

Agenda

www.oxford.gov.uk



General Purposes Licensing Committee

Date: **Tuesday 21 January 2014**

Time: **Not before 5.30 pm**

Place: **Oxford Town Hall**

For any further information please contact:

Sarah Claridge

Telephone: 01865 252402

Email: sclaridge@oxford.gov.uk

General Purposes Licensing Committee

Membership

Chair	Councillor Colin Cook	Jericho and Osney;
Vice-Chair	Councillor Michael Gotch	Wolvercote;
	Councillor Mary Clarkson	Marston;
	Councillor Van Coulter	Barton and Sandhills;
	Councillor John Goddard	Wolvercote;
	Councillor Rae Humberstone	Blackbird Leys;
	Councillor Ben Lloyd-Shogbesan	Lye Valley;
	Councillor Mark Lygo	Churchill;
	Councillor Gwynneth Royce	St. Margaret's;
	Councillor David Williams	Iffley Fields;

HOW TO OBTAIN AGENDA

In order to reduce the use of resources, our carbon footprint and our costs we will no longer produce paper copies of agenda over and above our minimum internal and Council member requirement. Paper copies may be looked at the Town Hall Reception and at Customer Services, St Aldate's and at the Westgate Library

A copy of the agenda may be:-

- Viewed on our website – mycouncil.oxford.gov.uk
- Downloaded from our website
- Subscribed to electronically by registering online at mycouncil.oxford.gov.uk
- Sent to you in hard copy form upon payment of an annual subscription.

AGENDA

Pages

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

The Quroum for this meeting is 4.

2 DECLARATIONS OF INTEREST

Members are asked to declare any disclosable pecuniary interests they may have in any of the following agenda items. Guidance on this is set out at the end of these agenda pages.

3 UPDATE ON TAXI LICENSING ACTIVITY - AUGUST-DECEMBER 2013

1 - 6

The Head of Environmental Development has submitted a report which informs the Committee of the progress made by the Taxi Licensing Function between August 2013 and December 2013.

The Committee is asked:

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

4 HACKNEY CARRIAGE LICENSED TRADE - APPLICATION FOR VARIATION OF TARIFFS

7 - 16

The Head of Environmental Development has submitted a report which asks the Committee 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 to:

- (1) 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; and subject to any decision
- (2) 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.

5 COMMERCIAL EVENTS, HACKNEY CARRIAGE AND PRIVATE

17 - 22

HIRE, ROAD CLOSURE ORDERS, SCRAP METAL DEALERS, SEX ESTABLISHMENTS AND STREET PARTIES: LICENCE FEES AND CHARGES FOR THE 2014/15 FINANCIAL YEAR

The Head of Environmental Development has submitted a report which seeks agreement of the licence fees for 2014/15 where the Council has discretion over the level of fee charged.

The Committee is asked to agree the licence fees and charges for 2014/15 as set out in the Appendix to the report.

- 6 ACUPUNCTURE, EAR PIERCING, ELECTROLYSIS & TATTOOING, ANIMAL BOARDING ESTABLISHMENTS, DANGEROUS WILD ANIMALS, DOG BREEDING ESTABLISHMENTS, PAVEMENT CAFES, PET SHOPS, RIDING ESTABLISHMENTS, STREET TRADING CONSENTS, ZOOS, INTEGRATED POLLUTION PREVENTION AND CONTROL PERMITS: LICENCE FEES & CHARGES FOR THE 2014/15 FINANCIAL YEAR** 23 - 28

The Head of Environmental Development has submitted a report which seeks agreement of the licence fees for 2014/15 where the Council has discretion over the level of fee charged.

The Committee is asked to agree the licence fees and charges for 2014/15 as set out in the Appendix of the report.

- 7 MINUTES** 29 - 30

Minutes of the meeting held on 5th September 2013.

- 8 DATES OF FUTURE MEETINGS**

The Committee will meet on the following dates:

Tuesday 10th June 2014
Tuesday 23rd September 2014
Tuesday 27th January 2015
Tuesday 19th May 2015

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: 21 January 2014 **Item No:**

Report of: Head of Environmental Development

Title of Report: Update on Taxi Licensing Activity
August 2013 – December 2013

Summary and Recommendations

Purpose of report: To inform Committee of the progress made by the Taxi Licensing Function between August 2013 and December 2013.

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 August 2013 and December 2013.
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 August 2013 and December 2013.

Licences Issued	Total August 2013 – December 2013
Hackney Carriage Driver	170
Private Hire Driver	286
Hackney Carriage Vehicle	49
Private Hire Vehicle	322
Private Hire Operator	7

Actions Undertaken	Total August 2013 – December 2013
Licensing Hearings	10
Enforcement Actions Commenced	173
Prosecution Cases Started	5
Complaints about Drivers / Vehicles / Operators	98

Applications Granted by the Licensing Authority

4. 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 455 driver, 371 vehicle, and 7 Operator licenses issued by the Head of Environmental Development under delegated authority during the reported period. One driver licence was granted following the application being determined by the Hackney Carriage and Private Hire Licensing Sub-Committee.

