

HAVANT BOROUGH COUNCIL
PUBLIC SERVICE PLAZA
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LICENSING COMMITTEE AGENDA

Membership: Councillor Wilson (Chairman)

Councillors Edwards, Francis, Farrow, Galloway, Gibb-Gray, Kerrin, Pierce Jones, Ponsonby, Sceal, Shimbart, Smith K (Vice-Chairman), Tarrant and Wade

Meeting: Licensing Committee

Date: Wednesday 12 November 2014

Time: 5.00 pm

Venue: Hollybank Room, Public Service Plaza, Civic Centre Road,
Havant, Hants PO9 2AX

The business to be transacted is set out below:

Jo Barden-Hernandez
Service Manager – Legal & Democratic Services

4 November 2014

Contact Officer: *Tristan Fieldsend* (023) 9244 6233
Email: tristan.fieldsend@havant.gov.uk

PART 1 (Items open for public attendance)

1 Apologies

To receive apologies for absence.

2 Minutes

To confirm the minutes of the meeting of the Licensing Committee held on 24 September 2014.

3 Matters Arising

To consider any matters arising from the minutes of the previous

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meeting.

4 Declarations of Interests

To receive and record any declarations of interests from members present in respect of any of the various matters on the agenda for this meeting.

5 Chairman's Report

6 Proposed Hackney Carriage Fare increase 3 - 52

7 Taxi Licensing Fees 53 - 70

PART 2 (Confidential Items)

None

GENERAL INFORMATION

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Internet

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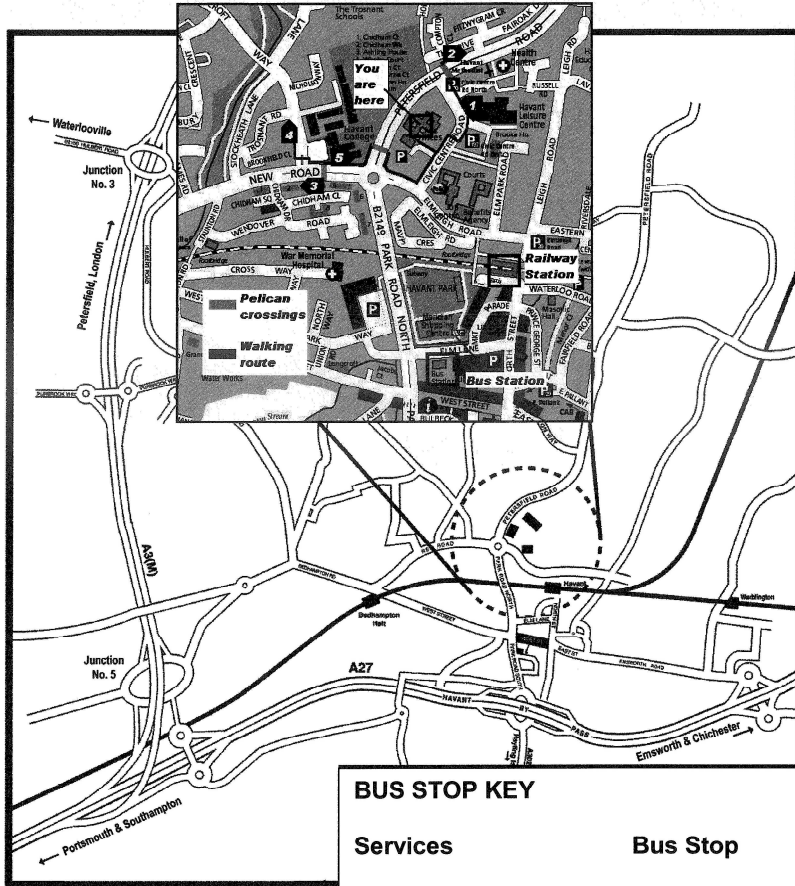
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23, 27**, 36**, 37	5

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Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

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Service
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HAVANT BOROUGH COUNCIL

At a meeting of the Licensing Committee held on 24 September 2014

Present

Councillor Wilson (Chairman)

Councillors Edwards, Francis, Farrow, Kerrin, Pierce Jones, Ponsonby, Sceal, Shimbart, Smith K (Vice-Chairman) and Tarrant

10 Apologies

There were no apologies for absence.

11 Minutes

RESOLVED that the minutes of the meetings of the Licensing Committee held on 28 May 2014 and 11 June 2014 be approved as a correct record.

12 Matters Arising

There were no matters arising.

13 Declarations of Interests

There were no declarations of interests from any of the members present.

14 Licensing Sub-Committee

RESOLVED that the minutes of the meetings of the Licensing Sub Committee held on 20 June 2014 and 16 July 2014 be approved as a correct record.

15 Chairman's Report

The Chairman informed the Committee that an appeal against the decision of the Licensing Sub Committee held on 16 July 2014 had been lodged.

Members were also thanked for attending the licensing training held on 25 July 2014.

16 Application For a Street Trading Consent - Mobile Catering Trailer - London Road Precinct, Waterlooville

The Committee was asked to consider a report from the Economic Development Officer concerning an application for a street trading consent to sell take away food and drink from a mobile catering trailer on London Road precinct, Waterlooville. The application had been referred to the Committee as there had not been a food concession on that part of the precinct before.

Licensing Committee (24.9.14)

The Committee received a deputation from Mr Rosenthal in support of his application.

No objections had been received from the Waterlooville Business Association or ward councillors and the Economic Development Officer supported the application.

RESOLVED that Mr J Rosenthal be granted consent to sell American Tex-Mex – Mexican takeaway hot food and hot/cold drinks from a mobile trailer on London Road precinct Waterlooville subject to the following conditions:

- (a) Trading to be permitted on London Road precinct only subject to agreement with the Economic Development Officer;
- (b) Trading be permitted between the hours of 12.00 and 23.00, Monday to Saturday inclusive;
- (c) The trader would as far as possible reduce the smell of foods affecting other businesses;
- (d) During the times of trading the trader provide receptacles for litter in the vicinity of their stand. The trader was required to keep the area in the vicinity of their stand clean and tidy and free from any litter or debris attributable to their trading;
- (e) The trader complied with the following environmental health legislation:
 - The Food Hygiene (England) Regulations 2006
 - Regulation (EC) 852/2004
 - Regulation (EC) 853/2004
 - Regulation (EC) 178/2002
 - The Health and Safety at Work etc Act 1974
 - And any subsequent amendments to the above legislation; and
- (f) Any such conditions as the Council Solicitor considered appropriate.

The meeting commenced at 5.00 pm and concluded at 5.18 pm

HAVANT BOROUGH COUNCIL

LICENSING COMMITTEE

PROPOSED HACKNEY CARRIAGE FARE INCREASE

Report by Licensing officer

Key Decision: N/A

1.0 Purpose of Report

1.1 The purpose of this report is to consider a possible increase in HackneyCarriage fares.

2.0 Recommendation

2.1 That the Members decide which of the options they wish to pursue

3.0 Summary

3.1 The licensing team was formally approached by a Hackney Carriage driver with a request for an increase in the fares that are charged.

A consultation of the members of the Hackney Carriage trade was conducted and out of forty possible responses, twenty-six were in favour of an increase and eight were against it. The positive responses received are shown at appendix B and the negative responses at appendix C.

The last fare increase was implemented in September 2008.

Currently a two mile journey in a Hackney Carriage licensed by Havant Borough Council costs a maximum of £5.40. The national average for a two mile Journey at the moment is £5.62 and the average amongst the Hampshire Licensing Authorities is £5.86.

4.0 Subject of Report

4.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 states that "a District Council **may** fix the rates or fares within the district for time as well as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section."

By 'fixing' the fares, the Council is effectively setting the maximum fare that hackney carrages can charge. Legally, hackney carriage drivers may charge less than this rate but may not charge more than this rate. In practice, it is customary for hackney carriage drivers to set the fares at the rate fixed by the Council.

There is no requirement to consult with the trade but it is considered good practice to do so.

A request for a fare increase was declined by the Licensing Committee at their meeting on 13th May 2013.

- 4.2** A survey of the 40 hackney carriage drivers was carried out. A copy of the consultation letter is shown at appendix A. There was an overwhelming majority in favour of a fare increase. 34 drivers returned the survey form of which 26 were in favour of an increase and 8 were against any change.
- 4.3** From the drivers against the fare increase, the consensus of opinion was that the charges made by Hackney Carriages are already more than the fares charged by private hire operators and any further increase would result in further loss of business by further reducing the small amount of customers currently using their services.
- 4.4** The drivers in favour of an increase had the general opinion that there has not been a fare increase for 6 years and other charges, such as licence fees and fuel costs, have increased steadily over that same period. They further state that a fare increase is badly needed as many of them are currently working for a rate of pay equivalent to well below the national minimum wage in this country which is currently £6.50 per hour.

