

Agenda

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General Purposes Licensing Committee

Date: **Tuesday 19 February 2013**

Time: **To follow the Licensing and Gambling Acts Committee**

Place: **Oxford Town Hall**

For any further information please contact:

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General Purposes Licensing Committee

Membership

Chair	Councillor Colin Cook	Jericho and Osney;
Vice-Chair	Councillor Michael Gotch	Wolvercote;
	Councillor Anne-Marie Canning	Carfax;
	Councillor Mary Clarkson	Marston;
	Councillor Van Coulter	Barton and Sandhills;
	Councillor John Goddard	Wolvercote;
	Councillor Mark Lygo	Churchill;
	Councillor Helen O'Hara	Cowley;
	Councillor Gwynneth Royce	St. Margaret's;
	Councillor David Williams	Iffley Fields;

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AGENDA

Pages

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

The Quorum for this meeting is 4.

2 DECLARATIONS OF INTEREST

Councillors serving on the Committee are asked to declare any personal or prejudicial interests they may have in any of the following agenda items.

3 UPDATE ON TAXI LICENSING ACTIVITY SEPTEMBER 2012 - DECEMBER 2012

1 - 6

The Head of Environmental Development has submitted a report, the purpose of which is to inform Committee of the progress made by the Taxi Licensing Function between September 2012 and December 2012.

The Committee is asked:

- (a) To note the contents of the report; and
- (b) To make any comments and recommendations regarding the future work of the Taxi Licensing Function.

4 HACKNEY CARRIAGE - APPLICATION FOR VARIATION OF TARIFFS

7 - 36

The Head of Environmental Development has submitted a report the purpose of which is to consider a request for a variation of the Hackney Carriage Tariffs from the City of Oxford Licensed Taxicab Association (COLTA)

The Committee is asked:

- (1) To consider the request from the City of Oxford Licensed Taxicab Association for a variation to the Hackney Carriage Tariffs in accordance with the information contained within this report;
- (2) To consider an alternative variation to the Hackney Carriage Tariffs in accordance with the information supplied by the Licensing Officer and contained within this report; and subject to any decision in relation to items (i) and ii)
- (3) To request the Head of Environmental Development produce a revised Hackney Carriage Tariffs Chart for the approval of the Chair and Vice-Chair; and subject to this approval
- (4) To request that the Head of Environmental Development and the

Head of Law and Governance carry out the statutory requirement of a public consultation and delegate to the Chair and the Head of Environmental Development to consider any responses to the consultation; and

- (5) To consider the request from the City of Oxford Licensed Taxicab Association for the display of the Oxford City Council logo on a Notice to be placed within all licensed hackney carriages, detailing that the fare for a journey that terminates outside of the City boundary may be charged on the taximeter at Tariff Three.

5 LICENCE FEES 2013-14

37 - 44

The Head of Environmental Development has submitted a report the purpose of which is to seek agreement of the licence fees for 2013/14 where the Council has discretion over the level of fee charged.

The Committee is asked:

- (a) To note the licence fees set by statute;
- (b) To agree the other licence fees for 2013/14 as set out in the Appendix.

6 UPDATE ON MISCELLANEOUS LICENSING ACTIVITY MAY 2012 - DECEMBER 2012

45 - 50

The Head of Environmental Development has submitted a report the purpose of which is to inform Committee of the progress made by the Miscellaneous Licensing Function between May 2012 – December 2012 and future developments.

The Committee is asked

- (a) To note the contents of the report, and
- (b) To make comments and recommendations regarding the future work of the Miscellaneous Licensing Function.

7 MINUTES

51 - 54

Minutes of the meeting held on 17th October 2012.

8 DATES OF FUTURE MEETINGS

DECLARING INTERESTS

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed "Declarations of Interest" or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (ie payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licences for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest.

If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member "must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself" and that "you must not place yourself in situations where your honesty and integrity may be questioned". What this means is that the matter of interests must be viewed within the context of the Code as a whole and regard should continue to be paid to the perception of the public.

¹ Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those of the member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

To: General Purposes Licensing Committee

Date: 19 February 2013 **Item No:**

Report of: Head of Environmental Development

Title of Report: Update on Taxi Licensing Activity
September 2012 – December 2012

Summary and Recommendations

Purpose of report: To inform Committee of the progress made by the Taxi Licensing Function between September 2012 and December 2012.

Report Approved by:

Finance: Paul Swaffield
Legal: Daniel Smith

Policy Framework: Vibrant Sustainable Economy

Recommendation(s):

The Committee is recommended to:

- (i) note the contents of the report; and**
- (ii) make any comments and recommendations regarding the future work of the Taxi Licensing Function.**

Introduction

1. This report informs Committee of progress made by the Taxi Licensing Function under the duties of the Town & Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976 between September 2012 and December 2012.
2. The report covers data on service volumes; details of Taxi Licensing hearing decisions; decisions made under delegated powers; information on volumes of drivers and vehicles and enforcement activity.
3. The tables below provide data on licence applications received and processed during the period for September 2012 and December 2012.

Licences Issued	Total Sept 2012 – Dec 2012
Hackney Carriage Driver	134
Private Hire Driver	193
Hackney Carriage Vehicle	47
Private Hire Vehicle	254
Private Hire Operator	9

Actions Undertaken	Total Sept 2012 – Dec 2012
Licensing Hearings	9
Enforcement Actions Commenced	155
Number of Prosecution Cases Started	16
Complaints about Drivers / Vehicles	99

Applications Granted by the Licensing Authority

- A hearing is not required where an application has been lawfully made and no adverse information pertaining to the “fitness” of a person or vehicle to be licensed by this Authority has been found. There have been 327 driver, 351 vehicle, and 9 Operator licenses issued by the Head of Environmental Development under delegated authority during the period September 2012 to December 2012.

Hackney Carriage & Private Hire Licensing Sub-Committee Hearings

- When adverse information pertaining to the “fitness” of a person or vehicle to be licensed by this Authority has been found then the application is determined at a Sub-Committee Hearing.
- During September 2012 to December 2012, 9 Hearings were held to determine the fitness of new applicants and existing applicants (including those who whilst in possession of a licence had been deemed to not be considered a “fit and proper” as detailed in the Policy on the Relevance of Warnings, Offences, Cautions and Convictions). The results of the Hearings are shown in the table below:

	Granted	Councillor Warning	Refused	Suspended	Revoked
New Driver	1	0	1		
Existing Driver	3	1	0	1	6
New Vehicle Owner	0	0	0		

Appeals

7. The Licensing Authority received 3 applications for appeal during the period covered in this report. Two of the appeals related to the revocation of a licence following a successful plying for hire prosecution. Both appeals were unsuccessful. The third appeal related to the revocation of a licence following a history of Warnings and Suspensions being issued to the licence holder. This appeal was also unsuccessful. On all 3 occasions the Magistrate's Court acknowledged that the Sub-Committee had adhered to the Council's Policy on the Relevance of Warnings, Offences, Cautions and Convictions.

Prosecutions

8. During the period September 2012 to December 2012, 2 cases were forwarded to Law & Governance for prosecution (a further 3 will be forwarded during early 2013). All of these cases related to Private Hire Drivers who failed the "plying for hire" Test Purchase Operations, and are detailed at Paragraphs 19 and 20 of this report. This represents a decrease in the number of Private Hire Drivers failing the Test Purchase Operations, which highlights the need to continue with the Operations in order to ensure that licence holders understand that to commit such an offence may result in the loss of their licence.

Enforcement Activity

9. Between September 2012 and December 2012, the Licensing Team has carried out 135 enforcement interventions, issuing the following sanctions (in accordance with the Policy on the Relevance of Warnings, Offences, Cautions and Convictions):
 - 23 Advice given at scene of an incident
 - 45 Advisory Warnings
 - 22 First Level Warnings
 - 10 Second Level Warnings
 - 13 Final Warnings
 - 8 Requests to vehicles to undergo an additional Certificate of Compliance Test
 - 6 Notifications of referral to Sub-Committee
 - 3 Suspension Notices (driver)
 - 0 Suspension Notice (vehicle)
 - 4 Notifications of non-payment letters
10. Verbal advice was given at the scene of a number of incidents relating to Private Hire Vehicles being parked at night along St Aldate's whilst waiting to enter 001 Cars Operator base, and to Hackney Carriages carrying out a U-turn at the junction of High Street and Queen Street which caused an obstruction to other motorists.

11. The majority of Advisory Warnings were issued due to minor breaches of driver / vehicle licence conditions i.e. failure to display Operator stickers, failure to have badge on display, minor cosmetic defects to vehicles, illegal parking.
12. Other issues found that resulted in higher levels of warnings were non-declaration of convictions on applications, excessive penalty points on DVLA driving licences, aggressive behaviour, poor driving standards, failures to comply with reasonable requests from the Licensing Officers, failures to adequately maintain a licensed vehicle.
13. Repetitive failures to adhere to standard driver and vehicle conditions called in to question the licence holders suitability in line with this Authority's standard of a Fit and Proper person. Whilst there is no legal definition the criteria the Authority consider relevant are set out in the Policy on the Relevance of Warnings, Offences, Cautions and Convictions states:

Fit and Proper Person: A person who poses no threat to the general public, has a good knowledge of the City, is healthy, and is of a good character (including driving record) will be deemed fit and able to hold a licence.
14. In accordance with the Policy on the Relevance of Warnings, Offences, Cautions & Convictions one driver was suspended following intelligence provided by Medical Practitioners informing the Licensing Authority of the drivers health concerns, and two further drivers were suspended following intelligence received from Thames Valley Police in relation to alleged violent offences that are currently under investigation.
15. An "Advisory Warning" is specifically issued to help educate drivers who are new to the responsibilities of being a licensed driver, or when there is some element of reasonable doubt between the version of events reported by the complainant and the licensed driver.
16. A First Level, Second Level or Final warning is issued when the complaint has been substantiated beyond reasonable doubt or the alleged offence has been proven against the licensee, and is deemed to either be serious enough to warrant enforcement action of a higher level than an "Advisory Warning".
17. In cases where the pattern of conduct by the licence holder over any period of time has resulted in a "Warning" being the next procedural level of action required. Such "Warnings" rise in severity, and their definitions can be found in the Policy on the Relevance of Warnings, Offences, Cautions and Convictions (as adopted by Council).
18. Members will note that since the Council's adoption of the Policy on the Relevance of Warnings, Offences, Cautions and Convictions, there has been a significant increase in the number of cases referred to the Hackney Carriage and Private Hire Licensing Sub-Committee.

19. Between September 2012 to December 2012, 2 interviews (under the Police & Criminal Evidence Act) were carried out by the Licensing Officers when investigating suspected offences of plying for hire and driving without the correct insurance (a Private Hire Vehicle is not insured for public hire, whereas a Hackney Carriage Vehicle is).
20. Resulting from the above PACE interviews were:
 - 2 cases were forwarded to Law & Governance for consideration to prosecute drivers for the offence of plying for hire and driving without the correct insurance, both of which were approved for Court proceedings, and the licence holders were found guilty on both counts. The matter will be subsequently referred to the Hackney Carriage and Private Hire Licensing Sub-Committee for further determination in due course.

NightSafe Partnership

21. The NightSafe initiative contributes to the taxi licensing objectives. This includes intelligence sharing and has led to the Taxi Licensing Enforcement Officers being able to view late night taxi activity in a number of locations by arrangement with the CCTV Manager.
22. This benefits the regulation of licensed drivers and vehicles as it can reveal unprofessional conduct by the licensed trade in the City at night, and can act as a check or deterrent.

