



Licensing Committee

Committee Members: Councillors Bird (Chair), Benstead (Vice-Chair), Abbott, Adey, Gawthrope, Holt, McPherson, T. Moore, Pippas, Ratcliffe, Sinnott and Smart

Alternates: Councillors Blencowe and Page-Croft

Published & Despatched: Friday, 20 January 2017

Date: Monday, 30 January 2017

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: Democratic Services

AGENDA

Member's Licensing & Enforcement verbal update

9.30 to 10.00 AM - **Committee Room One**

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

3 MINUTES OF THE PREVIOUS MEETING (*Pages 5 - 12*)

4 PUBLIC QUESTIONS

5 CHANGES TO THE DELEGATIONS FOR HACKNEY CARRIAGE PRIVATE HIRE VEHICLE, DRIVERS, PROPRIETORS AND OPERATORS
(*Pages 13 - 18*)

6 ANNUAL REVIEW OF LICENSING FEES & CHARGES 2017/18 (*Pages 19 - 46*)

Information for the Public

Location The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

Public Participation Some meetings may have parts that will be closed to the public, but the reasons for excluding the press and public will be given.

Most meetings have an opportunity for members of the public to ask questions or make statements.

To ask a question or make a statement please notify the Committee Manager (details listed on the front of the agenda) prior to the deadline.

- For questions and/or statements regarding items on the published agenda, the deadline is the start of the meeting.
- For questions and/or statements regarding items NOT on the published agenda, the deadline is 10 a.m. the day before the meeting.

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Accessible toilets are available on the ground and first floor.

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LICENSING COMMITTEE

17 October 2016

10.00 - 11.40 am

Present: Councillors Bird (Chair), Benstead (Vice-Chair), Abbott, Adey, Gawthrop, Holt, McPherson, T. Moore, Ratcliffe, Sinnott, Smart and Page-Croft

Officers:

Licensing and Enforcement Manager: Yvonne O'Donnell

Solicitor: Carol Patton

Licensing, Policy & Administration Team Leader: Victoria Jameson

Committee Manager: Toni Birkin

FOR THE INFORMATION OF THE COUNCIL

16/45/Lic Apologies for absence

Apologies were received from Councillor Pippas.

16/46/Lic Declarations of Interest

No interests were declared.

16/47/Lic Minutes of the previous meeting

The minutes of the meeting of the 18th July 2016 were agreed and signed as a correct record.

16/48/Lic Public Questions

There were no public questions.

16/49/Lic SEV (Sexual Entertainment Venue) Policy

The Committee received a report from the Licensing & Enforcement Manager which sought approval of the final Sex Establishment Licensing Policy attached as Appendix C to the report. The Committee then debated the Officer's report.

The Committee made the following comments in response to the report:

- i. In 2001, there had been a long debate about the initial policy. At that point there had been three establishments in the City, there was now only one remaining. There appeared to be little demand for this sort of venue locally.
- ii. Suggested that the costs of the required consultation would be hard to justify when there was no demonstrable need for a nil policy.
- iii. Expressed concerns that any selling of sexual activities increased the risk of violence towards women and girls.
- iv. Suggested that there was a drop in demand for live events as the availability of pornography on the internet expanded.
- v. Suggested that a nil policy might encourage venues to move to nearby villages which fell under South Cambs District Council regulations.

The Licensing & Enforcement Manager stated that a recent judgement (Court of Appeal v Peterborough [City of]) had ruled that a nil policy could not be applied to an entire city.

In response to Members' questions the Licensing & Enforcement Manager said the following:

- i. The estimated cost of a nil policy consultation had been based on the work of London Boroughs.
- ii. Should a nil policy be introduced after a Licence had been granted, it would be difficult to revoke that Licence.
- iii. All applications would be considered on their own merits.
- iv. Infrequent events were not licensable activities and a nil policy would not apply to those events.
- v. One off events such as stag or hen events or burlesque evenings would not be licensable as they fell into the infrequent events category and were covered by different legislative acts.

The Committee considered amending the Sex Establishment Licence conditions to remove references to Christian holidays. However, no representations had been received regarding this or any other religious holidays. Members acknowledged that any future application would be considered on its merits and that local communities would have the opportunity to raise such concerns at that point.

The Committee:

Resolved (unanimously)

- i. Noted the results of the public consultation exercise as summarised as Appendix B of the Officer's report.
- ii. Approved the final Sex Establishment Licensing Policy attached as Appendix C to the Officer's report having taken into consideration the comments contained in paragraphs 3.5 to 3.14 of the report and Appendix B.
- iii. Resolved that the policy should have immediate effect and should be reviewed at least every five years.

16/50/Lic Delegated Officer Decision Making in Respect of the Hackney Carriage and Private Hire Taxi Policy and to Update the Council Constitution Accordingly

The Committee received a report from the Licensing & Enforcement Manager regarding delegated officer decision making in respect of the Taxi Policy and update of the Council's Constitution.

The Committee then debated the Officer's report.

In response to Members' questions the Licensing & Enforcement Manager said the following:

- i. Should an error be made, the decision could be reviewed and or taken to a Sub-Committee for a final decision.
- ii. Confirmed that enforcement issues would always be referred to a Sub-Committee for decision.
- iii. Delegated decisions would only apply to clear cut issues such as: a driver failing a medical examination or the age of the vehicle.
- iv. Any issues where there was room for discretion, such as exceptional circumstances, would be referred to a Sub-Committee.

The Committee:

Resolved (unanimously)

- i. Approved the delegated decision making process in the Hackney Carriage and Private Hire Licensing Policy as outlined in the table below.

Current	Proposed
The Council has delegated the following powers to the Head of Service:	The Council has delegated its Licensing function to the Licensing Committee and further delegated authority to the Licensing Sub Committee and to

<p>i) Hackney Carriages, private hire vehicles and trishaws except: the suspension of a driver's or a vehicle licence, unless the driver or proprietor of the vehicle, as appropriate, is informed of the right to appeal to the Licensing Sub-Committee within 14 days and in the event of such an appeal, the matter shall be heard within 7 days of receipt of the appeal.</p> <p>The Council has delegated to the Licensing Committee, who subsequently delegated to the Licensing Sub-Committee, the following powers relating to the licensing of Hackney Carriages and Private Hire Vehicles, the drivers of Hackney Carriages and Private Hire Vehicles, and the Operators of Private Hire Vehicles:</p> <ul style="list-style-type: none"> i) To grant an application for a Licence ii) To attach conditions to a Licence iii) To refuse an application for the grant of a Licence iv) To refuse to renew an existing Licence iv) To suspend a Licence v) To revoke a Licence 	<p>Officers of the Council who will determine applications and licensing decisions in accordance with the Policy.</p> <p>Any decision to refuse to grant, refuse to renew or suspend an application or any decision relating to the policy will be determined by Officers through the scheme of delegation. The applicant will have the right of appeal to the Magistrates Court.</p> <p>All decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court.</p>
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ii. Amended the constitution as outlined in the table below:

Current	Proposed Amendment
<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws except: the suspension of a driver's or a vehicle licence, unless the driver or proprietor of the vehicle, as appropriate, is informed of the right to appeal to the Licensing Sub-Committee within 14 days and in the event of such an appeal, the matter shall be heard within 7 days of receipt of the appeal.</p>	<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws</p> <p>Except for all decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court.</p>

The Committee received a report from the Licensing & Enforcement Manager regarding the Hackney Carriage and Private Hire Licensing Policy.