In addition to licence fees paid by the hackney Carriage vehicle proprietors, they also pay a fee of £420 each year to South West Trains for use of the hackney carriage rank outside Havant Railway station. I have been informed that this is being increased to £462 each year later this year.

- 4.5** From those drivers in favour of an increase they were asked for their suggestions for the way the fare should be increased. Several options have been proposed and are shown below.

- 4.6** The following options are for consideration:-

- 4.7** **Option 1** (8 out of 34 drivers in favour of this option)

Leave the fare charges as they are currently as per the current fare card shown at appendix E. A two mile journey currently costs £5.40. A ten mile journey currently costs £17.60.

- 4.8** **Option 2** – (12 out of 34 in favour of this option)

The request is for no increase to the 'flag drop' but change the mileage aspect from 'For the first 171 metres or part thereof' to 'first 154 meters' and 'For each succeeding 210 metres' to 189 metres. All other charges to remain the same.

This change would result in the charge for a two mile journey increasing to £5.80 and a ten mile journey to £19.40.

4.9 Option 3 – (1 out of 34 in favour of this option)

As per option two but including and increase to the waiting time from 20 pence for each period of 60 seconds to 25 pence.

4.10 Option 4 – (1 out of 34 in favour of this option)

The request is for a 20p increase in the 'flag drop' from £2.40 to £2.60 which remains at 171 metres or part thereof.

Each successive increase in fare of 22p is then requested at every 210 metres.

All other charges to remain the same.

This change would result in the charge for a two mile journey increasing to £5.70 and a ten mile journey to £19.32.

4.11 Option 5 – (1 out of 34 in favour of this option)

The request is for no increase to the 'flag drop' but change the mileage aspect from 'For the first 171 metres or part thereof' to 'first 153 meters' and 'For each succeeding 210 metres' to 170 metres. All other charges to remain the same.

This change would result in the charge for a two mile journey increasing to £6.20 and a ten mile journey to £21.20.

4.12 Option 6 – (1 out of 34 in favour of this option)

As per option 5 and to include increase the waiting time to 25 pence per 60 second period.

4.13 Option 7 – (3 out of 34 in favour of this option)

The request is for an extra 60 pence to be added to the flag drop making it £3.00 and decreasing the mileage for the first 171 metres or part thereof to 161 metres, the each succeeding 190 meters or part thereof instead of 210 metres. Also to add 30 pence on each fare on Sundays.

This change would result in the charge for a two mile journey increasing to £6.40 and a ten mile journey to £19.80.

4.14 Option 8 – (3 out of 34 in favour of this option)

This request is for an extra £1 to be added to the flag drop making it £3.40. All other mileage and charges to remain the same.

This change would result in the charge for a two mile journey increasing to £6.40 and a ten mile journey to £18.60.

4.15 Option 9 – (3 out of 34 in favour of this option)

The request is for an extra 40 pence to be added to the flag drop making it £2.80, decreasing the mileage for the first 171 metres or part thereof to 160 metres and for each succeeding 190 metres instead of 210 metres.

This change would result in the charge for a two mile journey increasing to £6.20 and a ten mile journey to £19.60.

4.16 Option 10 – (1 out of 34 in favour of this option)

The request is for an extra 60 pence to be added to the flag drop and 40 pence for every 210 metres thereafter. Also to change the waiting time charge to 30 pence for each 60 second period.

This change would result in the charge for a two mile journey increasing to £9.00 and a ten mile journey to £33.40.

4.17 Option 11

Local Authorities are not obliged to fix the maximum fare but all have chosen to do so. The possibility of deregulating the fares was not part of the driver consultation. It is, however, an option.

This option would involve removing the current maximum fares that have formally been applied. This would leave the hackney carriage proprietors free to set their own level of charges unconstrained by a maximum rate.

They would have to produce a fare card which would have to be permanently displayed and adhered to. They would continue to have their meters tested as they do currently.

Should the members choose to not fix the fares it would be left to the hackney carriage proprietor/driver to set their own fare table. They would also have the option of changing the charges as and when they see fit.

For each change, the meter would have to be rechecked by a Council Officer in order to ensure that the correct fare is being charged in accordance with the fare tables. This could create a large increase in officer time spent testing meters.

This would create confusion for customers and on the ranks as people look for the cheapest fare. It could also cause disputes amongst members of the trade as customers would no longer take the first vehicle in the queue.

4.12 If the Members choose option one, then no further action needs to be taken.

4.13 Should the Members be minded to authorise one of the other options then the following procedure will be initiated:

1. The Solicitor to the Council be instructed to initiate the necessary statutory procedure to lead to the variation in the rate of fares as proposed above.
2. Any objections to the above proposals following the newspaper advertisement be considered by this Committee at its next meeting.
3. If there are no objections within 28 days of the advertisement being published then the increase can be implemented at a date to be set by this Committee.

4.14 It should be noted that the meters must be calibrated to the maximum fare and the maximum fare must be displayed. However, technically a driver may still choose to charge less than that shown on the meter, by providing a discounted fare, if he wishes. It is not customary for drivers to choose to follow this course as it risks causing friction in the trade.

5.0 Implications

5.1 Resources:

HBC will have to pay approximately one hundred pounds to advertise the proposed fare change. Subsequently, if the proposed fare change goes ahead, proprietors will have to pay for recalibration of the hackney carriage meters by a specialist at a cost of £20.00 each HBC Staff will be required to carry out tests to ensure that Hackney Carriage meters have been calibrated correctly to reflect any changes in the fares charged. This is about 8 officer hours.

5.2 Legal:

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 provides the powers for local authorities to set maximum fares for hackney carriages.

A statutory notice displaying any proposed increase is required to be placed in a local newspaper.

5.3 Strategy:

The principles in the HBC corporate strategy state that: We will seek to fulfil our regulatory responsibilities with fairness and sensitivity to the needs of local businesses in a joined-up way'

5.4 Risks:

Option 11 may involve the risk of expending significant amounts of time for Licensing Officers setting and checking meters and regulating disputes.

5.5 Communications:

Members / drivers of the Hackney Carriage trade were consulted and asked whether they wanted a fare increase (Appendix A). Responses are shown at appendices B and C.

5.6 For the Community:

Fare increases may affect the affordability of local transport for the community. Not increasing maximum fares may affect the economic viability of the taxi trade and may affect the level of provision.

5.7 The Integrated Impact Assessment (IIA) has been completed and concluded the following:

An increase in the fare charges could affect customer access to this service for economic reasons. (IIA shown at Appendix F)

6.0 Consultation

Members/drivers of the Hackney Carriage trade were consulted and asked whether they wanted a fare increase. Responses are shown at appendices A and B.

Appendix A – Copy of the consultation letter sent to HC proprietors/drivers

Appendix B – Copies of positive responses to the consultation.

Appendix C – Copies of negative responses to the consultation.

Appendix D – Copy of letter detailing the result of the consultation

Appendix E – Current Hackney Carriage fare card

Appendix F – Integrated Impact Assessment

Agreed and signed off by:

Legal Services: 17/10/2014

Executive Head of Governance & Logistics: N/A

Relevant Executive Head: 28/10/2014

Portfolio Holder: N/A

Contact Officer: Steve Abolins
Job Title: Licensing Officer
Telephone: 02392 446657
E-Mail: stephen.abolins@havant.gov.uk

APPENDIX A

Our Ref: TR/SA/HCS

Your Ref:

Direct Line: 023 92 446660

Ask For: Mr Abolins

Email: Stephen.abolins@havant.gov.uk

26th August 2014

Dear Sir/Madam

Request for Hackney Carriage fare increase.

I have been formally approached with a request for an increase in the fares charged by the hackney carriages.

Due to this, I would be grateful if you would complete and return the enclosed sheet with your views and ideas regarding this.

I will be taking the majority view into account so it is important that you reply as individuals. A list of names and signatures will not be accepted.

Please ensure that the sheet is returned to me by 4pm on Friday 26th September 2014. **Receipts after that date will not be included.** If the majority of returns indicated that a fare increase is desired, the matter will be presented to the Licensing Committee for the meeting on 12th November 2014. If a fare increase is approved by the Committee a further period of 28 days would have to elapse before the increase can be implemented and the proposed increase advertised in a local newspaper.

One suggestion is to keep it simple with the addition of one pound to the flag drop and the remainder to remain as it is. This would be an increase of 42% to the flag drop and an increase of 18.5% to a two mile journey.

Your views and ideas are important in this matter so take this opportunity to express them and return the sheets in plenty of time.

Should you have any enquiries regarding this matter, please do not hesitate to contact me.