Future Work

23. Consultations are due to commence in relation to the decisions of this Committee on 17th October 2012 regarding the proposals for vehicle age limits. The result of this consultation will be reported back to the Committee at a future meeting.
24. The Taxi Marshalling Scheme is due to commence its second year of operation following a very successful debut during 2012/13. The current contractor has carried out its duties without any concerns, and feedback from the public, licence holders and Thames Valley Police Officers has been very encouraging.

Legal Implications

25. There are no legal implications contained within this report.

Financial Implications

26. Any financial implications contained within this report will be met within existing budgets.

Recommendations

27. The Committee is recommended to:

- (i) note the content of the report; and
- (ii) make any comments and recommendations regarding the future work of the Taxi Licensing function.

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To: General Purposes Licensing Committee

Date: 19th February 2013 **Item No:**

Report of: Head of Environmental Development

Title of Report: Hackney Carriage – Application for Variation of Tariffs

Summary and Recommendations

Purpose of report: To consider a request for a variation of the Hackney Carriage Tariffs from the City of Oxford Licensed Taxicab Association (COLTA)

Report Approved by:

Finance: Paul Swaffield

Legal: Daniel Smith

Policy Framework: Vibrant Sustainable Economy

Recommendation(s):

Committee is requested to:

- i) consider the request from the City of Oxford Licensed Taxicab Association for a variation to the Hackney Carriage Tariffs in accordance with the information contained within this report;**
- ii) consider an alternative variation to the Hackney Carriage Tariffs in accordance with the information supplied by the Licensing Officer and contained within this report; and subject to any decision in relation to items i) and ii)**
- iii) request the Head of Environmental Development produce a revised Hackney Carriage Tariffs Chart for the approval of the Chair and Vice-Chair; and subject to this approval**
- iv) request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation and delegate to the Chair and the Head of Environmental Development to consider any responses to the consultation; and**
- v) consider the request from the City of Oxford Licensed Taxicab Association for the display of the Oxford City Council logo on a Notice to be placed within all licensed hackney carriages, detailing that the fare for a journey that terminates outside of the City boundary may be charged on the taximeter at Tariff Three.**

Introduction

1. At the General Purposes Licensing Committee meeting on the 17th October 2012 Members considered a request made by the City of Oxford Licensed Taxicab Association (COLTA) for a variation of Hackney Carriage Tariffs.
2. The Committee wishes to understand clearly the effect of a proposed increase on the fare-paying passenger and in this regard has requested that the Licensing Officer provides further information. .
3. The minutes of the Committee meeting of 17th October 2012 record that the proposal put before the Committee as requested by COLTA, did not find favour with the Committee owing to the percentage increase appearing higher than Members felt acceptable. A lower percentage increase, however, might be acceptable, and the Committee resolved to:
 - (1) Defer any decision until the next meeting (19th February 2013);
 - (2) Ask Licensing Officers to bring a report to the next meeting that showed in more detail the effect of an increase in the Hackney Carriage Tariffs from 5% up to 10%, in order that Members may make an informed decision on the likely effect of any increase.
4. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a Local Authority may set the fares for hackney carriages within its district.
5. The following report also considers a request for the provision of new in carriage signage regarding the application of Tariff Three to out of city destinations.
6. Members are also informed about the requirement to undertake a statutory consultation.
7. A copy of the full report presented to the Committee on the 17th October 2012 is at **Appendix One**.

Relevant Information

8. The minutes of the Committee meeting held on 17th October 2012 request that Officers provide further details as to the effect of a change in the hackney carriage fares between 5% to 10% to the general public. In order to achieve this Officers have used a 2 mile journey as a base to work out the percentages. (A 2 mile journey was used for the tables published by 'Private Hire and Taxi Monthly' to compare other authority's hackney carriage fares based on a two mile journey).
9. For the purpose of calculating a fare increase from 5% to 10% Officers have carried out extensive calculations for all journeys of between ½ mile to 5 miles, and these calculations are listed at **Appendix Two**.

(The last page of the tables is a summary of the calculations with the 2 mile percentage and the average percentage increase in bold).

10. Officers ask Members to note
- i) that in order to ensure calculations can be achieved as close to the percentages requested by the Committee previously, a 2 mile journey has been used as the basis for the calculations contained within Appendix Two; and
 - ii) that in order to achieve the percentage figures in these tables, Officers have reduced the distances for each “flag fall” by the equivalent percentage and in some instances have had to “round up” the “first drop” price to the nearest 5 pence (as the taximeters calculate in multiples of 5 pence).
11. To assist the Committee in relation to the content of Appendix Two, set out below are three typical journeys that a Hackney Carriage driver may take showing in brief the revised fare and percentage increase using Tariff One and Tariff Two. *The table shows the overall effect of a reduction in distance travelled prior to a change in the meter by a range of percentages between 5% and 10%. Appendix Two gives more details. The figures are rounded up and take into account how a meter can be calibrated.*

	Tariff	1 mile: Railway Station to Cotswold Lodge Hotel, Banbury Road		2 miles: Railway Station to BBC HQ, Banbury Road		5 miles: Gloucester Green to BMW, Cowley	
Current Fare	One	£4.45		£5.65		£9.55	
	Two	£5.50		£7.30		£11.00	
		Fare	%	Fare	%	Fare	%
5% increase	One	£4.55	2.25	£5.95	5.31	£10.15	6.28
	Two	£5.70	3.64	£7.70	5.48	£11.90	8.18
6% increase	One	£4.70	5.62	£6.00	6.19	£10.30	7.85
	Two	£5.75	4.55	£7.75	6.16	£12.15	10.45
7% increase	One	£4.55	2.25	£6.05	7.08	£10.25	7.33
	Two	£5.80	5.45	£7.80	6.85	£12.20	10.91

		Fare	%	Fare	%	Fare	%
8% increase	One	£4.60	3.37	£6.10	7.96	£10.30	7.85
	Two	£5.80	5.45	£7.90	8.22	£12.30	11.82
9% increase	One	£4.65	4.49	£6.15	8.85	£10.35	8.38
	Two	£5.95	8.18	£7.95	8.90	£12.35	12.27
10% increase	One	£4.70	5.62	£6.20	9.73	£10.60	10.99
	Two	£5.90	7.27	£8.00	9.59	£12.30	11.82

12. Various other calculation methods were investigated including increasing the overall cost of a journey by 5% to 10%, and increasing each chargeable element of a journey by the percentage range requested by Members. However the calculations provided by Officers are the only feasible method by which a Hackney Carriage Fare Chart may be accurately determined for the purposes of a consultation.
13. Should Members feel that the variation requested by COLTA is unsatisfactory, but that a variation in line with the percentages shown above is acceptable, then a revised Hackney Carriage Tariff chart will need to be drawn up by COLTA, and approved by both the Chair and Vice-Chair of this Committee before any consultation could commence.

COLTA's Proposal and Additional Information

14. The effect of the proposed variation as requested by COLTA for Tariff One and Tariff Two and comparing it with the current Tariffs is shown at **Appendix Four**, and the methodology for calculating the proposed fares is shown at **Appendix Five**.
15. COLTA have provided a substantial breakdown of the percentage increase based on their proposal for journeys carried out of between ½ a mile to five miles on both Tariff One, Two and Three, and this is attached at **Appendix Six**. It can be seen that the percentage increase varies across the range of distances
16. Members may note that the average percentage increase for COLTA's proposal for Tariff One for a journey of between ½ mile to 5 miles is 8.98%, the average percentage increase for Tariff Two for a journey of between ½ mile to 5 miles is 9.44%, and the average percentage increase for Tariff Three for a journey of between ½ mile to 5 miles is 8.94%.

Consumer Price Index and Retail Prices Index

17. A break down of the Consumer Price Index (CPI) and Retail Prices Index (RPI) for the past three years is shown at **Appendix Three**. The indices have been extracted from the Office of National Statistics CPI and RPI reference tables dated November 2012.
18. The previous increase in the Hackney Carriage Tariffs was agreed by Committee on the 13th October 2010 but did not come into force until the 10th January 2011. The percentage change in the CPI and RPI has been calculated from the period October 2010 to November 2012. It shows for that period the CPI percentage was 7.99% and the RPI percentage was 7.25%.
19. The average percentage on the requested increase by COLTA is comparable to the CPI and RPI increase (up to November 2012). The Committee should note that if any variation is agreed, it is unlikely due to the requirement to carry out a public consultation that the increase would take effect before 25th March 2013, owing to the time required to carry out the statutory consultation.
20. To assist the Committee in relation to the content of Appendix Four and Six, set out below are three typical journeys that a Hackney Carriage driver may take showing in brief the revised fare and percentage increase using Tariff One and Tariff Two based on the COLTA proposed Tariff variation.

	Tariff	1 mile: Railway Station to Cotswold Lodge Hotel, Banbury Road		2 miles: Railway Station to BBC HQ, Banbury Road		5 miles: Gloucester Green to BMW, Cowley	
Current Fare	One	£4.45		£5.65		£9.55	
	Two	£5.50		£7.30		£11.00	
		Fare	%	Fare	%	Fare	%
Proposed Fare	One	£4.70	5.61	£6.20	9.73	£10.60	11
	Two	£5.90	7.27	£8.00	9.59	£12.30	11.82

Comparisons With Other Authorities

21. Contained within the information submitted by COLTA at Appendix One are statistics from the magazine 'Private Hire and Taxi Monthly'. This details the average national fare for a 2 mile journey set at "Tariff One" and compares that figure to the current local fare cost. COLTA's request refers to the July 2012 issue of the publication, and the

statistics placed Oxford City Council 126th most costly out of 363 authorities for such a journey.

22. The December issue of the magazine shows that Oxford City Council has dropped to 144th out of 361 authorities in relation to this statistic. (Note: The number of authorities has reduced during the two publication dates following the mergers of some authorities for the purpose of calculating the average fare).
23. Should the Committee resolve to approve COLTA's request the comparison with other authorities as detailed in the December issue of the 'Private Hire and Taxi Monthly' would place Oxford City Council joint 39th (with 20 other local authorities) most expensive authority in relation to the average national fare for a 2 mile journey set at "Tariff One".

COLTA's Request for Notice in Hackney carriages

24. Members are also reminded of COLTA's request in the report from 17th October 2012 that the members consider the placement of a notice in all licensed Hackney Carriages stating that any fare that terminates outside of the City boundary may be charged on the taximeter at Tariff Three. Suggested Notice is shown at **Appendix Seven**. This is proposed as an option for passengers to choose, as well as the current regulation which states that:
 - **The driver does not have to accept journeys that end outside the City of Oxford boundary; the fare or rate of fare must be by agreement between the hirer and driver before the journey commences. The fare is likely to be higher than within the City as drivers cannot accept a return hiring.**
 - **Where no such agreement exists then the scale of charges applicable to journeys within the City shown below will apply.**
25. Whilst similar notices have been created and displayed before by individual proprietors, COLTA seeks the display of the Oxford City Council logo on the notice to be placed within all licensed Hackney Carriages. The notice will state that the fare for a journey that terminates outside of the City boundary may be charged on the taximeter at Tariff Three. This is in order that all potential passengers are aware that such a method for determining the fare for the journey is approved by the Licensing Authority and to prevent complaints being received by the Licensing Officers from members of the public who may claim not to be aware of the provision.

Consultation

26. Should the Committee approve a variation to the Hackney Carriage Tariffs, a Public Notice shall be required to be placed in a local newspaper providing details of the proposed variation, and a period of 14 days shall commence for a public consultation.

Financial Considerations

27. There are no financial implications to the variation of the Hackney Carriage Tariffs as a portion of the Hackney Carriage vehicle licence fee is allocated to recover the costs incurred by the Licensing Authority in dealing with this matter.

