



DERBY CITY COUNCIL

TAXI LICENSING AND APPEALS COMMITTEE
9 FEBRUARY 2005

Report of the Director of Corporate Services

Hackney Carriage and Private Hire Fees and Charges 2005/2006

RECOMMENDATION

- 1.1 To approve, subject to the consideration of objections/representations, the proposed licence fees and charges for 2005/6 set out in Appendix 2.
- 1.2 To request the Director of Corporate Services to advertise the proposed variation of fees.
- 1.3 To authorise the Director of Corporate Services, in consultation with the Chair of Licensing and Appeals Committee, to consider any objections received within the objection period and take appropriate action if required.
- 1.4 To approve the proposed licence fees becoming effective from 1 April 2005 if no objections are received during the objection period.
- 1.5 To request the Director of Corporate Services to undertake a review the balance of taxi licensing fee apportionment during 2005 and report the findings to this Committee by January 2006.

SUPPORTING INFORMATION

- 2.1 The hackney carriage and private hire vehicle licensing fees and charges are reviewed annually. These licensing functions are self-financing and non-profit making. The fees and charges are set at a level to recover the total costs incurred in providing the service. The existing and proposed fees and charges are attached in Appendix 2.
- 2.2 The proposed increase in income from fees and charges for 2005/6 is 5.5%. In terms of specific licence fees, vehicle licences will be increased by 4.0% and drivers' licences by 8.0%, reflecting the increased workload on drivers' licences.
- 2.3 The fee increases have not been applied to Operators' licences. This is because the increased workload within the Section has all related to driver and vehicle issues. It is reasonable that this is reflected in the fee increases.
- 2.4 The increase in the cost of knowledge tests is also above inflation. This is to more accurately reflect the actual cost of the test and the administration required.

- 2.5 The rise in fees is necessary because of increased costs within the Licensing Section. These are attributable mainly to increased staffing costs (including an additional 0.6 FTE Licensing Officer post) due to increase demands from the taxi trade. In addition therefore, increased IT costs due to changes to the maintenance charging policy within the Council and new software licences.
- 2.6 The apportionment of fees between the different licence types (operator, driver and vehicle) is based upon a breakdown of time/costs, which was originally assessed in the mid-1990s. The calculation method has been based upon this since that time. However, service demands have increased significantly since that original assessment and the cost/time balance between licence types has also shifted, with greater input required on drivers' applications.
- 2.7 In view of these changes a preliminary review of officer time allocation was undertaken during November and December 2004. This confirmed that a significantly greater proportion of time is now being spent on drivers' licence issues. The apportionment calculation needs amending to reflect this. However, because of the current changes to systems and procedures currently taking place within the Taxi Licensing Section it is not yet possible to calculate accurately what the revised apportionment should be. It is proposed, therefore, that a more detailed review of time/cost allocation be carried out between April and September 2005 (by which time the new systems will be operational). The findings will be reported to this Committee by January 2006.

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Background papers:	None
List of Appendices:	Appendix 1 Implications Appendix 2 Revised Charges

IMPLICATIONS

Financial

1. The proposed fees have been set at a level to recover the full cost of providing the taxi licensing service.

Legal

- 2.1 The Council may charge such fees for the granting of licences etc to cover in whole or part the recoverable costs of administering the licensing function.
- 2.2 The Director of Corporate Services is required to publish in a local newspaper the proposals for changes to the level of driver, vehicle and operator licence fees. Any objections or representations must be lodged within 28 days from the date of the publication and considered by the Council.

Personnel

3. None arising from this report.

Equalities impact

4. None.

Corporate objectives and priorities for change

5. The taxi licensing service contributes towards the objectives of **protecting and supporting people** and providing **integrated, cost effective services**

Appendix 2

The following table sets out the revised charges and compares them with current charges.

Number of licences etc. (estimate for 2005/6)	Type of Licence/Service	Current licence fees £	Proposed fees and charges for 2005/6 £	Percentage Increase
280	HC Vehicle Licences	148.00	154.00	4.0%
485	PH Vehicle Licences	148.00	154.00	4.0%
375	HC Driver Licences	87.00	94.00	8.0%
600	PH Drivers Licences	87.00	94.00	8.0%
470	PH Operators (Vehicles)	52.00	52.00	0
350	Knowledge Tests	60.00	65.00	8.3%
48	HC Drive Tests	25.00	25.00	0
5	Enquiries	25.00	25.00	0
70	Vehicle Transfers	50.00	52.00	4.0%
16	Document Replacement	15.00	20.00	33.3%
Hackney Carriage Replacement Signs				
50	External	20.00	20.00	0
5	Internal	15.00	15.00	0
Total activity Level 2754				