



NOTICE OF MEETING

Meeting:	Licensing Committee
Date and Time:	Tuesday, 10 January 2017 at 7.00 pm
Place:	Council Chamber, Civic Offices, Fleet
Telephone Enquiries to:	Alison Cottrell, 01252 774131 Alison.cottrell@hart.gov.uk
Members:	Blewett, Butler, Collett (Chairman), Dickens, Forster, Gorys, Harward, Morris, Oliver, Radley (Jenny), Wright

Joint Chief Executive

CIVIC OFFICES, HARLINGTON WAY
FLEET, HAMPSHIRE GU51 4AE

AGENDA

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1 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 2 November 2016 are attached for confirmation and signature as a correct record. **Paper A**

2 APOLOGIES FOR ABSENCE

3 DECLARATIONS OF INTEREST

To declare disclosable pecuniary, and any other, interests.

4 CHAIRMAN'S ANNOUNCEMENTS

5 APPROVAL OF MINOR AMENDMENT TO HART TAXI LICENSING POLICY TO EFFECTIVELY ADMINISTER THE LICENSING OF PRIVATE HIRE OPERATORS

To seek approval for an amendment to the current Hart District Council Taxi Licensing Policy to reflect the law relating to the Licensing of Private Hire operator bases within Hart District. **Paper B**

RECOMMENDATION

That the revised wording to the current Hart District Council Taxi Licensing Policy is approved.

6 APPROVAL OF FEES FOR PRIVATE HIRE OPERATOR LICENCES

To seek approval for a fee for a new five year and revised one year Private Hire Operator licence. **Paper C**

RECOMMENDATION

That the proposed new and revised private hire operator licence fees are approved for consultation.

Date of Despatch: 3 January 2017

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English Law. Any recommendations, either to take or not to take enforcement action, have been assessed to make sure that the decision is compatible with the Act. If there is a potential conflict, this will be highlighted in the individual report on the relevant item.

LICENSING COMMITTEE

Date and Time: Wednesday, 2 November 2016 at 7pm

Place: Council Chamber, Civic Offices, Fleet

Present:

COUNCILLORS

Collett (Chairman)

Butler, Forster, Gorys, Kinnell, Morris, Radley (Jenny)

Officers

Nick Steevens	Head of Regulatory Services
Linda Cannon	Licensing Manager, Shared Licensing Services
Wendi Batteson	Shared Legal Services
Gill Chapman	Committee Services

8 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 5 July 2016 were confirmed and signed as a correct record.

9 APOLOGIES FOR ABSENCE

Apologies had been received from Councillors Blewett, Oliver and Wright.

10 DECLARATIONS OF INTEREST

None declared.

11 CHAIRMAN'S ANNOUNCEMENTS

None.

12 APPROVAL OF ADDITIONAL FEE FOR TAXI AND PRIVATE HIRE DRIVERS LICENSING TO COVER MEDICAL COSTS

Members considered the report seeking approval for an amendment to the taxi and private hire drivers fees in relation to medical costs.

Members considered the costs to the Council and to the driver. Costs to the Council may rise at the end of the contract in two years time and the Council needed to ensure that fees covered costs. It was understood that this could be brought back to Committee if the fee needed to be raised to cover costs, but members asked that a new decision be granted to cover this eventuality. In light of this discussion Members agreed to reword the resolution.

Members suggested that the regular meetings with drivers previously held could be reinstated in order to pass on information about new and revised regulations. Officers reported that events had been arranged but attendance was very low and drivers did not seem to want to be engaged, and a fair representation across all drivers, including the small independents, was needed. A newsletter/mailshot to drivers was being prepared which would include information on health, medical fees and reasons for the increase etc, as well as changes to regulations. Individual letters sent to drivers after their medical also included standard paragraphs regarding their particular medical condition.

DECISION

That the Drivers will pay such fee for the medical as is from time to time due to the medical advisor.

13 APPROVAL OF STAGE 2 REVIEW OF STATEMENT OF PRINCIPLES UNDER THE GAMBLING ACT 2005

Members considered the Stage 2 review of the Council's Statement of Principles under the Gambling Act 2005. A revised Appendix E was circulated.

Members discussed:

- The Local Area Profile – more information would be helpful, anything included must be evidence based
- Formatting issues eg typographical and number errors, would be corrected
- Section 13.8 to include reference to vulnerable people with mental health issues

DECISION

That the 2nd Stage Review of the Statement of Principles be approved.

