14,000	14,000	0	*
Hackney Carriage	80,000	80,000	80,000	0	
Private Hire	30,400	30,400	30,400	0	
Sex Establishment	4,000	4,000	4,100	(120)	
Auctioneers	600	600	700	(100)	
Pleasure Boats	500	500	500	0	
Scrap Metal	2,900	2,900	3,000	(100)	
Street Trading	4,000	4,000	4,500	(500)	
<b>Total (Licensing)</b>	<b>233,200</b>	<b>233,200</b>	<b>239,500</b>	<b>(6,300)</b>	
Animal Welfare Licensing	8,000	8,000	8,000	0	
Cosmetic Piercing, Tattooing, Electrolysis & Acupuncture	1,000	1,200	1,000	200	
<b>Total (Environmental Health)</b>	<b>9,500</b>	<b>9,500</b>	<b>9,000</b>	<b>500</b>	

\*Fixed fee

## 15 CONSULTATION

Consultation to Date – None

Consultation Proposed - Hackney fees must be advertised in the local press after determination.

## **16 RECOMMENDATIONS**

The Regulatory Panel are recommended to:

- 16.1 Agree the charges as set out in Appendices 'A', 'B' and 'C' with effect from 1<sup>st</sup> April 2022.
- 16.2 Make a recommendation to the Executive to agree the charges for the Scrap Metal Act Fees for 2022/23.

## **17 REASONS FOR RECOMMENDATIONS**

To ensure that the City Council's Corporate Charging Policy is complied with and sufficient income is generated to cover the costs associated with administering and enforcing the Council's statutory licensing function

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**Appendices**                    **A – Charging Structure 2022/23 – Licensing Act & Misc**  
**attached to report:**        **B – Proposed Charging 2022/23 – Animal Welfare**  
   **C – Proposed Charges 2022/23 – Gambling**

**Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers:**

- **None**

## **CORPORATE IMPLICATIONS/RISKS:**

### **LEGAL –**

1. In accordance with Article 13(2) of the EU Services Directive and Regulation 18(4) of the Provision of Services Regulations 2009, any fees charged in relation to licences and authorisations must seek to recover the actual cost of the application process and must not be used to raise funds. The licensing authority cannot make a profit from licence fees and must carry forward any surplus. However, the authority can recoup deficits.
2. Under the Local Government (Miscellaneous Provisions) Act 1976, the City Council can only charge a level of fees which is sufficient to cover the reasonable costs of administering and enforcing the Hackney Carriage and Private Hire licensing function. The 1976 Act lays down as statutory process for varying fees for Hackney Carriage Proprietors, Private Hire Vehicle licences and Private Hire Operators' licences.

3. This issue of Hackney Carriage and Private Hire licences and the amount of any charge for their issue is excluded from being an executive function by regulation 2(6) and Schedule 1 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.
4. Failure to consult and advertise in accordance with statute may lead to a legal challenge by judicial review.

**FINANCE** – The acceptance of the charges highlighted in this report will result in an anticipated level of income of £248,500 (£239,500 Licensing and £9,000 Environmental Health) against the MTFP target of £242,400. This represents an increase of £6,100 which will be retained within the service.

**EQUALITY** – None

**INFORMATION GOVERNANCE** – The changes referenced at points 5.8-5.10 will require amendments to data protection documentation such as the application form and privacy notice. Advice given to ensure an appropriate Data Processing Agreement is in place with the third-party organisation, and that the process detailed is lawful.

## Charging structure – Licensing 2022/23

Licensing Act 2003 (charges are currently set by the Home Office)

		New	Charge from 01/04/21 Annual Fee	Charge from 01/04/22 Annual Fee	Implementation Date
<b>Premises</b>	<b>Band A</b>	100.00	70.00	70.00	24/11/05
	<b>Band B</b>	190.00	180.00	180.00	24/11/05
	<b>Band C</b>	315.00	295.00	295.00	24/11/05
	<b>Band D</b>	450.00	320.00	320.00	24/11/05
	<b>Band E</b>	635.00	350.00	350.00	24/11/05
	<b>Personal Licence</b>	37.00	Amendment – 10.50	Amendment 10.50	24/11/05

## Vehicles - Hackney Carriages

		Charge from 01/04/21	Proposed Charge from 01/04/22
<b>Hackney Carriage Vehicle</b>	New	247.00	254.00 (*274.00)
	Renewal	206.00	212.00 (*232.00)
<b>Hackney Carriage Driver – 1 year</b>	New	180.00	200.00
	Renewal	119.00	135.00
<b>Hackney Carriage Driver – 3 year</b>	New	309.00	355.00
	Renewal	212.00	255.00
<b>Certificate of Compliance (COC)</b>		11.00	11.00
<b>Transfer of Licence</b>		34.00	35.00
<b>Change of Vehicle</b>		54.00	55.00
<b>Duplicate Licence</b>		14.00	14.50
<b>Test Fee</b>		56.00	57.00
<b>Test Fee DNTU</b>		28.00	28.50
<b>Retest Fee</b>		40.00	41.00
<b>New Licence Plate</b>		15.00	15.00
<b>**DVLA Licence Check (per year)</b>		new	5.00
<b>**NR3 Database contribution (per year)</b>		new	6.00

\* cost of Hackney Carriage licence if Unmet Demand Survey Commissioned

\*\*costs are incorporated in the HC/PH driver application fee – those drivers not due to renew will need to pay costs from April 2022 for the years left on their current licence.

