

Agenda

Environment and Licensing Committee

Date: **Tuesday 10 June 2025**

Time: **4.15 pm**

Place: **Council Chamber**

For any further information please contact:

Democratic Services

committees@gedling.gov.uk

0115 901 3844

Environment and Licensing Committee

Membership

Chair Councillor Alison Hunt

Vice-Chair Councillor Marje Paling

Councillor Boyd Elliott
Councillor Rachael Ellis
Councillor Roxanne Ellis
Councillor Julie Najuk
Councillor Sue Pickering
Councillor Alex Scroggie
Councillor Martin Smith
Councillor Clive Towsey-Hinton
Councillor Paul Wilkinson

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Responsibility of Committee:

- 1) All non-executive functions of the Council with regard to:
 - a) Environmental health
 - b) Health and safety at work (other than the exercise of the functions of the Council in the capacity of employer)
 - c) Food hygiene and safety
 - d) Animal health and hygiene
- 2) The determination of applications for licences, approvals, consents, permission or registration or direct regulation of any person or the enforcement of any such licence, approval, consent, permission or regulation with regard to the functions in relation to contaminated land, control of pollution, air quality and noise and statutory nuisance listed in Schedule 1 to the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.

- a) All non-executive functions of the Council with regard to licensing and registration of:
 - 1) Caravan sites
 - 2) Hackney Carriages and Private Hire Vehicles, drivers and operators
 - 3) Entertainments
 - 4) Betting, gaming and lotteries
 - 5) Theatres and cinemas
 - 6) Street trading and markets
 - 7) All other licensing functions listed in Part B of Schedule 1 to the Regulations other than those relating to streets and highways.
- b) Any function relating to contaminated land
- c) The discharge of any function relating to the control of pollution or the management of air quality.
- d) The service of an abatement notice in respect of a statutory nuisance
- e) The passing of a resolution that Schedule 2 to the Noise and Statutory Nuisance Act 1993 should apply in the authority's area.
- f) The inspection of the authority's area to detect any statutory nuisance
- g) The investigation of any complaint as to the existence of a statutory nuisance.

- 1. Power to issue licences authorising the use of land as a caravan site.
- 2. Power to license the use of movable dwellings and camping sites.
- 3. Power to license Hackney Carriages and Private Hire Vehicles.
- 4. Power to license drivers of Hackney Carriages and Private Hire Vehicles.
- 5. Power to grant permits in respect of premises with amusement machines.
- 6. Power to register societies wishing to promote lotteries.
- 7. To consider applications for hazardous substances consent.
- 8. Power to grant permits in respect of premises where amusements with prizes are provided.
- 9. Power to consider and determine applications for public entertainment licences.
- 10. Power to license sex shops and sex cinemas.
- 11. Power to license performances of hypnotism.
- 12. Power to license premises for acupuncture, tattooing, ear piercing and electrolysis.
- 13. Power to license markets and street trading.
- 14. Power to license night cafes and take away food shops.
- 15. Power to license dealers in game and the killing and seeking of game.
- 16. Power to register and license premises for the preparation of food.
- 17. Power to license scrap yards.
- 18. Power to license premises for the breeding of dogs.
- 19. Power to license pet shops and other establishments where animals are kept or bred for the purposes of carrying on a business.
- 20. Power to license dangerous wild animals.
- 21. Power to license knackers' yards.
- 22. Power to license persons to collect for charitable and other causes.
- 23. Power to approve meat product premises and to approve premises for the production of minced meat or meat preparations.
- 24. Power to approve dairy establishments and egg product establishments.
- 25. Power to issue licences to retail butchers' shops carrying out commercial operations in relation to unwrapped raw meat and selling both raw meat and ready to eat foods.
- 26. To keep a register of food business premises.
- 27. Power to register food business premises.
- 28. Power to issue arena and theatre licences.
- 29. Power to license zoos.
- 30. To consider and determine applications for public entertainment licences.

31. The functions of the Council under the following legislation:

- I. House to House Collections Act 1939 as amended by the Local Government Act 1972;
- II. Betting, Gaming and Lotteries Act 1963 - 1971 as amended by the Gaming and Lotteries (Amendment) Act 1980.
- III. Gaming Act, 1968 as amended by the Lotteries and Amusement Act 1976.