RECOMMENDATION to Council

That the Statement of Principles be adopted.

14 APPROVAL OF REVISED STATEMENT OF LICENSING POLICY UNDER THE LICENSING ACT 2003 FOR REFERRAL TO FULL COUNCIL FOR ADOPTION

Members considered the revised Statement of Licensing Policy 2016 – 2021.

Members discussed:

- That the lack of responses was concerning
- Formatting issues eg typographical and number errors, would be corrected
- Scope - the Licensing Act was constantly being reviewed to keep up with new technology

DECISION

That the revised Policy be approved.

RECOMMENDATION to Council

That the revised Statement of Licensing Policy be adopted.

The meeting closed at 7.45 pm

LICENSING

DATE OF MEETING: 10 JANUARY 2017

TITLE OF REPORT: APPROVAL OF MINOR AMENDMENT TO HART TAXI LICENSING POLICY TO EFFECTIVELY ADMINISTER THE LICENSING OF PRIVATE HIRE OPERATORS

Report of: Head of Regulatory Services

Cabinet member: Councillor John Kennett

1 PURPOSE OF REPORT

- 1.1 To seek approval for an amendment to the current Hart District Council Taxi Licensing Policy to reflect the law relating to the Licensing of Private Hire operator bases within Hart District.

2 OFFICER RECOMMENDATION

- 2.1 That the revised wording to the current Hart District Council Taxi Licensing Policy is approved.

3 BACKGROUND

- 3.1 Private Hire Operators are licensed under section 55 of the Local Government (Miscellaneous Provisions) Act 1976 (LGMPA 1976). To 'operate' is defined under section 80 of that Act which states:

“in the course of business to make provisions for the invitation or acceptance of bookings for a private hire vehicle”

- 3.2 Section 46(1)(d) of the Act states:

Except as authorised by this Part of this Act...

(d) No person shall in a controlled district operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act.

The 'District' is defined as the area of the District Council in which the provisions of this Act are in Force i.e. Hart District Council. It is within the District boundaries that Licensing officers are permitted to carry out compliance and enforcement.

- 3.3 Operators are licenced to make provision for bookings within the district in which they are licensed. They must therefore be based in the district in which they choose to operate (and receive bookings). Section 55 of the Act does permit a base outside of the Authority area but this is interpreted as a second base. Officers must be satisfied the primary operating base is within Hart's administrative area which will require an assessment of the operators working practices.

- 3.4** The Act also requires that a licensed operator only operates vehicles that are licensed by the same Authority as the operator and using only drivers who are also licensed by the same Authority. If an operator is located outside of the District officers will not be entitled to carry out enforcement or compliance checks.
- 3.5** An operator commits an offence if he makes provision for the invitation and acceptance of bookings for a private hire vehicle outside the controlled district in which he is licensed. In view of technological advances since the Act came into force, it is now much easier to divert landlines to mobiles, use emails remotely and other channels to make and accept bookings and despatch vehicles.
- 3.6** Hart District Council currently has 36 licensed private hire operators. Following the commencement of the shared service, officers have had to address complaints from other licensing authorities questioning why Hart licence operations based in their licensing areas, and review those operators' practices. A review of the operator licences revealed that 10 licences had been granted to operators some distance from the Hart District 'controlled district boundaries contrary to the 1976 Act provisions. The base locations are as follows:
- Southwood, Farnborough, GU14 0QD
Brockenhurst Road, Aldershot, GU11 3HH
Carrington Close, Birchwood, Warrington, WA3 7QB
Portsmouth Road, Camberley, GU15 1FB
Busk Crescent, Farnborough, GU14 0BL
Terminal Building, Farnborough Airport, Farnborough, GU14 6XA
St Ives, Ringwood, BH24 2PN
Church Road, Sandhurst, GU47 0TP
- 3.7** All of these operators have bases outside Hart's 'controlled district'. An assessment of their customer journey records established the vast majority of their customer journeys start and end outside of the district making it unlikely Hart Officers would see the drivers and vehicles in the course of their normal business.
- 3.8** Enquiries have been made as to the nature of the businesses and none of the businesses carry out any private hire work within the District boundaries nor have any facility to make provision for the invitation and acceptance of bookings within the District. Officers are currently working with officers from other authorities and the businesses to ensure that they will be licensed in accordance with the 1976 Act.
- 3.9** Legal advice has been sought and that advice is attached at Appendix I.
- 3.10** The case of East Staffordshire Borough Council v Rendell involved an operator licensed within the Derbyshire Dales. The operator diverted their phone to a base in East Staffs which meant when a customer called the number, provision was being made to accept bookings in East Staffs where an operator licence was not in place.
- 3.11** In that case, the judge stated: *'In my view by publicising his Derbyshire Dales telephone number then switching calls to from there to East Staffordshire, where he had arranged for them to be answered, the respondent did two things: he made provision in Derbyshire*