The Committee then debated the Officer's report.

The Committee made the following comments in response to the report:

- i. Welcomed the increased training requirements around safeguarding, domestic violence and equalities. Suggested that these should also be offered to bus drivers.
- ii. Welcomed the move towards greener technologies.
- iii. Acknowledged that there was currently no suitable electric vehicle with wheelchair access.
- iv. Praised the work that officers had done to engage the taxi trade in on-going improvements and acknowledged the initial work on this matter undertaken by former City Councillor, Councillor Rosenstiel.

In response to Members' questions the Licensing & Enforcement Manager said the following:

- i. Although they had not formally responded to the consultation process, the taxi trade had been consulted and were supportive of the proposals.
- ii. All drivers were required to complete Disclosure and Barring Service (DBS) checks every three years.
- iii. Enforcement was robust within Cambridge.
- iv. South Cambs District Council operated under slightly different rules.

The Committee noted an additional recommendation as follows:

The policy will be effective for a maximum of 5 years but will be kept under constant review.

The Committee:

Resolved (unanimously)

- i. To adopt the draft policy attached as Appendix E of the officer's report to the report as Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy with immediate effect.
- ii. Noted the contents of the "Hackney Carriage and Private Hire Handbook" (Appendix F) and agree that this is adopted as an operational guide to the policy with immediate effect.

- iii. Agreed the exceptions to the changes with immediate effect as detailed in the implementation plan below:

Area	Implementation Date									
<p>Mandatory attendance at Accessibility & Equality Training as part of the application for new drivers.</p>	<p>The training will be encompassed with the Safeguarding Training for all new and existing licence holders.</p> <p>Existing licence holders will take place from November 2016.</p> <p>New licence applicants will take place from April 2017.</p>									
<p>Environmental Considerations for consideration which detail potential measures to facilitate the uptake of low emission taxis in Cambridge:</p> <table border="1" data-bbox="165 956 743 1576"> <tbody> <tr> <td data-bbox="165 956 743 1039">1. Renewal / Registration fee discount or exemption.</td> </tr> <tr> <td data-bbox="165 1039 743 1122">2. Waive or extend age limit for ULEVs or Hybrids.</td> </tr> <tr> <td data-bbox="165 1122 743 1178">3. Waive requirement for 6 month inspection</td> </tr> <tr> <td data-bbox="165 1178 743 1234">4. Create an Electric Taxi only rank</td> </tr> <tr> <td data-bbox="165 1234 743 1317">5. Vehicle Purchase Subsidies for Electric vehicles</td> </tr> <tr> <td data-bbox="165 1317 743 1400">6. Provision of 'Rapid - Taxi Only' charging infrastructure</td> </tr> <tr> <td data-bbox="165 1400 743 1456">7. Set date for all newly registered vehicles to be low or ultra-low emission</td> </tr> <tr> <td data-bbox="165 1456 743 1512">8. Set date for all licensed taxi vehicles to be low or ultra-low emission</td> </tr> <tr> <td data-bbox="165 1512 743 1576">9. Restrict City Centre Access to ULEV and Hybrid Taxis only</td> </tr> </tbody> </table>	1. Renewal / Registration fee discount or exemption.	2. Waive or extend age limit for ULEVs or Hybrids.	3. Waive requirement for 6 month inspection	4. Create an Electric Taxi only rank	5. Vehicle Purchase Subsidies for Electric vehicles	6. Provision of 'Rapid - Taxi Only' charging infrastructure	7. Set date for all newly registered vehicles to be low or ultra-low emission	8. Set date for all licensed taxi vehicles to be low or ultra-low emission	9. Restrict City Centre Access to ULEV and Hybrid Taxis only	<p>The points detailed are for agreement in principle with a view to implementation once funding has been agreed by OLEV (Office for Low Emission Vehicles).</p>
1. Renewal / Registration fee discount or exemption.										
2. Waive or extend age limit for ULEVs or Hybrids.										
3. Waive requirement for 6 month inspection										
4. Create an Electric Taxi only rank										
5. Vehicle Purchase Subsidies for Electric vehicles										
6. Provision of 'Rapid - Taxi Only' charging infrastructure										
7. Set date for all newly registered vehicles to be low or ultra-low emission										
8. Set date for all licensed taxi vehicles to be low or ultra-low emission										
9. Restrict City Centre Access to ULEV and Hybrid Taxis only										
<p>DVSA Driving Test</p>	<p>In light of the changes from the Driver & Vehicle Standards Agency, an implementation date of January 2017 will be from when an alternative driving assessment method will be implemented by the City Council.</p>									

- iv. The policy would be effective for a maximum of 5 years but would be kept under constant review.

The meeting ended at 11.40 am

CHAIR

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CAMBRIDGE CITY COUNCIL

REPORT OF: Yvonne O'Donnell
Environmental Health Manager

TO: Licensing Committee

30/1/2017

WARDS: All

DELEGATED AUTHORITY TO HEAD OF ENVIRONMENTAL SERVICES IN RELATION TO HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES, TRISHAWS, PROPRIETORS, DRIVERS AND OPERATORS

1 INTRODUCTION

- 1.1 On 17th October 2016 a report came to Licensing Committee recommending that members approve the delegated decision making process in the Hackney Carriage and private hire Licensing Policy and update of the Council's Constitution.
- 1.2 As part of that committee report members were asked to approve the delegated decision making process in the Hackney Carriage and Private Hire Licensing Policy as outlined in the table below

Current	Proposed
<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws except: the suspension of a driver's or a vehicle licence, unless the driver or proprietor of the vehicle, as appropriate, is informed of the right to appeal to the Licensing Sub-Committee within 14 days and in the event of such an appeal, the matter shall be heard</p>	<p>The Council has delegated its Licensing function to the Licensing Committee and further delegated authority to the Licensing Sub Committee and to Officers of the Council who will determine applications and licensing decisions in accordance with the Policy.</p> <p>Any decision to refuse to grant, refuse to renew or suspend an application or any decision relating to the policy will be determined by Officers through the scheme of delegation. The applicant</p>

<p>within 7 days of receipt of the appeal.</p> <p>The Council has delegated to the Licensing Committee, who subsequently delegated to the Licensing Sub-Committee, the following powers relating to the licensing of Hackney Carriages and Private Hire Vehicles, the drivers of Hackney Carriages and Private Hire Vehicles, and the Operators of Private Hire Vehicles:</p> <ul style="list-style-type: none"> i) To grant an application for a Licence ii) To attach conditions to a Licence iii) To refuse an application for the grant of a Licence iv) To refuse to renew an existing Licence iv) To suspend a Licence v) To revoke a Licence 	<p>will have the right of appeal to the Magistrates Court.</p> <p>All decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court.</p>
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1.3 The second part of that committee report asked members to recommend, to amend the Constitution as outlined in the table below:

Current	Proposed Amendment
<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws except: the suspension of a driver's or a vehicle licence, unless the driver or proprietor of the vehicle, as appropriate, is informed of the right to appeal to the Licensing Sub-Committee within 14 days and in the event of such an appeal, the matter shall be heard within 7 days of receipt of the appeal.</p>	<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws</p> <p>Except for all decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court</p>

Members of the Licensing Committee did approve the amendments to the Policy and the Constitution.

