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**TRAFFORD
COUNCIL**

AGENDA PAPERS FOR PUBLIC PROTECTION SUB-COMMITTEE

Date: Tuesday, 8 November 2022

Time: 6.30 p.m.

**Place: Committee Rooms 2 & 3 Trafford Town Hall, Talbot Road, Stretford,
Manchester, M32 0TH**

A G E N D A	PART I	Pages
1.	ATTENDANCES	
	To note attendances, including Officers and any apologies for absence.	
2.	PRIVATE HIRE AND HACKNEY CARRIAGE LICENCE FEES AND CHARGES 2022/2023	1 - 24
	To consider a report of the Head of Regulatory Services.	
3.	URGENT BUSINESS (IF ANY)	
	Any other item or items (not likely to disclose “exempt information”) which, by reason of special circumstances (to be specified), the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.	
4.	EXCLUSION RESOLUTION (REMAINING ITEMS)	
	Motion (Which may be amended as Members think fit):	
	That the public be excluded from this meeting during consideration of the remaining items on the agenda, because of the likelihood of disclosure of “exempt information” which falls within one or more descriptive category or categories of the Local Government Act 1972, Schedule 12A, as amended by The Local Government (Access to Information) (Variation) Order 2006, and specified on the agenda item or report relating to each such item respectively.	

5. **APPLICATION TO RENEW BOTH PRIVATE HIRE AND HACKNEY CARRIAGE DRIVER'S LICENCES WHICH EXCEEDS THE SCHEME OF DELEGATION**
- To consider a report of the Head of Regulatory Services. Para. 1 25 - 40
6. **APPLICATION FOR THE GRANT OF A NEW PRIVATE HIRE DRIVER'S LICENCE WHICH EXCEEDS THE SCHEME OF DELEGATION**
- To consider a report of the Head of Regulatory Services. Para. 1 41 - 52
7. **APPLICATION FOR THE GRANT OF A HACKNEY CARRIAGE DRIVER'S LICENCE WHICH EXCEEDS THE SCHEME OF DELEGATION**
- To consider a report of the Head of Regulatory Services. Para. 1 53 - 86
8. **URGENT BUSINESS (IF ANY)** Para. 1

SARA TODD

Chief Executive

Membership of the Committee

Councillors D. Jarman (Chair), S. Thomas (Vice-Chair), J.M. Axford, B. Brotherton, J. Holden, J.D. Newgrosh, S. Taylor and B.G. Winstanley.

Further Information

For help, advice and information about this meeting please contact:

Natalie Owen, Governance Officer

Tel: 0161 912 4221

Email: natalie.owen@trafford.gov.uk

This agenda was issued on **Monday, 31 October 2022** by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall; Talbot Road, Stretford, Manchester, M32 0TH.

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Public Protection Sub-Committee - Tuesday, 8 November 2022

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TRAFFORD COUNCIL

Report to: The Public Protection Sub-Committee
Date: 8th November 2022
Report for: Decision
Report of: Head of Regulatory Services

Report Title

Private Hire and Hackney Carriage Licence Fees and Charges 2022/2023

Summary

Legislation permits the Council to set driver, vehicle and operator licence fees to recover costs. After carrying out a fees analysis using the Greater Manchester model the Council is proposing to increase fees to ensure cost recovery.

A report was placed before the Public Protection Sub-Committee on 21st July 2022 seeking approval to prepare, consult on and publish the proposed changes to vehicle and operator fees. The Committee was also asked to consider the summary of any responses received following the consultation. A copy of the report and appendices is attached as Appendix 1.

The consultation is now complete and the purpose of this report is to put before the Public Protection Sub-Committee the summary of responses received following the consultation for their consideration and for them to either modify the fees or not.

The original fees or modified fees will then come into effect within two months of the date given in the consultation notice of 1st November 2022.

Recommendation(s)

It is recommended that the Public Protection Sub-Committee:

- 1. Consider the objections received as outlined in the table attached as Appendix 2.**
- 2. Modify the fees or agree the originally proposed fees.**
- 3. Set a date not more than two months after 1st November 2022 when the revised or originally proposed fees come into force.**

Contact person for access to background papers and further information:

Name: Clare Whittle – Regulatory Services Manager (Trading Standards and Licensing)

Extension: 3817

Background Papers:

Relationship to Policy Framework/Corporate Priorities	<i>This report accords with the Council's policy and budget framework and supports the development of an effective and efficient council. A robust fees analysis process and time analysis across the licensing team ensures fees are cost recovery making the processing of existing and new applications and dealing with complaints and referrals to committee more efficient. By using the GM fees analysis model it reflects the common approach across all 10 Greater Manchester Authorities.</i>
Financial	<i>The increase in fees will ensure full cost recovery across the 'taxi' licensing service</i>
Legal Implications:	<i>Section 70 of the LG(MP)Act 1976 requires a notice of proposed fees to be published for vehicles and operators where the proposal is over £25</i>
Equality/Diversity Implications	<i>There are no identified equality / diversity implications arising from this report.</i>
Sustainability Implications	<i>None</i>
Staffing/E-Government/Asset Management Implications	<i>None</i>
Risk Management Implications	<i>If there is no increase in fees the Council will not recover all the costs which it is permitted to charge which could result in an increase in burden on other services which is not permitted in the licensing fees regime and reputational risk to the service due to lack of resources.</i>
Health and Safety Implications	<i>None</i>

1.0 Background

- 1.1 'Taxi' licence fee setting is a function of the Public Protection Sub-Committee. The Local Government (Miscellaneous Provisions) Act 1976 permits the Council to set driver, vehicle and operator licence fees to recover the costs of the licensing service they provide. The effect of the legislation is that the service must not generate a profit to the Council.

- 1.2 In the case where it is proposed to vary vehicle and operator fees so that they exceed £25, a 28 day public notice of the proposed fee must be advertised within which time any person may object to the variations. Where no objections are made, or if all objections are withdrawn, the fees come into effect at the end of the 28 day period. Where objections are not withdrawn, the Council must consider the objections before determining the fee level and setting a further date, not later than two months after the first specified date, on which the new fees shall come into force.
- 1.3 In relation to all other taxi licence fees and charges (e.g. drivers' licences, knowledge tests, and ancillary items) there are no prescribed advertising or consultation requirements.
- 1.4 In order to set fees at an appropriate level to recover the prescribed costs of issuing and administering licences (including enforcement), the costs of supervision of vehicle and operator licences and the costs of inspection of hackney carriage ranks, the Council has carried out a robust and detailed fees analysis using the Greater Manchester model for calculating fees. Costs have then been reviewed using a time analysis exercise carried out in the licensing team in March/April and May/June 2022.
- 1.5 A report was placed before the Public Protection Sub-Committee on 21st July 2022 seeking approval to prepare, consult on and publish the proposed changes to vehicle and operator fees which the committee approved. The Committee was also asked to consider the summary of any responses received following the consultation. A copy of the report and appendices is attached as Appendix 1.
- 1.6 A consultation exercise has now been carried out via a notice outlining the proposed fees and charges being published in the local newspaper for 28 days asking for any objections to be made in writing before the date specified in the notice. A copy of this notice was also placed at the entrance to the Town Hall for 28 days. An email was also sent to all private hire operators and hackney carriage / private hire drivers and vehicle owners to outline the proposals and explain the increases. It asked recipients to put any objections in writing to the Council for them to be considered before the consultation period ends.

2.0 Consultation responses

- 2.1 A table outlining the responses received is attached as Appendix 2. A total of 15 responses were received (less than 1% of licence holders):
- A number of responses were related to the cost of living, fuel prices and affordability. Members will be aware that the hackney carriage trade have submitted a fare increase to reflect the cost of living. Reference was made by a few to the fact that private hire fares have not increased for quite some time. Unfortunately the Council do not have any control over the setting of private hire fares – any increase in private hire fares is down to the Private Hire Operator.

- Reference was made to the age policy and the move to electric vehicles. The Council will be reviewing the current implementation date for the age and emissions policy in the New Year.
- One of the responses queried why there had been another increase in the cost of a vehicle licence fee so soon after a previous increase however there has been no increase in fees since 2015. The cost of a PH/HC vehicle licence didn't increase from £98 to £142, but the means of recovery changed. Prior to November 2021 the £44 administration fee that has always been applicable was paid to the garages and the Council would have to invoice to get the fee back. From November 2021 (due to a change in garage providers and difficulty in getting the admin fees back from the garage) the fee has been paid directly to the council when a new or renewal licence is applied for.
- Some of the responses referred to the prevalence of 'out of area' vehicles in the Trafford area. Unfortunately the legislation as it currently stands permits this. It is hoped that the work of the GM authorities towards the minimum licensing standards will go some way to mitigating this risk but we cannot stop this completely.
- Two responses stated 'many thanks for this'.