Hackney Carriage & Private Hire Licensing Sub-Committee Hearings

5. When adverse information pertaining to the “fitness” of a person or vehicle to be licensed or to continue to be licensed by this Authority has been found then the matter is determined at a Sub-Committee Hearing.
6. Such adverse information may be derived from information relating to an application such as health concerns, relevant cautions or convictions, or from the enforcement records held by the Licensing Authority in relation to serious incidents, or repetitive failures to adhere to standard driver and vehicle conditions will call in to question a licence holders suitability to meet with this Authority’s description of a Fit and Proper person.
7. 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.*

8. From August 2013 to December 2013, 10 Hearings were held to determine the fitness of new applicants and existing licence holders. The results of the Hearings are shown in the table below:

	Granted	Councillor Warning	Refused	Suspended	Revoked
New Driver	1	0	1		
Existing Driver	0	0	3	1	4

Appeals

9. Four Sub-Committee decisions were appealed to the Magistrates' Court during the period covered by this report. These appeals concerned the Sub-Committee decision to revoke Private Hire Driver Licences following 2 drivers being convicted for Plying for Hire and driving without insurance, 1 driver exceeding the levels of Warnings able to be issued by the Licensing Officers, and 1 driver having been issued with a Police Caution for an offence of violence.
10. Three of the above four appeals that were lodged were heard at the Magistrates' Court during the reporting period. The Court dismissed the two appeals relating to the revocations for Plying for Hire and driving without insurance; but upheld the appeal relating to the driver who had been issued with a Police Caution. The Court gave its reasons for upholding the appeal as:
- I. The Council's own policy stated cautions should not be treated as seriously as convictions.*
 - II. The Sub Committee had not had all the information at the hearing, there was evidence of provocation before the assault.*
 - III. No members of the public were present at the time of the incident.*
11. Following discussions between the Chair of this Committee, the Council Lawyer and the Licensing Team Leader and consideration of the reasons given by the Magistrates' for overturning the decision of the Sub-Committee, it was decided that there were insufficient grounds on this occasion for the Council to pursue a further appeal against the decision of the Court.

Enforcement Activity

12. Between August 2013 and December 2013, the Licensing Team has carried out 174 enforcement interventions, issuing the following sanctions (in accordance with the Policy on the Relevance of Warnings, Offences, Cautions and Convictions):

- 20 Cases still pending (awaiting further intelligence reports)
 - 17 No further action taken due to credible driver explanations
 - 11 Failures to submit DBS or Medical Disclosure
 - 22 Verbal Advice given at scene of an incident
 - 28 Advisory Warnings
 - 20 First Level Warnings
 - 13 Second Level Warnings
 - 12 Final Warnings
 - 4 Permits issued to vehicles with minor damage to remain in service for a maximum period of 28 days
 - 1 Request for a vehicle to undergo an additional COC Test
 - 11 Notifications of referral to Sub-Committee
 - 3 Suspension Notices (driver)
 - 1 Suspension Notice (vehicle)
 - 9 Notifications of non-payment letters
 - 2 PACE interviews (3 others pending)
13. The purpose of the “Warning” system is to educate licence holders as to their responsibilities and the need to uphold the Taxi Licensing objectives. Verbal advice and the four levels of “Warnings” may be issued by the Licensing Officers, and the level of “Warning” issued is dependent upon the nature of the incident, the severity of the matter, whether there have been any previous incidents of non-compliance, and how the matter sits in relation to the Taxi Licensing objectives.
14. Verbal advice was given at the scene of a number of incidents relating to drivers committing basic Road Traffic Act offences whilst the Licensing Officers were carrying out their night time enforcement duties.
15. Typically Warnings issued by the Licensing Officers related to failures and / or accumulated failures by licence holders to declare relevant motoring convictions, failures to adhere to the conditions attached to their driver / vehicle licence, failures to provide satisfactory documents in relation to the licence renewal process, and in some cases Suspensions were issued due to concerns relating to the licence holder upholding the objectives of public safety following relevant information from Thames Valley Police.
16. As well as the disciplinary measures taken during the enforcement operations, 98 complaints were received from members of the public during this reporting period relating to poor customer service, rudeness, road traffic offences and plying for hire, and a breakdown of the actions taken by the Licensing Officers is detailed below:
- 20 Cases are still active (at the time of writing this report)
 - 2 Referrals to neighbouring authorities
 - 48 No further action taken*
 - 15 Advisory Warnings
 - 4 First Level Warnings
 - 4 Second Level Warnings

- 2 Final Warnings
- 3 Referred to other District Councils

** due to the version of events stated by the complainant and the driver being too dissimilar and no independent witness to verify either account, a record is kept on the driver file should similar issues be reported. It should also be noted that some complaints have been maliciously made about drivers and when the complaint has been challenged by the Licensing Officers, the complainant has not responded.*

17. The Weekend Night-time Operation recently implemented by the Environmental Development Service operates between 11.00 p.m. and 4.00 a.m. on both Friday and Saturday nights and proactively checks for non-compliance by both the Hackney Carriage and Private Hire trades.
18. This further increases our robust enforcement presence throughout the city at weekends and the two Council Officers carrying out the Operation report any findings back to the Licensing Authority in order that the appropriate actions are undertaken.