1.4 However, when reviewing the agreed amendment, Officers considered that it did not provide sufficient flexibility for the Head of Service to make decisions in urgent and unusual situations.

1.5 This report seeks to clarify what is in the Hackney Carriage and Private Hire Licensing Policy and to further amend the constitution to allow the Head of Service to have the flexibility to make decisions according to circumstances which may require urgent attention.

2. RECOMMENDATIONS

2.1 It is recommended that members approve the delegated decision making process in the Hackney Carriage and private Hire Licensing Policy as outlined in the table below:

Current	Proposed
<p>The Council has delegated its Licensing function to the Licensing Committee and further delegated authority to the Licensing Sub Committee and to Officers of the Council who will determine applications and licensing decisions in accordance with the Policy.</p> <p>Any decision to refuse to grant, refuse to renew or suspend an application or any decision relating to the policy will be determined by Officers through the scheme of delegation. The applicant will have the right of appeal to the Magistrates Court.</p> <p>All decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates</p>	<p>The Council has delegated its Licensing function to the Licensing Committee and further delegated authority to the Licensing Sub Committee and to Officers of the Council who will determine applications and licensing decisions in accordance with the Policy.</p> <p>Any decision to refuse to grant, refuse to renew or suspend an application or any decision relating to the policy will be determined by Officers through the scheme of delegations. The applicant will have the right of appeal to the Magistrates Court.</p> <p>All decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court.</p> <p>If it appears that the interests of public</p>

Court.	<p>safety require the suspension or revocation of the licence of a driver with immediate effect, the Head of Service or his/her deputy, in consultation with the Chair of Licensing has the delegated authority to make such a decision.</p> <p>The driver has the right of appeal against the decision to the Magistrates Court.</p>
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2.2 It is recommended that members amend the constitution as outlined in the table below:

Current	Proposed Amendment
<p>The Council has delegated the following powers to the Head of Service:</p> <p>i) Hackney Carriages, private hire vehicles and trishaws</p> <p>Except for all decisions regarding breaches of the Enforcement Management System will be determined by the Licensing Sub Committee with a right of appeal to the Magistrates Court</p>	<p>The Council has delegated the following powers to the Head of Service:</p> <p>All matters relating to Hackney Carriage, Private Hire, and Trishaw vehicles, and the drivers, proprietors and operators of those vehicles.</p>

3. **CONSULTATIONS**

Officers within Legal Services and Committee Services have been consulted on these amendments

4. **CONCLUSIONS**

4.1 The Licensing Committee and the Head of Service through the Environmental Health Manager have the responsibility to ensure that that all appropriate delegation are in place to make any necessary decisions in line with policies and procedures in relation to Hackney Carriage, Private Hire, and Trishaws, Vehicles, drivers, proprietors and operators.

5. IMPLICATIONS

(a) Financial Implications

None

(b) Staffing Implications

None

(c) Equality and Poverty Implications

An Equality Impact Assessment has been undertaken as part of the Hackney Carriage and Private Hire Licensing Policy review in October 2016, which included the impact of the change in relation to delegated decision making.

(d) Environmental Implications

None

(e) Procurement

None

(f) Consultation and communication

As above

(g) Community Safety

Cambridge City Council has a duty to provide a Hackney Carriage and Private Hire Service which is as safe as possible.

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

Hackney Carriage and Private Hire Taxi Policy

Hackney Carriage and Private Hire Taxi Handbook

Equality Impact Assessment for the Policy

To inspect these documents contact Yvonne ODonnell on extension 7951.

The author and contact officer for queries on the report is Yvonne O'Donnell on extension 7951 .

Date originated: 17 January 2017

Date of last revision: 17 January 2017

CAMBRIDGE CITY COUNCIL

REPORT OF: Yvonne O'Donnell
Environmental Health Manager

TO: Licensing Committee

30 January 2017

WARDS: All

ANNUAL REVIEW OF LICENSING FEES AND CHARGES – 2017/ 18

1 INTRODUCTION

- 1.1 Cambridge City Council, as the Licensing Authority, is responsible for processing and issuing licences for a wide range of activities. This report sets out the fees and charges for licences and associated items, which it is proposed should be made with effect from 1st April 2017. The approved charges will be submitted to Full Council to note on 23rd February 2017.

2. RECOMMENDATIONS

- 2.1 Members are recommended:

To approve the level of fees and charges with effect from 1st April 2017, as set out in Appendix A of this report, and to request officers to communicate the charges to the businesses, taxi trade and public.

3. BACKGROUND

- 3.1 The Council is required to review the charges which it makes for licences and other associated items, from time to time. Council policy is that an annual review will be undertaken.
- 3.2 The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

- 3.3 The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.
- 3.4 The proposed charges for 2017/18, together with the fees currently being charged, are set out in Appendix A.
- 3.5 With respect to the 'Taxi Licence' fees, there are some schedules where the increase in licence fee must be compared against the length of the licence. For example, although the 3 year driver licence renewal fee has increased from £150 to £230, which equates to an annual increase of approximately £27 (£80 over the three year period), the 1 year new renewal fee (£80), however, has remained the same as 2016/17.
- 3.6 Where changes to fees are indicated, these have been made with specific reference to the costs involved in the work required, rather than on the basis of a standardised approach.
- 3.7 Fees for the Mandatory Customer Awareness: Safeguarding, Equality & Protection Training for all licence holders have been set, which had not been included previously.
- 3.8 Fees for licences issued under the Licensing Act 2003 for premises and personal licences are currently fixed by the Government and are included in Appendix A for information only.
- 3.9 Permit fees under the Gambling Act 2005 are set by the Government and the Licensing Authority has no discretion. However, premises licence fees are set subject to the maxima laid down by the Department of Culture, Media and Sport and delegated to officers to determine. They are included in Appendix A for information.
- 3.10 Fees for Animal Businesses, Skin Piercing and Sex Establishments have increased by 2.5%, in line with the rate of inflation.
- 3.11 Officers have reviewed the control of Street Trading account and recommend that consent fees for 2017/18 are kept at current 2016/17 prices. The Local Government (Miscellaneous Provisions) Act 1982 requires the City Council to set consent fees at a level only to recover costs, after taking in account surpluses and deficits from previous years.

4. OPTIONS

4.1 The Committee may resolve to:

4.1.1 Adopt the fees as set out in Appendix A

4.1.2 Adopt fees at a different level to those set out in Appendix A, but, in doing so, should explain the reasons for departing from them, so as to enable the Council to withstand a legal challenge.

5. CONSULTATIONS

5.1 Under the Local Government (Miscellaneous Provisions) Act 1976, the Council is required to consult on any changes to the fees and charges in respect of Hackney Carriage and Private Hire licensing.

5.2 A 28 day public consultation took place from 1 November 2016 to 28 November 2016. 25 responses were received as detailed in Appendix B. Each of these responses received a reply by one of the officers of the Licensing & Enforcement Team in consultation with the Environmental Health Manager.

6. CONCLUSIONS

6.1 The Council needs to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

6.2 Fees should be set so as to avoid either a surplus or a subsidy, where possible, and adjusted, if necessary, in succeeding years to achieve and maintain the correct balance.