Yours faithfully



Steve Abolins
Licensing Officer

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CONSULTATION

2014

15-25

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

MAYBE SEE BELOW

HAVANT BOROUGH COUNCIL

29 SEP 2014

RECEIVED

If Yes, please indicate what increase you would suggest:

THE BEST WAY OF ANY TAXI DRIVERS INCREASING THEIR INCOME IS BY MORE FARES. CURRENTLY HACKNEY DRIVERS WAIT AND WASTE BETWEEN 30 MINS TO 2 1/2 HOURS FOR A JOB AT THE ONLY Viable Rank IN THE BOROUGH.

I TAKE A LOT OF PRE-BOOKED WORK THAT GOES OUTSIDE THE BOROUGH AND I'M ALWAYS IMPRESSED / AMAZED AT THE NUMBER OF RANKS AVAILABLE IN OTHER AREAS. THIS NEEDS TO CHANGE IN HAVANT!

IT IS NOT ECONOMICALLY Viable NOR ENVIRONMENTALLY FRIENDLY TO DRIVE 5 MILES FROM THE STATION ONLY TO RETURN EMPTY. EVEN A SHORT JOB THE OTHER END WOULD PROVIDE A FAIR RISK / REDUCE COSTS.

I HAVE SPOKEN OF THIS ON MANY OCCASIONS IN THE LAST 6 YEARS AND SO FAR HAVE GOT NOWHERE.

IN THE ABSENCE OF THIS AND ACCEPTING THAT COSTS PAYABLE TO IBC, INSURANCE & FUEL MAYBE AN INCREASE IS DUE. BUT I AM

Driver name: SECRET CONCERNED THAT THIS WILL LEAD TO AN EVEN GREATER LOSS OF WORK. DO NOT INCREASE THE FARE DROP THROUGH

I WOULD ALSO SUGGEST A REDUCTION IN THE AFTER MIDNIGHT FARE DROP TO TIME PLUS A QUARTER AND FOR THIS TO RUN FROM 23:00 INSTEAD.

Date: 24/9/14

Hackney Carriage licence number: 49

Please submit your reply by 4pm on Friday 26th September 2014. Submissions after this date will not be accepted.

HAS ANYONE ELSE CONSIDERED PART TIME RANKS LIKE IN PORTSMOUTH? THESE ARE IDEAL TO MEET DEMAND AT CERTAIN PERIODS OF THE DAY.

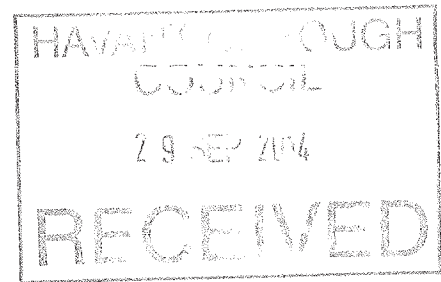
CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES NO

If Yes, please indicate what increase you would suggest:

- A, NO increase to flag drop
- B, 10% reduction on meterage
ie first 154m 240p
then each 189m 20p



Driver name:

NICK MAY

Signature:



Date:

25/9/14

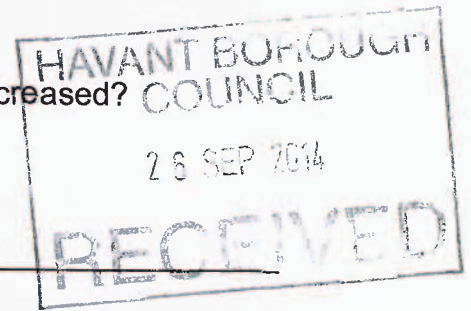
Hackney Carriage licence number: 317.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~




If Yes, please indicate what increase you would suggest:

I would suggest an increase on the additional mile, change to £1.70 per an additional. As well as a 20p increase on the flag fair.

I feel the prices should be reviewed yearly.

I also think that there is no reason why private hire prices can't be regulated, and have a meter fitted, as done by other Boroughs.

Driver name: Wayne Chant

Signature: 

Date: 26/9/14

Hackney Carriage licence number: 43.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

Flag Down - Stay the same.

increase in mileage for the first 171 metres & the
each succeeding 210 metres or part thereof:
waiting time 5p increase from 20p to 25p.

Driver name: *Daniel Telford*

Signature: 

Date: *20-9-14*

Hackney Carriage licence number: *34*.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES NO

If Yes, please indicate what increase you would suggest:

NO FLAG INCREASE

SUGGESTED MILEAGE INCREASE
FROM £1.53 TO £1.70 per mile

NB

PRIVATE HIRE CARS FARES
SHOULD BE "REGULATED"

Driver name:

A FAVRILE
KING (NO)

Signature:



Date:

20/9/14

Hackney Carriage licence number:

HC30

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION


Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

Pls 9 Priced To Remain The same
2nd consecutive mile 2.10 meters
Drop Down to 1.70 meters
And 1.71 meters to 1.53 meters
And please regulate private hire rate

Driver name: MARTIN BRANT

Signature: 

Date: 22/9/14

Hackney Carriage licence number: ~~.....~~ (22.)

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

If Yes, please indicate what increase you would suggest:

Flag to stay the same - put 17p on a mile
to take it to £1.70

I also suggest regulating private hire fares
using metres as done in other areas.

Driver name: mathew case

Signature: 

Date: 20-9-14

Hackney Carriage licence number: 41.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

YES

If Yes, please indicate what increase you would suggest:

Flag drop to remain @ 2-40

Second and consequencos miles 171 metres to change
to 153 metres or near and Second part 210 Metres change
to 170 metres - + Waiting Time 5p Extra

Plus regulate Private Hire

Driver name:

BRENDY HEATHER

Signature:



Date:

20/9/14

Hackney Carriage licence number: ...17.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

10

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES NO

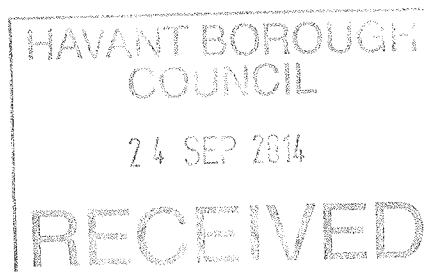
If Yes, please indicate what increase you would suggest:

60p ON FARE DROP

= FOR THE FIRST 161 METRES OR PART THEREOF (MINIMUM CHARGE) £3
FOR EACH SUCCEEDING 190 METRES OR PART THEREOF 20p

+ EXTRA 30p ON EACH FARE ON SUNDAYS

+ REVIEW EVERY 1ST DECEMBER



Driver name: JOHN COTTON BADGE NO 141

Signature: 

Date: 24/9/14

Hackney Carriage licence number: ...21.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

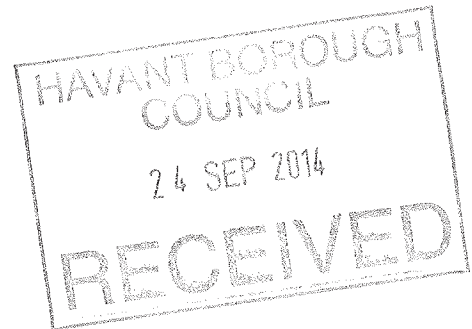
If Yes, please indicate what increase you would suggest:

NO INCREASE TO THE FLAG DROP
BUT DROP THE MILEAGE BY 10%
FIRST 154 METRES
SUCCEEDING 189 METRES
ALTHOUGH 10% MAY SEEM HIGH
WE HAVE HAD NO INCREASE IN
SIX YEARS. ALSO WHATEVER
RISE IS IMPLEMENTED THIS
NEEDS POINTING OUT TO THE
PUBLIC AND ALSO THE NEWSPAPERS.

Driver name: D. LINKHORN

Signature: 

Date: 22/9/14.



Hackney Carriage licence number:37.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?


YES / ~~NO~~

If Yes, please indicate what increase you would suggest:

60p Extra on the Flag Drop for 161 metres
20p for each succeeding 190 metres

Above all a Fare Increase is sorely needed

Driver name: STUART GRIFFITHS

Signature: 

Date: Sept 2nd 2014

Hackney Carriage licence number: 23.....



Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

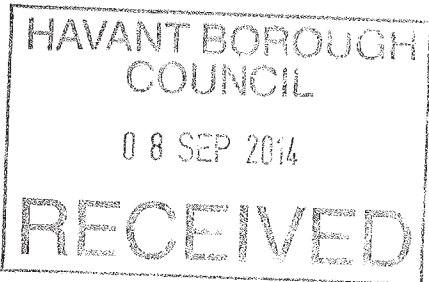
If Yes, please indicate what increase you would suggest:

I would suggest a 10% reduction in meterage only, therefore reducing the first given meterage of 171 meters to 154 meters and the 210 meter increments to 189 meters, and leaving the flag drop at £2.40 this would make the rolling mile approximately £1.70

Driver name: MICHAEL MURSON

Signature: 

Date: 5/9/2014



Hackney Carriage licence number: 46.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

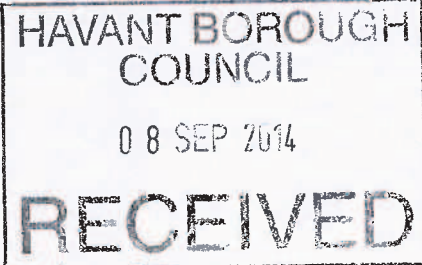
CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?


