

HAVANT BOROUGH COUNCIL

LICENSING COMMITTEE

CHARGES FOR PRIVATE HIRE VEHICLE OPERATOR LICENSING

Report of the Licensing Officer

Key Decision: No

1.0 Purpose of Report

1.1 To consider the Charges for Private Hire Vehicle Operator licences from 1st October 2015 to 31st March 2017 as a result of the Deregulation Act 2015.

2.0 Recommendation. It is recommended that:

2.1 The charges as shown at Annex A attached to item number 7 are approved for consultation;

2.2 The necessary advertisement be placed;

2.3 In the event that no representations are received in response to the consultation, the new charges be recommended at Full Council and be implemented.

3.0 Summary

3.1 Licensing charges for Taxi and Private Hire were last reviewed in November 2014 and are reviewed on an annual basis. However, due to the Deregulation Act 2015 section 10 commencing 1st October 2015, PHV operator licences are to be issued for a 5 year period.

4.0 Subject of Report

4.1 Havant Borough may only recover certain costs incurred in carrying out licensing functions as detailed in Local Government (Miscellaneous Provisions) Act 1976 section 70 for Private Hire Operator Licences. Currently Private Hire Vehicle Operator licences are issued annually, however the Deregulation Act 2015 Section 10 amends this.

4.2 From 1st October 2015, Private Hire Vehicle Operator licences are to be of standard 5 year duration (or for such lesser period as the Council think appropriate in the circumstance of the case i.e. at a Licensing Committee hearing)

4.3 Therefore we have calculated the fees for a 5 year licence (and 1 year licence fee should the Licensing Committee have cause to issue). The proposed fees set out in Annex A seek to recover relevant costs to the Council. The calculation of fees from an assessment of relevant costs is shown at Annex B.

- 4.5 Fees are reviewed through an assessment of relevant costs. This is important to ensure that our fees are transparent.
- 4.6 Any change to the charges for Vehicle and Operators licences has to be advertised in the local newspaper and any comments have to be considered at a subsequent meeting of the Licensing Committee.

5.0 Implications

Resources:

- 5.1 In arriving at the proposed charges, analysis of combined Hackney Carriage and Private Hire Vehicle driver and Private Hire Vehicle operator licensing income and expenditure was undertaken. A copy of the figures produced as a result of the analysis is shown at Annex B. The impact of the proposed charge would have on annual income at Annex C.

Legal:

- 5.2 The setting of fees for hackney carriage, private hire vehicle and operator licences is governed by section 70 of the Local Government (Miscellaneous Provisions) Act 1976. The council may charge such amounts as are sufficient in the aggregate to cover the reasonable cost of carrying out vehicle inspections, the costs of providing hackney carriage stands and any reasonable administrative or other costs in connection with these activities and with the control and supervision of hackney carriages and private hire vehicles.

The Act sets a maximum fee of £25 for the grant of vehicle and operator licences or any such sum as the council may determine. If the council wishes to charge more than £25 or vary its existing charges, the council must publish details in at least one local newspaper specifying a period of not less than 28 days within which objections to the variation can be made. A copy of the notice must be available for inspection by the public during the 28 day period and if no objections are received, or any objections made are withdrawn; the variation shall come into operation on the date of the expiration of the period specified in the notice. If objections are made and not withdrawn, the council must consider those objections and set a further date, not later than two months after the first specified date, on which the variation shall come into force with or without modification as decided by the council, after consideration of the objections.

Strategy:

- 5.3 The proposed fees ensure Havant Borough Council continue to reflect relevant costs associated with licensing. Re-assessing costs and fees is necessary to meet our strategic objective of achieving financial sustainability.

Risks:

- 5.4 The fees proposed can be justified against a transparent assessment of our costs for administering these particular licences.

Communications:

5.5 The taxi trade will be informed of the proposed fees via an advertisement which will be placed and should any comments be received, these will be referred back to the Licensing Committee on 11th November 2015 .

For the Community:

5.6 The community will be provided with a safe form of public transport funded through the fees proposed in this report.

5.7 The Integrated Impact Assessment (IIA) has been completed and concluded that no further action necessary, attached at Annex D.

6.0 Consultation

6.1 Public Consultation to follow agreement of the proposals in this report.

Annexes attached to Item 7:

Annex A – Proposed charges

Annex B – Financial analysis figures

Annex C – Effect of proposed charge in annual income

Annex D – Integrated Impact Assessment

Background Papers:

None

Agreed and signed off by:

Legal: 19th August 2015

Finance: 1st September 2015

Relevant Executive Head: 2nd September 2015

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