32. Power to fix those fees and charges falling within the remit of the Committee.

AGENDA

Page

- 1 **Apologies for Absence and Substitutions.**
- 2 **To approve, as a correct record, the minutes of the meeting held on 15 April 2025.** 7 - 9
- 3 **Declaration of Interests.**
- 4 **Proposed Taxi Licensing Fees for 2025/26** 11 - 26
Report of the Community Protection Manager
- 5 **Any other item which the Chair considers urgent.**
- 6 **Exclusion of the Press and Public.**
To move that under Section 100(A)(4) of the Local Government Act 1972 the public and press be excluded from the meeting during consideration of the ensuing report on the grounds that the report involves the likely disclosure of exempt information as defined in Paragraph 7 of Part 1 of Schedule 12A of the Local Government Act 1972.
- 7 **Change of Circumstances of joint Hackney Carriage/Private Hire Drivers Licence - YHC** 27 - 62
Report of the Director of Place

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MINUTES ENVIRONMENT AND LICENSING COMMITTEE

Tuesday 15 April 2025

Councillor Alison Hunt (Chair)

Present: Councillor Marje Paling Councillor Sue Pickering
Councillor Rachael Ellis Councillor Martin Smith
Councillor Roxanne Ellis Councillor Clive Towsey-Hinton
Councillor Julie Najuk Councillor Paul Wilkinson

Absent: Councillor Boyd Elliott and Councillor Alex Scroggie

Officers in C Allcock, J Brough, J Goodall, B Hopewell, A Hutchinson,
Attendance: K Nealon and R Towlson

84 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS.

None received.

85 TO APPROVE, AS A CORRECT RECORD, THE MINUTES OF THE MEETING HELD ON 11 MARCH 2025.

RESOLVED:

That the minutes of the above meeting, having been circulated, be approved, pending an agreed amendment to the attendance, as a correct record.

86 DECLARATION OF INTERESTS.

None.

87 PROPOSED TAXI LICENSING FEES FOR 2025/26

The Community Protection Manager introduced a report, which had been circulated in advance of the meeting, seeking approval for the proposed fees for taxi driver, operator and vehicle licensing for 2025/26 as shown at Appendix 1 (a), subject to advertisement requirements being satisfied. The report also sought approval of a proposed increase to the general taxi licensing fees for 2025/26 shown at Appendix 1 (b).

RESOLVED to:

- 1) Approve the fees for taxi driver, operators and vehicle licences as detailed at Appendix 1 (a) for 2025/26 for advertisement in accordance with the Local Government (Miscellaneous Provisions) Act 1976, such fees to automatically come into force on 1st June 2025 if no objections

are received within the statutory period. If any objections would be received within the statutory period that they be referred back to Committee for consideration in accordance with the legislation; and

- 2) Approve the fees for General Taxi licensing for 2025/26 as detailed at Appendix 1 (b) with effect from 1 June 2025.

88 ANY OTHER ITEM WHICH THE CHAIR CONSIDERS URGENT.

None.

89 EXCLUSION OF THE PRESS AND PUBLIC.

RESOLVED:

That, the Members being satisfied that the public interest in maintaining the exemption outweighs the public interest in disclosing the information that under Section 100(A)(4) of the Local Government Act 1972, the public and press be excluded from the meeting during the consideration of the ensuing reports on the grounds that the report involves the likely disclosure of exempt information as defined in Paragraph 7 of Part 1 of Schedule 12A of the Local Government Act 1972.

90 APPLICATION FOR A ONE YEAR JOINT HACKNEY CARRIAGE/PRIVATE HIRE DRIVERS LICENCE- KS

Consideration was given to a report of the Corporate Director of Place which had been circulated prior to the meeting, regarding an application for a one year joint Hackney Carriage/Private Hire Driver's Licence for KS.

KS attended the meeting along with a family member and he addressed the Committee.

In making the decision the Committee applied the Council's approved Policy and Guidelines.

RESOLVED to:

To refuse KS's application for a Joint Hackney Carriage/Private Hire Driver's Licence.

KS was advised of the right of appeal against the decision of the Committee.