6.3 Members should determine which of the options, under Section 5 above, they wish to pursue or to determine such other course of action they consider appropriate.

7. IMPLICATIONS

(a) Financial Implications

The charges are set to recover the Council's allowable costs, as at present.

(b) Staffing Implications

Nil.

(c) **Equal Opportunities Implications**

Nil.

(d) **Environmental Implications**

Nil.

(e) **Procurement**

Nil.

(f) **Consultation and communication**

The charges proposed under the heading Taxi Licences have been the subject of a formal 28 day consultation.

(g) **Community Safety**

Nil.

APPENDICES

Appendix A: Table of proposed fees

Appendix B: Responses to Consultation

BACKGROUND PAPERS: The following are the background papers that were used in the preparation of this report:

Calculation Spreadsheets

To inspect these documents contact Yvonne O'Donnell on extension 7951.

The author and contact officer for queries on the report is Yvonne O'Donnell on extension 7951.

Date originated: 17 January 2017

Date of last revision: 17 January 2017

Environmental Health Service - Review of Fees & Charges 2017-18

Charge Type and Description	Charges 2016/17	Charges 2017/18	% Increase
Animal Businesses (New and Renewal)			
Pet Shop Licence	£ 323.00	£ 331.00	2.5%
Animal Boarding Establishment	£ 323.00	£ 331.00	2.5%
Dog Breeding Establishment	£ 323.00	£ 331.00	2.5%
Riding Establishment	£ 323.00	£ 331.00	2.5%
Zoo	£ 543.00	£ 557.00	2.5%
Dangerous Wild Animals	£ 323.00	£ 331.00	2.5%
Home Boarding	£ 82.00	£ 84.00	2.5%
Skin Piercing			
Skin Piercing – Premises	£ 135.00	£ 138.00	2.5%
Skin Piercing - Practitioners	£ 52.00	£ 53.00	2.5%
Sex Establishments			
Sexual Entertainment Venues (new & variation)	£ 2,823.00	£ 2,894.00	2.5%
Sexual Entertainment Venues (renewal)	£ 836.00	£ 857.00	2.5%
Sexual Entertainment Venues (transfer)	£ 836.00	£ 857.00	2.5%
Sex Shop / Sex Cinema (new & variation)	£ 2,614.00	£ 2,679.00	2.5%
Sex Shop / Sex Cinema (renewal)	£ 836.00	£ 857.00	2.5%
Sex Shop / Sex Cinema (transfer)	£ 836.00	£ 857.00	2.5%
Taxi Licences			
Drivers			
Disclosure & Barring Service Check (DBS) *	£ 44.00	£ 44.00	0.0%
Knowledge Test	£ 40.00	£ 65.00	63.0%
New Licence Fee	£ 190.00	£ 230.00	21.0%
Annual Renewal Fee	£ 80.00	£ 80.00	0.0%
3 Yearly Renewal Fee	£ 150.00	£ 220.00	47.0%
Replacement Badges	£ 15.00	£ 20.00	33.0%
DVLA Data Check *	£ 8.00	£ 8.00	0.0%
Change of Details	£ 10.00	£ 15.00	50.0%
Replacement Licence	£ 10.00	£ 10.00	0.0%
Vehicles			
Hackney Carriage Licence (new)	£ 225.00	£ 270.00	20.0%
Private Hire Licence (New)	£ 225.00	£ 270.00	20.0%
Private Hire Licence Renewal	£ 210.00	£ 220.00	5.0%
Hackney Carriage Licence Renewal	£ 220.00	£ 230.00	5.0%
Plate Deposit	£ 50.00	£ 50.00	0.0%
Replacement Plate	£ 25.00	£ 25.00	0.0%
Change of Ownership	£ 55.00	£ 70.00	27.0%
Crest - self adhesive	£ 6.00	£ 6.00	0.0%
Crest - magnetic	£ 8.00	£ 8.00	0.0%
Replacement Licence	£ 10.00	£ 10.00	0.0%
Change of Details	£ 10.00	£ 15.00	50.0%
Mechanical Fitness Test	£ 56.00		0.0%
Mechanical Re-Test	£ 28.00		0.0%
Operators Licence			
Private Hire Operators Licence (New)	£ 150.00	£ 200.00	33.0%
Private Hire Operators Licence (Renewal - 1 Year)	£ 150.00	£ 170.00	13.0%
Private Hire Operators Licence (renewal - 5 Year)	£ 640.00	£ 800.00	25.0%
Replacement Licence	£ 10.00	£ 10.00	0.0%
Change of Details	£ 10.00	£ 15.00	50.0%
Transponders			
Annual Restricted Access Administration Fee	£ 20.00	£ 20.00	0.0%
Deposit *	£ 80.00	£ -	N/A
Replacement *	£ 80.00	£ -	N/A

Environmental Health Service - Review of Fees & Charges 2017-18

Charge Type and Description	Charges 2016/17	Charges 2017/18	% Increase
* Externally set fees and charges			
Training			
Fee for Customer Awareness: Safeguarding, Equality & Protection Training	N/A	£50.00	N/A
BIIAB Level 1 Award in Responsible Alcohol Retailing	£65.00	£65.00	0%
BIIAB Level 2 Award for Personal Licence Holders	£90.00	£100.00	11.0%
Licensing Act 2003			
Personal Licence	£37	£37	0%
New Premises Licence (or full variation)	Various	Various	0%
Annual Fee	Various	Various	0%
Minor Variation	£89	£89	0%
Temporary Event Notice	£21	£21	0%
Change of Designated Premises Supervisor	£23	£23	0%
Gambling Act 2005			
Bingo Club (New)	£2,625	£2,625	0%
Bingo Club (Annual Fee)	£900	£900	0%
Small Society Lottery (New)	£40	£40	0%
Small Society Lottery (Annual)	£20	£20	0%
Betting Premises (New)	£2,250	£2,250	0%
Betting Premises (Annual Fee)	£540	£540	0%
Family Entertainment Centre (New)	£1,500	£1,500	0%
Family Entertainment Centre (Annual Fee)	£500	£500	0%
Adult Gaming Centre (New)	£1,500	£1,500	0%
Adult Gaming Centre (Annual Fee)	£900	£900	0%
Street Trading			
12 month food licence pitch	£ 2,886.00	£ 2,886.00	0%
12 month retail licence pitch	£ 2,727.00	£ 2,727.00	0%
8 month food licence pitch	£ 2,165.00	£ 2,165.00	0%
8 month retail licence pitch	£ 2,045.00	£ 2,045.00	0%
4 month food licence pitch	£ 722.00	£ 722.00	0%
4 month retail licence pitch	£ 682.00	£ 682.00	0%