Test Purchase Operations

19. Between August 2013 and December 2013, 5 Test Purchase Operations were carried out resulting in 3 drivers failing the Test Purchase. Resulting from the Operations 3 interviews (under the Police & Criminal Evidence Act) have been carried out by the Licensing Officers 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 both of the cases were forwarded to Law & Governance for consideration to prosecute drivers for the offences of plying for hire and driving without the correct insurance.

Prosecutions

21. During the period August 2013 to December 2013, 3 cases of plying for hire and driving without the correct insurance (2 cases related to one driver) were heard in the Magistrates Court (relating to Test Purchase Operations and PACE interviews carried out prior to this reporting period).
22. In the case of the licence holder who had committed 2 offences, he was found of both offences, the other licence holder pleaded guilty to the offence. Both were issued with 6 penalty points to be endorsed on their DVLA Licence and a fine and ordered to pay costs.
23. In both cases the Private Hire Driver licences have lapsed. Should the drivers seek to apply for a licence, then these convictions will be referred to the Hackney Carriage and Private Hire Licensing Sub-Committee in due course in order to determine what action should be taken in

accordance with our Policy on the Relevance of Warnings, Offences, Cautions and Convictions in relation to the licence issued by the Authority.

Future Work

24. The Licensing Authority is working in partnership with the Community Safety Team in order to assess and implement ways of helping the Trade be aware of Child Sex Exploitation, and it is hoped that following the completion of this piece of work that requirements will be put in place for all drivers to have met in relation to this sensitive and concerning public interest.

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.

Name and contact details of author: **Julian Alison**
Licensing Team Leader
Tel: (01865) 252381
Email: jalison@oxford.gov.uk

Version 1.0

To: General Purposes Licensing Committee

Date: 21 January 2014 **Item No:**

Report of: Head of Environmental Development

Title of Report: Hackney Carriage Licensed Trade – 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; and subject to any 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 and delegate to the Chair and the Head of Environmental Development to consider any responses to the consultation.**

Introduction

1. At the General Purposes Licensing Committee meeting on the 19th February 2013, Members approved a request made by the City of Oxford Licensed Taxicab Association (COLTA) for a variation of Hackney Carriage Tariffs which came into effect on 25th March 2013.
2. On 18th December 2013, COLTA submitted a Fare Increase Report requesting for an increase of the Hackney Carriage Tariffs. A copy of the request providing the reasons for a variation of Tariffs can be found at **Appendix One**.

3. Members are also informed about the requirement to undertake a statutory consultation.

Proposed Variation

4. The effect of the proposed variation as requested by COLTA for Tariff One, Two and Three and comparing it with the current Tariffs is shown at **Appendix Two**, and the methodology for calculating the proposed fares is shown at **Appendix Three**.
5. 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 1.95%, the average percentage increase for Tariff Two for a journey of between ½ mile to 5 miles is 1.81%, and the average percentage increase for Tariff Three for a journey of between ½ mile to 5 miles is 2.09%.

Consumer Price Index and Retail Prices Index

6. The previous increase in the Hackney Carriage Tariffs was agreed by Committee on the 19th February 2013 but did not come into force until the 25th March 2013. The percentage change in the CPI and RPI has been calculated from the period November 2012 to October 2013. It shows for that period the CPI percentage was 2.01% and the PRI percentage was 2.57%.
7. The average percentage on the requested increase by COLTA is comparable to the CPI and RPI increase detailed in the above paragraph.
8. 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 2014, owing to the time required to carry out the statutory consultation.
9. To further assist the Committee a copy of the current Hackney Carriage Tariff Chart is attached at **Appendix Four**, and the proposed Chart submitted by COLTA should the proposal be approved is attached at **Appendix Five**.

Comparisons With Other Authorities

10. When the Committee resolved to approve COLTA's last request the comparison with other authorities as detailed in the December 2012 issue of the 'Private Hire and Taxi Monthly' placed 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".
11. At the time of compiling this report, updated information has not been issued in relation how the proposed variation would impact on Oxford's standing nationally, and therefore the Committee is asked to determine the proposal as submitted in this report.

Consultation

12. 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

13. 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

14. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a local authority may set the fares for Hackney Carriages within its district.
15. 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, but are outside the control of the authority.

Recommendations

16. 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; and subject to any 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 and delegate the Chair and the Head of Environmental Development to consider any responses to the consultation.