Dales for the invitation of bookings and he also made provision in East Staffordshire for the invitation of bookings....'

- 3.12 The operators with bases outside of Hart's district will need to be licensed by their authorities where they are based.

4 CONSIDERATIONS

- 4.1 The current Hart Taxi Policy states at para 12.1:

The grant of a private hire operator's licence is dependent on the location of the operating centre at which all bookings of private hire vehicles will be recorded. The operating centre must be within the area administered by Hart District Council. However, consideration will be given to the issue of an Operator's licence outside the Council's area provided the address of the premises is not more than one mile from the Council's borders with the adjacent Authorities.

- 4.2 It appears that this has been interpreted widely in the past leading to the above operators being licensed far beyond the considered one mile distance. It is proposed to reword the paragraph to state:

*The grant of a private hire operator's licence is dependent on the location of the operating centre at which all bookings of private hire vehicles will be **received and recorded**. The operating centre must be within the **Controlled District (that is Hart District Council)**. Consideration will be given to the issue of an Operator's licence outside the Council's area provided the address of the premises is not more than 1 mile from the Council's District borders **and only where this is a secondary operating base for a business already located and licensed within the Hart Controlled District. Officers must be satisfied the primary operator base is located within Hart's district and this is the primary base of the operation.***

- 4.3 The Hart District Council Taxi Licensing Policy is scheduled for a full review in 2017 and will be presented to the committee for approval for consultation. The current policy is not clear in respect of licensing of operator bases and it is considered that this amendment should be made now prior to the full review of the whole policy.

5 POLICY IMPLICATIONS

- 5.1 By amending the policy wording, applicants will be clear on the council's expectations in respect of the legal licensing of private hire operators wishing to make provision for the invitation and acceptance of bookings within the Hart Controlled District. Only operators who can meet the obligations of the relevant sections of the Local Government (Miscellaneous Provisions) Act 1976 will be granted licences.
- 5.2 As this policy change is a reflection of the law, it is deemed unnecessary to carry out a public consultation on this point.

6 FINANCIAL IMPLICATIONS

- 6.1 None

7 MANAGEMENT OF RISK

- 7.1 Failure to adopt a clear policy relating to the licensing of operators will lead to confusion, lack of compliance and enforcement activities and a risk of operators committing offences under the Act.

8 CONCLUSION

- 8.1 This policy review will ensure that private hire operator licences are only granted to those businesses who intend to make provision for the acceptance and invitations for bookings within the Hart Controlled District.

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APPENDICES

Appendix I – Legal Advice in respect of Licensing Private Hire operators.

BACKGROUND PAPERS:

None

RELEVANT LEGAL ADVICE

The relevant law:

Local Government (Miscellaneous Provisions) Act 1976

S57(b) (ii) The local authority has the power to require “the addresses or address whether within the area of the council **or not** from which he intends to carry on business in connection with private hire vehicles licensed under this Part of this Act” (my highlighting)

S46 (1) (d) no person shall in a controlled district operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act;

S80(1) (a) Controlled district is further defined by as means any area for which this Part of this Act is in force by virtue of—
(a) a resolution passed by a district council under section 45 of this Act;

S46 (2) If any person knowingly contravenes the provisions of this section, he shall be guilty of an offence.

S62 (1) Notwithstanding anything in this Part of this Act a district council may suspend or revoke, or (on application therefor under section 55 of this Act) refuse to renew an operator's licence on any of the following grounds—
(a) any offence under, or non-compliance with, the provisions of this Part of this Act;
(c) any material change since the licence was granted in any of the circumstances of the operator on the basis of which the licence was granted;

HDC Policy:

Section 12 states that the “operating centre must be within the area administered by Hart District Council. However, consideration will be given to the issue of an operator’s licence outside the Council’s area provided the address of the premises is not more than one mile from the Council’s borders with the adjacent Authorities.”