YES / NO

If Yes, please indicate what increase you would suggest:

Keep the flag drop the same
but put milage up by 10%.
Next year put the flag drop
up to £2.80 same as private
hire & not raise the milage.



Driver name: DAVID WARE.

Signature: 

Date: 5/9/14

Hackney Carriage licence number:19.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

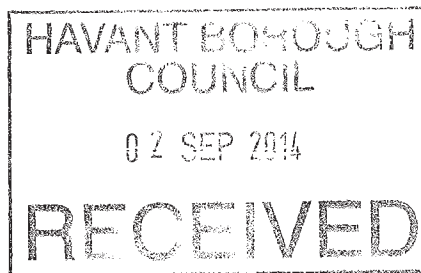
CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES ~~NO~~

If Yes, please indicate what increase you would suggest:

I AGREE WITH THE SUGGESTION OF.
1 POUND OR FARE DROP & AN INCREASE OF 12%
ON FARE DROP AND 18.5% ON THE FIRST 2 MILES.



Driver name: *ROBERT HILLMAN*

Signature: 

Date: *28-8-14*

Hackney Carriage licence number:*11*.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

✓
YES / NO

If Yes, please indicate what increase you would suggest:

INCREASE

+ £1.00 TO THE FARE DROP.

£ 20p TO THE MILE

Driver name: SYDNEY FLEET

Signature: 

Date: 30 AUG - 2014.

Hackney Carriage licence number:36.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

AS per your letter.

Driver name: TREVOR Buckley / R. MAIR (owner). 

Signature: 

Date: 28th August 2014

Hackney Carriage licence number: HC26

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

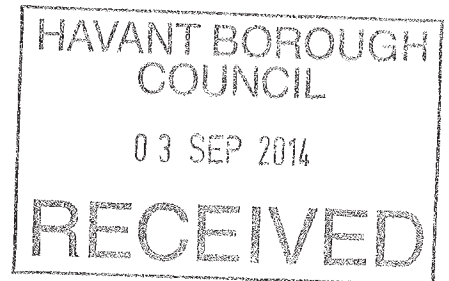
YES

If Yes, please indicate what increase you would suggest:

GROSS 161 METERS £3

Reduce to THREE EVERY 190 METERS 20P

- THANK YOU -
M Duvál -



Driver name:

MICHAEL DUVÁL

Signature:



Date:

3. 9. 14

Hackney Carriage licence number: 24
..... 24

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

@

CONSULTATION

HAVANT BOROUGH
COUNCIL

11 SEP 2014

RECEIVED

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

10% ON DISTANCE ~~AND~~ NOT ON FUEL

WE NEED A PAYRISE AS ALL COUNCIL
AND RAILWAY FES GO UP EACH YEAR

We have NOT had a pay rise for 6 years

Driver name: Michelle Perceps

Signature: 

Date: 9.9.14

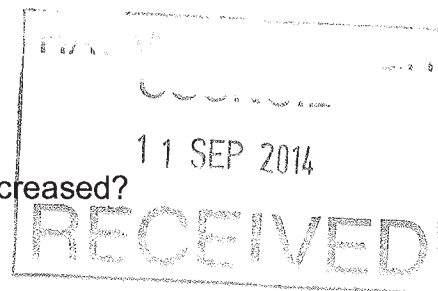
Hackney Carriage licence number: 28.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO



If Yes, please indicate what increase you would suggest:

By PUTTING IT ON THE DISTANCE-
DRIVEN NOT ON THE FLAG.

BUT WE DO NEED A PAY RISE
AS WE WORK FOR LESS THE
MINIMUM WAGE AND THE AMMOUNT WE
HAVE TO PAY OUT TO RUN THESE TAXI'S.

Driver name: JAMES CONWAY

Signature: 

Date: 9. SEPTEMBER 2014

Hackney Carriage licence number: ...20.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

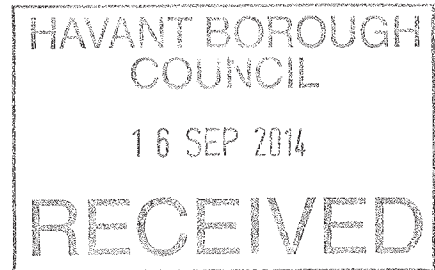
Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

YES

If Yes, please indicate what increase you would suggest:

40p on the start up price making £2-80
also I would like 11 metres off the start
making around 170 metres and also
something off the main mileage
i.e. Between 10-20 metres



Driver name: PJ. MOORE

Signature: 

Date: 13-9-14

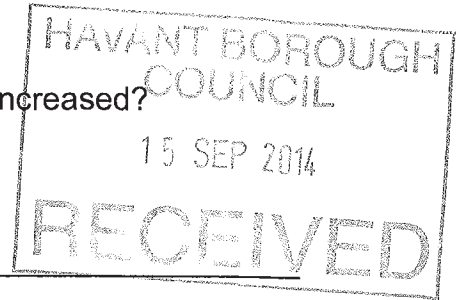
Hackney Carriage licence number: ...31.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES ~~NO~~



If Yes, please indicate what increase you would suggest:

1st 171 metres £3.00 and car
every 210 metres ASIR ✓ 40p
and waiting time 30p per minute

Driver name: Teddy Doney

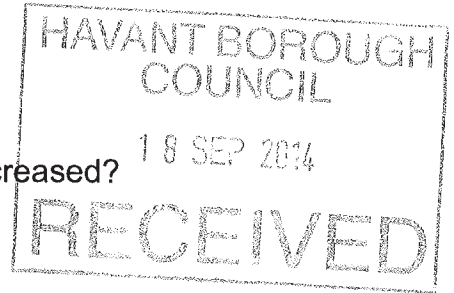
Signature: 

Date: 03092014

Hackney Carriage licence number: 516

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION



Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

If Yes, please indicate what increase you would suggest:

~~£ 2.80~~ Flag Drop 11.75% on 2 mile

12p extra on mile 8% on the mile

Time 1/2 rate to start at £3.20 But rate on the mile to stay rate and half

£1 on the Flag drop is to much, will scare People away.

Driver name: Mr. Brian SHERWIN

Signature: [Redacted]

Date: 11-9-14

Hackney Carriage licence number:45.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

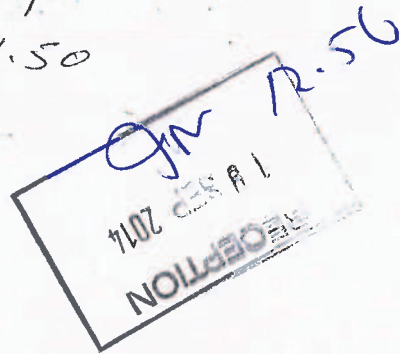
Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

If Yes, please indicate what increase you would suggest:

No increase on flag drop.
Increase Mileage from £1.50
to £1.70

Thanks



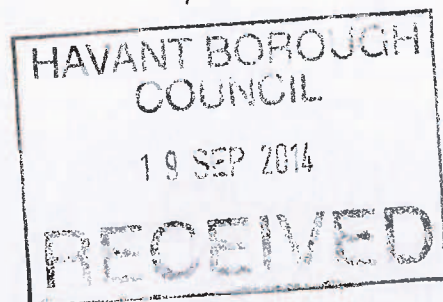
Driver name: S. CHERCHER

Signature: [REDACTED]

Date: 28/8/14

Hackney Carriage licence number:
BADGE PLATE
64C 35

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.



CONSULTATION

GW 12.56
19 SEP 2014
RECEPTION

Do you agree that the Hackney Carriage fares should be increased?

YES / ~~NO~~

YES

If Yes, please indicate what increase you would suggest:

NO FLAY DROP INCREASE

SUGGEST MIKE RATE INCREASE FROM £53 TO 170 MIKE

Driver name: J PHILLIPS

Signature: [REDACTED]

Date: 28/8/14

HAVANT BOROUGH
COUNCIL
19 SEP 2014
RECEIVED

Hackney Carriage licence number:16.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

58
RECEPTION
19 SEP 2014
DM-12

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

FLAG DROP TO REMAIN THE SAME,
INCREASE FROM 153 - 170 PER MILE

HAVANT BOROUGH
COUNCIL
19 SEP 2014
RECEIVED

Driver name:

M. T. A. H. A. R. D.

Signature:

[Redacted Signature]

Date:

1/9/14

Hackney Carriage licence number: 13.....

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

AS MUCH AS POSSIBLE PLEASE - IT'S BEEN
5 YRS - OR IS IT 6?