91 APPLICATION FOR A ONE YEAR JOINT HACKNEY CARRIAGE/PRIVATE HIRE DRIVERS LICENCE- MR

Consideration was given to a report of the Corporate Director of Place, which had been circulated prior to the meeting, regarding an application

for a one year joint Hackney Carriage/Private Hire Driver's Licence for MR.

MR attended the meeting along with a friend and they both addressed the Committee.

In making its decision, the Committee found that there were exceptional circumstances which allowed for departure from the Council's approved Policy and Guidelines.

RESOLVED:

To refuse MR's application for a Joint Hackney Carriage/Private Hire Driver's Licence.

MR was advised of the right of appeal against the decision of the Committee.

92

APPLICATION FOR A ONE-YEAR JOINT HACKNEY CARRIAGE/PRIVATE HIRE DRIVERS LICENCE- BJ

Consideration was given to a report of the Corporate Director of Place which had been circulated prior to the meeting, regarding an application for a one year joint Hackney Carriage/Private Hire Driver's Licence for BJ.

BJ attended the meeting along with a friend and he addressed the Committee.

In making the decision the Committee applied the Council's approved Policy and Guidelines.

RESOLVED to:

Approve BJ's application for a one year Joint Hackney Carriage/Private Hire Driver's Licence.

Issue a warning to BJ that such conduct fell short of the expected standard for Hackney Carriage Drivers and that further such incidents would result in another appearance before the Committee.

The meeting finished at 6.31 pm

Signed by Chair:
Date:

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Report to Environment and Licensing Committee

Subject: Proposed Taxi Licensing Fees for 2025/26

Date: 10 June 2025

Author: Community Protection Manager

Purpose

To consider the response to the consultation contained in Appendix 1, and the Finance Department response in Appendix 2, regarding the proposed taxi fees at Appendix 3 that were approved for advertisement in accordance with the Local Government (Miscellaneous Provisions) Act 1976 at the meeting held on 15th April 2025.

Recommendation(s)

THAT:

- 1. Members consider the response to the consultation on the taxi fees attached at Appendix 1 and the response of the Finance Department at Appendix 2.**
- 2. Members will decide if any amendments are required to the proposed fees in Appendix 3 after consideration of the information contained in Appendix 1 and Appendix 2.**
- 3. Members will approve that the fees in Appendix 3, subject to any amendments, to come into force on 1st July 2025.**

1 Background

- 1.1 At the Environment and Licensing Committee held on 15th April 2025 Members resolved to approve that the fees detailed in Appendix 3 be advertised in accordance with the provision of the Local Government (Miscellaneous

Provisions) Act 1976.

- 1.2 Members are reminded that the fixing of fees including the ones proposed in Appendix 3 for 2025/26 is a function of the Environment and Licensing Committee as laid out in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.
- 1.3 The Act permits the Council to set vehicle and operator licence fees, but where this fee exceeds £25, as is the case at Gedling, a public notice of the proposed fees must be advertised in a local newspaper circulating in the district. The advertisement must advise where any objections to the fee changes can be lodged and must allow a period of at least 28 days from publication of the notice for objections to be lodged. If no objections are made or if all objections are withdrawn the fees come into effect after the 28-day period on the date specified in the notice. Where objections are not withdrawn, the Council must then consider the objections before determining the fee level and setting a further date, not later than two months after the first specified date, on which the new fees shall come into force.

A public notice was placed in a local newspaper on 23rd April 2025 and the consultation ran for 28 days until midnight on 20th May 2025.

One response to the consultation was received and this is attached at Appendix 1. The Finance Department have responded and their response to the representation is attached at Appendix 2.

2 Proposal

- 2.1 Members are requested to consider the responses to the consultation attached at Appendix 1 and the response of the Finance Department at Appendix 2 and to decide if any amendments are required to the fees set out in Appendix 3.
- 2.2 Members are requested to approve the fees in Appendix 3, subject to any amendments agreed after consideration of the consultation responses in Appendix 1 and Appendix 2, and that these fees will come into force on 1st July 2025.

3 Alternative Options

- 3.1 Members are advised of the impact on fee recovery if any of the following options are proposed after consideration of the responses to the consultation:
 - That the fee increase is not approved resulting in the Council not moving

towards operating the service at full cost recovery requiring a higher subsidy from the Council Tax payer.