Section 6.8 of the HDC Policy further states that the Council may suspend, revoke or refuse to renew an operator’s licence for any reasonable cause including [inter alia] any non-compliance with the LGMPA or a material change in circumstances of the Operator.

Button on Taxi’s:

It is clear that *journeys* can be taken anywhere in England and Wales provided the Operator, vehicle and driver’s licenses were all issued by the same licensing authority. Which is supported by the cases of **Dittah v Birmingham CC 1993** and **Murgagh**

(t/a Rubery Rednal Cars) v Bromsgrove DC (1999) and Shanks v North Tyneside BC (2001).

With regard to *operating* outside of the area, S57 (b) (ii) of the Act clearly suggests that the operator can carry on business in an area other than that within which he is registered as an operator. However, if it can be shown that the operator is taking bookings for private hire vehicles, from an address in an area where he does not have an operator's licence in place, he is acting contrary to S46(1)(d) – **East Staffordshire BC v Rendell**

This case also states that if it can be shown that the operator had a second base (and indeed the act acknowledges that an operator may operate from more than one address – S57 (2) (b) (ii)), and the authority has given permission to do so, and he has paid the appropriate fee, he is entitled to operate at that second base which may be outside of HDC's administrative area.

Jim Button therefore suggests that Local Authorities may wish to place conditions on their operators' licences limiting the distance from their boundaries that they will allow as an "outside area" base. It would seem that HDC's policy supports this by limiting it to 1 mile outside of their area. However, Jim Button suggests that 5 or 10 miles would be reasonable, to enable effective and reasonable enforcement.

S46 (d) provides that no person shall in a *controlled district* operate any vehicle as a private hire vehicle without having a current licence under section 55 of this Act.

Controlled district is further defined by S80(1) as

means any area for which this Part of this Act is in force by virtue of—(a) a resolution passed by a district council under section 45 of this Act;

Therefore, if an operator operates outside of his area, *without a licence for that area*, he is operating outside of the law and his licence could be revoked. If his licence reflects the outside address and he has paid a fee, it is possible for him to work outside the area.

So, applying the law, Jim Button's text and Counsels advice I would suggest that the following applies to this case:

- The operator has not registered the new address where he is operating from with HDC, and therefore it is not registered as a second base.
- He cannot therefore operate lawfully from this address unless we allow this as a second base. This is contrary to S46(1)(d).
- The alternative would be for him to obtain an operator's licence with Bracknell
- If he were to do this, he would need to be reminded that his drivers and vehicles would also have to be registered with Bracknell, in order for him to operate lawfully.

- However, if the new address is within a mile of HDC boundary, you should consider granting him a second base, which would accord with both the law and HDC policy.
- If operating more than a mile outside, you could suspend, refuse to renew or revoke on either or both grounds 62 (1) (a) or (c) as he is operating without a licence in the area (a), and he has not notified you of a change of circumstances, ie he has not advised you that he is now operating from an address which is different from that on the licence (c).

This would be the same with the others which have been highlighted as operating outside of the area. Each licence would need to be looked at individually to see whether they are within a mile of the boundary and if so consider granting a second base, if not whether a second base has been authorised.

LICENSING

DATE OF MEETING: 10 JANUARY 2017

TITLE OF REPORT: APPROVAL OF FEES FOR PRIVATE HIRE OPERATOR LICENCES.

Report of: Head of Regulatory Services

Cabinet member: Councillor John Kennett

1 PURPOSE OF REPORT

- 1.1 To seek approval for a fee for a new 5 year and revised 1 year Private Hire Operator licence.

2 OFFICER RECOMMENDATION

- 2.1 That the proposed new and revised private hire operator licence fees are approved for consultation.

3 BACKGROUND

- 3.1 Private Hire Operators are licenced under section 55 of the Local Government (Miscellaneous Provisions) Act 1976 (LG(MP)A 1976).

- 3.2 Historically, Hart District Council have only granted Operator's licences for a one year period. There is only a one year licence fee currently approved.

- 3.3 Section 10 of The Deregulation Act 2015 amended the Local Government (Miscellaneous Provisions) Act 1976 in October 2015 and introduced a 'default' position of a 5 year operator licence. The Act now states at Section 55

55(2) – Every licence granted under this section shall remain in force for 5 years or for such lesser period specified in the licence, as the council think appropriate in the circumstances of the case.