## Vehicles – Private Hire

		Charge from 01/04/21	Proposed Charge from 01/04/22
<b>Private Hire Vehicle</b>	New	237.00	244.00
	Renewal	180.00	185.00
<b>Private Hire Driver – 1 year</b>	New	180.00	200.00
	Renewal	119.00	135.00
<b>Private Hire Driver – 3 year</b>	New	309.00	355.00
	Renewal	212.00	255.00
<b>Certificate of Compliance (COC)</b>		11.00	11.00
<b>Transfer of Licence</b>		34.00	35.00
<b>Change of Vehicle</b>		54.00	55.00
<b>Duplicate Licence</b>		14.00	14.00
<b>Test Fee</b>		56.00	57.00
<b>Test Fee DNTU</b>		28.00	29.00
<b>Retest Fee</b>		40.00	41.00
<b>Private Hire Operator</b>	<b>1-5 Vehicles</b> 1 Year	226.00	232.00
	5 Year	535.00	550.00
	<b>6-10 Vehicles</b> 1 Year	300.00	310.00
	5 Year	680.00	700.00
	<b>11-20 Vehicles</b> 1Year	350.00	360.00
	5 Year	788.00	810.00
	<b>21-30 Vehicles</b> 1 Year	397.00	408.00
	5 Year	948.00	975.00
<b>New Licence Plate</b>		15.00	15.00

## Miscellaneous Licences

		Charge from 01/04/21	Proposed Charge from 01/04/22
<b>Auctioneers</b>		48.00	48.00
<b>Sex Establishments</b>	New	2120.00	2250.00
	Renewal	2000.00	2000.00
	Variation	265.00	265.00
	Transfer	130.00	130.00
<b>Street Trader</b>	New	250.00	250.00
	Renewal	227.00	227.00
	Change of site	new	50.00
	Occasional	54.00 33.00 (annual consent holders)	54.00 33.00
<b>Scrap Metal Collector</b>	New	278.00	286.00
	Renewal	278.00	286.00
	Vary Name/Address	30.00	30.00
<b>Scrap Metal Site</b>	New	494.00	510.00
	Renewal	453.00	465.00
	Vary Name	30.00	30.00
	Vary Site Manager	75.00	75.00
	Vary Collector to Site	210.00	210.00
	Add Site	150.00	150.00
<b>Boats</b>	1-20 vessels	410.00	420.00
	21-30 vessels	460.00	470.00
<b>Boatman</b>	New	38.00	39.00
	Renewal	30.00	31.00
<b>Miscellaneous Duplicate Items</b>		13.50	14.00
<b>Cosmetic Skin Piercing / Tattooing</b>	Premises Registration	121.00	125.00
	Personal Registration	121.00	125.00
<b>Acupuncture</b>	Premises Registration	121.00	125.00
	Personal Registration	121.00	125.00

## Licensing of Activities Involving Animals 2022/23

		PART A Application Fee	PART B Grant of Licence Fee	Total	Additional Cost to Applicant
Riding Establishments / Hiring Out Horses	New	£ 212.00	£ 53.50	£ 265.50	+ Vets Fee
	Renewal	£ 183.00	£ 53.50	£ 236.50	+ Vets Fee
	2/3 Year Licences - Inspection Fee	£ 141.00	£ 0.00	£ 141.00	Nil
Animal Boarding (inc Kennels, Catteries & Dog Day Care)	New	£ 183.00	£ 53.50	£ 236.50	Nil
	Renewal	£ 163.00	£ 53.50	£ 216.50	Nil
	2/3 Year Licences - Inspection Fee	£ 133.00	£ 0.00	£ 133.00	Nil
Home Boarding	New	£ 141.00	£ 35.00	£ 176.00	Nil
	Renewal	£ 128.00	£ 35.00	£ 163.00	Nil
	2/3 Year Licences - Inspection Fee	£ 84.50	£ 0.00	£ 84.50	Nil
Breeding Dogs	New	£ 183.00	£ 53.50	£ 236.50	+ Vets Fee
	Renewal	£ 163.00	£ 53.50	£ 216.50	+ Vets Fee where business identified as High Risk following risk assessment
	2/3 Year Licences - Inspection Fee	£ 133.00	£ 0.00	£ 133.00	Nil
Selling Animals as Pets	New	£ 177.00	£ 53.50	£ 230.50	Nil
	Renewal	£ 155.50	£ 53.50	£ 209.00	Nil
	2/3 Year Licences - Inspection Fee	£ 133.00	£ 0.00	£ 133.00	Nil
Keeping / Training Animals for Exhibition	3 Year Licence (New / Renewal)	£ 183.00	£ 53.50	£ 236.50	Nil
Additional Licensable Activities*	New / Renewal*	£ 84.50	£ 53.50	£ 138.00	+ Vets Fee if required
	2/3 Year Licence – Inspection Fee*	£ 42.00	£ 0.00	£ 42.00	Nil
Variation to licence/re-evaluation of star rating - Animal Boarding / Pet Shops / Keeping animals for exhibition	Variation	£ 133.00	N/A	£ 133.00	Nil
Variation to licence/re-evaluation of star rating - Dog Breeding / Hiring out horses	Variation	£ 133.00	N/A	£ 133.00	+ Vets Fee if required
Minor Variation of Licence (Administrative change)	Variation	£ 28.00	N/A	£ 28.00	Nil
Transfer of Licence due to death of licensee	Transfer	£ 28.00	N/A	£ 28.00	Nil