**Name and contact details of author: Jill Cramer
Senior Licensing Officer
Environmental Development
Tel: 01865 (252257
Email: jcramer@oxford.gov.uk**

- Appendix One: COLTA Fare Increase Report**
- Appendix Two: Effect of proposed variation to Tariffs One, Two and Three showing costs and percentage increases submitted by COLTA**
- Appendix Three: Methodology for calculating the proposed COLTA fares as detailed in Appendix Two**
- Appendix Four: Current Hackney Carriage Tariff Chart**
- Appendix Five: Proposed Hackney Carriage Tariff Chart submitted by COLTA**

This page is intentionally left blank

COLTA Fare Increase Report: December 2013

Introduction

This report will provide an overview for the formal request of a fare increase rise for COLTA. There has been no fare increase for a period of approximately 17 months and by the time this matter becomes public it will be approximately 20 months. This has been due to a 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. Compare Bus fare prices and Car Parking increases in Oxford and it soon becomes apparent how high the prices are in comparison to Taxi fare increases. At the end of the day a taxi ride is more beneficial to the environment as four to five people can share a cab and share the fare.

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.

The past 17 months has been a tough period in terms of economic prosperity and this has impacted on COLTA members and other individuals whom operate through the attainment of a specific licence to perform their duties on the road via Oxford City Council.

The cost of supporting a family and surviving on a daily basis has pushed COLTA members to the limits especially with the loss of some Taxi Ranks etc.

Overview

COLTA are requesting the fare increase in line with the rate of inflation over the past 17 months. So in short, it breaks down in terms of 1 increase per 17 months as of 2012- 2013. The economy has bolstered according to George Osbourne's Autumn Budget Statement of 2013, but the cost of living is still far outpacing the rates of inflation. Real costs for wages are still at an all-time low and in the run up to Christmas, token fuel price reduction has been exercised. This has had no impact on the reduction for the cost of living as we already pay one of the highest fuel prices in Europe for almost everything including other levies such as Death Tax. To put this into context Tesco are still experiencing sales slumps in comparison to last year. This means people have less money to spend and it has been like this for several years now.

Rationale

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. LTI (The black cab manufacturer) has been taken over by a Chinese firm recently and parts for Black Cabs and tyres etc, have gone through the roof.

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 2009-2013

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. VAT is still 20% and is causing a significant poverty issue for most working class people who are just about keeping their head above water. To live in an economy whereby there are more food banks than last year does not paint a rosy picture for the next 5 to 10 years.

With the gloomy growth prediction for business and commerce over the next few years the Chancellor has withdrawn the Government fund aided 'Help to Buy your Home' scheme in favour of Business promotion schemes. This is to prevent the housing bubble' over inflated house prices' created over the past few years and limiting people's ability to buy property and offering green shoot recovery for more jobs and money for local economy.

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 at an increase of 3%.

APPENDIX TWO

EFFECT OF PROPOSED TARIFF VARIATIONS TO FARES (INCREASE OF COST AND PERCENTAGES)

Length of Journey (miles)	TARIFF ONE			TARIFF TWO			TARIFF THREE		
	Current Fare ₱	Proposed Fare ₱	Increase %	Current Fare ₱	Proposed Fare ₱	Increase %	Current Fare ₱	Proposed Fare ₱	Increase %
0.5	3.60	3.60	0.0	4.20	4.20	0.0	4.45	4.50	1.3
1.0	4.70	4.80	2.3	5.90	5.90	0.0	6.10	6.25	2.5
1.5	5.50	5.60	1.9	7.20	7.30	1.5	7.30	7.40	1.5
2.0	6.20	6.30	1.6	8.00	8.10	1.3	8.35	8.50	1.8
2.5	6.90	7.10	2.9	8.70	8.90	2.3	9.40	9.65	2.7
3.0	7.70	7.80	1.4	9.40	9.60	2.2	10.60	10.80	1.9
3.5	8.40	8.60	2.4	10.10	10.40	3.0	11.65	11.90	2.2
4.0	9.10	9.30	2.2	10.90	11.10	1.9	12.70	13.05	2.8
4.5	9.90	10.10	2.1	11.60	11.90	2.6	13.90	14.15	1.8
5.0	10.60	10.90	2.7	12.30	12-70	3.3	14.95	15.30	2.4
	Average Percentage Increase	1.95%		Average Percentage Increase	1.81%		Average Percentage Increase	2.09%	

APPENDIX THREE

METHODOLOGY FOR CALCULATING FARES:

TARIFF ONE	CURRENT £	PROPOSED £	TARIFF TWO	CURRENT £	PROPOSED £	TARIFF THREE	CURRENT £	PROPOSED £
Flag fall	2.50	2.50	Flag fall	2.50	2.50	Flag fall	2.80	2.80
1 Mile	4.70	4.86	1 Mile	5.85	5.93	1 Mile	6.10	6.28
2 Miles	6.18	6.37	2 Miles	7.93	8.17	2 Miles	8.32	8.54
5 Miles	10.62	10.90	5 Miles	12.37	12.70	5 Miles	14.98	15.32
10 Miles	18.02	18.45	10 Miles	19.77	20.25	10 Miles	26.08	26.62
Running Mile	1.48	1.51	Running Mile	1.48	1.51	Running Mile	2.22	2.26
4 COST	CURRENT (METRES)	PROPOSED (METRES)	COST	CURRENT (METRES)	PROPOSED (METRES)	COST	CURRENT (METRES)	PROPOSED (METRES)
£2.50	First 70m	First 67m	£2.50	First 47m	First 46m	£2.80	First 70m	First 67m
£0.10	Each 70m to 1610m	Each 67m to 1608m	£0.10	Each 47m to 2115m	Each 46m to 2208m	£0.15	Each 70m to 1610m	Each 67m to 1608m
£0.10	Then each 110m	Then each 107m	£0.10	Then each 110m	Then each 107m	£0.15	Then each 110m	Then each 107m
£0.10	Waiting Time 20 seconds	Waiting Time 20 seconds	£0.10	Waiting Time 19 seconds	Waiting Time 20 seconds	£0.15	Waiting Time 20 seconds	Waiting Time 20 seconds

CURRENT TARIFF CHART

MAXIMUM FARES set by OXFORD CITY COUNCIL

for licensed taxi-cabs. OPERATIVE FROM 25th March 2013

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
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
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
For each passenger in excess of one		£0.20
For each article of baggage carried outside the passenger compartment of the cab		£0.10
For each adult pedal cycle carried (except folding)		£1.00
For each wheeled vehicle carried (except mobility impaired persons vehicle)		£0.10
PAYMENT by cheque credit card or debit card		£0.50
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.		£30.00
<p>Complaints about the cab or driver should be sent immediately PREFERABLY IN WRITING or E mail to the Oxford City Council, Taxi Licensing, St Aldates Chambers, 109 St Aldates, OXFORD. OX1 1DS. (licensing@oxford.gov.uk) quoting the large vehicle identification number shown on the rear side windows of the vehicle or licence plate</p> <p>Complaints can also be notified by telephone on 01865 252565</p>		

PROPOSED TARIFF CHART

MAXIMUM FARES SET BY OXFORD CITY COUNCIL FOR LICENSED HACKNEY CARRIAGES

OPERATIVE FROM 25TH MARCH 2014

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 67 metres or part thereof	£2.50
	each subsequent 67 metres or part thereof until 1608 metres	£0.10
	each subsequent 107 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
---	--------------	------------------------	--------------

TARIFF 2 22.00 - 06.00 Monday to Saturday, and all day Sunday All Public Holidays (except Tariff 3) from 00.01 until 06.00 the following day	For the first 46 metres or part thereof	£2.50
	each subsequent 46 metres or part thereof until 2208 metres	£0.10
	each subsequent 107 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
---	--------------	------------------------	--------------

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 67 metres or part thereof	£2.80
	each subsequent 67 metres or part thereof until 1608 metres	£0.15
	each subsequent 107 metres or part thereof	£0.15

WAITING TIME For each period of 20 seconds or part thereof	£0.15	For each trunk carried	£1.50
---	--------------	------------------------	--------------

For each passenger in excess of one	£0.20
-------------------------------------	--------------

For each article of baggage carried outside the passenger compartment of the cab	£0.10
---	--------------

For each adult pedal cycle carried (except folding)	£1.00
---	--------------

For each wheeled vehicle carried (except mobility impaired persons vehicle)	£0.10
---	--------------

PAYMENT by cheque, credit card or debit card	£0.50
---	--------------

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.	£30.00
---	---------------

Should you wish to make a complaint about this vehicle or driver, please send your comments in writing to: Licensing Authority, Oxford City Council, 109 St Aldates Chambers, St Aldates, Oxford, OX1 1DS; or by email to: licensing@oxford.gov.uk

Please quote the vehicle identification number which can be found on the rear side windows or the rear licence plate, and provide as much detail as possible as to support your complaint.

Further information on how to make a complaint can be found on the Council website at: www.oxford.gov.uk/taxilicensing

To: General Purposes Licensing Committee

Date: 21 January 2014 **Item No:**

Report of: Head of Environmental Development

Title of Report: Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers, Sex Establishments and Street Parties: Licence Fees and Charges for the 2014/15 financial year

Summary and Recommendations

Purpose of report: To seek agreement of the licence fees for 2014/15 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) agree the licence fees and charges for 2014/15 as set out in the Appendix.

Introduction

1. The purpose of this report is to establish the licence fees and charges that should apply for 2014/15, 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 fees and charges detailed within this report and found at **Appendix One** relate solely to the functions of the General Licensing Team. A further report will be provided to Members in relation to the fees and charges related to the functions of the Miscellaneous Licensing Team.
3. 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.