	Response	Reply
1	<p>Dear Yvonne,</p> <p>Thank you for consulting residents on the proposed changes to the taxi licence fees.</p> <p>I object to the present proposals on the grounds that the proposed pricing structure does not align with the aims of the City Deal.</p> <p>My objection is based on the findings of the "Vehicle Emission Measurement and Analysis" study (2013; https://www.cambridge.gov.uk/sites/default/files/documents/Cam_VEMS_Report_v1.0.pdf), which shows:</p> <p>(a) taxis have a significant mode share of 4.18% (p.vii)</p> <p>(b) the "emission performance of taxis is far worse than its private passenger car and LCV (Light-Commercial Vehicle) counter-parts." (p.viii)</p> <p>(c) "of the three types of taxis operating in Cambridge the diesel and LCV (Diesel) Hackney carriages have the worst emission performance" (p.32).</p> <p>The implication arising from this study is that private hire vehicles should not be licensed in the same manner as Hackney carriages. The study further indicates that a switch to hybrid and ultra low emission vehicles is urgently needed and should be encouraged. A bold statement to that effect would be to keep the fees for high emission vehicles, and to reduce or abolish fees for low emission vehicles. A very bold statement would be to pay drivers of high emission vehicles to switch.</p> <p>I understand you are working on similar proposals (https://www.cambridge.gov.uk/news/2016/06/28/council-to-encourage-lowemission-taxis-to-boost-air-quality-in-city), but I feel that there is an urgency introducing these measures before April 2018 (the next renewal date) considering that (a) the findings of the Vehicle Emission Measurement and Analysis study were published in 2013, (b) Public Health data attribute >200 deaths p.a. in Cambridgeshire to particulate air pollution (Cambridge Air Quality Action Plan, 2015), and (c) City Deal initiatives are now firmly underway.</p>	<p>Dear [REDACTED]</p> <p>Many thanks for your interest in Taxi licensing policy and Air Quality. Since publication of the "Vehicle Emission Measurement and Analysis" VEMS study, which we commissioned, substantial work has been carried out by the Environmental Health service to develop policy measures to move towards a low emission Taxi fleet.</p> <p>The VEMS study helped to consolidate local evidence to support a move away from diesel engines and has led to a number of policy interventions being agreed. In summary the City Council have agreed a series of incentives and regulatory policies as follows to effect this change:</p> <p>Provisions approved by councillors as part of the policy include:</p> <ul style="list-style-type: none"> • A discount or exemption on fees for drivers of 'Low Emission Taxis' (petrol/ electric hybrids) or 'Ultra-Low Emission Taxis' (fully electric); • Extending the maximum age limit allowed for taxis if they are fully electric or petrol/electric hybrids; • Creating an electric taxi-only rank; • Providing a number of taxi-only charging points. <p>The policies were introduced at Environment Scrutiny Committee in June 2016 – Full details available here: http://democracy.cambridge.gov.uk/documents/s34713/ESC%20Report%20June%202016%20-%20Encouraging%20the%20Shift%20to%20Low%20Emission%20Taxis%20-.pdf</p> <p>And following a consultation period over the summer have been adopted through the Taxi licensing Sub-Committee in October. The Decision was press released on the 18th of October 2016:</p> <p>https://www.cambridge.gov.uk/news/2016/10/18/new-private-hire-and-hackney-carriage-policy-aims-to-improve-air-quality-in-city</p> <p>We are now preparing an enabling project to procure rapid charging infrastructure to support the policy and are in the final stages of a bid to the Office for Low Emission Vehicles for further funding supporting infrastructure and additional subsidies for the purchase of Electric Hackney carriages.</p> <p>I Hope that you are able to see that we are extremely active on this agenda and that action is in process. If you need further information on this initiative please</p>

		<p>contact [REDACTED]</p>
<p>2</p>	<p>Dear sir/madam I recently received an new taxi license fees consultation which will take place at the meeting on 2017 and I feel like that some of the changes is become too expensive!! Like 3 year license renewal fee £150 to proposed £220 which is £70 more and Hackney carriage license from £225 to £270, private hire operators 5yr from £640 to £800 seems too much increased. These amount if it's up £20 or £30 pound then it's ok but to me this proposed seems too much expensive!! So please can you reduce the for us. Thanks for your time. Your sincerely [REDACTED]</p>	<p>Good afternoon</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to:</p> <ul style="list-style-type: none"> i) the 3 year licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii) the Hackney Carriage licence which is a £45 increase (for a year) iii) the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period) <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
<p>3</p>	<p>Morning Yvonne,</p> <p>Thank you for the consultation changes to licensing fee's for 2017 - 2018.</p> <p>Again my comments relate to your "change of ownership" fee. This is a notification not a permission with a set 14 day period of time. At present this jeopardises this process & could affect the obligated duties upon yourselves & notifier, due to burden of cost & the implications that could arise from this fee.</p> <p>Have a good weekend [REDACTED]</p>	<p>Good afternoon [REDACTED]</p> <p>Thank you for your email.</p> <p>Yvonne has asked me to respond to you to clarify that Change of Ownership is a 'process' and does require a set process to be followed. This includes a face to face appointment with the Proprietor(s), checking/ validating of documents, review of application form presented, logging and updating the licensing database, acceptance of monies, production of licence and sign off of database.</p> <p>Therefore, the charge reflects the process which is to be followed to implement/ action the change of ownership. Furthermore, we must be able to demonstrate that the fees it charges for licences have been set in accordance with the law and</p>

On 17 Nov 2016, at 18:25, [REDACTED] > wrote:

Dear Viki & Yvonne,
Thank you for your comprehensive email
But I'm sorry I disagree with your database process & the unnesasary fee that is attached.
The duty imposed on all local authorities is to keep up to date the details within the public Hackney Carriage Registrar, - within the set time, - otherwise it opens the avenues for a process formal complaint.
(DBS checking on new proprietors, puts yourselves into a negative position does it not??)
previously I have relayed a correct process to then Mr Coey, who was a Head Environmental services, & agreed that a recorded letter of notifier is all that is required - there is no fee suggested or mentioned for this process within law. (I still have this letter).

I hate iPhone for typing
[REDACTED]

From: [REDACTED]

Sent: 28 November 2016 23:39

To: Yvonne ODonnell; Victoria Jameson

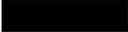
Subject: Re: Fees 2017-18

Hi Yvonne,
Can it be revealed, to wether you've taken on extra man power or have extended hours to justify such a dramatic increase in the taxi proposed fees for 2017- 2018?
- has the council a secret bonus scheme, for it employees.? - it seems a little harsh steep on the taxi & P.H.trades, & wondered where the break down of these fee's can be found??

best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.

	<p>My records show I'm still working on takings from 2002 ??</p> <p>Regards </p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 28</p>	<p>4</p> <p>These increases to taxi licensing is up to 45% in some cases and is totally unacceptable. Our trade must keep swallowing increased overheads with little increase in revenue under less we work more hours than we do now. Please listen to the trade and leave the fees as they are.</p> <p>From an overworked City taxi driver.</p> <p>Regards </p>	<p>Good afternoon</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <p>i)the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii)the 1 year annual driver licence fee has remained the same iii)the Hackney Carriage vehicle licence which is a £45 increase (for a year) iv)the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v)the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period)</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
	<p>5</p> <p>I disagree with any increase.It is shocking.How can you justify 45% increase in some fees?? As far as I know any increase should be level by rate of inflation. Regards </p> <p>Sent from my iPhone</p>	<p>Good afternoon</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p>