REALISTIC SUGGESTION =
ADD 40p ON FLAG DROP TO MAKE £2.80
AND ADD APPROX 10% TO THE ROLLING TARIFF,
IE. REDUCE METRE-AGE TO GIVE A 10% INCREASE
PLEASE COUNT THIS VOTE TOWARDS ^{HIGHEST} ANY VIABLE INCREASE.

ALSO SUGGEST AN ANNUAL REVIEW TO BE IMPLEMENTED 1st DEC
EVERY YEAR. - ANTICIPATE 3-5% ANNUALLY.

Driver name: D. MOORE (LICENCE HOLDER)

Signature: 

Date: 18/09/14

Hackney Carriage licence number: HC 32

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

NO.

If Yes, please indicate what increase you would suggest:

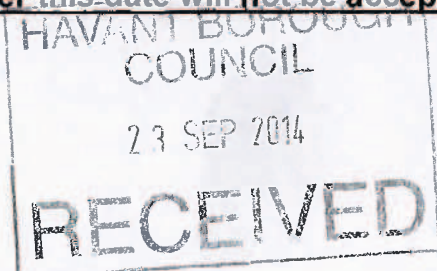
A PAY RISE WOULD BE GOOD AFTER SUCH A LONG TIME - BUT WE ARE STILL BEING BADLY "SQUEEZED" BY THE HUNDREDS OF PRIVATE HIRE. A POUND ON THE FARE DROP WOULD KILL OUR TRADE STEVE DEAR. IT WOULD BE £3.60 & £5-10 AFTER MIDNIGHT (I BELIEVE YOU CAN STILL GET IN A LONDON CAB FOR £2.40 OR A PORTWAY CAB FOR £2.20 AT ANY TIME OF THE DAY) - MORE PEOPLE BRING FRIENDLY & CHATTY. WOULD BRING IN A FAR GREATER INCREASE IN INCOME - BUT I'LL BE THE ONLY WAY THIS WILL BE ACHIEVED IS FOR ONE OR TWO DRIVERS TO LOOSE THEIR BADGE FOR A FEW WEEKS, HOPING SOME OF THE OTHERS WILL TAKE NOTE.

I WOULD ASK IF IT'S POSSIBLE TO ADD AN "APP" OR SOMETHING LIKE THAT TO ALL THE COUNCILS COMPUTERS. SOME OF ANY OF YOUR STAFF IN THERE DAILY LIVES USE PRIVATE HIRE / HACKNEY CARRIAGE - THEY COULD PUT IN A SHORT NOTE ON HOW THEY WERE TREATED. COULD WELL MAKE INTERESTING READING MANY THANKS FOR TAKING THE TIME TO READ BY COMMENTS ANYTHING I MAY HAVE PUT DOWN. YOU WISH TO HAVE A CHAT ABOUT - I AM MORE THAN WILLING TO POP IN & SEE YOU.

Driver name: JOHN BOND
Signature: [Redacted]
Date: 22ND SEPT 2014

Hackney Carriage licence number:18.....

Please submit your reply by 4pm on Friday 26th September 2014. Submissions after this date will not be accepted.



MOBILE 07488130703

9m 12.50
18 SEP 2014
RECEPTION

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

~~YES~~ / NO

If Yes, please indicate what increase you would suggest:

NO FLAG INCREASE
if anything, small amount on milage

Driver name: STUART BURTON

Signature: 

Date: 17/9/14

Hackney Carriage licence number: H/C 29

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

HAVANT BOROUGH
COUNCIL
19 SEP 2014
RECEIVED

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

~~YES~~ / NO *We need more customers!*

If Yes, please indicate what increase you would suggest:

Driver name: *C. G. WILKSON*

Signature: 

Date: *20/09/14*

Hackney Carriage licence number: *44*

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.


CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

~~YES~~ NO

If Yes, please indicate what increase you would suggest:

Driver name: STEVEN SHERWIN

Signature: 

Date: 22/9/14

Hackney Carriage licence number: 538 HC27

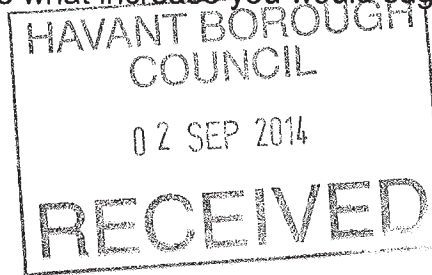
Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

~~YES~~ / (NO)

If Yes, please indicate what increase you would suggest:



Driver name: *AHAN COOPER*

Signature: 

Date: *1/9/2014*

Hackney Carriage licence number: *14*.....

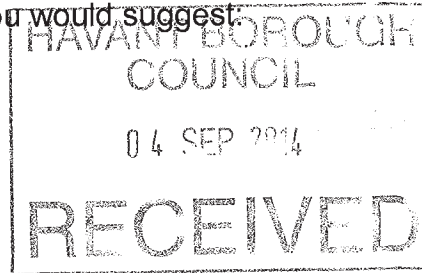
Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:



Driver name: *MR. STEVE HARRISON*

Signature: 

Date: *30/8/2014*

Hackney Carriage licence number: *.....12.....*

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

YES / NO

If Yes, please indicate what increase you would suggest:

Driver name: Mr - Steve Harrison

Signature: 

Date: 3/8/2014

Hackney Carriage licence number: ...38.....

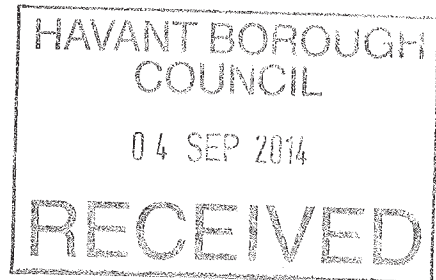
Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.

CONSULTATION

Do you agree that the Hackney Carriage fares should be increased?

~~YES~~ / NO

If Yes, please indicate what increase you would suggest:



Driver name: MR C R MAPLE

Signature: 

Date: 01-09-2014

Hackney Carriage licence number: MC48

Please submit your reply by 4pm on Friday 26th September 2014.
Submissions after this date will not be accepted.



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263
DX 50005 Havant

www.havant.gov.uk

Enquiries to: Mr S Abolins
Direct line: 02392 446657
Email: stephen.abolins@havant.gov.uk
My reference: SA/HC
Your reference:
Date: 13th October 2014

Dear

Hackney Carriage Fare increase – The results

Following the consultation into the proposed Hackney Carriage fare increase, I can confirm that a report will be submitted to the Licensing Committee at their next meeting on 12th November 2014.

34 responses were received and 26 requested a fare increase and 8 did not want an increase.

All of the different suggestions will be passed to the Committee members who will decide if a fare increase is to be authorised and, if it is, what the increase will be.

Once this decision is made I will inform you of the result and the procedure to be followed to have the increase put into place.

For the information of those who asked for the PHV fare charges to be regulated by the council, we are not allowed to regulate these as there are no powers to do so in legislation. The law only allows licensing authorities to set the maximum hackney carriage fare charges.

Please note that, if the increase is authorised, it will be the maximum fare that is set. Should individuals wish to charge less than the maximum fare, they can do so. Nobody can charge more than the amount shown on the meter.

Should you have any enquiries regarding this matter, please do not hesitate to contact me.

Yours sincerely

Mr S J Abolins
Licensing Officer

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Havant
BOROUGH COUNCIL

HACKNEY CARRIAGE FARES

THE TAXIMETER MUST BE SWITCHED ON AT THE START OF EACH JOURNEY

DISTANCE	
For the first 171 metres or part thereof (minimum charge)	£2.40
For each succeeding 210 metres or part thereof	20p
WAITING TIME	
For each period of 60 seconds	20p
EXTRA CHARGES	
For each hiring which commences between midnight and 0600 on any day or 1800 on Christmas Eve to 2400 on Boxing Day or from 1800 on New Years Eve to 2400 on New Years Day and at all times on Bank Holidays and Public Holidays	50% of the above rate of fare
For each article of luggage conveyed outside the carriage	10p
For each dog (except assistance dogs which travel free)	10p
For each person in excess of one, for the whole distance	10p
Soiling charge	£50.00

NOTE

Fares for distance and waiting time will record automatically on the taximeter
Extra charges will be recorded on the taximeter by the driver at the start of the journey

All charges shown above include V.A.T (where applicable)

As from 26 September 2008

In case of complaint contact the Licensing Department, Civic Centre, Havant: Tel: 0243 68600

Taxi No.

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Integrated Impact Assessment

In exploring options for service design and alternative methods, managers should consider the need to ensure that the Council is meeting its legal duties in respect of community safety, equalities, health & safety, safeguarding children & vulnerable adults. In addition they should consider council commitments toward sustainability, economic impact and consideration of the impact of changes on people living in both rural and urban areas.