4. Licence fees set by the Council and administered in the General Licensing function consist of Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers and Sex Establishments.

Commercial Events

5. 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.
6. 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.
7. It is proposed that the fee of between £100 and £300 that was implemented for 2012/13 and continued through the last financial year 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.

Hackney Carriage and Private Hire Licence Fees and Charges

8. The procedure for changing Hackney Carriage and Private Hire Licence fees requires consultation and all relevant objections must be considered before making any changes.
9. 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.
10. 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.

Motor Salvage Operators

11. The Committee is asked to note that the previously regulated Motor Salvage Operator function is now obsolete and has been brought into the Scrap Metal Dealer function through the implementation of the Scrap Metal Dealer Act 2013.

Scrap Metal Dealers

12. The Scrap Metal Dealer function is presided over by the Executive Board, and not by the Licensing Committees. The current and proposed fees for this function can be found within the Appendix purely for Members to note.

Sex Establishments (Sexual Entertainment Venues)

13. 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.
14. Last year an increase in line with inflation was applied to the fees for Sexual Entertainment Venue licences in order to ensure that our fee was set at full cost recovery for the services we provide.
15. No changes are proposed to the current level of fees and charges owing to the full cost recovery of the services provided having not risen, nor are the costs to provide the licensing function expected to increase during the next 12 months

Sex Establishments (Sex Shops & Sex Cinemas)

16. 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.
17. Last year an increase in line with inflation was applied to the fees for Sexual Entertainment Venue licences in order to ensure that our fee was set at full cost recovery for the services we provide
18. No changes are proposed to the current level of fees and charges owing to the full cost recovery of the services provided having not risen, nor are the costs to provide the licensing function expected to increase during the next 12 months

Street Parties

19. 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.
20. The Street Trading event fee will apply where there is a commercial element with such Street Parties, and this is detailed in the report presented by the Miscellaneous Licensing Team.

Financial Implications

21. The Council is responsible for collecting licence fees for these functions. Predicted income from licence fees is included in the Council’s budget estimates for 2014/15.

Legal Implications

22. 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.
23. 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.

Name and contact details of authors: Julian Alison
General Licensing Team Leader
Tel: 01865 (25)2381
Email: jalison@oxford.gov.uk

Background papers:

Appendix One: Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers, Sex Establishments and Street Parties Fees and Charges 2014/15

Version number: 1.0

GENERAL PURPOSES LICENSING COMMITTEE: FEES CHARGES 2014/2015

FEES & CHARGES	2013/14	2014/15	Increase / Decrease	Increase / Decrease	Comment
	£	£	%	£	
Taxi & Private Hire					
Vehicles					
Hackney Carriage	400.00	400.00	0.00%	0.00	No change
Hackney Transfer of Ownership	100.00	100.00	0.00%	0.00	No change
Hackney Change of Vehicle	100.00	100.00	0.00%	0.00	No change
Hackney Plate Deposit	50.00	50.00	0.00%	0.00	No change
Hackney Temporary Vehicle	75.00	75.00	0.00%	0.00	No change
Private Hire	262.00	262.00	0.00%	0.00	No change
Private Hire Transfer	100.00	100.00	0.00%	0.00	No change
Private Hire Change of Vehicle	100.00	100.00	0.00%	0.00	No change
Private Hire Plate Deposit	50.00	50.00	0.00%	0.00	No change
Private Hire Temporary Vehicle	75.00	75.00	0.00%	0.00	No change
Drivers					
Hackney Combined	115.00	115.00	0.00%	0.00	No change
Private Hire	101.00	101.00	0.00%	0.00	No change
Additional Charges					
Local Knowledge Test	75.00	75.00	0.00%	0.00	No change
Local Knowledge Re-Test	75.00	75.00	0.00%	0.00	No change
Disability Awareness Course	45.00	45.00	0.00%	0.00	No change
Enhanced DBS - all driver only, at cost	50.00	50.00	0.00%	0.00	No change
DVLA check - for new applicants only, at cost	8.00	8.00	0.00%	0.00	No change
Licence badge/replacement badge	10.00	10.00	0.00%	0.00	No change
Replacement external plate	25.00	25.00	0.00%	0.00	No change
Replacement internal PHV sticker	5.00	5.00	0.00%	0.00	No change
Exempt badge/replacement badge	25.00	25.00	0.00%	0.00	No change
Replacement internal HC vehicle plate	5.00	5.00	0.00%	0.00	No change
Replacement approved fare chart	2.00	2.00	0.00%	0.00	No change
Replacement approved no smoking signs (includes Duplicate paper licence (replacement))	1.00	1.00	0.00%	0.00	No change
Fixed Penalty Notices Taxis	80.00	80.00	0.00%	0.00	No change
Amendments to Private Hire Operator Licence	25.00	25.00	0.00%	0.00	No change
Charge for Exemption Notice	50.00	50.00	0.00%	0.00	No change
Operator Licence					
Vehicle 3 & under	490.00	490.00	0.00%	0.00	No change
Vehicle 4 & over	980.00	980.00	0.00%	0.00	No change