Legal Considerations

28. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a local authority may set the fares for Hackney Carriages within its district.
29. A local authority may not set fares for journeys outside its district. The fare for journeys ending outside the district may be negotiated separately between the hirer and driver, as per paragraph 24 above, but are outside the control of the authority.

Recommendations

30. The Committee is recommended to:
- i) consider the request from the City of Oxford Licensed Taxi Association for a variation to the Hackney Carriage Tariffs in accordance with the information contained within this report;
 - ii) consider an alternative variation to the Hackney Carriage Tariffs in accordance with the information supplied by the Licensing Officer and contained within this report; and subject to any decision in relation to items i) and ii)
 - iii) request the Head of Environmental Development produce a revised Hackney Carriage Tariffs chart for the approval of the Chair and Vice-Chair; and subject to this approval
 - iv) request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation and delegate the Chair and the Head of Environmental Development to consider any responses to the consultation; and
 - v) consider the request from the City of Oxford Licensed Taxicab Association for the display of the Oxford City Council logo on a Notice to be placed within all licensed Hackney Carriages, detailing that the fare for a journey that terminates outside of the City boundary may be charged on the taximeter at Tariff Three.

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- Appendix One : Report and Appendices from 17th October 2012
General Purposes Licensing Committee**
- Appendix Two : Percentage increase in fares for journeys of between
½ mile to 5 miles by 5% to 10% (supplied by Officers)**
- Appendix Three : Break down of the Consumer Price Index (CPI) and
Retail Prices Index (RPI)**
- Appendix Four : Comparison of existing fares and COLTA proposed
fares**
- Appendix Five : Methodology for calculating the proposed COLTA
fares as detailed in Appendix Four**
- Appendix Six : Percentage increase in fares by distance proposed
by COLTA**
- Appendix Seven: COLTA Notice**

To: General Purposes Licensing Committee
Date: 17th October 2012 **Item No:**
Report of: Head of Environmental Development
Title of Report: Hackney Carriage Tariff – Application for Increase

Summary and Recommendations

Purpose of report: To consider a request for a Hackney Carriage Tariff increase from the City of Oxford Licensed Taxicab Association (COLTA)

Report Approved by:

Finance: Paul Swaffield

Legal: Daniel Smith

Policy Framework: Vibrant Sustainable Economy

Recommendation(s):

Committee is requested to:

- i) consider the request from the City of Oxford Licensed Taxicab Association for an increase in the Hackney Carriage tariff in accordance with the information contained within this report; and subject to this decision**
- ii) request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation.**

Introduction

1. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a Local Authority may set the fares for Hackney Carriages within its district.

Background

2. The City of Oxford Licensed Taxicab Association (COLTA) has applied for a variation in the Hackney Carriage tariff to commence from the 10th December 2012. The request from the Secretary of COLTA is attached at **Appendix One**.

3. COLTA has provided information from the journal "Private Hire Monthly" highlighting the average national fare for a 2 mile journey set at tariff 1, and compared that to the current local tariff and their proposed tariff increase. In the July 2012 issue of the "Private Hire Monthly" Oxford City Council were placed 126th most expensive authority out of 363 authorities for the fare price of a 2 mile journey on tariff 1.
4. In brief COLTA has requested that :-
 - **Tariff 1** the flag full will increase from £2.45 to £2.50
 - **Tariff 1 & 3** waiting time decreased from 20.3 seconds to 20 seconds
 - **Tariff 2** waiting time increased from 18.9 seconds to 19 seconds
 - **Tariff 1 & 3** distance of first flag fall to be reduced from 80 metres to 70 metres. Subsequent metres increased from 1600 to 1610 metres, then decreased from 125 metres to 110 metres
 - **Tariff 2** distance of first flag fall to be reduced from 53 metres to 47 metres. Subsequent metres decreased from 2120 to 2115 metres, then decreased from 130 metres to 110 metres.
5. The Committee should be aware that the last tariff increase was on the 10th January 2011. Attached at **Appendix Two** is the current tariff chart, and the new proposed tariff chart is attached at **Appendix Three**.
6. If the Committee agree to COLTA's request for a tariff increase a Public Notice shall be required to be placed in a local newspaper, detailing the proposed tariffs, and a period of 14 days shall commence for a public consultation.
7. COLTA has also requested that the Committee give consideration to the placement of a notice in all Hackney Carriage vehicles stating that any fare that ends outside the City boundary shall be charged on the metre at tariff 3. A copy of this request is attached at **Appendix Four**.
8. The currently applied regulation as to fares that terminate outside of the City boundary is detailed below (and can be found displayed on the current tariff chart that is displayed in all licensed Hackney Carriage vehicles, and can be found within the Hackney Carriage and Private Hire Vehicle Application Packs and detailed on the Council website):
 - **The driver does not have to accept journeys that end outside the City of Oxford boundary; the fare or rate of fare must be by agreement between the hirer and driver before the journey commences. The fare is likely to be higher than within the City as drivers cannot accept a return hiring. Where no such**

9. The Licensing Authority occasionally receives complaints from members of the public who claim not to be aware of the above regulation, and have perceived that the driver of a Hackney Carriage has either overcharged them for a fare, or has refused to use a metre and quoted a price for the intended journey.
10. The general public appear not to realise that if a journey does not end within the City boundary the driver can legitimately refuse the fare or can negotiate a fare; or that the driver cannot ply for hire until the vehicle has returned to within the City boundary.

Legal Considerations

11. The charging of Hackney Carriage fares and payment are governed by a number of different legislation
 - Local Government (Miscellaneous Provisions) Act 1976 Section 65 to set the fare and 65(5) within the district to charge more than the fare shown on the meter
 - Town Police Clauses Act 1847 Section 54 allows agreement to be made in advance of the hiring that a sum less than that shown on the meter at the end of the hiring will be paid
 - Local Government (Miscellaneous Provisions) Act 1976 Section 66 prohibits any demand of a fare greater than that shown on the meter for hiring's which end outside the district, unless an agreement to pay more than the metered fare has been made in advance of the journey.
12. The Committee may take a view that the request from COLTA to set a fare at tariff 3 for journeys that end outside of the City boundary is a reasonable one, however, Members are reminded of the comments made in this report at paragraphs 8 to 10 and that they may take a view that improved communications between the driver and any potential passengers would result in fewer misunderstandings as to what the current regulation states,

Financial Considerations

13. There are no financial implications to a tariff increase as a portion of the Hackney Carriage licence fee is to pay for any costs involved.

Recommendations

14. The Committee is recommended:

- i) to consider the request from the City of Oxford Licensed Taxicab Association for an increase in the Hackney Carriage tariff in accordance with the information contained within this report; and subject to this decision
- ii) to request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation.

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Appendix One : Request from COLTA for tariff increase

Appendix Two : Current tariff chart

Appendix Three : Proposed new tariff chart

Appendix Four : Request from COLTA for notice in Hackney Carriages

Version number: 1

COLTA Fare Increase Report July 2012

Introduction

This report will provide an overview for the formal request of a fare increase rise for COLTA. The fare increase has not happened for a period of approximately eighteen months. This has been due to variety of Socio and Economic factors that have culminated in a stall in the rate of fare increase and contributory factors concerning the day to day running of a licensed hackney carriage in Oxford.

The report will also include a schedule of increases in line with National inflationary and cost of living derivatives. An attached pro-forma for the increases will explain the requested rate increase and breakdown of how these figures were achieved.

Overview

COLTA are requesting the fare increase in line with the rate of inflation over the past 18 months and then an additional six months . So in short two and a half increases breaks down in terms of 1 increase per year as of 2009- 2012, then an additional increase for a further 6 month period from 2012- mid 2013. This 2.5 figure reflects a hike in the inflation rate over the past two years whereby there has been no fare increase for COLTA.

Rational

In the middle of 2008 record high oil prices were driving up transport costs etc, feeding through into the prices of products in the shops and contributing to higher household energy bills. Food prices were also rising fast. This has been blamed on oil price rises, which make commodities such as fuel more expensive but also due to the drought, rising demand from emerging economies and land being used for such resources such as biofuel. A fall in the value of sterling also forced up the cost of imported goods.

By early 2009 the price of crude oil had slumped losing two thirds of its value in just six months. The global recession had taken hold and this caused an array of fiscal, monetary and household expenditure issues.

The RPI measure which includes housing costs was negative because successive cuts in interest rates meant lower monthly mortgage repayments for many. The overall residing factor here however is that the inflation rates were short lived. VAT went back up to 17.5% and then at the beginning of 2010 went up to 20% the following year. As one can see, a very sharp hike for the cost of living in a 6-9 month period.

It was fairly evident for the British population especially in a City such as Oxford that big rises were coming along. Low and behold gas, electricity, oil, and other fuels shot up in price. Food and transport costs including the running of vehicle soared as a result. This quite simply meant that by September 2011 the RPI rose to 5.6% the highest annual rate since June 1991.

Spending Power for the British Public 2009-2012

The changes in the inflation rate over the past couple of years reflects periods when prices have been rising by different amounts. Prices have been going up consistently so even during periods when the inflation rate was falling prices were still going up.

This meant that for households wage growth was well below the rate of inflation for the past four years which equates to the buying power for families has dwindled as the money that comes in will not be able to buy that much.

Since 2007 increases in VAT , import prices and energy prices have together pushed up price levels by up to 15%. This has choked real wages and this will culminate in the longest period whereby real wage levels have failed to rise since the 1920's.

COLTA Fare Rise Request

This report has tried to raise the plight of the Global economy which will affect the Eurozone and then on a National and ultimately Local Level. Factors that have come to light since the recession and indeed we are still in a third negative growth period, means that real wages and cost of living is being squeezed.

We are facing more austerity measures as well as other economies crashing and costs rising further. Therefore we are requesting the following fare increase to help us keep up with the CPI and RPI increases over the past two years. Please find proposed increase below. (The National Average Fare at July 2012 taken from the Private Hire Monthly Magazine).

	Average	Oxford 2011/12	Oxford 2013
Flag fall on Tariff 1	£2.65	£2.45	£2.50
Flag fall on Tariff 2	£3.53	£2.50	£2.50
1 mile fare on Tariff 1	£3.63	£4.38	£4.70
1 mile fare on Tariff 2	£4.80	£5.46	£5.85
2 mile fare on Tariff 1	£5.42	£5.68	£6.18
2 mile fare on Tariff 2	£7.16	£7.27	£7.93
5 mile fare on Tariff 1	£10.81	£9.58	£10.62
5 mile fare on Tariff 2	£14.50	£11.17	£12.37
10 mile fare on Tariff 1	£19.81	£16.08	£18.02
10 mile fare on Tariff 2	£25.97	£17.67	£19.77
Running mile on Tariff 1	£1.79	£1.30	£1.48
Running mile on Tariff 2	£2.34	£1.25	£1.48
Running mile on Tariff 3	£2.69	£1.95	£2.22

The running mile in Oxford on Tariff 1 will still be 17% less than the national average.
 The running mile in Oxford on Tariff 2 will still be 37% less than the national average.

Tariff 1 % increase at 1 mile = 7.5% At 2 miles = 8.5%

Tariff 2 % increase at 1 mile = 7% At 2 miles = 9.0%

Tariff 1.	The first 70m	£2-50
	Each 70m to 1610m	£0-10
	Then each 110m	£0-10
	Waiting time 20sec	£0-10
Tariff 2	The first 47m	£2-50
	Each 47m to 2115m	£0-10
	Then each 110m	£0-10
	Waiting time 19sec	£0-10
Tariff 3	The first 70m	£2-80
	Each 70m to 1610m	£0-15
	Then each 110m	£0-15
	Waiting time 20sec	£0-15

The last time that an increase in meter price was given on journey distance was in January 2009 when diesel was 98.7 ppl (from the AA web site) it now costs 137.9 ppl a rise of 38.2 ppl. Or £1-74.9 per gallon.