- That a lower fee increase be applied to that proposed. A lower fee increase, or fee reduction would increase the estimated deficit on driver fees, and introduce a higher estimated deficit on vehicle licences, the resulting deficit would then be carried forward as part of the three-year accounting cycle and would potentially result in an increased fee for 2025/26. As the aim is to achieve full cost recovery without a Council Taxpayer subsidy and to achieve some stability in fees for licence holders going forward, this option is not recommended.
- That a higher fee increase be applied to those proposed, but this is not recommended due to the potential impact on licence holders. The proposed phasing in over three years seeks to achieve a fair balance between taxpayer subsidy and cost recovery from the licence holder.

4 Financial Implications

- 4.1 Members are reminded that the Council cannot make a profit and must carry forward any surplus. Any deficit can also be carried forward and can be recovered in subsequent years. Surplus or deficits will be considered when fee setting in future years with the aim of reconciliation occurring over a three-year cycle. The surpluses or deficits arising from 2023/24, and projected for 2024/25, have been considered when setting fees for 2025/26 as part of the three-year accounting cycle.
- 4.2 2025/26 is the last year of the first three-year balancing cycle, Drivers Licences forecast an overall deficit at the end of the three years of £13,100 and Vehicles of £6,500. To ensure full cost recovery over the three years we would need to significantly increase Drivers and Vehicle fees to an amount which is not deemed to be fair and equitable.
- 4.3 We acknowledge the points made within the representation in Appendix 1 and have carefully reviewed our calculations and processes and feel that no further action needs to be taken on the fees. As stated in Appendix 2 the vehicle licence fee has been set based upon the deficit position of the licence, the fee is therefore proposed to be increased to recover part of that deficit. The fee is also lower than it was in 2022/23 and so hasn't continually risen over that period.

5 Legal Implications

- 5.1 Sections 53 and 70 of the Act allow the Council to charge fees for the grant of licences in respect of hackney carriage and private hire drivers, vehicles and

operators. The legislation specifies the elements that can be included in the cost of the licence fee.

- 5.2 Section 70 covers the vehicle and operators' licences the Act states that the Council may charge such fees as may be sufficient in the aggregate to cover in whole or in part:

- The reasonable cost of inspecting Hackney Carriages and Private Hire vehicles to ascertain whether any such licence should be granted or renewed.
- The reasonable cost of providing Hackney Carriage stands.

Any reasonable administrative or other costs in connection with the above and with the control and supervision of Hackney Carriages and Private Hire vehicles.

- 5.3 Section 53 of the Act covers the fee for drivers' licences the Council may charge:

Such fee as it considers reasonable with a view to recovering the costs of issue and administration associated with the grant of Hackney Carriage and Private Hire drivers' licences.

- 5.4 Case law has established that the cost for the enforcement of unlicensed drivers, vehicles or operators cannot be included in the calculation. The Council cannot make a profit from licence fees and there must be a carry forward of any surplus. There can also be recovery of any deficit. The reconciliation of any surplus and deficit is over a three-year cycle. The calculations in respect of each type of licence issued by the Council should be kept separate.
- 5.5 When the Council proposes to set new fees for vehicle and operator licences it is required by Section 70 of the Act to publish notice of the proposed variation in a local newspaper stating that objections may be made within a period of not less than 28 days. If objections are received and not withdrawn the Council must consider them and set a further date on which the variation shall come into force with or without modifications.
- 5.6 There is no statutory requirement for a similar procedure in respect of a proposed variation in the fees for drivers' licences. In practice the Council has given public notice of proposed increases in those fees at the same time as proposed increases in the fees for vehicle and operator's licences, invited objections, and set a date for implementation in the same way.

6 Equalities Implications

6.1 An Equalities Impact Assessment is attached at Appendix 3.

7 Carbon Reduction/Environmental Sustainability Implications

7.1 There are no carbon reduction/sustainability implications arising from this report.

8 Appendices

8.1 Appendix 1 – Response to the consultation.

Appendix 2 – Response to the consultation including response from the Finance Department.