Lead Assessor	Date	Who else involved	What is the Service/function/project/strategy?	Why/how is it changing?
Stephen Abolins	13/10/2014	N/A	Environmental Health/Taxi Licensing/Fare Increase	Proposed increase in Hackney Carriage Fare charges

Service Delivery	Yes	No	Explanation
1. Is this service provided elsewhere locally?		X	
2. Could this service be provided by the voluntary/community sector?		X	Statutory local authority function

Can this service be changed in ways that it:

Issue	+ve	-ve	Neutral	Explanation
Customer, Community & Equality				
3. Protects or improves the Health & Wellbeing of any section of the community		X		Members of the HC trade may suffer hardship if a fare increase is not granted
4. Promotes community safety including reducing crime & anti social behaviour ¹			X	
5. Ensures it does not disadvantage any individuals on the basis of age, disability, gender reassignment, marriage/civil partnership, maternity/pregnancy, race, religion/belief, sex or sexual orientation ²			X	
6. Advances equality of opportunity between those who share the characteristics in Q5 and those who do not			X	
7. Promotes a vibrant, inclusive and cohesive community by: enabling and encouraging everyone to engage with the council and its partners and take part in community/voluntary activities			X	
8. Retains or improves access to use, local shops, services, facilities and leisure/recreation services		X		Increase in fare charges could reduce affordability
9. Is designed to reduce the inequalities of outcome which result from socio-		X		Increase in fare charges could reduce

economic disadvantage				affordability
10. Does not disadvantage current or former armed service personnel, their families or veterans ³			X	
11. Contributes positively to perceptions of Place, eg, affordable and resource/energy efficient housing needs that meets everyone's needs			X	
Economic				
12. Provides or supports local employment opportunities			X	
13. Provides opportunities for, supports and develops local Third Sector (voluntary and not-for-profit) organisations and/or SME's?			X	
14. creates, improves or supports local education, training or work experience opportunities			X	
Health & Safety				
15. Impacts on the Health & Safety of employees, contractors, service users or the public			X	
16. Improves the H&S of employees, contractors, service users or the public			X	
Rural Communities				
17. Supports or enhances access to transport, public services, educational, leisure or recreational opportunities in rural areas		X		Increase in fare charges could reduce affordability
18. Sustains, develops or improves rural infrastructure including: buildings, transport (including foot and cycle paths), energy and electronic infrastructure			X	
19. Protects or develops land-based and other rural businesses and sustain or create jobs in rural areas			X	
20. Supports or develops the capacity and capabilities of rural organisations in all sectors to deliver services, work in partnership and support community activities			X	
Safeguarding Children & Vulnerable Adults				
21. Promotes and complies with the safeguarding policy & procedures			X	
22. Prevents or reduces the risk of children or adults becoming victims of domestic abuse ⁴			X	
Sustainability				
23. Impacts on the carbon footprint of the Borough/District, i.e. energy and transport use			X	
24. Supports the ability to adapt to a changing climate or be resilient to its longer term impacts i.e. hotter summers, extreme weather events, flooding			X	

and sea level rise			
25. Promotes sustainable use of resources i.e. using resources such as water, land and minerals efficiently, minimising pollution, promoting re-use and recycling, and encouraging sustainable consumption or production			X
26. Conserves the natural environment by protecting and enhancing: biodiversity, species, natural habitats and green space, and landscapes			X
Assessment Conclusion	Explanation		
27. Can any negative impacts be mitigated?	Yes. Any increase in fares reduces any hardship that may be caused to members of the trade if an increase is not granted		
28. Can any positive impacts be enhanced?	N/A		
29. Do you need to seek more information to conclude?	No		
30. Do you need to carry out a further assessment, such as a health & Safety or Customer & Equality Impact Assessment? If so please state why.	No		
31. Assessment Summary (this can be copied onto your committee report template). Ensure decision makers are fully aware of the potential impact of their decisions. Should the committee approve any options that allow for an increase in fares, it could help to improve the standard of living experience by some of the HC trade members who are currently working long hours for very little recompense. An increase in fares could also have an impact upon affordability that could impact on local transport, access and have an economic impact upon users.	Head of Service sign off (title)..... Date.....		

¹ Section 17 of the Crime and Disorder Act requires all local authorities, including joint authorities and police authorities, to consider crime and disorder reduction while exercising all their duties

² These are the “protected characteristics” identified in the Equality Act 2010 which came into force on 1st October 2010 and replaced earlier equality legislation. The council has legal duties to:

- Eliminate discrimination
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

N.B. Services may lawfully treat individuals or groups differently if that is necessary to meet their different needs.

³ Those associated with the armed forces may experience isolation. Some families have a parent away from the area for long periods of time. Can single person discounts apply? How are you communicating the benefits of what you are assessing to people associated with the armed forces? Did you know we have a web page that could help?

⁴ A vulnerable adult is a person who is aged 18 years or older and:

- is living in residential accommodation, such as a care home or a residential special school;
- is living in sheltered housing;
- is receiving domiciliary care in his or her own home;
- is receiving any form of health care;
- is detained in a prison, remand centre, young offender institution, secure training centre or attendance centre or under the powers of the Immigration and Asylum Act 1999;
- is in contact with probation services;
- is receiving a welfare service of a description to be prescribed in regulations;
- is receiving a service or participating in an activity which is specifically targeted at people with age-related needs, disabilities or prescribed physical or mental health conditions. (age-related needs includes needs associated with frailty, illness, disability or mental capacity)
- is an expectant or nursing mothers living in residential care
- is receiving direct payments from a local authority/HSS body in lieu of social care services;
- requires assistance in the conduct of his or her own affairs

Whilst the majority of adult domestic abuse victims are women, men are also subject to domestic abuse in both same sex and different sex relationships. The government defines domestic violence as: 'any incident of threatening behaviour, violence or abuse (psychological, physical, sexual, financial or emotional) between adults, aged 18 and over, who are, or have been, intimate partners or family members, regardless of gender and sexuality.'

Family members are defined as: mother, father, son, daughter, brother, sister or grandparents. These may be direct relatives, in-laws or step-family.

This definition is also used by the Association of Chief Police Officers and the Crown Prosecution Service. Where the victim of the abuse is less than 18 years of age the abuse will normally be treated as child abuse.

HAVANT BOROUGH COUNCIL

LICENSING COMMITTEE

CHARGES FOR TAXI AND PRIVATE HIRE LICENSING FOR 2015/2016

Report of the Licensing Officer

Key Decision: N/A

1.0 Purpose of Report

- 1.1 To consider the Charges for Taxi and Private Hire Licensing for the financial year 2015/2016.

2.0 Recommendation

That:

- 2.1 (a) That the charges as shown at Appendix A are approved for consultation;
(b) That the necessary advertisement be placed; and
(c) In the event that no representations are received in response to the consultation, the new charges be implemented for the financial year commencing 1st April 2015.

3.0 Summary

- 3.1 Licensing charges for Taxi and Private Hire were last reviewed in September 2011 for the 3 year period to the end of March 2015. It is intended that fees should be reviewed annually through an assessment of relevant costs. This is important to ensure that our fees are legally robust and that we have used a transparent methodology. Havant Borough may only recover certain costs incurred in carrying out licensing functions as detailed in Section 53 and Section 70 Local Government (Miscellaneous Provisions) Act 1976.

The proposed fees seek to fully recover all relevant costs to the Council with 2 exceptions. The proposed fees are set out in Appendix A. The calculation of fees from an assessment of relevant costs are shown in Appendix B.

- 3.2 The two exceptions are as follows:

a) The proposed Hackney Carriage vehicle licence fee is £20 less than we could charge given our assessment of costs. This has been recommended to avoid a significant increase in this fee during 2015/16 as

it is considered that this may have a significant impact upon the taxi businesses.

b) The knowledge test fee is a separate fee in addition to the new driver application. This is set as a separate fee. This is a fairer approach as it allows drivers who fail the knowledge test to abandon their intention to apply for a licence if they find the knowledge test too difficult. The knowledge test fee proposed is £5 less than we could charge given our assessment of costs. This has been recommended to avoid a significant increase in this fee during 2015/16 as it is considered that this may have a significant impact upon the businesses.

If Havant Borough Council decided to charge the maximum fees possible this would result in extra income of £1360.00 from Hackney carriage licence fees and knowledge test fees.

- 3.3 Any change to the charges for Vehicle and Operators licences has by law to be advertised in the local newspaper and any comments have to be considered at a subsequent meeting of the Licensing Committee.

4.0 Implications

4.1 Resources:

In arriving at the proposed charges, analysis of taxi/private hire licensing income/expenditure by the Council's Financial Team was undertaken. A copy of the figures produced as a result of the analysis is shown at appendix B.

4.2 Legal

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.

4.3 Strategy:

The proposed fees brings Havant Borough Council's fees into alignment with relevant costs which we can recover through fees. In the main this re-adjustment results in only minor changes in fees. Re-assessing costs and fees is necessary to meet our strategic objective of achieving financial sustainability.