Insurance has gone up 100%

Servicing costs for a purpose built taxi work out at - £16-00 per 1000 miles

Tyres cost - £13-00 per 1000 miles

MAXIMUM FARES set by OXFORD CITY COUNCIL for licensed taxi-cabs. OPERATIVE FROM XXXXXX

The driver must, unless he has reasonable excuse, accept any hiring within the City of Oxford boundary if the destination is also within the City of Oxford boundary. The fare for such a journey, shown below, will be calculated by the taxi meter.

The driver does **not have to accept journeys** that end **outside the City of Oxford** boundary; the fare or rate of fare **must be by agreement** between the hirer and driver before the journey commences. The fare is likely to be higher than within the City as drivers cannot accept a return hiring. **Where no such agreement exists then the scale of charges applicable to journeys within the City shown below will apply.**

FARES FOR DISTANCE TRAVELLED & TIME

TARIFF 1 06.00 -22.00 Monday to Saturday	For the first 70 metres or part thereof	£2.50
	each subsequent 70 metres or part thereof until 1610 metres	£0.10
	each subsequent 110 metres or part thereof	£0.10

WAITING TIME For each period of 20 seconds or part thereof	£0.10	For each trunk carried	£1.00
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TARIFF 2 22.00 - 06.00 Monday to Saturday all day Sunday All Public Holidays (except Tariff 3) from 00.01 until 06.00 the following day	For the first 47 metres or part thereof	£2.50
	each subsequent 47 metres or part thereof until 2115 metres	£0.10
	each subsequent 110 metres or part thereof	£0.10

WAITING TIME For each period of 19 seconds or part thereof	£0.10	For each trunk carried	£1.00
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TARIFF 3 Christmas From 20.00 24 th Dec Until 06.00 27 th Dec New Year From 20.00 31 st Dec Until 06.00 2 nd Jan	For the first 70 metres or part thereof	£2.80
	each subsequent 70 metres or part thereof until 1610 metres	£0.15
	each subsequent 110metres or part thereof	£0.15

WAITING TIME For each period of 20 seconds or part thereof	£0.15	For each trunk carried	£1.50
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For each passenger in excess of one	£0.20
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For each article of baggage carried outside the passenger compartment of the cab	£0.10
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For each adult pedal cycle carried (except folding)	£1.00
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For each wheeled vehicle carried (except mobility impaired persons vehicle)	£0.10
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PAYMENT by cheque credit card or debit card	£0.50
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SOILAGE CHARGE * To cover cleaning and loss of income, where the interior of the vehicle is soiled due to the excessive consumption of alcohol etc. or by the carriage of an animal, excluding guide dogs.	£30.0
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Complaints about the cab or driver should be sent immediately **PREFERABLY IN WRITING or E mail** to the Oxford City Council, Taxi Licensing, 10 St. Ebbes Street, OXFORD. OX1 1PT. (taxilicensing@oxford.gov.uk) quoting the large vehicle identification number shown on the rear side windows of the vehicle or licence plate

Complaints can also be notified by telephone on 01865 252115

5% increase Tariff One

Flag fall distance = 76 metres

Incremental changes 76 to 1596 metres = 76 metres

Incremental changes from 1596 metres = 114 metres

£2.45
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1596 metres		From 1596 metres	
		Exact	Meter	Exact	Meter
0.50	805	9.59	10		
1.00	1619	20.00	20	0.20	1
1.50	2414	20.00	20	7.18	8
2.00	3219	20.00	20	14.24	15
2.50	4023	20.00	20	21.29	22
3.00	4828	20.00	20	28.35	27
3.50	5633	20.00	20	35.41	36
4.00	6437	20.00	20	42.46	43
4.50	7242	20.00	20	49.53	50
5.00	8047	20.00	20	56.59	57

Flag Fall	Up to 1672 metres	From 1672 metres	Total	Current Fare	%age increase
£2.45	1.00	0.00	3.45	3.45	0.00
£2.45	2.00	0.10	4.55	4.45	2.25
£2.45	2.00	0.80	5.25	5.05	3.96
£2.45	2.00	1.50	5.95	5.65	5.31
£2.45	2.00	2.20	6.65	6.35	4.72
£2.45	2.00	2.70	7.15	6.95	2.88
£2.45	2.00	3.60	8.05	7.65	5.23
£2.45	2.00	4.30	8.75	8.25	6.06
£2.45	2.00	5.00	9.45	8.95	5.59
£2.45	2.00	5.70	10.15	9.55	6.28
			Average	Average	4.23

6% increase Tariff One

Flag fall distance = 75 metres

Incremental changes 75 to 1650 metres = 75 metres

Incremental changes from 1650 metres = 114 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1650 metres		From 1650 metres	
		Exact	Meter	Exact	Meter
0.50	805	9.73	10		
1.00	1619	20.59	21	0.27	1
1.50	2414	21.00	21	6.70	7
2.00	3219	21.00	21	13.76	14
2.50	4023	21.00	21	20.82	21
3.00	4828	21.00	21	27.88	28
3.50	5633	21.00	21	34.94	35
4.00	6437	21.00	21	41.99	42
4.50	7242	21.00	21	49.05	50
5.00	8047	21.00	21	56.11	57

Flag Fall	Up to 1650 metres	From 1650 metres	Total	Current Fare	%age increase
£2.50	1.00	0.00	3.50	3.45	1.45
£2.50	2.10	0.10	4.70	4.45	5.62
£2.50	2.10	0.70	5.30	5.05	4.95
£2.50	2.10	1.40	6.00	5.65	6.19
£2.50	2.10	2.10	6.70	6.35	5.51
£2.50	2.10	2.80	7.40	6.95	6.47
£2.50	2.10	3.50	8.10	7.65	5.88
£2.50	2.10	4.20	8.80	8.25	6.67
£2.50	2.10	5.00	9.60	8.95	7.26
£2.50	2.10	5.70	10.30	9.55	7.85
			Average	Average	5.79

7% increase Tariff One

Flag fall distance = 74 metres

Incremental changes 74 to 1702 metres = 74 metres

Incremental changes from 1702 metres = 114 metres

£2.45
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1702 metres		From 1702 metres		Flag Fall	Up to 1702 metres	From 1702 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter						
0.50	805	9.88	10			£2.45	1.00	0.00	3.45	3.45	0.00
1.00	1619	20.88	21			£2.45	2.10	0.00	4.55	4.45	2.25
1.50	2414	22.00	22	6.25	7	£2.45	2.20	0.70	5.35	5.05	5.94
2.00	3219	22.00	22	13.31	14	£2.45	2.20	1.40	6.05	5.65	7.08
2.50	4023	22.00	22	20.36	21	£2.45	2.20	2.10	6.75	6.35	6.30
3.00	4828	22.00	22	27.42	28	£2.45	2.20	2.80	7.45	6.95	7.19
3.50	5633	22.00	22	34.48	35	£2.45	2.20	3.50	8.15	7.65	6.54
4.00	6437	22.00	22	41.54	42	£2.45	2.20	4.20	8.85	8.25	7.27
4.50	7242	22.00	22	48.60	49	£2.45	2.20	4.90	9.55	8.95	6.70
5.00	8047	22.00	22	55.66	56	£2.45	2.20	5.60	10.25	9.55	7.33
										Average	5.66

8% increase Tariff One

Flag fall distance = 73 metres

Incremental changes 73 to 1679 metres = 73 metres

Incremental changes from 1679 metres = 114 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1679 metres		From 1679 metres		Flag Fall	Up to 1679 metres	From 1679 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter						
0.50	805	10.03	11			£2.50	1.10	0.00	3.60	3.45	4.35
1.00	1619	21.18	21			£2.50	2.10	0.00	4.60	4.45	3.37
1.50	2414	22.00	22	6.45	7	£2.50	2.20	0.70	5.40	5.05	6.93
2.00	3219	22.00	22	13.51	14	£2.50	2.20	1.40	6.10	5.65	7.96
2.50	4023	22.00	22	20.56	21	£2.50	2.20	2.10	6.80	6.35	7.09
3.00	4828	22.00	22	27.62	28	£2.50	2.20	2.80	7.50	6.95	7.91
3.50	5633	22.00	22	34.68	35	£2.50	2.20	3.50	8.20	7.65	7.19
4.00	6437	22.00	22	41.74	42	£2.50	2.20	4.20	8.90	8.25	7.88
4.50	7242	22.00	22	48.80	49	£2.50	2.20	4.90	9.60	8.95	7.26
5.00	8047	22.00	22	55.86	56	£2.50	2.20	5.60	10.30	9.55	7.85
										Average	6.78

9% increase Tariff One

Flag fall distance = 72 metres

Incremental changes 72 to 1728 metres = 72 metres

Incremental changes from 1728 metres = 114 metres

£2.45
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1728 metres		From 1728 metres		Up to 1728 metres	From 1728 metres	Flag Fall	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter						
0.50	805	10.18	11			1.10	0.00	£2.45	3.55	3.45	2.90
1.00	1619	21.49	22			2.20	0.00	£2.45	4.65	4.45	4.49
1.50	2414	23.00	23	6.02	7	2.30	0.70	£2.45	5.45	5.05	7.92
2.00	3219	23.00	23	13.08	14	2.30	1.40	£2.45	6.15	5.65	8.85
2.50	4023	23.00	23	20.13	21	2.30	2.10	£2.45	6.85	6.35	7.87
3.00	4828	23.00	23	27.19	28	2.30	2.80	£2.45	7.55	6.95	8.63
3.50	5633	23.00	23	34.25	35	2.30	3.50	£2.45	8.25	7.65	7.84
4.00	6437	23.00	23	41.31	42	2.30	4.20	£2.45	8.95	8.25	8.48
4.50	7242	23.00	23	48.37	49	2.30	4.90	£2.45	9.65	8.95	7.82
5.00	8047	23.00	23	55.43	56	2.30	5.60	£2.45	10.35	9.55	8.38
									Average	Average	7.32

10% increase Tariff One

Flag fall distance = 70 metres

Incremental changes 70 to 1610 metres = 70 metres

Incremental changes from 1610 metres = 110 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 1610 metres		From 1610 metres		Up to 1610 metres	From 1610 metres	Flag Fall	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter						
0.50	805	10.50	11			1.10	0.00	£2.50	3.60	3.45	4.35
1.00	1619	22.00	22			2.20	0.00	£2.50	4.70	4.45	5.62
1.50	2414	22.00	22	7.31	8	2.20	0.80	£2.50	5.50	5.05	8.91
2.00	3219	22.00	22	14.63	15	2.20	1.50	£2.50	6.20	5.65	9.73
2.50	4023	22.00	22	21.94	22	2.20	2.20	£2.50	6.90	6.35	8.66
3.00	4828	22.00	22	29.25	30	2.20	3.00	£2.50	7.70	6.95	10.79
3.50	5633	22.00	22	36.57	37	2.20	3.70	£2.50	8.40	7.65	9.80
4.00	6437	22.00	22	43.88	44	2.20	4.40	£2.50	9.10	8.25	10.30
4.50	7242	22.00	22	51.20	52	2.20	5.20	£2.50	9.90	8.95	10.61
5.00	8047	22.00	22	58.52	59	2.20	5.90	£2.50	10.60	9.55	10.99
									Average	Average	8.98