3.0 Proposals

- 3.1 It is apparent that the current fees are not cost recovery and the current workload cannot be effectively discharged with the existing establishment of officers. This is resulting in delays for existing applicants, a waiting list for new applicants, delays in policy changes and overloading of existing officers.
- 3.2 Previously fees have not taken into account enforcement costs. Case law has ruled that enforcement costs can be recovered for all licence fees – drivers, vehicles and operators – provided there is no cross recovery. R (on the application of Abdul Rehman, on behalf of the Wakefield District Hackney Carriage and Private Hire Association) v The Council of the City of Wakefield and The Local Government Association (Intervening) [2019] EWCA Civ 2166.
- 3.3 It is proposed that the fees outlined at Appendix 3 be implemented. There has not been a fees increase since 2015. If fees had been increased year on year in line with the Council's Consolidated Fees and Charges this would have meant a 34% increase since 2015. The main increases relate to driver and vehicle renewals, however none of the fee increases equate to more than 34%. Other fees and charges have remained the same wherever possible to mitigate the impact on the trade.
- 3.4 The Provision of Services Regulations 2009 requires the recalculation of fees to be undertaken on an annual basis. It is proposed to carry out the officer time analysis exercise annually and use this information and the GM fees model to recalculate the fees every year. This should ensure continuing cost recovery and enable the licensing service to deal quickly and effectively with existing licence holders, new applicants, complaints and referrals to Committee, therefore reducing the risk of any reputational damage to the Council.

4.0 Recommendation

3.1 It is recommended that the Public Protection Sub-Committee:

1. Consider the objections received as outlined in the table attached as Appendix 2.
2. Modify the fees or agree the originally proposed fees.
3. Set a date not more than two months after 1st November 2022 when the revised or originally proposed fees come into force.

Appendices Attached:

Appendix 1 – Copy of report and Appendices from 21st July 2022.

Appendix 2 - Table outlining the objections received.

Appendix 3 - Proposed licence fees and charges.

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TRAFFORD COUNCIL

Report to: The Public Protection Sub-Committee
Date: 21st July 2022
Report for: Decision
Report of: Head of Regulatory Services

Report Title

Private Hire and Hackney Carriage Licence Fees and Charges 2022/2023

Summary

Legislation permits the Council to set driver, vehicle and operator licence fees to recover costs. After carrying out a fees analysis using the Greater Manchester model the Council is proposing to increase fees to ensure cost recovery.

The Council is required to prepare, consult on and publish any proposed changes to vehicle and operator fees.

The Public Protection Sub-Committee is asked to consider the summary of any responses received following the consultation.

Recommendation(s)

It is recommended that the Public Protection Sub-Committee:

- 1. Agrees to the publication of the consultation notice for the increase in driver, vehicle and operator fees as set out in Appendix 2 and in accordance with the process set out in section 70 of the Local Government (Miscellaneous Provisions) Act 1976 in relation to vehicle and operator fees.**
- 2. If no public objections are received within the consultation period, or are later withdrawn, then the Public Protection Sub-Committee agrees to the implementation of (on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later), the fees as set out in Appendix 1.**
- 3. Delegates to the Licensing Team Leader to record the date upon which the licence fees will come into operation in the event that no public**

objections are received or any objections are withdrawn, such date being dependent on paragraph 2 above.

Contact person for access to background papers and further information:

Name: Clare Whittle – Regulatory Services Manager (Trading Standards and Licensing)

Extension: 3817

Background Papers:

Relationship to Policy Framework/Corporate Priorities	<i>This report accords with the Council's policy and budget framework and supports the development of an effective and efficient council. A robust fees analysis process and time analysis across the licensing team ensures fees are cost recovery making the processing of existing and new applications and dealing with complaints and referrals to committee more efficient. By using the GM fees analysis model it reflects the common approach across all 10 Greater Manchester Authorities.</i>
Financial	<i>The increase in fees will ensure full cost recovery across the 'taxi' licensing service</i>
Legal Implications:	<i>Section 70 of the LG(MP)Act 1976 requires a notice of proposed fees to be published for vehicles and operators where the proposal is over £25</i>
Equality/Diversity Implications	<i>There are no identified equality / diversity implications arising from this report.</i>
Sustainability Implications	<i>None</i>
Staffing/E-Government/Asset Management Implications	<i>None</i>
Risk Management Implications	<i>If there is no increase in fees the Council will not recover all the costs which it is permitted to charge which could result in an increase in burden on other services which is not permitted in the licensing fees regime and reputational risk to the service due to lack of resources.</i>
Health and Safety Implications	<i>None</i>

1.0 Background

- 1.1 'Taxi' licence fee setting is a function of the Public Protection Sub-Committee. The Local Government (Miscellaneous Provisions) Act 1976 permits the Council to set driver, vehicle and operator licence fees to recover the costs of

the licensing service they provide. The effect of the legislation is that the service must not generate a profit to the Council.