GENERAL PURPOSES LICENSING COMMITTEE: FEES CHARGES 2014/2015

FEES & CHARGES	2013/14	2014/15	Increase / Decrease	Increase / Decrease	Comment
	£	£	%	£	
Scrap Metal Dealers					
Site					
New	1200.00	1200.00	0.00%	0.00	No change
Renewal	1200.00	1200.00	0.00%	0.00	No change
Variation	100.00	100.00	0.00%	0.00	No change
Mobile Collector					
New	900.00	900.00	0.00%	0.00	No change
Renewal	900.00	900.00	0.00%	0.00	No change
Variation	100.00	100.00	0.00%	0.00	No change
Sex Establishments					
Sex Shop, Sex Cinema - New	8360.00	8360.00	0.00%	0.00	No change
Sex Shop, Sex Cinema - Renewal	8360.00	8360.00	0.00%	0.00	No change
Sexual Entertainment Venues - New	5750.00	5750.00	0.00%	0.00	No change
Sexual Entertainment Venues - Renewal	5225.00	5225.00	0.00%	0.00	No change
All Sex Establishments - Variation	1150.00	1150.00	0.00%	0.00	No change
All Sex Establishments - Transfer	1150.00	1150.00	0.00%	0.00	No change
Road Closures					
Non-Profit Event Road Closures					
Street Party, Charity, Community	0.00	0.00	0.00%	0.00	No change
Commercial Event Road Closures					
Events (under 500 people)	100.00	100.00	0.00%	0.00	No change
Markets & Street Fairs	250.00	250.00	0.00%	0.00	No change
Events (500 or more people)	300.00	300.00	0.00%	0.00	No change

To: General Purposes Licensing Committee

Date: 21 January 2014 **Item No:**

Report of: Head of Environmental Development

Title of Report: Acupuncture, Ear Piercing, Electrolysis & Tattooing, Animal Boarding Establishments, Dangerous Wild Animals, Dog Breeding Establishments, Pavement Cafes, Pet Shops, Riding Establishments, Street Trading Consents, Zoos, Integrated Pollution Prevention and Control Permits: Licence Fees & Charges for the 2014/15 financial year

Summary and Recommendations

Purpose of report: To seek agreement of the licence fees for 2014/15 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) agree the licence fees and charges for 2014/15 as set out in the Appendix.

Introduction

1. The purpose of this report is to establish the licence fees and charges that should apply for 2014/15, for those activities where the Council has discretion as administered within the functions of the Miscellaneous Licensing Team.
2. The fees and charges detailed within this report and found at **Appendix One** relate solely to the functions of the Miscellaneous Licensing Team. A further report will be provided to Members in relation to the fees and charges related to the functions of the General Licensing Team.

3. 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.

Miscellaneous Licensing Functions

4. Licence fees set by the Council and administered in the Miscellaneous Licensing function consist of:

- **Acupuncture, Ear Piercing, Electrolysis and Tattooing**
- **Animal Boarding Establishments**
- **Dangerous Wild Animals**
- **Dog Breeding Establishments**
- **Pavement Cafes**
- **Pet Shops**
- **Riding Establishments**
- **Street Trading Consents**
- **Zoos**

5. A 2% inflationary increase to these fees and charges is proposed in order to ensure a full cost recovery for the services provided following an inflationary rise to Officer costs and the supplies and provisions required to administer such functions, with the exception of Street Trading Consents at Commercial Events which is dealt with separately within this report.

6. The Committee is asked to note that no changes are proposed to the current Administration Fee for consulting on Street Trading Consents. This is due to the costs incurred by the Council not rising in relation to this aspect of the procedural process.

7. Licence fees set by statute and administered in the Miscellaneous Licensing Team function consist of:

- **Integrated Pollution Prevention and Control Permits**

Street Trading Consents at Commercial Events

8. An increase is proposed to the fee applicable to Street Trading Consents granted for those trading at large-scale commercial events in order to ensure a full recovery of the costs associated with compliance visits made by the Licensing Officer during the event.

Street Trading Consents at Community / Charitable Events

9. The Council wishes to support the organisers of community and charity based events. It is, therefore, proposed to continue with the current practice of making no charge for Street Trading Consents at events where there is no commercial gain.

Pavement Café Licences

10. The annual licence fee of £750.00 was introduced for the 2013/14 financial year, and it is deemed prudent to maintain it at its current level.

Financial Implications

11. The Council is responsible for collecting licence fees for these functions. Predicted income from licence fees is included in the Council's budget estimates for 2014/15.

Legal Implications

12. 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.
13. 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.