5% increase Tariff Two

Flag fall distance = 50 metres

Incremental changes 50 to 2150 metres = 50 metres

Incremental changes from 2150 metres = 115 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2150 metres		From 2150 metres		Up to 2150 metres	From 2150 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	15.10	15			1.50	0.00	4.00	4.00	0.00
1.00	1619	31.38	32			3.20	0.00	5.70	5.50	3.64
1.50	2414	42.00	42	2.30	3	4.20	0.30	7.00	6.70	4.48
2.00	3219	42.00	42	9.30	10	4.20	1.00	7.70	7.30	5.48
2.50	4023	42.00	42	16.29	17	4.20	1.70	8.40	7.90	6.33
3.00	4828	42.00	42	23.29	24	4.20	2.40	9.10	8.50	7.06
3.50	5633	42.00	42	30.29	31	4.20	3.10	9.80	9.20	6.52
4.00	6437	42.00	42	37.28	38	4.20	3.80	10.50	9.80	7.14
4.50	7242	42.00	42	44.28	45	4.20	4.50	11.20	10.40	7.69
5.00	8047	42.00	42	51.28	52	4.20	5.20	11.90	11.00	8.18
								Average	Average	5.65

6% increase Tariff Two

Flag fall distance = 50 metres

Incremental changes 50 to 2100 metres = 50 metres

Incremental changes from 2100 metres = 110 metres

£2.55
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2100 metres		From 2100 metres		Up to 2100 metres	From 2100 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	15.10	16			1.60	0.00	4.15	4.00	3.75
1.00	1619	31.38	32			3.20	0.00	5.75	5.50	4.55
1.50	2414	41.00	41	2.85	3	4.10	0.30	6.95	6.70	3.73
2.00	3219	41.00	41	10.17	11	4.10	1.10	7.75	7.30	6.16
2.50	4023	41.00	41	17.48	18	4.10	1.80	8.45	7.90	6.96
3.00	4828	41.00	41	24.80	25	4.10	2.50	9.15	8.50	7.65
3.50	5633	41.00	41	32.12	33	4.10	3.30	9.95	9.20	8.15
4.00	6437	41.00	41	39.43	40	4.10	4.00	10.65	9.80	8.67
4.50	7242	41.00	41	46.75	47	4.10	4.70	11.35	10.40	9.13
5.00	8047	41.00	41	54.06	55	4.10	5.50	12.15	11.00	10.45
								Average	Average	6.92

7% increase Tariff Two

Flag fall distance = 48 metres

Incremental changes 48 to 2064 metres = 48 metres

Incremental changes from 2064 metres = 110 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2064 metres		From 2064 metres		Up to 2064 metres	From 2064 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	15.77	16			1.60	0.00	4.10	4.00	2.50
1.00	1619	32.73	33			3.30	0.00	5.80	5.50	5.45
1.50	2414	42.00	42	3.18	4	4.20	0.40	7.10	6.70	5.97
2.00	3219	42.00	42	10.50	11	4.20	1.10	7.80	7.30	6.85
2.50	4023	42.00	42	17.81	18	4.20	1.80	8.50	7.90	7.59
3.00	4828	42.00	42	25.13	26	4.20	2.60	9.30	8.50	9.41
3.50	5633	42.00	42	32.45	33	4.20	3.30	10.00	9.20	8.70
4.00	6437	42.00	42	39.75	40	4.20	4.00	10.70	9.80	9.18
4.50	7242	42.00	42	47.07	48	4.20	4.80	11.50	10.40	10.58
5.00	8047	42.00	42	54.39	55	4.20	5.50	12.20	11.00	10.91
									Average	7.71

8% increase Tariff Two

Flag fall distance = 48 metres

Incremental changes 48 to 2160 metres = 48 metres

Incremental changes from 2160 metres = 110 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2160 metres		From 2160 metres		Up to 2160 metres	From 2160 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	15.77	16			1.60	0.00	4.10	4.00	2.50
1.00	1619	32.73	33			3.30	0.00	5.80	5.50	5.45
1.50	2414	44.00	44	2.31	3	4.40	0.30	7.20	6.70	7.46
2.00	3219	44.00	44	9.63	10	4.40	1.00	7.90	7.30	8.22
2.50	4023	44.00	44	16.94	17	4.40	1.70	8.60	7.90	8.86
3.00	4828	44.00	44	24.25	25	4.40	2.50	9.40	8.50	10.59
3.50	5633	44.00	44	31.57	32	4.40	3.20	10.10	9.20	9.78
4.00	6437	44.00	44	38.88	39	4.40	3.90	10.80	9.80	10.20
4.50	7242	44.00	44	46.20	47	4.40	4.70	11.60	10.40	11.54
5.00	8047	44.00	44	53.52	54	4.40	5.40	12.30	11.00	11.82
									Average	8.64

9% increase Tariff Two

Flag fall distance = 47 metres

Incremental changes 47 to 2068 metres = 47 metres

Incremental changes from 2068 metres = 110 metres

£2.55
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2068 metres		From 2068 metres		Up to 2068 metres	From 2068 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	16.13	16			1.60	0.00	4.15	4.00	3.75
1.00	1619	33.45	34			3.40	0.00	5.95	5.50	8.18
1.50	2414	43.00	43	3.15	4	4.30	0.40	7.25	6.70	8.21
2.00	3219	43.00	43	10.46	11	4.30	1.10	7.95	7.30	8.90
2.50	4023	43.00	43	17.77	18	4.30	1.80	8.65	7.90	9.49
3.00	4828	43.00	43	25.09	26	4.30	2.60	9.45	8.50	11.18
3.50	5633	43.00	43	32.41	33	4.30	3.30	10.15	9.20	10.33
4.00	6437	43.00	43	39.72	40	4.30	4.00	10.85	9.80	10.71
4.50	7242	43.00	43	47.04	48	4.30	4.80	11.65	10.40	12.02
5.00	8047	43.00	43	54.35	55	4.30	5.50	12.35	11.00	12.27
									Average	9.50

10% increase Tariff Two

Flag fall distance = 47 metres

Incremental changes 47 to 2115metres = 47 metres

Incremental changes from 2115 metres = 110 metres

£2.50
£0.10
£0.10

Distance (miles)	Distance (metres)	Up to 2115 metres		From 2115 metres		Up to 2115 metres	From 2115 metres	Total	Current Fare	%age increase
		Exact	Meter	Exact	Meter					
0.50	805	16.13	17			1.70	0.00	4.20	4.00	5.00
1.00	1619	33.45	34			3.40	0.00	5.90	5.50	7.27
1.50	2414	44.00	44	2.72	3	4.40	0.30	7.20	6.70	7.46
2.00	3219	44.00	44	10.04	11	4.40	1.10	8.00	7.30	9.59
2.50	4023	44.00	44	17.35	18	4.40	1.80	8.70	7.90	10.13
3.00	4828	44.00	44	24.66	25	4.40	2.50	9.40	8.50	10.59
3.50	5633	44.00	44	31.98	32	4.40	3.20	10.10	9.20	9.78
4.00	6437	44.00	44	39.29	40	4.40	4.00	10.90	9.80	11.22
4.50	7242	44.00	44	46.61	47	4.40	4.70	11.60	10.40	11.54
5.00	8047	44.00	44	53.93	54	4.40	5.40	12.30	11.00	11.82
									Average	9.44

SUMMARY OF PERCENTAGE INCREASES FROM THE PRECEDING TABLES PROVIDED BY OFFICERS												
Distance (miles)	5%		6%		7%		8%		9%		10%	
	Tariff One	Tariff Two	Tariff One	Tariff Two	Tariff One	Tariff Two	Tariff One	Tariff Two	Tariff One	Tariff Two	Tariff One	Tariff Two
0.5	0.00	0.00	1.45	3.75	0.00	2.50	4.35	2.50	2.90	3.75	4.35	5.00
1.0	2.25	3.64	5.62	4.55	2.25	5.45	3.37	5.45	4.49	8.18	5.62	7.27
1.5	3.96	4.48	4.95	3.73	5.94	5.97	6.93	7.46	7.92	8.21	8.91	7.46
2.0	5.31	5.48	6.19	6.16	7.08	6.85	7.96	8.22	8.85	8.90	9.73	9.59
2.5	4.72	6.33	5.51	6.96	6.30	7.59	7.09	8.86	7.87	9.49	8.66	10.13
3.0	2.88	7.06	6.47	7.65	7.19	9.41	7.91	10.59	8.63	11.18	10.79	10.59
3.5	5.23	6.52	5.88	8.15	6.54	8.70	7.19	9.78	7.84	10.33	9.80	9.78
4.0	6.06	7.14	6.67	8.67	7.27	9.18	7.88	10.20	8.48	10.71	10.30	11.22
4.5	5.59	7.69	7.26	9.13	6.70	10.58	7.26	11.54	7.82	12.02	10.61	11.54
5.0	6.28	8.18	7.85	10.45	7.33	10.91	7.85	11.82	8.38	12.27	10.99	11.82
Average	4.23	5.65	5.79	6.92	5.66	7.71	6.78	8.64	7.32	9.50	8.98	9.44

APPENDIX THREE

CPI and RPI Indices and Calculation of Changes to CPI and RPI

Month	CPI Index (2005=100)	RPI Index (1987=100)
Nov 2009	112.0	216.6
Dec	112.6	218.0
Jan 2010	112.4	217.9
Feb	112.9	219.2
Mar	113.5	220.7
Apr	114.2	222.8
May	114.4	223.6
Jun	114.6	224.1
Jul	114.3	223.6
Aug	114.9	224.5
Sep	114.9	225.3
Oct	115.2	225.8
Nov	115.6	226.8
Dec	116.8	228.4
Jan 2011	116.9	229.0
Feb	117.8	231.3
Mar	118.1	232.5
Apr	119.3	234.4
May	119.5	235.2
Jun	119.4	235.2
Jul	119.4	234.7
Aug	120.1	236.1
Sep	120.9	237.9
Oct	121.0	238.0
Nov	121.2	238.5
Dec	121.7	239.4
Jan 2012	121.1	238.0
Feb	121.8	239.9
Mar	122.2	240.8
Apr	122.9	242.5
May	122.8	242.4
Jun	122.3	241.8
Jul	122.5	242.1
Aug	123.1	243.0
Sep	123.5	244.2
Oct	124.2	245.6
Nov	124.4	245.6

Extracted from Office of National Statistics CPI & RPI Reference Tables
November 2012, Table 2

(<http://www.ons.gov.uk/ons/search/index.html?newquery=rpi+index>)

The previous increase in the Hackney Carriage tariff was agreed by Committee on 13 October 2010 but did not become operative until 10 January 2010. The percentage change in CPI and RPI is shown below for the period October 2010 to November 2012.

$$\text{CPI} = (124.4 - 115.2) / 115.2 = 7.99\%$$

30

$$\text{RPI} = (245.6 - 225.8) / 225.8 = 8.77\%$$

APPENDIX FOUR

Comparison of Existing and Proposed Fares

The taxi meters are set to operate so that the fare increases incrementally as the distance travelled increases. Additionally if the vehicle is stopped, e.g. at traffic signals, the fare will increase if a set time passes before the starts to move again. The distance travelled for each incremental increase is set in metres. However, COLTA has historically illustrated the effect of fare increases by comparing journeys over various distances measured in miles.

The tables below show the current and proposed fares (as put forward by COLTA) for distances from a half mile to 5 miles for Tariffs One and Two. The figures in brackets show the number of incremental increases of each distance included in the fare calculation.