Appendix 3 - Taxi driver, vehicles and operator proposed fees 2025/26

Appendix 4 – Equalities Impact Assessment

9 Background Papers

9.1 None

Statutory Officer approval

Approved by:

Date:

On behalf of the Chief Financial Officer

Approved by:

Date:

Representations – Hackney Carriage and Private Hire Fee Rise – Gedling Borough Council

7th May 2025

1. Firstly, it is essential to note a reality, that licencing fees are set by Gedling Borough Council based on whether or not a licencing account is in a **deficit** or a **surplus**, and that the fee rise or reduction, is based on the amount of that deficit or surplus, without knowing the actual value of either, a fee cannot be set accurately.
2. On 15 April 2025, the Environment and Licencing Committee approved a rise in fees for **Hackney Carriage and Private Hire Vehicle Licences**, for a specific increase of **17%**, considerably higher than inflation and considerably higher than other licencing authorities in the Nottinghamshire area.
3. The committee also approved a rise in fees for **Hackney Carriage and Private Hire Driver Licences**, for 5%, which is slightly above inflation and therefore no great cause for concern. In my view, even if there are errors within the accounting process that need to be rectified, simply increasing the fees by such an amount, would be appropriate, as an interim measure. There was no increase approved for operator licences.
4. As part of an investigation into the **General Licencing Accounts** at Gedling Borough Council, which do not include hackney carriage and private hire, I have discovered that Gedling Borough Council appear to have been grouping all Legal Services Licencing Charges together, within both general, hackney carriage and private hire and then estimating the service charges within Hackney Carriage/Private Hire and General Licencing, therefore creating documented deficit positions which, if I have interpreted her words correctly, cannot be evidenced effectively as accurate. They appear to have also then been looking to concentrate on recouping fees where there is a more probable chance of reducing deficits. This appears to be evidenced by the document from your **Section 151 Officer**, which I have included at **Annex A** of these representations, I have highlighted the relevant part in **RED**. Of course, as usual this is open to correction.
5. As you are aware, General Licencing Accounts must be separate from Hackney Carriage and Private Hire, and the latter must be separated into three accounts, which are driver, vehicle and operator licences, in order to comply with the law, any other kind of grouping, is unlawful.
6. Your **Section 151 Officer** has appeared to admit clearly and with integrity, that Gedling Borough Council has not been doing this, and that they will however be doing it moving forwards. This would appear to render the fee increase decision of 15 April 2025 incorrect and open to serious scrutiny at the very minimum, and therefore I ask you do the following as a matter of importance:
 - Approve a fee rise of **5%** in the **driver licence** category for 2025/2026, which has been recommended by your officers.
 - Approve a fee rise of **5%** in the **vehicle licence** category for 2025/2026, which is less than the recommendation by your officers, but in line with the above category and reasonable as an interim measure, considering the recommendation below.
 - Instruct your **Section 151 Officer** to carry out a **full review** of the **Legal Services Charges** over the last **six financial years**, within the **Hackney Carriage and Private Hire Licencing Accounts**, so that an accurate deficit or surplus picture is established, then fees can be set accurately in 2026/2027.
7. Of course it is up to you as to how you choose to act, the evidence appears to be clear and unequivocal. Now, *con permiso* councillors, the hall is rented, the orchestra are engaged, it's now time to see if you can do the right thing and dance....

Kind regards,

[Redacted Signature]

[Redacted Name]

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Appendix 2

Representations – Hackney Carriage and Private Hire Fee Rise – Gedling Borough Council

7th May 2025

1. Firstly, it is essential to note a reality, that licencing fees are set by Gedling Borough Council based on whether or not a licencing account is in a **deficit** or a **surplus**, and that the fee rise or reduction, is based on the amount of that deficit or surplus, without knowing the actual value of either, a fee cannot be set accurately.

Response – That is correct, Licence fees are set based on the overall surplus/deficit position of each individual Licencing memorandum account. Any surpluses/deficits are carried forward and each licence type cannot make a cumulative surplus over a 3-year period or cross subsidise other licences. Smoothing over a period of 3 years is regarded as best practice as it adjusts for any difference between the assumed year-end position and the actual position.

2. On 15 April 2025, the Environment and Licencing Committee approved a rise in fees for **Hackney Carriage and Private Hire Vehicle Licences**, for a specific increase of **17%**, considerably higher than inflation and considerably higher than other licencing authorities in the Nottinghamshire area.