In the three cases cited in the report where a significant increase in fees would be required to cover relevant costs, it is recommended that a lower fees is set than we would be able to set to reduce the impact upon the taxi trade. This approach is consistent with our strategic objective to support economic growth. It is expected that our costs will be re-evaluated during the budget build for 2016-17 to further close any gap between income and costs..

4.4 Risks:

The fees proposed can be justified against a transparent assessment of our costs for administering this service.

4.5 Communications:

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 14th January 2015. Once Committee have agreed the fees they will be reported to Cabinet for approval as part of the Budget Report to take effect from 1st April 2015.

We cannot charge fees until they are set by Cabinet at their meeting on 4th February 2015.

4.6 For the Community:

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

4.7 The Integrated Impact Assessment (IIA) has been completed and concluded the following:

No further action necessary.

6.0 Consultation

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

6.1 Appendices:

Appendix A – Proposed charges
Appendix B – Financial analysis figures
Appendix C – Effect of proposed charges in annual income
Appendix D – Integrated Impact Assessment

Background Papers:

None

Agreed and signed off by:

Legal Services: 30/10/2014

Finance: 31/10/2014

Relevant Executive Head: 03/11/2014

Contact Officer: Stephen Abolins
Job Title: Licensing Officer
Telephone: Tel: 023 9244 6653
E-Mail: stephen.abolins@havant.gov.uk

Licensing Committee	Approved Prices 2014/2015	Proposed Prices 2015/2016	Comments
<u>HACKNEY CARRIAGE/PHV PRICES</u>	£ p	£ p	
1. <u>Hackney Carriage Licence</u> (including plate)	209.00	219.00	The Hackney Carriage licence is currently being charged at £30 under the cost of producing the licence and associated administration costs. Instead of implementing a £30 rise in the fee charges, a £10 charge has been recommended and will be considered at the next finance review.
2. <u>Private Hire Vehicle Licence</u> (including plate)	165.00	162.00	
3. <u>Vehicle Mechanical Inspections</u>			1 and 2 exclude vehicle mechanical inspection element. A maximum statutory fee of £25 applies in respect of prices 1, 2, and 4 but the maximum may be increased by following the procedure laid down by statute HBC is capped to issue 40 Hackney Carriage licences only and all require a meter test on initial application and when the hackney fare changes.
Pre application inspection	89.00	89.00	
Inspection on application (incl. first re-inspection)	89.00	89.00	
Second and subsequent re-inspection	48.00	48.00	
Failure to keep appointment	42.00	42.00	
Special vehicles and limousines (1½ hour test)	134.00	134.00	
4. <u>Operators Licence</u>			Fee for each additional address from which the licensee operates
Initial application and annual renewal	184.00	167.00	
For each additional operator address	184.00	167.00	

Licensing Committee	Approved Prices 2014/2015	Proposed Prices 2015/2016	Comments
<p>5. <u>Drivers Licence (Joint Hackney and PHV)</u> Initial Application Annual renewal</p> <p>6. <u>Knowledge Test</u> Initial Re-test</p>	<p>£ p</p> <p>125.00 61.00</p> <p>33.00 23.00</p>	<p>£ p</p> <p>95.00 72.00</p> <p>40.00 40.00</p>	<p>Driver's Licence prices include the costs of Drivers Identification Cards and medical reports. Any application after the expiry date of an existing Driver's Licence will be charged at the initial application fee.</p>

APPENDIX B

New Driver Licence Application				Driver Licence Renewal			
Staffing Costs				Staffing Costs			
Initial enquiry and explanation of process	LSO	15 mins	£ 4.46	Production and sending of renewal letter	LSO	10 Mins	£ 2.63
Check and process submitted application forms and DBS form	CSO	30 Mins	£ 6.50	Arrangement of Collection	LSO	5 Mins	£ 1.31
Receive application in office and check all documentation, enter details onto LalPac and place in	LSO	20 Mins	£ 5.25	Production of licence and ID Badge	LSO	10 Mins	£ 2.63
When application complete, documents checked prior to passing to LO for approval	LSO	10 Mins	£ 2.63	Customer services check submitted application forms and associated papers	CSO	15 Mins	£ 3.25
Decision made whether to grant or refuse application after check details on the documents	LO	20 Mins	£ 5.95	Forms submitted to Licensing where forms checked and details entered onto Lalpac	LSO	15 Mins	£ 3.94
Produce and Issue licence with ID Badge	LSO	15 Mins	£ 3.94	Annual admin re-licence checks.	LO	30 Mins	£ 8.93
			110 1.83				85 1.42
Cost of Materials				Cost of Materials			
Printer costs				Printer costs			
£85 per annum shared between 540 new and licence renewals			£ 0.16	£85 per annum shared between 540 new and licence renewals			£ 0.16
Components of actual licence			£ 2.00	Components of actual licence			£ 2.00
Other Costs				Other Costs			
DVLA checks			£ 5.75	DVLA checks			£ 1.92
Medical checks total £150 per year			£ 0.28	On average a driver is checked every 3 years			
				Medical checks total £150 per year			£ 0.28
35 mins per call over 37 calls =1295 mins divided by 540 licences	Routine Checks & Complaints.	LO	2.5 Mins	£ 0.75	Routine Checks & Complaints.		£ 0.75
3 Mins per call over 37 calls = 111 mins divided by 540 licences	Routine Checks & Complaints.	LSO	0.2 Mins	£ 0.05	Routine Checks & Complaints.		£ 0.05
Democratic services are included in the support service Overhead	Absorption of licence refusals		£ -	Absorption of licence refusals			
120 mins per test, 100 attendees per year. 36 app blocks offered @120 mins =4320 mins/100=45 mins	Knowledge Testing costs		£ -				
Support Service Overhead				Support Service Overhead			
Support Service overhead allocation based on hourly absorption			£ 55.05	Support Service overhead allocation based on hourly absorption			£ 42.71
			£ 94.59				£ 71.97
Current Licence Fee				Current Licence Fee			
			£ 125.00				£ 61.00
Difference				Difference			
			-£ 30.41				£ 10.97
Volume				Volume			
			70				470
Knowledge tests				Knowledge tests			
		70 test + 10 resits	3200				
Sensitivity Analysis				Sensitivity Analysis			
			£ 1,071.23				£ 5,154.54

Knowledge tests 70 tests + 10 resits 3200
 Net effect of changes £4,271.23

Hackney Vehicle Licence Application					PHV Vehicle Licence Application				
Staffing Costs					Staffing Costs				
Renewal letters produced and sent by post	LSO	15 Mins	£	3.94	Renewal letters produced and sent by post	LSO	15 Mins	£	3.94
Mechanical Test and forms submitted reception. Calender entry made.	CSO	20 Mins	£	4.33	Mechanical test and forms submitted at reception- calendar entry made.	CSO	20 Mins	£	4.33
Check and process submitted application forms and relevant documents at licensing office. Input details onto Lalpac.	LSO	35 Mins	£	9.19	Check, process submitted application forms and relevant documents at Licensing office. Input details onto Lalpac	LSO	35 Mins	£	9.19
Produce Licence and plate once mech test passed	LSO	25 Mins	£	6.57	Produce Licence and plate once mech test passed	LSO	25 Mins	£	6.57
Once application checked, documents checked and input on LALPAC	LSO	20 Mins	£	5.25	When application complete, documents checked and input on Lalpac	LO	20 Mins	£	5.95
Annual admin costs, control and supervision including arrangement for random mechanical tests not charged to vehicle owner	LO	65 Mins	£	19.34	Annual Admin costs, control and supervision including arrangement for random mechanical tests not charged to vehicle owner	LO	65 Mins	£	19.34
Meter Testing and fare charge amendments	LO	30 Mins	£	7.88	Check MOT's and vehicle tax on-line as there is no longer paper evidence	LSO	10 Mins	£	2.63
Check MOT's and vehicle tax on-line as there is no longer paper evidence	LSO	10 Mins	£	2.63					
Cost of Materials				220	Cost of Materials				190
Cost of plate and associated consumables			£	11.64	Cost of plate and associated consumables			£	11.64
Other Costs									
<small>Invoice for £7k that covers three years</small> Demand study around number of issued Hackney licences.			£	58.33					
Support Service Overhead					Support Service Overhead				
Support Service overhead allocation based on hourly absorption			£	110.09	Support Service overhead allocation based on hourly absorption			£	95.35
			£	<u>242.86</u>				£	<u>162.11</u>
Current Licence Fee			£	209.00	Current Licence Fee			£	165.00
Difference			£	33.86	Difference			-£	2.89
Volume				40	Volume				520
Sensitivity Analysis			£	1,354.25	Sensitivity Analysis			-£	1,500.93