- 3.4 In order for Hart District Council to recover the costs of a five year licence a fee must be introduced through the formal fee setting process.

- 3.5 All Hart licence fees will be reviewed early 2017 to ensure full cost recovery of the cost of the Hart share of the Shared Licensing Service. The review will be carried out licence by licence type in accordance with the Local Government Association advice and the outcome of the recent Hemmings case.

- 3.6 It is proposed to set the fee having regard to a time recording exercise carried out at the BDBC location as the time spent will be near identical. The proposed fee includes all administrative time, compliance inspections, IT and paper and staff on costs.

- 3.7** Existing operators who are on one year licences are entitled to request a 5 year licence. As no fee is currently in place this results in a loss to the council for those 5 year licences that have been issued. To date this only amounts to one licence. All other renewals have sought only a one year licence.
- 3.8** The current Hart District Council fee for a one year operator licence is £116. This was set in 2014.
- 3.9** Whilst there are currently no ‘large’ private hire operators that are operating in excess of 5 vehicles, the following breakdown of fees is proposed. This will ensure fees are in place should Private hire operator businesses expand and will avoid a net loss to the council in the cost of administering the licence for the larger businesses.

OPERATORS

PH OPERATOR NEW 5 YR up to 5 vehicles	£395.00
PH OPERATOR RENEWAL 5 YR up to 5 vehicles	£289.00
PH OPERATOR NEW 5YR over 5 vehicles	£612.00
PH OPERATOR RENEWAL 5 YR over 5 vehicles	£568.00
PH OPERATOR NEW 1 YEAR UP TO 5 VEHICLES	£175.00
PH OPERATOR RENEWAL 1 YEAR UP TO 5 VEHICLES	£128.00
PH OPERATOR NEW 1 YEAR OVER 5 VEHICLES	£195.00
PH OPERATOR RENEWAL 1 YR OVER 5 VEHICLES	£148.00
EACH ADDITIONAL OPERATOR PREMISES (MULTI BASES)	£50.00

- 3.10** The inclusion of a second base fee will cover the cost of the administration of the licence for a second base should an operator choose to work from more than one location within the District and Policy restrictions. The complete fees review will be reported to the Licensing Committee for consideration in Spring 2017.

4 CONSIDERATIONS

- 4.1** The Council is entitled to full cost recovery from licence fees but must not make a profit and must not use any surplus income to support other Council services. Any surplus must be carried over to the following year and fees adjusted accordingly. Where a council makes a loss, it is entitled to recover that loss through a subsequent fee increase. This calculation is made over a 3 year cycle to ensure the costs can be fully funded through fees unless Hart District Council determines any subsidies it wishes to make from the Council’s general fund.

5 POLICY IMPLICATIONS

- 5.1** Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 permits a local authority to charge fees for the grant of vehicle and operators’ licences as may be resolved by them from time to time and as may be sufficient in the aggregate to cover in whole or in part.....
- 5.2** As indicated in the report the Licence fees can only be used to cover the reasonable costs of the Licensing Services. They cannot be used for general revenue raising.

6 FINANCIAL IMPLICATIONS

- 6.1 If there is no alteration in fees there is a risk that the Council will not recover all of the costs for services or activities for which it is permitted to charge, and potentially this could increase the burden on the council's general fund.

7 MANAGEMENT OF RISK

- 7.1 If fees are altered without reflecting the costs, then the Council may be at a risk of challenge by way of judicial review.

8 CONCLUSION

- 8.1 The proposed fees will ensure that full costs are recovered in the administration of Private Hire Operator licences for the period of the licence.
- 8.2 A notice of any variation to operator's fees that may be agreed by the Committee will be advertised in a local paper and will be deposited at the Council offices for a period of 28 days from 16 January 2017. Any objections received within 28 days of publication of the notice and not withdrawn will be considered at the next Licensing Committee. If there are no objections to the variation in fees proposed they will come into effect on 14 February 2017.