Name and contact details of authors: Lesley Rennie
Business Regulation Team Manager
Tel: 01865 (25)2836
Email: lrennie@oxford.gov.uk

Background papers:

Appendix One: Proposed Fees & Charges for 2014 / 2015 applicable to the Miscellaneous Licensing Functions

Version number: 1.0

This page is intentionally left blank

Miscellaneous Licensing Team Functions	2013/14 Charge £	2014/15 Charge £	Increase/ (Decrease) £	Increase/ (Decrease) %
Street Trading Consents				
City Centre & Late Night Traders				
Administration fee where consultation is required	100.00	100.00	0.00	0.00
Annual consent (Pro Rata for period of Consent)	7490.00	7640.00	150.00	2.00
Weekly Consent (Weekly Rota)	165.00	168.00	3.00	2.00
All other traders				
Administration fee where consultation is required	100.00	100.00	0.00	0.00
Annual consent (Pro Rata for period of Consent)	2662.00	2715.00	53.00	2.00
General Charges				
Replacement Consent	25.00	26.00	1.00	2.00
Identification badge (per badge)	26.50	27.50	1.00	2.00
Events				
Street Trading at event for commercial benefit (per stall daily)	25.00	40.00	15.00	Full cost recovery
Street Trading at event for community / charity benefit	0.00	0.00	0.00	0.00
Street Café Licenses				
Annual Fee (one off payment per annum)	750.00	750.00	0.00	0.00
Miscellaneous Licensing				
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - INDIVIDUAL)	107.00	109.00	2.00	2.00
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - PREMISES)	213.00	217.00	4.00	2.00
Animal Boarding Establishment (not incl. vet fees)	170.00	173.00	3.00	2.00
Dangerous Wild Animals (not incl. vet fees)	387.00	395.00	8.00	2.00
Dog Breeding Establishment (not incl. vet fees)	170.00	173.00	3.00	2.00
Pet Shop (not incl. vet fees)	170.00	173.00	3.00	2.00
Riding Establishment (not incl. vet fees)	393.00	401.00	4.00	2.00
Zoo (not incl. vet fees)	393.00	401.00	8.00	2.00

This page is intentionally left blank

GENERAL PURPOSES LICENSING COMMITTEE

Thursday 5 September 2013

COUNCILLORS PRESENT: Councillors Cook (Chair), Gotch (Vice-Chair), Clarkson, Goddard, Humberstone, Lloyd-Shogbesan, Royce and Williams.

OFFICERS PRESENT: Mathew Metcalfe (Democratic and Electoral Services), Julian Alison (Licensing Team Leader) and Daniel Smith (Law and Governance)

11. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

Apologies for absence were received from Councillors Van Coulter and Mark Lygo.

12. DECLARATIONS OF INTEREST

None declared.

13. UPDATE ON TAXI LICENSING ACTIVITY APRIL 2013 - JULY 2013

The Head of Environmental Development submitted a report (previously circulated, now appended) which informed the Committee of the progress made by the Taxi Licensing function between April 2013 and July 2013.

Julian Alison (Licensing Team Leader) presented the report.

The Committee agreed to note the report and to thank Officers for their work during this period.

14. HACKNEY CARRIAGE & PRIVATE HIRE VEHICLES: RESPONSES TO CONSULTATION ON EURO EMISSION STANDARD LEVELS & VEHICLE AGE LIMITS

The Head of Environmental Development submitted a report (previously circulated, now appended) which sought support for the implementation of an upper age limit for Hackney Carriage and Private Hire Vehicles to reduce carbon emissions and improve vehicle safety in the City.

Julian Alison (Licensing Team Leader) presented the report.

The Committee agreed:

- (a) To note the responses to the consultation held in relation to the proposal to implement age limits in relation to Hackney Carriage and Private Hire Vehicles licensed by the Authority;
- (b) To support the proposed age limits detailed in the report in relation to the licensing of Hackney Carriage and Private Hire Vehicles;

- (c) To recommend the City Executive Board to recommend to council to adopt an upper age limit for Hackney Carriage and Private Hire Vehicles to reduce carbon emissions and improve vehicle safety in the City.

15. SCRAP METAL DEALERS ACT 2013

The Head of Environmental Development submitted a report (previously circulated, now appended) which informed the Committee of new legislation regarding the administration and enforcement of the scrap Metal Dealers Act 2013.

Julian Alison (Licensing Team Leader) presented the report.

The Committee agreed:

- (a) To note the report;
- (b) To recommend Council to authorise the Head of Environmental Development and the Head of Law and Governance to make any necessary changes to the Constitution consequent to the implementation of the Scrap Metal Dealers Act 2013;
- (c) To approve the licence fees applicable for the two types of Scrap Metal Dealers.

16. MINUTES

The Committee agreed the minutes of the meeting held on 21st May 2013.

17. DATES OF FUTURE MEETINGS

The Committee agreed to note that its next meeting would be on Tuesday 21st January 2014.

The meeting started at 5.30 pm and ended at 6.00 pm