	<p>Thanks for reply. I still feel the increase is not justifiable as we only had 1.1% increase on our meter tarrif after few years. Regards [REDACTED]</p>	<p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <p>i)the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii)the 1 year annual driver licence fee has remained the same iii)the Hackney Carriage vehicle licence which is a £45 increase (for a year) iv)the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v)the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period)</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
6	<p>Dear Sir/Madam, Thank you for giving us an opportunity to express our views regarding proposed fee increases. It is shockingly worrying that you have proposed between % 30-45 increase on some licence fees. We only got 2-3 % increase on our fare charts this year. Proposals are totally unjust and taking advantage of our licence requirements.We have no option to renew our licences and these proposals are totally unbalanced. Your staff costs are frozen and I will only accept same as enflation or same % as our price increase given by taxi licencing. [REDACTED] Hackney driver. NO = [REDACTED]</p>	<p>Good afternoon</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <ul style="list-style-type: none"> i) the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii) the 1 year annual driver licence fee has remained the same iii) the Hackney Carriage vehicle licence which is a £45 increase (for a

		<p>year)</p> <ul style="list-style-type: none"> iv) the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v) the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period) <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
<p>Dear sir/madam You just changed %46 for badge fees.is the inflation %46 in this country.why do you increase prize like that .do you increase taxi meter fare %46 .if you do that .ok that increase is logical. </p> <hr/>		<p>Good morning</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <ul style="list-style-type: none"> vi) the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) vii) the 1 year annual driver licence fee has remained the same viii) the Hackney Carriage vehicle licence which is a £45 increase (for a year) ix) the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) x) the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period) <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not</p>

		<p>permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
8	<p>I wish to object to your proposed rises. I find them totally unfair and unjustified. We were given 1.6% increase on our meters and your proposed increases are between 30 and 50%. How can that be fair? Regards, [REDACTED]</p> <hr/> <p>Sent from my iPhone</p>	<p>Good morning</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <p>i)the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii)the 1 year annual driver licence fee has remained the same iii)the Hackney Carriage vehicle licence which is a £45 increase (for a year) iv)the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v)the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period)</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
9	<p>Dear Sir</p> <p>I object to all of the proposed Taxi fee increases.</p>	<p>Good morning</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-</p>

	<p>No doubt there has been a significant fall in income from taxi licensing due to the bulk of City hire cars moving over to south cambs.</p> <p>regards</p> <p>██████████</p> <hr/>	<p>18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <p>i)the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) ii)the 1 year annual driver licence fee has remained the same iii)the Hackney Carriage vehicle licence which is a £45 increase (for a year) iv)the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v)the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period)</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
<p>10</p>	<p>Dear Madam and Sir,</p> <p>Regarding the plan of increasing the Taxi fees.</p> <p>It's for me unbelievable and unacceptable.</p> <p>I've been having a feeling since I've started this business that the city council sees each taxi driver like a fountain of money!!!</p> <p>Please don't increase the fees anymore.</p> <p>Many thanks</p> <p>██████████</p> <p>Sent from Yahoo Mail on Android</p> <hr/>	<p>Good morning</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <p>i) the 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period)</p> <p>ii) the 1 year annual driver licence fee has remained the same</p> <p>iii) the Hackney Carriage vehicle licence which is a £45 increase (for a year)</p>

		<p>iv) the Hackney Carriage vehicle renewal licence has increased by £20 (for a year) v) the Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period)</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p>
<p>11</p> <p>Page 33</p>	<p>I think the proposed increases in our fees are unfair, way above the current rate of inflation and unacceptable. It will also cause an extra burden on taxi drivers ability to earn a living and mean a lot of additional bureaucracy with all the added checks, medicals etc.</p> <p>The Licensing Department of the council are not supposed be making a profit from taxis. These increases will mean that we will find it very had to be able to sustain our businesses.</p> <p>██████████</p> <p>Sent from my iPhone</p> <hr/>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>

12	<p>Hello,</p> <p>The proposed fee increase its unfair and no justification for it at all.</p> <p>Some of the proposed rises are quite steep - for example the 3-year badge fee is to rise from £150 to £220 (46%). The hackney vehicle license renewal is set to rise from £210 to £230 (9.5%). The highest rise proposed is 50% (change of details).</p> <p>Government always make money and tax from the poor in society rather than the well of! well done keep up the good work.</p> <p>██████████</p> <hr/>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 9.5-50% increase on some fees. To break that down I can confirm the following:</p> <ol style="list-style-type: none"> 1. The 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period); 2. The Hackney Carriage vehicle renewal licence has increased by £20 (for a year); 3. The change of details has increased by £5 to £15.00. <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
13	<p>To the Licencing officer,</p> <p>Hello, I'm writing in response to the huge increase in taxi fees.</p> <p>I can not see justification for a 40% + increase. Can you please justify this.</p> <p>I would also like a breakdown on how much time it takes on admin as this clearly is the issue.</p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for</p>

	<p>Many thanks</p> <p>██████████</p> <hr/>	<p>licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way. If you would like to arrange a time to come in to our offices and check the way the fees were calculated then please let me know.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
<p>14</p> <p>Page 35</p>	<p>I'm against any increase They came at the worst time Business going down Uber could work in city without any license, this is not right</p> <hr/> <p>Sent from my iPhone</p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>

<p>15</p>	<p>Dear Sir/Madam, Thank you for giving us an opportunity to express our views regarding proposed fee increases. It is shockingly worrying that you have proposed between % 30-45 increase on some licence fees. We only got 2-3 % increase on our fare charts this year. Proposals are totally unjust and taking advantage of our licence requirements. We have no option to renew our licences and these proposals are totally unbalanced. Your staff costs are frozen and I will only accept same as enflation or same % as our price increase given by taxi licensing.</p> <p>NO = [REDACTED] Hackney Carriage Driver. Sent from my Samsung device Sent from my iPhone</p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible. The fee increases you have mentioned relate to a 30-45% increase on some fees. To break that down I can confirm the following:</p> <ul style="list-style-type: none"> • The 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period) • The 1 year annual driver licence fee has remained the same • The Hackney Carriage vehicle licence which is a £45 increase (for a year) • The Hackney Carriage vehicle renewal licence has increased by £20 (for a year) • The Private Hire Operator increase which equates to an annual increase of approximately £32 (£160 over a five year period) • <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise. The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
<p>16</p>	<p>Good afternoon, We are writing to object to the rising price increases set out for taxi licensing. We are all struggling to make a living. Our earnings are not Increasing at the same level. Also the added opposition of Uber does not help us struggling Cambridge taxi drivers. We expect price increases but not at the expected levels. Kind regards [REDACTED]</p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p>

	<p>Sent from my iPad</p> <hr/>	<p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
<p>17</p>	<p>Dear Taxi Licensing ,</p> <p>Thanks for sending us the proposed Licensing fees for 2017-2018. Also thank you very much for allowing the period from 1st November to 28th November to rise our concerns. While Going through the new Taxi License fees I have realised that there is an increase over 20 percent. In the last few years we only had increase on the fares around 1 percent. In my perspective this increase is very high and not reasonable. I kindly ask you to consider it again and keep on going with the existing Taxi License price list.</p> <p>Kind Regards, </p> <hr/>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>

Dear Licensing,

I would like to reply to your consultation about taxi fee increases.

Some of the proposed rises are enormous. The largest in percentage terms is 50% for change of details which is a £5 rise. The largest in actual money is the 46% rise in the three-year driver' badge renewal fee, £70 more. And the hackney vehicle licence renewal fee is to rise by £20 which is more than 10%.

Additionally there is a new fee for the customer awareness training.