Operator Licence					
Staffing Costs					
	Renewal letters produced and sent by post	LSO	15 mins	£	3.94
	Forms submitted at reception and checked	CSO	20 Mins	£	4.33
	Check and process submitted application forms and relevant documents at licensing office.	LSO	30 Mins	£	7.88
	Passed to LO for decision.	LSO	10 Mins	£	2.63
	Once application checked, documents checked and input on LALPAC	LSO	15 Mins	£	3.94
	Annual admin costs, control and supervision including arrangement for random mechanical tests not charged	LO	120 Mins	£	35.71
			210	£	3.5
Cost of Materials					
Support Service Overhead					
	Support Service overhead allocation based on hourly absorption			£	105.28
				£	167.21
	Current Licence Fee			£	184.00
	Difference			-£	16.79
	Volume				60
	Sensitivity Analysis			-£	1,007.68
				£	5,071.41

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Effect which the proposed charges would have on the Council's annual income for Taxi and Private Hire Licensing

	Numbers	£ increase 2012/13	£ income 2012/13	£ increase 2013/14	£ income 2013/14	£ increase 2014/15	£ income 2014/15	Numbers	£ increase 2015/16	£ income 2015/16
HC licence	40	0	£0.00	0	£0.00	6	£240.00	40	10	£400.00
PHV licence	500	5	£2,500.00	4	£2,000.00	5	£2,500.00	520	-3	-£1,560.00
Mech test	535	2	£1,070.00	3	£1,605.00	2	£1,070.00	580	0	£0.00
Mech re-test	5	1	£5.00	2	£10.00	1	£5.00	10	0	£0.00
FTKA	10	1	£10.00	1	£10.00	2	£20.00	15	0	£0.00
Special vehicle mech test	2	4	£8.00	3	£6.00	4	£8.00	2	0	£0.00
Operator	55	5	£275.00	5	£275.00	6	£330.00	60	-17	-£1,160.00
Driver new	110	3	£330.00	4	£440.00	4	£440.00	70	-30	-£2,100.00
Driver renewal	470	2	£940.00	1	£470.00	2	£940.00	470	11	£5,170.00
Knowledge test	110	1	£110.00	1	£110.00	1	£110.00	70	7	£490.00
Knowledge retest	5	1	£5.00		£5.00	1	£5.00	10	17	£170.00
TOTAL			£5,253.00		£4,931.00		£5,668.00			£1,410.00

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Integrated Impact Assessment

In exploring options for service design and alternative methods, managers should consider the need to ensure that the Council is meeting its legal duties in respect of community safety, equalities, health & safety, safeguarding children & vulnerable adults. In addition they should consider council commitments toward sustainability, economic impact and consideration of the impact of changes on people living in both rural and urban areas.

Lead Assessor	Date	Who else involved	What is the Service/function/project/strategy?	Why/how is it changing?
Stephen Abolins	29/10/2014	N/A	Environmental Health/Taxi Licensing/HC & PHV licence fees	Proposed licence fees for 2015/16

Service Delivery	Yes	No	Explanation
1. Is this service provided elsewhere locally?		X	
2. Could this service be provided by the voluntary/community sector?		X	Statutory local authority function

Can this service be changed in ways that it:

Issue	+ve	-ve	Neutral	Explanation
Customer, Community & Equality				
3. Protects or improves the Health & Wellbeing of any section of the community			X	
4. Promotes community safety including reducing crime & anti social behaviour ¹			X	
5. Ensures it does not disadvantage any individuals on the basis of age, disability, gender reassignment, marriage/civil partnership, maternity/pregnancy, race, religion/belief, sex or sexual orientation ²			X	
6. Advances equality of opportunity between those who share the characteristics in Q5 and those who do not			X	
7. Promotes a vibrant, inclusive and cohesive community by: enabling and encouraging everyone to engage with the council and its partners and take part in community/voluntary activities			X	
8. Retains or improves access to use, local shops, services, facilities and leisure/recreation services			X	
9. Is designed to reduce the inequalities of outcome which result from socio-economic disadvantage			X	

10. Does not disadvantage current or former armed service personnel, their families or veterans ³			X	
11. Contributes positively to perceptions of Place, eg, affordable and resource/energy efficient housing needs that meets everyone's needs			X	
Economic				
12. Provides or supports local employment opportunities		X		If full £30 increase on HC vehicle licenses is implemented it may cause more hardship to members of the trade hence the proposed £10 increase. Increase in cost of knowledge test could cause hardship for applicants that do not proceed with an application.
13. Provides opportunities for, supports and develops local Third Sector (voluntary and not-for-profit) organisations and/or SME's?			X	
14. creates, improves or supports local education, training or work experience opportunities			X	
Health & Safety				
15. Impacts on the Health & Safety of employees, contractors, service users or the public			X	
16. Improves the H&S of employees, contractors, service users or the public			X	
Rural Communities				
17. Supports or enhances access to transport, public services, educational, leisure or recreational opportunities in rural areas			X	
18. Sustains, develops or improves rural infrastructure including: buildings, transport (including foot and cycle paths), energy and electronic infrastructure			X	
19. Protects or develops land-based and other rural businesses and sustain or create jobs in rural areas			X	
20. Supports or develops the capacity and capabilities of rural organisations in all sectors to deliver services, work in partnership and support community activities			X	
Safeguarding Children & Vulnerable Adults				
21. Promotes and complies with the safeguarding policy & procedures			X	
22. Prevents or reduces the risk of children or adults becoming victims of			X	

domestic abuse ⁴				
Sustainability				
23. Impacts on the carbon footprint of the Borough/District, i.e. energy and transport use			X	
24. Supports the ability to adapt to a changing climate or be resilient to its longer term impacts i.e. hotter summers, extreme weather events, flooding and sea level rise			X	
25. Promotes sustainable use of resources i.e. using resources such as water, land and minerals efficiently, minimising pollution, promoting re-use and recycling, and encouraging sustainable consumption or production			X	
26. Conserves the natural environment by protecting and enhancing: biodiversity, species, natural habitats and green space, and landscapes			X	
Assessment Conclusion			Explanation	
27. Can any negative impacts be mitigated?	YES – Implement a smaller fee increase such as £10 instead of the full £30 and review in 2015 for 2016			
28. Can any positive impacts be enhanced?	N/A			
29. Do you need to seek more information to conclude?	No			
30. Do you need to carry out a further assessment, such as a health & Safety or Customer & Equality Impact Assessment? If so please state why.	No			
31. Assessment Summary (this can be copied onto your committee report template). Ensure decision makers are fully aware of the potential impact of their decisions. Should the committee approve any options that allow for an increase in fares, it could help to improve the standard of living experience by some of the HC trade members who are currently working long hours for very little recompense. An increase in fares could also have an impact upon affordability that could impact on local transport, access and have an economic impact upon users.	Head of Service sign off (title)..... Date.....			

¹ Section 17 of the Crime and Disorder Act requires all local authorities, including joint authorities and police authorities, to consider crime and disorder reduction while exercising all their duties

² These are the “protected characteristics” identified in the Equality Act 2010 which came into force on 1st October 2010 and replaced earlier equality legislation. The council has legal duties to:

- Eliminate discrimination
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

N.B. Services may lawfully treat individuals or groups differently if that is necessary to meet their different needs.

³ Those associated with the armed forces may experience isolation. Some families have a parent away from the area for long periods of time. Can single person discounts apply? How are you communicating the benefits of what you are assessing to people associated with the armed forces? Did you know we have a web page that could help?

⁴ A vulnerable adult is a person who is aged 18 years or older and:

- is living in residential accommodation, such as a care home or a residential special school;
- is living in sheltered housing;
- is receiving domiciliary care in his or her own home;
- is receiving any form of health care;
- is detained in a prison, remand centre, young offender institution, secure training centre or attendance centre or under the powers of the Immigration and Asylum Act 1999;
- is in contact with probation services;
- is receiving a welfare service of a description to be prescribed in regulations;
- is receiving a service or participating in an activity which is specifically targeted at people with age-related needs, disabilities or prescribed physical or mental health conditions. (age-related needs includes needs associated with frailty, illness, disability or mental capacity)
- is an expectant or nursing mothers living in residential care
- is receiving direct payments from a local authority/HSS body in lieu of social care services;
- requires assistance in the conduct of his or her own affairs

Whilst the majority of adult domestic abuse victims are women, men are also subject to domestic abuse in both same sex and different sex relationships. The government defines domestic violence as: ‘any incident of threatening behaviour, violence or abuse (psychological, physical, sexual, financial or emotional) between adults, aged 18 and over, who are, or have been, intimate partners or family members, regardless of gender and sexuality.’

Family members are defined as: mother, father, son, daughter, brother, sister or grandparents. These may be direct relatives, in-laws or step-family.

This definition is also used by the Association of Chief Police Officers and the Crown Prosecution Service. Where the victim of the abuse is less than 18 years of age the abuse will normally be treated as child abuse.

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