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APPENDICES / CONFIDENTIAL APPENDICES

None

BACKGROUND PAPERS:

None

LICENSING COMMITTEE

Date and Time: Tuesday, 10 January 2017 at 7pm

Place: Council Chamber, Civic Offices, Fleet

Present:

COUNCILLORS

Collett (Chairman)

Blewett, Butler, Dickens, Gorys, Morris (7.02 pm), Oliver, Radley (Jenny)

Officers

Nick Steevens	Head of Regulatory Services
Linda Cannon	Licensing Manager, Shared Licensing Services
Wendi Batteson	Shared Legal Services
Alison Cottrell	Committee Services

15 MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 2 November 2016 were confirmed and signed as a correct record.

Councillor Radley indicated that the Local Area Profile needed more work together with the map of the Hart District that needed to include the names of all of the Parish areas.

16 APOLOGIES FOR ABSENCE

Apologies for absence had been received from Councillors Forster and Wright. Councillor Morris apologised for attending late.

17 DECLARATIONS OF INTEREST

None declared.

18 CHAIRMAN'S ANNOUNCEMENTS

The Chairman welcomed Councillor Dickens to his first meeting.

The Chairman extended his thanks to Councillor Morris for circulating the Local Government documentation on Taxi and PHV Licensing on the 27 December 2016. The documentation contained some extremely useful information.

19 APPROVAL OF MINOR AMENDMENT TO HART TAXI LICENSING POLICY TO EFFECTIVELY ADMINISTER THE LICENSING OF PRIVATE HIRE OPERATORS

Members considered the report contained in Paper B seeking approval for an amendment to the current Hart District Council Taxi Licensing Policy to reflect the law relating to the Licensing of Private Hire operator bases within the Hart District.

Members discussed:

- The way in which the Council was going to approach those operators who had their bases outside of the District. They were advised by Officers that a handover which does not affect the operators too adversely was being sought and that Andrew Wake was meeting with Rushmoor Borough Council in relation to operators in Farnborough to look at a way forward that would keep the costs down for drivers.
- That two of the operators affected by this proposed policy had not renewed their licences.
- That the reason for operators having a base outside of the area was historic. Some had previously had a link to Hart, but that the link had since lapsed, but that licences had been renewed historically.
- That the issue in relation to complying with the legislation is the actual location where an operator makes provision for the acceptance of the booking.
- Whether or not there were operators based in the Hart District but licenced elsewhere and what impact this would have on revenue.
- That information relating to the proposed changes would be provided to the current private hire operators and would also be available on the Hart Council website.
- That Uber taxis were usually licenced by Transport for London under London Regulations, but that they can work anywhere.
- Whether or not there may be examples in other districts or boroughs of operators who should be licenced with Hart but are not.
- At point 4.2 of the report, the second sentence of the proposed re-worded paragraph should read "*The operating centre must be within the Controlled District*" and then amended to read either "*(that is Hart District)*" or "*(that is the Hart District)*" or "*(the Hart District Council area)*".

DECISION

That the revised wording, incorporating an amendment as detailed above at 4.2, to the current Hart District Council Taxi Licensing Policy is approved.

20 APPROVAL OF FEES FOR PRIVATE HIRE OPERATOR LICENCES

Members considered the report containing the proposed new and revised private hire operator licence fees.

Members discussed:

- That at present, an operator could ask for a five year licence but that we would have to charge them a one year fee.
- That at the point that fees are reviewed, they can be changed up or down.
- That proper provision should be made for an appropriate uplift and that this would be dealt with under a review.
- That fees would be set in Year 1, with Year 2 fees being set by inflation. A review of what was lost or gained in Year 1 would be carried out and then accounted for with fees in Year 3 being adjusted accordingly. The fees would be assessed, set and approved over a 3 year rolling basis to ensure any surpluses or deficits are accounted for.
- That you are only able to charge what a licence costs to produce – you are not allowed to make a profit, but can break even or subsidise.
- That the proposed fees are a slight uplift on what we currently charge and that a five year renewal is more cost effective than a one year renewal.
- That the proposal is to seek an approval for the fees to go out to consultation and that the information would go out to operators and be available on the Council website.
- That any objection raised during the 28 day public notice period would come back to the Council.
- That the fees are for the operators and not the drivers.
- That the administration involved in issuing a licence is a heavy workload as right to work information, visas, driving records, criminal records, amongst other things, need to be checked.
- That the proposed figures are based on recovering all of the Council's costs on a break even service.
- That the other half of Hart's shared service has already moved through this procedure, and has fully assessed the time taken to issue an operators licence.

DECISION

That the proposed new and revised private hire operator licence fees are approved for consultation.

The meeting closed at 7.31 pm.