At the rise in metered fares this year, less than the requested 1.6% was awarded, on the grounds that costs are not rising, and I find it difficult to understand how you can justify such huge rises in the fees.

There is a rumour that the hefty increases are due to private hire vehicles and drivers migrating to S.C.D.C. and that your department still has to cover its costs. However that is not true of hackneys, and it is not right that hackneys should have to make up the lost revenue.

Meanwhile it has become apparent that the taxi bye-laws are not being enforced: many private hire drivers are blatantly abusing their licence conditions, and it is becoming more prevalent because they know there is very little chance of being caught. Some will try to cover themselves by colluding with their P.H. agency to make a false record of a booking, but it has been decided in the High Court that this still amounts to plying for hire (and presumably aiding and abetting by the P.H. agency).

It would be a very good thing both for the taxi trade and the public, if more effort and money were spent on actively enforcing the taxi bye-laws, and prosecuting the drivers and agencies involved. If these rises are approved by the Council, I hope that this can be achieved.

Yours etc.



Good afternoon,

Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.

The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

The fee increases you have mentioned relate to a 30-50% increase on some fees. To break that down I can confirm the following:

- The 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period)
- The 1 year annual driver licence fee has remained the same
- The Hackney Carriage vehicle licence which is a £45 increase (for a year)
- The Hackney Carriage vehicle renewal licence has increased by £20 (for a year)
- The 'Change in Details' has increased by £5.00 to £15.00.

As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.

Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.

In order to address the other points you raised:

"There is a rumour that the hefty increases are due to private hire vehicles and drivers migrating to S.C.D.C. and that your department still has to cover its costs. However that is not true of hackneys, and it is not right that hackneys should have to make up the lost revenue."

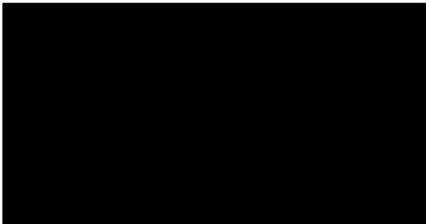
This is not true. I have addressed how the fees are calculated above.

"It would be a very good thing both for the taxi trade and the public, if more effort and money were spent on actively enforcing the taxi bye-laws, and prosecuting the

		<p><i>drivers and agencies involved. If these rises are approved by the Council, I hope that this can be achieved.”</i></p> <p>The Licensing & Enforcement Team has increased its enforcement profile in the city and this has included running joint operations with the Police targeting the drivers of Private Hire Vehicles illegally plying for hire.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
19	<p>Dear Environmental health manager, the proposed fee percentage increases are far too high and should in my opinion not exceed the 1.6 percent fare increase which was given to ourselves last September.</p> <p>That you cannot generate enough revenue to cover your costs , it is not fair and reasonable to impose these rises on a trade struggling to maintain viability in the face of ever mounting conditions and costs from Cambridge City Council.</p> <p>I would appreciate a copy of your departments 2015/2016 profit and loss accounts so that I can analyse these so as to satisfy myself and other proprietors that the monies generated from ourselves is only covering our costs of administration by the council.</p> <p>I look forward to your prompt response and sight of your 2015/2016 p&ls as soon as these are finalised.</p> <p>Yours faithfully </p> <p>Sent from my iPhone</p> <hr/>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>If you would like a copy of the profit/loss accounts for 2015/2016 then you will need to submit a Freedom of Information (FOI) request. You can do this online at: https://www.cambridge.gov.uk/content/make-request-online.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
20	<p>Dear Sirs</p> <p>After receiving details of the proposed fare increase set by Cambridge City Council, I wish to object to these as the increases far outstrip inflation and ever increasing difficult industry with more competition.</p> <p></p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p>

		<p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.</p>
	<p>I don't understand why the fees have to increase when plate has been capped and those who have plate are selling them high price rather than handing them back so that someone ,who has been on waiting list can have opportunity. Fees are reasonable no need to increase.</p> <hr/>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to</p>

		the committee report due to go before members of the Licensing Committee in January 2017.
22	<p>Dear Yvonne O'Donnel</p> <p>I wish to object to proposed Taxi Licence Fees rises for 2017-2018 These rises are very steep and can not be justified in any shape or form for example 46% rise for 3-years badge,50% rise for change of details. The proposed fee rises should be set in line with the rise in inflation.</p> <p>I would like to make complaint for late arrival of your letter. I received it on 9-11-2016.public Consultation started from 1 November 2016.</p> <p>Many Thanks [REDACTED]</p> <hr/> <p>Sent from my iPhone</p>	<p>Good afternoon,</p> <p>Thank you for your email in relation to the proposed Taxi Licensing Fees for 2017-18.</p> <p>First of all I would like to apologise there was a delay in receiving the letter detailing the information relating to the taxi licensing fees consultation. This letter, as well as the most recent edition of the Taxi Newsletter, was sent out to members of the taxi trade, licensed drivers and vehicle proprietors which numbers over 1,000 individuals. Due to the sheer number of people that need to be written it is inevitable there will be some instances where the delivery of letters is delayed.</p> <p>Returning to the matter you have raised, the Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.</p> <p>The fee increases you have mentioned relate to a 30-50% increase on some fees. To break that down I can confirm the following:</p> <ul style="list-style-type: none">• The 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period)• The 1 year annual driver licence fee has remained the same• The Hackney Carriage vehicle licence which is a £45 increase (for a year)• The Hackney Carriage vehicle renewal licence has increased by £20 (for a year)• The 'Change in Details' has increased by £5.00 to £15.00. <p>As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.</p> <p>The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.</p> <p>Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.</p> <p>I hope you find the above information useful. I shall be adding your comments to</p>



To the Chair of Licensing Committee

1. The question is how can you look at increasing Taxi fees by 20 to 50 % as they were reviewed 3 years ago we expect increases to be in line with inflation as they should have been set at the right level when reviewed.
2. The committee struggled to give the trade 1.1% increase when we asked for 1.5% so to then to increase charges to the same people by 20 to 50% is not fair or reasonable on fees that are already high
3. [redacted] would ask for a more reasonable increase nearer inflation.

Regards



the committee report due to go before members of the Licensing Committee in January 2017.

Good afternoon [redacted],

Yvonne has asked me to respond to your letter, in relation to the proposed Taxi Licensing Fees for 2017-18, on her behalf.

The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

The fee increases you have mentioned relate to a 20-50% increase on some fees. To break that down I can confirm the following:

- The 3 year driver licence which equates to an annual increase of approximately £23 (£70 over the three year period)
- The 1 year annual driver licence fee has remained the same
- The Hackney Carriage vehicle licence which is a £45 increase (for a year)
- The Hackney Carriage vehicle renewal licence has increased by £20 (for a year)
- The 'Change in Details' has increased by £5.00 to £15.00.

As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.

Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.

I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.

19/11/2016

Dear Yvonne

My name is [REDACTED] and I am a licensed taxi driver and proprietor in Cambridge I have received your proposed increases to our fees and would like you to consider mine based on logic and commonsense!