TARIFF ONE - Existing

Distance (miles)	Flag Fall	Metres Travelled		TOTAL (£)
		80-1600	Over 1600	
0.5	2.45	1.00 (10)		3.45
1.0	2.45	1.90 (19)	0.10 (1)	4.45
1.5	2.45	1.90 (19)	0.70 (7)	5.05
2.0	2.45	1.90 (19)	1.30 (13)	5.65
2.5	2.45	1.90 (19)	2.00 (20)	6.35
3.0	2.45	1.90 (19)	2.60 (26)	6.95
3.5	2.45	1.90 (19)	3.30 (33)	7.65
4.0	2.45	1.90 (19)	3.90 (39)	8.25
4.5	2.45	1.90 (19)	4.60 (46)	8.95
5.0	2.45	1.90 (19)	5.20 (52)	9.55

Flag Fall includes first 80 metres. 80-1600 £0.10 for each 80 metres. Over 1600 metres £0.10 for each 125 metres.

TARIFF ONE - Proposed

Distance (miles)	Flag Fall	Metres Travelled		TOTAL (£)
		70-1610	Over 1610	
0.5	2.50	1.10 (11)		3.60
1.0	2.50	2.20 (22)		4.70
1.5	2.50	2.20 (22)	0.80 (8)	5.50
2.0	2.50	2.20 (22)	1.50 (15)	6.20
2.5	2.50	2.20 (22)	2.20 (22)	6.90
3.0	2.50	2.20 (22)	3.00 (30)	7.70
3.5	2.50	2.20 (22)	3.70 (37)	8.40
4.0	2.50	2.20 (22)	4.40 (44)	9.10
4.5	2.50	2.20 (22)	5.20 (52)	9.90
5.0	2.50	2.20 (22)	5.90 (59)	10.60

Flag Fall includes first 70 metres. 70-1610 £0.10 for each 70 metres. Over 1610 metres £0.10 for each 110 metres.

TARIFF TWO - Existing

Distance (miles)	Flag Fall	Metres Travelled		TOTAL (£)
		53-2120	Over 2120	
0.5	2.50	1.50 (15)		4.00
1.0	2.50	3.00 (30)		5.50
1.5	2.50	3.90 (39)	0.30 (3)	6.70
2.0	2.50	3.90 (39)	0.90 (9)	7.30
2.5	2.50	3.90 (39)	1.50 (15)	7.90
3.0	2.50	3.90 (39)	2.10 (21)	8.50
3.5	2.50	3.90 (39)	2.80 (28)	9.20
4.0	2.50	3.90 (39)	3.40 (34)	9.80
4.5	2.50	3.90 (39)	4.00 (40)	10.40
5.0	2.50	3.90 (39)	4.60 (46)	11.00

Flag Fall includes first 53 metres. 53-2120 £0.10 for each 53 metres. Over 2120 metres £0.10 for each 130 metres.

TARIFF TWO - Proposed

Distance (miles)	Flag Fall	Metres Travelled		TOTAL (£)
		47-2115	Over 2115	
0.5	2.50	1.70 (17)		4.20
1.0	2.50	3.40 (34)		5.90
1.5	2.50	4.40 (44)	0.30 (3)	7.20
2.0	2.50	4.40 (44)	1.10 (11)	8.00
2.5	2.50	4.40 (44)	1.80 (18)	8.70
3.0	2.50	4.40 (44)	2.50 (25)	9.40
3.5	2.50	4.40 (44)	3.20 (32)	10.10
4.0	2.50	4.40 (44)	4.00 (40)	10.90
4.5	2.50	4.40 (44)	4.70 (47)	11.60
5.0	2.50	4.40 (44)	5.40 (54)	12.30

Flag Fall includes first 47 metres. 47-2115 £0.10 for each 47 metres. Over 2115 metres £0.10 for each 110 metres.

APPENDIX FIVE

Basis of fare calculations in Appendix Four

Although the taxi meters are set to operate incrementally to a set distance in metres fare comparisons have historically been made using mile various distances measured in miles. To calculate the fares shown in Appendix ?? it has been necessary therefore to convert the mileage covered into the number of incremental increases required for each distance.

The metric equivalent of a mile is 1609.344 metres. The table below shows to the nearest metre the equivalent distance for each mileage used.

Miles	0.5	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Metres	805	1609	2414	3219	4023	4828	5633	6437	7242	8047

The tables below shows the number of incremental increases applied to calculate each fare.

TARIFF ONE & THREE - Existing

Miles	80-1600	Over 1600	Miles	80-1600	Over 1600
0.5	10 (9.06)		3.0	19 (19.00)	26 (25.82)
1.0	19 (19.00)	1 (0.07)	3.5	19 (19.00)	33 (32.26)
1.5	19 (19.00)	7 (6.51)	4.0	19 (19.00)	39 (38.70)
2.0	19 (19.00)	13 (12.95)	4.5	19 (19.00)	46 (45.14)
2.5	19 (19.00)	20 (19.38)	5.0	19 (19.00)	52 (51.58)

80-1600 metres fare increases every 80 metres. Over 1600 metres fare increases every 125 metres.

TARIFF ONE & THREE - Proposed

Miles	70-1610	Over 1610	Miles	70-1610	Over 1610
0.5	11 (10.50)		3.0	22 (22.00)	30 (29.25)
1.0	22 (22.00)		3.5	22 (22.00)	37 (36.57)
1.5	22 (22.00)	8 (7.31)	4.0	22 (22.00)	44 (43.88)
2.0	22 (22.00)	15 (14.63)	4.5	22 (22.00)	52 (51.20)
2.5	22 (22.00)	22 (21.95)	5.0	22 (22.00)	59 (58.61)

70-1610 metres fare increases every 70 metres. Over 1610 metres fare increases every 110 metres.

TARIFF TWO - Existing

Miles	53-2120	Over 2120	Miles	53-2120	Over 2120
0.5	15 (14.19)		3.0	39 (39.00)	21 (20.83)
1.0	30 (29.36)		3.5	39 (39.00)	28 (27.02)
1.5	39 (39.00)	3 (2.26)	4.0	39 (39.00)	34 (33.21)
2.0	39 (39.00)	9 (8.45)	4.5	39 (39.00)	40 (39.40)
2.5	39 (39.00)	15 (14.64)	5.0	39 (39.00)	46 (45.59)

53-2120 metres fare increases every 53 metres. Over 2120 metres fare increases every 130 metres.

TARIFF TWO - Proposed

Miles	47-2115	Over 2115	Miles	47-2115	Over 2115
0.5	17 (16.13)		3.0	34 (33.23)	25 (24.66)
1.0	34 (33.23)		3.5	34 (33.23)	32 (31.98)
1.5	34 (33.23)	3 (2.72)	4.0	34 (33.23)	40 (39.29)
2.0	34 (33.23)	11 (10.04)	4.5	34 (33.23)	47 (46.61)
2.5	34 (33.23)	18 (17.35)	5.0	34 (33.23)	54 (53.93)

47-2115 metres fare increases every 47 metres. Over 2115 metres fare increases every 110 metres.

The figures in brackets are the actual number of increments for each distance band. For the calculations of fares the bracketed figures are rounded as the meter will increase the fare as soon as the relevant distance has been passed. An example of the calculation is shown below.

Existing Tariff Two for 3.5 mile journey. This equates to 5633 metres. The first 53 metres are included in the flag fall. For the journey up to 2120 metres the meter will increase the fare 39 times ($2120 - 53 = 2067$, $2067 / 53 = 39$). The remaining journey length is 3513 metres ($5633 - 2120$). For this section of the journey the meter will increase the fare 28 times ($3513 / 130 = 27.02$, rounded up to 28).

APPENDIX SIX

Percentage increase in fares by distance as proposed by COLTA

	TARIFF ONE			TAREIFF TWO			TARIFF THREE		
	Existing	Proposed	%age inc.	Existing	Proposed	%age inc.	Existing	Proposed	%age inc.
0.5	3.45	3.60	4.34	4.00	4.20	5.00	4.30	4.45	3.49
1.0	4.45	4.70	5.61	5.50	5.90	7.27	5.80	6.10	5.17
1.5	5.05	5.50	8.91	6.70	7.20	7.46	6.70	7.30	8.95
2.0	5.65	6.20	9.73	7.30	8.00	9.59	7.60	8.35	9.87
2.5	6.35	6.90	8.67	7.90	8.70	10.13	8.65	9.40	8.67
3.0	6.95	7.70	10.79	8.50	9.40	10.59	9.55	10.60	11.00
3.5	7.65	8.40	9.80	9.20	10.10	9.78	10.60	11.65	9.91
4.0	8.25	9.10	10.30	9.80	10.90	11.22	11.50	12.70	10.43
4.5	8.95	9.90	10.61	10.40	11.60	11.54	12.55	13.90	10.76
5.0	9.55	10.60	11.00	11.00	12.30	11.82	13.45	14.95	11.15
	Average		8.98	Average		9.44	Average		8.94

**SURCHARGE ON ALL JOURNEYS OUTSIDE
THE CITY TO COVER THE RETURN JOURNEY
(TARIFF 3 ON THE TAXIMETER)**



To: General Purposes Licensing Committee

Date: 19th February 2013 **Item No:**

Report of: Head of Environmental Development

Title of Report: Licence Fees 2013/14

Summary and Recommendations

Purpose of report: To seek agreement of the licence fees for 2013/14 where the Council has discretion over the level of fee charged.

Report Approved by:

Finance: Paul Swaffied

Legal: Daniel Smith

Policy Framework: Vibrant Sustainable Economy

Recommendation(s):

Committee is recommended to:

- (a) note the licence fees set by statute,
- (b) agree the other licence fees for 2013/14 as set out in the Appendix.

Introduction

1. The purpose of this report is to establish the licence fees that should apply for 2013/14, for those activities where the Council has discretion. This report does not cover the fees for Licensing and Gambling Act activities, which are reported separately to the Licensing and Gambling Acts Committee.
2. The statutory principle in relation to the setting of fees is that they should be reasonable and should relate to the costs of performing the function, including staffing, administration, testing, inspections, hearings, regulation and appeals.
3. Licence fees set by the Council

Acupuncture, Ear Piercing, Electrolysis and Tattooing
Animal Boarding Establishments
Commercial Events
Dangerous Wild Animals
Dog Breeding Establishments
Hackney Carriage and Private Hire Licenses
Motor Salvage Operators
Pavement Cafés
Pet Shops
Riding Establishments
Road Closure Orders (temporary)
Sex Establishments
Street Trading Consents
Zoos

Licence fees set by statute

Integrated Pollution Prevention and Control Permits

Commercial Events

4. The making of Temporary Road Closure Orders under the Town Police Clauses Act 1847 is a discretionary service and the Council may make a charge for carrying it out, as long as the charge does not exceed the costs to the authority. A number of Road Closure applications have been made in the last year for events involving a commercial element, such as for a Continental Market. It is proposed that the fee of between £100 and £300 that was implemented for 2012/13 not be changed, in order to help promote Oxford as a city where events can be held, and as such increase the profile of the city.
- 5 Street Trading (the selling or exposing or offering for sale of any article - including a living thing) at commercial events will continue to receive a charge per stall per day. The £120 minimum fee has been removed as this could potentially price some smaller events out of the City.

Hackney Carriage and Private Hire Licence Fees and Administrative Charges

6. The procedure for changing Hackney Carriage and Private Hire Licence fees requires consultation and all relevant objections must be considered before making any changes. An extensive review of the costs of providing administrative functions for taxi licensing was carried out in 2011 and following consultation with the taxi companies, a number of charges were approved by the General Purposes Licensing Committee on 1st March 2011. The additional income from these charges means that the cost of providing the Taxi Licensing service can be recovered without increasing the base Licence fees this year.