\* Where an application relates to more than one activity, the higher licence application/issue fee will apply and the additional activity fee will also be payable for each additional licensable activity applied for. The inspection fee for 2/3-year licences will be applied for those where an additional licensable activity has been applied to the licence.

		PART A Application (New/Renewal) Fee	PART B Grant of Licence Fee	Total	Additional Cost to Applicant
Dangerous Wild Animals (2 Year Licence)	New/Renewal (includes inspection in year 2)	£ 308.00	£ 133.00	£ 441.00	+ Specialist Vets Fee
	Variation	£ 133.00	£ 0.00	£ 133.00	+ Specialist Vets Fee (if required)
Zoo Licence Fee calculated based on officer time spent considering the application, conducting the inspections and the expenses of the personnel involved (including visit by DEFRA appointed Vet)	New – 4-Year Licence	£ 344.00 (Officer hourly rate of £68.70 will be applied for applications exceeding 5 hours of officer time)	£ 849.00	£ 1,193.00	+ DEFRA Vets Fee (Application / Year 1 and Year 4)
	Renewal – 6-year Licence	£ 344.00	£ 1,273.00	£ 1,617.00	+ DEFRA Vets Fee (Year 3 and Year 6)
	Variation	£ 133.00	£ 0.00	£ 133.00	+ DEFRA Vets Fee if required



# Gambling Act 2005 Premises Licence Fee Structure

## APPENDIX C

Type of Premises	Provisional Statement Premises	New Application Premises	Annual Fee	Seasonal Annual Fee	Variation Application	Provisional Statement Application	Transfer	Re-instatement
Regional Casino	£8,000	£15,000	£15,000	£15,000	£7,500	£15,000	£6,500	£6,500
Large Casino	£5,000	£10,000	£10,000	£10,000	£5,000	£10,000	£2,150	£2,150
Small Casino	£3,000	£8,000	£5,000	£5,000	£4,000	£8,000	£1,800	£1,800
Converted Casino			£3,000	£3,000	£2,000		£1,350	£1,350
Bingo	£1,000	£2,500	£700	£700 pro rata* min £300	£1,250	£2,500	£500	£500
Adult Gaming Centre	£600	£1,600	£700	£700 pro-rata* min £300	£800	£1,600	£400	£400
Betting (Track)	£950	£2,500	£1,000	£1,000 pro-rata* min £300	£1,250	£2,500	£950	£950
Family Entertainment Centre	£600	£1,600	£400	£400 pro-rata min £200	£800	£1,600	£300	£300
Betting (Other)	£600	£1,800	£500	£500 pro-rata* min £200	£900	£1,800	£300	£300

**All Premises**    **Fee for copy of Licence £15**    **Fee to accompany notification change of circumstances £30**

# **Gambling Act 2005 Fees (excluding Premises Licences)**

Type of Application	Conversion	New	Renewal	Transfer	Variation Fee	Annual Fee
Unlicensed FEC Permit	£100	£300	£300	N/A	N/A	N/A
Prize Gaming Permit	£100	£300	£300	N/A	N/A	N/A
Licensed Premises Permit (more than 2 machines)	N/A	£100	N/A	N/A	£100	£50
Licensed Premises Notification of Intention	N/A	£50	N/A	N/A	N/A	N/A
Club Gaming/Club Machine Permit	£100	£200	£200	N/A	£100	£50
Society Lotteries Registration		£40				£20

Change of Name/Address or Change of Premises Name £25 Duplicate Permit Fee £15\*£100 where applicant is holder of Club Premises Certificate under Licensing Act 2003