Drivers

- 1, DBS you cannot increase as fixed by government
- 2, Knowledge test £40 to £65 should be reduced to encourage new driver to come forward and not go to south Cams £30
- 3, Licence fee (new) £190 to £230 should be reduced to encourage new drivers to come forward and not go to south Cams £150
- 4, Annual renewal fee £80 to £80 should be increase to £160 to encourage drivers to adopt 3 year licenses thus cutting cost annually visit to taxi licensing
- 5, replacement badge £15 to 20 should increase to £100 as if driver careless enough to lost it should be penalty for and will take better care in future
- 6, replacement license £10 to £10 also increase to £100 for same reason as before
- 7, change of details £10 to £15 this 50% for change of address for example my our insurance companies would only £10 for this service so should remain at £10
- 8, DVL A cannot be increase as like DBS its fixed but a total waste of time in my opinion

Vehicles

- 1, Change of ownerships £55 to £70 should increase to £150 as it is one of cost attributed to starting or taking over a business
- 2, Hackney carriage vehicle license (new) £225 to £270 this is a 20% increase will it 20% less time now to process a annual renewal of existing license answer now increase £230 which is approximately 3 time rate of inflation
- 3, private hire new this should be reduced to £200 to encourage new drivers to license their vehicle on city instead off South Cams
- 4, Hackney carriage license renewal £210 to £230 this is 10% increase on what is a fixed cost 10 times rate of inflation
- 5 private hire vehicle renewal £200 to £220 this should be frozen to encourage driver to stay on city licensed vehicles
- 6 private hire plate deposit frozen at £50
- 7, restricted access frozen at £20
- 8 transponder no action
- 9 door crests increase to £10 both sticky and magnetic
- 10, plate replacement to increase £100 same reason as license and badge replacement
- 11, license replacement to increase £100 same reason as 10
- 12 change of details £10 to £15 should remain at £10 same reason as license change of details

Training

I am quite happy to attend this coarse and I probably will learn something new and important but I feel that subsequent refresher coarse would be unnecessary unless I as proprietor or taxi license holder was found need it due an indiscretion eg refusing a guide dog or something similar then you could charge me a fee like speed awareness coarse

Operators

- 1, private hire operators license (new) £150 to £200 a 33% increase 33 times rate of inflation ?
- 2, private hire operators license (renewal 1 year) £150 to £170 a increase 13 times rate of inflation?
- 3 private hire operators license (renewal 5 year) £640 to £800 a increase 25 times rate inflation ?
- 4 replacement license £10 to £10 increase to £100 same a previous reason
- 5 change of details £10 frozen same reasons

I appreciate that our fee for doing our job should increase but this increase should be fare and if there is a necessity to increase beyond what is deemed fair then you should show us how and why it is need.

1092

Enquiries to:
Licensing & Enforcement Team
T: 01223 457888
E: taxi@cambridge.gov.uk



Environmental
Services

Friday 9th December 2016

Our Ref: TAXIFEES 17/18

Dear [REDACTED],

Re: Taxi Licensing Fees - ConsultationI am in receipt of your letter dated 19th November 2016.

The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.

Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.

I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.

Yours sincerely,

Mr Alex Beebe
Senior Technical Officer - Licensing & Enforcement

PO Box 700, Cambridge, CB1 0JH
www.cambridge.gov.uk • Switchboard: 01223 457000



Dear Yvonne

I have been a taxi driver in Cambridge for 20 plus years now , in my opinion it is the best job in the world and I love doing it and I am proud of our great city of CAMBRIDGE, from taking care of every one from little old lady ,tourist high flying business man ,students of all ages and of course my regular customers who are handicap and I have looked after for over 10 years now During that time their have been many change some for good and sadly some for the detriment of the trade.

I have spoken to you on the rank when you are out doing your checks on vehicles and drivers with your colleagues which is great to see and long may it continue .

We as proprietor and drivers have increased financial pressures on us But we now have increased time pressures to our taxi testing facility is now in water beach which means we have 7 miles and 20 min x2 to get our cars tested so 2/3 hours twice a year. Also on our annual test we cannot get our license plate until the following day their has been no apologies or consultation other than this is what we are doing like it or lump it

A predecessor of yours many years ago allow south Cambs licensed to work our city of Cambridge with lesser licensing condition and subsequently gave away city taxi licensing business to a competitor SCDC which if he had been a CEO of a business for which he certainly would be sacked for.

Thus to the point ! You as a licensing authority are now proposing to increase our fees massively in some areas to punish us for our loyalty to a city we all love without showing us why you need to increase by this much? With no acknowledgement to the fact that our in direct cost have gone up .

This one has really upset a lot of drivers and our regular customers too UBER

PCO vehicle from London

NO door signs

Drivers not licensed in Cambridge

No meters

You have no control over what they do either same as South Cambs drivers or vehicles

They are the new South Cambs you may well loose all your business this time as very easy to get PCO badge etc

What will happen to our fees ? But also jobs at city licensing

I hope you understand my concerns and opinions

I am not suggesting you change our licensing conditions both driver or vehicle as I want ours to be a benchmark for others to work towards .

Please understand I care very much about this business that has been part of most of my working life

I hope you will take the time to reply as I don't make a habit of this complaining culture we live in

My revised fees opinion included .

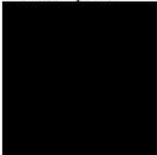
The amendment changes for license holders other than what I have given my opinion on I am happy

with we need rules and fees but they must be fair and reasonable

I consider myself to be a good upstanding member of this trade and comply with my licensing

conditions and have nothing to fear or hide

Yours sincerely



RWF2

[REDACTED]

18/11/2016.

[REDACTED]

To Whom it may concern

I wrote to you with my drivers licence and £10 cheque to have my address changed from [REDACTED] [REDACTED] but you have sent this info about licence fees to my old address.

As for the proposed fee increases they are way too much how can you justify this up to 50% for change of details

[REDACTED]

Enquiries to:
Licensing & Enforcement Team
T: 01223 457888
E: taxi@cambridge.gov.uk



Environmental
Services

[REDACTED]

Friday 9th December 2016

Our Ref: TAXIFEES 17/18

Dear [REDACTED]

Re: Taxi Licensing Fees - Consultation

I am in receipt of your letter dated 18th November 2016.

I apologise that the information relating to the Taxi Licensing Fees consultation was sent to your previous address. I imagine the error occurred because your change of address request came in at a similar time to when the letters regarding the consultation were sent out.

The Council is able to demonstrate that the fees it charges for licences have been set in accordance with the law and best practice, so as to recover its allowable costs in administering the various licensing regimes for which it is responsible.

The fee increase you mention, relating to a 50% increase in the fee for a 'Change of Details' application, increases the current fee from £10.00 to £15.00.

As you are aware, the Council is required to review the charges which it makes for licences and other associated items, from time to time. The Council must seek to recover the costs associated with processing applications for licences and the administration and monitoring of compliance with conditions. However, it is not permitted to make a surplus nor to subsidise licence holders. The fees charged should be capable of withstanding legal challenge, should the need arise.

The cost to the Council of this work is regularly checked and real time costs have replaced estimates in compiling the figures. Where it is possible to reduce costs by use of more efficient working this is reflected in the charges made.

Each element of the licensing process has been reviewed and considered in order to calculate the fees in an open and fair way.

I hope you find the above information useful. I shall be adding your comments to the committee report due to go before members of the Licensing Committee in January 2017.

Yours sincerely,

Mr Alex Beebe
Senior Technical Officer - Licensing & Enforcement

PO Box 700, Cambridge, CB1 0JH
www.cambridge.gov.uk • Switchboard: 01223 457000