7. The following three additional charges and one increase are now proposed to the Committee for approval (originally proposed for 2012/13 and approved by this Committee but not implemented in the Budget Book and therefore not previously charged).
- Introduction of a charge for processing the application for a Private Hire Vehicle to be granted an Exemption Notice: £50 (permission not to display a licence plate and door stickers on executive or chauffer-driven vehicles used for contract work as permitted under Section 75(3) Local Government Miscellaneous Provisions Act 1976). This charge will cover full cost recovery for providing such a service.
 - Introduction of a charge for processing amendments to the licence held by a Private Hire Operator: £25. This charge will cover full cost recovery for providing such a service.
 - Introduction of a charge for recovering the costs of following up an unpaid cheque: £30. This charge will cover full cost recovery for providing such a service.
 - A small increase in the charge for an Enhanced Criminal Records Bureau Disclosure, to cover the Bureau's own increase in charge to the Council: £50 (from £43). This charge will cover full cost recovery for providing such a service.

Motor Salvage Operators

8. It is not proposed to increase the level of fee charged for this function, as the current fee adequately enables full cost recovery.

Pavement Cafés

9. A one off payment per year is recommended for Pavement Cafés. In the majority this will result in reduced costs for local businesses and encourage more premises to licence. There will also be a reduction in expenditure on Council resources in relation to promoting compliance.

Sex Establishments (Sexual Entertainment Venues)

10. On 9th June 2010, the General Purposes Licensing Committee approved the report of the Head of Environmental Development detailing the level of fee to be set for the licensing of such premises. It is recommended that an increase in line with inflation is applied to the fees for Sexual Entertainment Venue licences in order to ensure that our fee is set at full cost recovery for the services we provide.

Sex Establishments (Sex Shops)

11. On the 3rd October 2010, the General Purposes Licensing Committee approved the report of the Head of Environmental Development detailing the costs applicable to the licensing of Sex Establishments (Sex Shops), following a request to determine the “reasonable fee” charged for this purpose. It is recommended that an increase in line with inflation is applied to the fees for Sex Establishment Licences in order to ensure that our fee is set at full cost recovery for the services we provide.

Street Parties

12. The Council wishes to support the organisers of community based events such as street parties. It is, therefore, proposed to continue with the current practice of making no charge for small street parties or community events. The Street Trading event fee will apply where there is a commercial element, for example:
 - a stall holder with a pig roast where all or part of the proceeds of sales are kept by the trader; and/or
 - a stall holder at a farmers market where all or part of the proceeds of sales are kept by the trader.

Street Trading Consents

13. There is a £100 administration fee for all annual Street Trading applications. At paragraph 8.2 of the Street Trading Policy it states ‘Applications for annual consents should be accompanied by a non-refundable fee of £100. If the application is approved, the balance of the fee will be due before the consent is issued. If the application is not successful the fee will be retained to cover the cost incurred in processing the application.’ To make it clear to applicants this fee has now been included in the fees and charges (see attached Appendix).
14. It is proposed to simplify the Street Trading Consent fee for those traders that trade for less than twelve months, by charging on a pro rata basis of the annual Consent fee (see attached Appendix).
15. The Weekly Consent fee is slightly higher than the pro rata fee to cover the costs of administering the annual rota and accommodating changes throughout the year.

Zoo

16. Although we currently have no Zoo licences in effect at the moment, there is a possibility that one may be required at Cutteslowe Park in relation to the volume of exotic birds that are kept in the aviary. In anticipation that some of the stock cannot be re-homed it would be sensible to publish a fee. The fee has been determined in line with the process and resources required to administer such a licence which is most similar to the Riding Establishment procedures.

Financial Implications

17. The projected income from this licensing tariff is included in the Council's budget estimates for 2013/14.

Legal Implications

18. The Committee's responsibilities are set out in the Council's Constitution and include setting and reviewing licensing fees other than those set by statute. The power to levy fees is contained in the legislation relevant to each function or in the Local Government Act 2003 in relation to discretionary services. Licensing is not a revenue raising function and fees should reasonably represent the costs of carrying out the function.

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Background papers: None

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Fees & Charges Overview

Fees and charges have a central role to play in service delivery, raising income, controlling access, responding to competition, funding investment and affecting public behaviour.

Income from fees and charges is an important resource for Oxford City Council, this section details those approved as part of the budget 2012-13 by Council.

Environmental Development Fees & Charges 2013/14 (subject to review by General Purposes Licensing Committee in Feb 2013)

	2012/13 Charge	2013/14 Charge	Increase/ (Decrease)	Increase/ (Decrease)
	£	£	£	%
Exempt from VAT				
Street Trading Consents - fees set by Council				
City Centre & Late Night Traders				
Administration fee where consultation is required	-	100	0.00	0
Annual consent (Pro Rata for period of Consent)	7,315.00	7490	175.00	2
Weekly Consent (Weekly Rota)	162.00	165	3.00	2
All other traders				
Administration fee where consultation is required	-	100	0.00	0
Annual consent (Pro Rata for period of Consent)	2,600.00	2662	62.00	2
General Charges				
Replacement Consent	-	25.00	0.00	0
Identification badge (per badge)	26.00	26.5	0.50	2
Events				
Christmas/Continental Markets & similar commercial events	£20 per table per day (min £120)	Obsolete	Obsolete	Obsolete
Street Trading at event for commercial benefit	-	£25 per stall per day	0.00	0
Street Trading at event for community / charity benefit	-	No Fee	0.00	0
Inc road closure dependant upon size - Minimum	100.00	100.00	0.00	0
Inc road closure dependant upon size - Maximum	300.00	300.00	0.00	0
Road closure with no commercial element inc street parties	No fee	No Fee	0.00	0
Pavement Café Licenses - fees set by Council				
Annual (calculated per table)	366.00	Obsolete	Obsolete	Obsolete
New Annual Fee (one off payment per annum)	-	750.00	0.00	0
Miscellaneous Licensing - fees set by Council				
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - person)	105.00	107.00	2.00	2
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - premises)	209.00	213.00	4.00	2
Animal Boarding Establishment	167.00	170.00	3.00	2
+ vet fees		+ vet fees		
Dangerous Wild Animals	381.00	387.00	6.00	2
+ vet fees		+ vet fees		
Dog Breeding Establishment	167.00	170.00	3.00	2
+ vet fees		+ vet fees		
Pet Shop	167.00	170.00	3.00	2
+ vet fees		+ vet fees		
Riding Establishment	387.00	393.00	6.00	2
+ vet fees		+ vet fees		
Zoo	-	393.00	0.00	0
	-	+ vet fees		

	2012/13 Charge	2013/14 Charge	Increase/ (Decrease)	Increase/ (Decrease)
	£	£	£	%
Taxi Licensing				
Vehicles				
Hackney Carriage	400.00	400.00	0.00	0
Hackney Transfer of Ownership	100.00	100.00	0.00	0
Hackney Change of Vehicle	100.00	100.00	0.00	0
Hackney Plate Deposit	50.00	50.00	0.00	0
Hackney Temporary Vehicle	75.00	75.00	0.00	0
Private Hire	262.00	262.00	0.00	0
Private Hire Transfer	100.00	100.00	0.00	0
Private Hire Change of Vehicle	100.00	100.00	0.00	0
Private Hire Plate Deposit	50.00	50.00	0.00	0
Private Hire Temporary Vehicle	75.00	75.00	0.00	0
Drivers				
Hackney Combined	115.00	115.00	0.00	0
Private Hire	101.00	101.00	0.00	0
Additional Charges				
Local Knowledge Test	75.00	75.00	0.00	0
Local Knowledge Re-Test	75.00	75.00	0.00	0
Disability Awareness Course	45.00	45.00	0.00	0
CRB check - all driver only, at cost	47.00	50.00	3.00	6
DVLA check - for new applicants only, at cost	8.00	8.00	0.00	0
Licence badge/replacement badge	10.00	10.00	0.00	0
Replacement external plate	25.00	25.00	0.00	0
Replacement internal PHV sticker	5.00	5.00	0.00	0
Exempt badge/replacement badge	25.00	25.00	0.00	0
Replacement internal HC vehicle plate	5.00	5.00	0.00	0
Replacement approved fare chart	2.00	2.00	0.00	0
Replacement approved no smoking signs (includes VAT)	1.00	1.00	0.00	0
Duplicate paper licence (replacement)	2.00	2.00	0.00	0
Fixed Penalty Notices Taxis	80.00	80.00	0.00	0
Amendments to Private Hire Operator Licence		25.00	25.00	
Charge for Exemption Notice		50.00	50.00	
Operator's Licence				
Vehicle 3 & under	490.00	490.00	0.00	0
Vehicle 4 & over	980.00	980.00	0.00	0
Other Licensing				
Motor Salvage Operators	120.00	122.00	2.00	2
Sex establishment	8000.00	8360.00	360.00	5
Sex establishment transfer/vary	1100.00	1150.00	50.00	5
Sexual entertainment venues new	5500.00	5750.00	250.00	5
Sexual entertainment venues renewal	5000.00	5225.00	225.00	5
Sexual entertainment transfer/vary	1100.00	1150.00	50.00	5
Integrated Pollution Prevention & Control Permits				
LAPPC Charges - Industrial processes covered by Environmental Permitting Regulations	The fee for each application and renewal will be calculated in accordance with DEFRA guidance	The fee for each application and renewal will be calculated in accordance with DEFRA guidance	0.00	0

To: General Purposes Licensing Committee

Date: 19th February 2013 **Item No:**

Report of: Head of Environmental Development

Title of Report: Update on Miscellaneous Licensing Activity
May 2012 – December 2012

Summary and Recommendations

Purpose of report: To inform Committee of the progress made by the Miscellaneous Licensing Function between May 2012 – December 2012 and future developments.

Report Approved by:

Finance: Paul Swaffield

Legal: Daniel Smith

Policy Framework: A vibrant and sustainable economy

Recommendation(s):

Committee is recommended to:

- (i) note the contents of the report, and
- (ii) make comments and recommendations regarding the future work of the Miscellaneous Licensing Function.

Introduction

1. This report highlights the work of the Miscellaneous Licensing team. The report informs Committee of progress made between May 2012 – December 2012 and future work. The report includes updates on Street Trading Consents, Pedlar enforcement actions, Pavement Café, Riding Establishment, Pet Shop licences and our Zoo dispensation.

Street Trading

2. All Consent fees have been collected for the first three quarters of the financial year. Six cases have appeared before Licensing and Registration Sub Committee between July and October; three for breach of conditions as a result of enforcement action and three new applications. Full minutes of the

Committee meetings can be found on the website at:
<http://mycouncilpages.oxford.gov.uk/ieListMeetings.aspx?CId=151&Year=0>:

In brief:

- 30th July 2012 - Mr Elouath, trading at Site 17, outside the Taylorian Institute in St Giles, failed to make payments under the agreed payment schedule. Mr Elouath cleared the arrears before attending the meeting. Licensing and Registration Sub Committee issued the Consent holder with a warning to his future conduct and delegated powers to the Head of Environmental Development to revoke his Consent with immediate effect if he failed to make the remaining two payments on time.
- 30th July 2012 - Miscellaneous Licensing received and presented three applications to Licensing and Registration Sub Committee to fill vacant Site 18 at St Giles. Licensing and Registration Sub Committee awarded Consent to Mr and Mrs Aidi on the grounds that they had the best business plan.
- 29th October 2012 - Mr and Mrs Karrouchi, trading from Site 10 outside Scrivens Opticians in the High Street, were found to be in breach of conditions of their Street Trading Consent as they had failed to comply with a Food Hygiene Notice. Licensing and Registration Sub Committee resolved that in the interests of public safety, an inspection of Mr and Mrs Karrouchi's business would take place before the end of November 2012. Any breaches of condition found were to be reported forthwith to Licensing and Registration Sub Committee for further consideration and determination.
- 29th October 2012 - Miss De Jesus Neves, trading from Site 5 at the junction with New Inn Hall Street, was found to be in breach of a Street Trading Consent condition as she had unauthorised staff working on her vehicle. Licensing and Registration Sub Committee resolved that it was in the interests of public safety to impose an additional condition upon Miss De Jesus Neves' Consent.
- 29th October 2012 - Mr Yilmaz submitted an application for a new street trading site. Licensing and Registration Sub Committee resolved to grant the application, as applied for, attaching the Council's standard conditions for street trading. A further condition was added requiring the use of biodegradable or recyclable packaging and utensils for use by the customers.
- 29th October 2012 - Mr Akkouche submitted an application to trade from an approved evening site in the daytime. Licensing and Registration Sub Committee resolved to grant the application as applied for, attaching the Council's standard conditions for street trading.