Response – Whilst a 17% rise does appear high, it must be remembered that as per point 1 above Licence fees are set based on the surplus/deficit position of the licence. With Vehicle licences being in an overall deficit position, the fee is therefore proposed to be increased to recover part of that deficit. To recover the full amount of deficit would result in a much higher increased which was not deemed fair and equitable.

A further point is that the proposed increase on vehicle licences of 17% from £200 to £234 is that the fee of £234 is lower than it was in 2022/23. The fees haven't continually risen in that time, they have also decreased. The below table shows how the fee has changed over this period. The reduction in fee from £252 to £200 in 2024/25 was a result of the vehicle licences projected to be in a surplus at that time. Setting Licence fees is not straightforward as it depends on the anticipated number of licences to be issued in year and we have to determine as best we can the impact that has on fixed costs.

		2022/23	2023/24	2024/25	2025/26 (Proposed)
Vehicle	Hackney Carriage and Private Hire Vehicle licence fee (six months) including inspection fee	247.00	252.00	200.00	234.00

3. The committee also approved a rise in fees for **Hackney Carriage and Private Hire Driver Licences**, for 5%, which is slightly above inflation and therefore no great cause for concern. In my view, even if there are errors within the accounting process that need to be rectified, simply increasing the fees by such an amount, would be appropriate, as an interim measure. There was no increase approved for operator licences.

Response – The 5% rise in Hackney Carriage and Private Hire Driver Licences was deemed to be fair based upon the current deficit position.

4. As part of an investigation into the **General Licencing Accounts** at Gedling Borough Council, which do not include hackney carriage and private hire, I have discovered that Gedling Borough Council appear to have been **grouping all Legal Services Licencing Charges together**, within both general, hackney carriage and private hire and then **estimating the service charges** within Hackney Carriage/Private Hire and General Licencing, therefore creating documented deficit positions which, if I have interpreted her words correctly, cannot be evidenced effectively as accurate. They appear to have also then been looking to concentrate on recouping fees where there is a more probable chance of reducing deficits. This appears to be evidenced by the document from your **Section 151 Officer**, which I have included at **Annex A** of these representations, I have highlighted the relevant part in **RED**. Of course, as usual this is open to correction.

Response – Legal Services charges have only been grouped within the IKEN case management system which Legal Services use to record their time against matters. **They have not been grouped together within the Licencing accounts;** they have been split out before being charged. The Hackney Carriage/Private Hire accounts haven't actually incurred any Legal Services charges since 2021/22, which was a charge of £5,475. A budgeted charge is projected in the 2025/26 accounts of £10,800 which is a fair estimate of the hours to be **spent solely on Hackney Carriages/Private Hire**.

5. As you are aware, General Licencing Accounts must be separate from Hackney Carriage and Private Hire, and the latter must be separated into three accounts, which are driver, vehicle and operator licences, in order to comply with the law, any other kind of grouping, is unlawful.

Response – The General Licencing accounts are separate from the Hackney Carriage and Private Hire accounts.

6. Your **Section 151 Officer** has appeared to admit clearly and with integrity, that Gedling Borough Council has not been doing this, and that they will however be doing it moving forwards. This would appear to render the fee increase decision of 15 April 2025 incorrect and open to serious scrutiny at the very minimum, and therefore I ask you do the following as a matter of importance:

- Approve a fee rise of 5% in the driver licence category for 2025/2026, which has been recommended by your officers.
- Approve a fee rise of 5% in the vehicle licence category for 2025/2026, which is less than the recommendation by your officers, but in line with the above category and reasonable as an interim measure, considering the recommendation below.
- Instruct your **Section 151 Officer** to carry out a full review of the Legal Services Charges over the last six financial years, within the Hackney Carriage and Private Hire Licencing Accounts, so that an accurate deficit or surplus picture is established, then fees can be set accurately in 2026/2027.

Response – That is not correct as stated above it is only in the IKEN case management system where hours were combined. We will be adding more categorisation within the IKEN Legal Services case management system going forward for overall clarity. This will result in Finance not needing to split them out prior to charging.