3. At the meeting of the General Purposes Licensing Committee on 22nd February 2012, Committee agreed to receive a further report reviewing the Street Trading Policy to incorporate the extension of the scheme to the whole of the Oxford City Council area. The proposed timetable for the Policy review had been set out in the previous Miscellaneous Licensing Update Report. However due to the Environmental Development restructure this has been revised and the new proposed timetable is as below.

Actions	Time Frame
Complete benchmarking exercise Compile best practice and responsible authority input Draft Revised Policy	Currently underway – March 2013
Public Involvement Board	24 th April 2013
Report to General Purposes Licensing Committee for approval of draft policy for consultation	June 2013 (exact date tbc)
Public consultation period	July – August 2013 (exact dates tbc)
Review and collate consultation responses and revise draft policy	September 2013
Report to General Purposes Licensing Committee for approval and recommendation that Council adopts	October 2013 (exact date tbc)
Policy to City Executive Board/Full Council	(exact date tbc)
Council adoption and implementation of reviewed Street Trading Policy	(exact date tbc)

Pedlar/Illegal Street Trading Compliance

4. Pedlar activity increased in Oxford City Centre towards the end of the year, primarily to take advantage of the Christmas period. As a result compliance checks were undertaken in joint inspections with Thames Valley Police. The purpose of the compliance checks was to establish that the pedlars were operating under valid pedlar certificates. It was also an opportunity to educate pedlars visiting Oxford as to what is expected of them.
5. The recent restructure in Environmental Development has increased the resource available to monitor compliance. Miscellaneous Licensing now have a closer working relationship with the Community Response Team and have trained several of their officers in order for them to assist in pedlar enforcement action. This has led to an additional twelve officers being available on the street, including weekends.
6. The Department for Business, Innovation and Skills launched a joint consultation on draft regulations for the repeal of the Pedlars Act (UK wide) and changes to street trading legislation in England, Wales and Northern Ireland. The consultation was launched on 22nd November and will end on 15th February 2013. We are currently consulting with Members,

retailers, street traders and pedlars to inform them and in some cases encourage them to respond.

Pavement Cafés

7. The Miscellaneous Licensing Team carries out the Pavement Café function on behalf of Oxfordshire County Council Highway Authority. A further meeting has been held with Oxfordshire County Council Highways to discuss enforcement powers and the Pavement Café Licensing Scheme. This will help improve our processes, deliver the service more efficiently and provide a more joined up way of carrying out enforcement.

Riding Establishments

8. A full inspection of the licensed riding school has been undertaken by Samantha Howell, Licensing Officer in conjunction with a vet approved by the Royal College of Veterinary Surgeons (RCVS) as per the requirements of the Riding Establishment Act 1964. The inspection was found to be satisfactory and the licence has been renewed.

Pet Shops

9. Full inspections of the three licensed pet shops have been undertaken by Samantha Howell, Licensing Officer. The inspections were found to be satisfactory and all three licences have been renewed.

Zoo Dispensation

10. DEFRA has confirmed that the dispensation in place at Cutteslowe Aviary still stands. Steps have been put in place to monitor the collection more closely with the Leisure and Parks service.

Service volume	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Acupuncture										
Applications received	0	1	0	2	2	0	2	2	0	9
Licences granted	2	2	0	1	1	2	1	1	2	12
Animal Boarding										
Applications received	0	0	0	0	0	0	1	0	0	1
Licences granted	1	0	0	0	0	0	0	0	0	1
Busking										
Applications received	10	20	18	21	20	19	14	22	14	158
Permits issued	10	20	18	22	20	19	14	22	15	160
Ear Piercing										
Applications received	0	0	0	0	2	0	3	0	2	7
Licences granted	0	0	0	0	0	0	1	3	2	6
EET Business										
Applications received	0	0	0	0	1	0	0	0	0	1
Licences granted	0	0	0	0	1	0	0	0	0	1
Electrolysis										
Applications received	0	0	0	0	0	0	0	0	0	0
Licences granted	0	0	0	0	0	0	0	0	0	0
Pet Shops										
Applications received	0	0	0	0	0	0	0	3	0	3
Licences granted	0	0	0	0	0	0	0	0	3	3
Riding Establishment										
Applications received	0	0	1	0	0	0	0	0	0	1
Licences granted	0	0	0	0	1	0	0	0	0	1
Street Trading										
New applications received	5	2	4	4	4	2	2	2	5	30
New consents granted	2	2	0	0	2	1	4	2	2	15
Renewals received	0	0	0	0	0	0	0	0	0	0
Renewals granted	2	0	0	0	0	0	0	0	0	2
Weekly consents granted	6	6	7	11	9	9	7	7	8	70
Street Cafes										
New applications received	0	0	0	0	0	0	0	0	0	0
New licences granted	0	0	0	0	0	0	0	0	0	0
Renewals received	2	0	3	1	0	2	0	0	0	8
Renewals granted	1	1	2	2	0	0	0	0	0	6
Street Collections										
Applications received	21	11	10	6	8	2	12	6	11	87
Licences granted	26	12	10	8	5	4	13	10	12	100
Tattoo										
Applications received	3	0	0	1	2	0	0	0	1	7
Licences granted	1	2	0	0	1	0	2	0	1	7

Legal Considerations

11. There are no legal implications within the content of this report.

Financial Considerations

12. There are no material financial considerations contained within the content of this report that apply to the Authority. The cost of any additional consultation on draft Policies can be met from existing budgets.

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Background papers: None

Version: 1.0

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GENERAL PURPOSES LICENSING COMMITTEE

Wednesday 17 October 2012

COUNCILLORS PRESENT: Councillors Cook (Chair), Canning, Clarkson, Goddard, Lygo, O'Hara and Williams.

OFFICERS PRESENT: Julian Alison (Licensing Team Leader), Jill Cramer (Environmental Development), Daniel Smith (Law and Governance) and Lois Stock (Democratic and Electoral Services Officer)

16. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies were received from Councillors Coulter, Gotch and Royce.

17. DECLARATIONS OF INTEREST

None

18. UPDATE ON TAXI LICENSING ACTIVITY APRIL 20112 - AUGUST 2012

The Head of Environmental Development submitted a report (previously circulated, now appended) concerning taxi licensing activity between April 2012 and August 2012.

Julian Alison (Licensing Team Leader) presented the report to the Committee. He explained that the taxi licensing policy was more rigorous than it used to be, particularly on plying for hire, as a result of which more cases were coming before the Hackney Carriages Sub Committee. The licensing team sought to educate taxi drivers on the rules and regulations, but education could only have a limited effect if taxi operators had no care for their drivers, and allowed poor practices to take place. This was regrettable, but there was only a certain amount that licensing officers could do, given the staffing and resources available to them. Licensing's main concern was public safety, and although no-one wished to see drivers lose their licence, that was the risk they took if they failed to follow the guidance available to them.

Anyone having any concerns about the activities of taxi firms or individual drivers should contact the Licensing Team.

Resolved to note the report.

19. REQUEST TO LICENCE ELECTRICALLY ASSISTED PASSENGER CARRYING PEDICABS IN THE CITY

The Head of Environmental Development submitted a report (previously circulated, now appended) concerning a request to licence electrically assistaed

passenger carrying Pedicabs in the City. Julian Alison introduced this report to the Committee.

RESOLVED to await further guidance from the Law Commission before considering this further.

20. HACKNEY CARRIAGE TARIFF - APPLICATION FOR INCREASE

The Head of Environmental development submitted a report (previously circulated, now appended) concerning a request from the City of Oxford Licensed Taxicab Association (COLTA) for an increase in the Hackney Carriage Tariff. Jill Cramer (Licensing Officer) introduced the report to the Committee.

The Committee welcomed Khalid Shariff (COLTA) to the meeting. Mr Shariff spoke in favour of the proposed increase.

The Committee felt that it wished to understand more clearly what the effect of any increase would be on the fare-paying passenger. Whilst appreciating that taxi drivers were under pressure, members of the Committee felt that everyone was feeling financial pressure at present, and that too large an increase in the tariff would not be acceptable. The proposal before it seemed to be for a 10% increase, which did not find favour with the Committee. A lower percentage increase, however, might be acceptable.

Resolved to:-

- (1) Defer any decision until the next meeting (February 2013);
- (2) Ask licensing officers to bring a report to the next meeting that showed in more detail the effect of an increase in the Hackney carriage tariff from 5% up to 10%, in order that members may make an informed decision on the likely effect of any increase.

21. TAXI LICENSING CUSTOMER SATISFACTION SURVEY

The Head of Environmental Development submitted a report (previously circulated, now appended) concerning the results of the Taxi Licensing Satisfaction Survey. Julian Alison presented this report to the Committee, reporting that 86% of respondents were happy with the service they received.

The Chair, Councillor Cook, observed that this was good news for the Council.

Resolved to:-

- (1) Note the report;
- (2) Thank licensing officers for all their hard work;
- (3) Formally thank Tony Payne (who has now left the Council's employment) for all his hard work over the years.

22. MINUTES

Resolved to note as a correct record the minutes of 28th May 2012, with the following amendment:-

The Committee reviewed the draft minute of its decision of 28.05.12 in respect of Hackney Carriage and Private Hire Vehicles - Review of Euro Emission Standard Level and Vehicle Age Limits and clarified that:-

- 1) The decision made on 15.06.2009 was suspended in its entirety;
- 2) The Committee requested that a consultation be carried out seeking the views of all licence holders as to the following criteria:-

New Vehicle Licences:

- a) **From 1st January 2014, any vehicle must not be older than 5 years of age at the date of the grant of the vehicle licence.**

Renewal of existing Vehicle Licences:

- b) **From 1st January 2014, no vehicle shall be re-licensed if it has reached 8 years of age from the date of first registration.**

The results of this consultation shall be reported back to the Committee at a later date.

3) The Committee requested that a letter be sent as soon as possible to all licence holders informing them that the criteria set in 2009 and due to come into effect from 01.01.13 had been suspended and detailing the age criteria that shall be in effect until 31st December 2013, and that a letter seeking their views as to future vehicle age criteria will be issued in due course, whilst acknowledging that the Council was also awaiting the outcome of the Law Commission reforms of Taxi and Private Hire services;

4) That officers were asked to amend the current Hackney Carriage & Private Hire Vehicle Application Pack and web content in relation to the age limit criteria for vehicles to read:-

- a) **No vehicle will be first licensed unless it is less than five years of age from the date of first registration;**
- b) **All vehicles currently licensed shall be permitted to be re-licensed until 31st December 2013 irrespective of their age, whilst the Council consider the introduction of an upper age limit for all licensed vehicles or as directed by the introduction of National Standards as proposed by the Law Commission in its "reform of Taxi and Private Hire services".**

23. DATES OF FUTURE MEETINGS

Resolved to note that the date of the next meeting was 19th February 2013.

The meeting started at 5.55 pm and ended at 7.12 pm