As stated in the response to point 2 above, the 17% increase is justified and is a lower fee than what was set in 2022/23. This still results in the vehicle licences being in a deficit position, so we believe this is a fair and equitable increase from the 2024/25 fee.

7. Of course it is up to you as to how you choose to act, the evidence appears to be clear and unequivocal. Now, *con permiso* councillors, the hall is rented, the orchestra are engaged, it's now time to see if you can do the right thing and dance....

Kind regards,

[Redacted signature]

[Redacted name]

Appendix 3

2025/26 Taxi Licence Proposed Fees		Current Fees Per Website (exc VAT)	Proposed Fee
Driver	Driver Licence - 1 Year	250.00	263.00
	Driver Licence - 3 Year	450.00	474.00
	DBS Fee (new & renewal)	42.00	44.00
	Knowledge Test Fee	48.00	50.00
Vehicle	Hackney Carriage and Private Hire Vehicle licence fee (six months) including inspection fee	200.00	234.00
	Vehicle Re-test (including after accident damage/enforcement action)	64.00	67.00
	Meter Test	46.00	48.00
	Replacement Plates (Inc. Plate Deposit)	64.00	65.00
Operator	Operator - 1 Year, 1 Vehicle	80.00	80.00
	Operator - 1 Year, 2-5 Vehicles	162.00	162.00
	Operator - 1 Year, 6-10 Vehicles	362.00	362.00
	Operator - 1 Year, 11-25 Vehicles	726.00	726.00
	Operator - 1 Year, 26-50 Vehicles	1,453.00	1,453.00
	Operator - 1 Year, 51-100+ Vehicles	2,798.00	2,798.00
	Operator - 5 Year, 1 Vehicle	375.00	375.00
	Operator - 5 Year, 2-5 Vehicles	729.00	729.00
	Operator - 5 Year, 6-10 Vehicles	1,729.00	1,729.00
	Operator - 5 Year, 11-25 Vehicles	3,546.00	3,546.00
	Operator - 5 Year, 26-50 Vehicles	7,181.00	7,181.00
	Operator - 5 Year, 51-100+ Vehicles	13,906.00	13,906.00

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Equality Impact Assessment



Name of project, policy, function, service or proposal being assessed:	Taxi Fees and Charges Amendments 2025/26				
The main objective of (please insert the name of accessed document stated above):	Taxi Fees and Charges Report 2025/26				
<p>What impact will this taxi fees report have on the following groups? Please note that you should consider both external and internal impact:</p> <ul style="list-style-type: none"> • External (e.g. stakeholders, residents, local businesses etc.) • Internal (staff) 					
Please use only 'Yes' where applicable		Negative	Positive	Neutral	Comments
<u>Gender</u>	External			Yes	
	Internal			Yes	
<u>Gender Reassignment</u>	External			Yes	
	Internal			Yes	
<u>Age</u>	External			Yes	
	Internal			Yes	

<u>Marriage and civil partnership</u>	External			Yes	
	Internal			Yes	
<u>Disability</u>	External			Yes	
	Internal			Yes	
<u>Race & Ethnicity</u>	External			Yes	
	Internal			Yes	
<u>Sexual Orientation</u>	External			Yes	
	Internal			Yes	
<u>Religion or Belief (or no Belief)</u>	External			Yes	
	Internal			Yes	
<u>Pregnancy & Maternity</u>	External			Yes	
	Internal			Yes	
<u>Other Groups</u> (e.g. any other vulnerable groups, rural isolation, deprived areas, low income staff etc.)	External			Yes	
	Internal			Yes	

Please state the group/s: _____ _____					

Is there is any evidence of a high disproportionate adverse or positive impact on any groups?		No	Comment
Is there an opportunity to mitigate or alleviate any such impacts?		No	Comment
Are there any gaps in information available (e.g. evidence) so that a complete assessment of different impacts is not possible?		No	Comment
In response to the information provided above please provide a set of proposed action including any consultation that is going to be carried out:			
Planned Actions	Timeframe	Success Measure	Responsible Officer

Authorisation and Review

Completing Officer	Kevin Nealon – Community Protection Manager
Authorising Head of Service/Director	Mike Avery – Director of Place
Date	01/04/25
Review date (if applicable)	2026

By virtue of paragraph(s) 7 of Part 1 of Schedule 12A
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