- 1.2 In the case where it is proposed to vary vehicle and operator fees so that they exceed £25, a 28 day public notice of the proposed fee must be advertised within which time any person may object to the variations. Where no objections are made, or if all objections are withdrawn, the fees come into effect at the end of the 28 day period. Where objections are not withdrawn, the Council must consider the objections before determining the fee level and setting a further date, not later than two months after the first specified date, on which the new fees shall come into force.
- 1.3 In relation to all other taxi licence fees and charges (e.g. drivers' licences, knowledge tests, and ancillary items) there are no prescribed advertising or consultation requirements.

2.0 Proposals

- 2.1 In order to set fees at an appropriate level to recover the prescribed costs of issuing and administering licences (including enforcement), the costs of supervision of vehicle and operator licences and the costs of inspection of hackney carriage ranks, the Council has carried out a robust and detailed fees analysis using the Greater Manchester model for calculating fees. Costs have then been reviewed using a time analysis exercise carried out in the licensing team in March/April and May/June 2022.
- 2.2 These calculations have resulted in the fees outlined at Appendix 1 being calculated and proposed.
- 2.3 There has not been a fees increase since 2015. If fees had been increased year on year in line with the Council's Consolidated Fees and Charges this would have meant a 34% increase since 2015. The main increases relate to driver and vehicle renewals, however none of the increases equate to more than 34%. Other fees and charges have remained the same wherever possible to mitigate the impact on the trade.
- 2.4 It is now apparent that the current fees are not cost recovery and the current workload cannot be effectively discharged with the existing establishment of officers. This is resulting in delays for existing applicants, a waiting list for new applicants, delays in policy changes and overloading of existing officers.
- 2.5 Previously fees have not taken into account enforcement costs. Case law has ruled that enforcement costs can be recovered for all licence fees – drivers, vehicles and operators – provided there is no cross recovery. *R (on the application of Abdul Rehman, on behalf of the Wakefield District hackney Carriage and Private Hire Association) v The Council of the City of Wakefield and The Local Government Association (Intervening) [2019] EWCA Civ 2166.*

3.0 Other Options

- 3.1 There are no other options. The proposed fees have been calculated in accordance with the requirements of the Provision of Services Regulations 2009, and they will be advertised as required by the legislation giving time for objections to be raised.
- 3.2 If any objections are raised a further report will be brought before the Committee for them to consider and modify the fees or not.
- 3.3 The proposed fees will ensure cost recovery and enable the licensing service to deal quickly and effectively with existing licence holders, new applicants, complaints and referrals to Committee, therefore reducing the risk of any reputational damage to the Council.
- 3.4 As already outlined above, the fees have not been recalculated since 2015. If the annual fees and charges increase had been added by the Council this would have been a total increase of 34%. It is intended to carry out the officer time analysis exercise annually and use this information and the GM fees model to recalculate the fees every year.

4.0 Consultation

- 4.1 Section 70(2) of the Act requires the Council to consult where it is proposed to vary vehicle and operator fees so that they exceed £25. Section 53 of the Act does not require consultation for a variation of driver fees, however it would be reasonable to follow the same procedure for all the proposed variations and consult with those persons who would be affected by an increase in fees.
- 4.2 The legal requirement to consult under section 70(2) (vehicles and operators) requires a notice to be published in the local newspaper giving at least 28 days for objections and for a copy of the notice to be available at the Council offices for at least 28 days for inspection at any reasonable time. If no objections are received, or if any objections received are withdrawn, the fees take effect from the date specified in the consultation notice attached at Appendix 2.
- 4.3 If objections are received and are not withdrawn the Local Authority must consider the objections and either modify the fees or not, the original fees or modified fees coming into effect within two months of the original date. In these circumstances a further report will be brought to Committee.
- 4.4 In addition to the above legal requirement, and also to ensure consultation with drivers, an email will be sent to all private hire operators and hackney carriage / private hire drivers and vehicle owners a week before the consultation starts. This email will outline the proposals in this report and the

increases explained. It will ask recipients to put any objections in writing to the Council for them to be considered before the consultation period ends.

- 4.5 The Council will keep the fees under review every year - using the time analysis exercise within the licensing team and the GM fees model, making any amendments as it considers appropriate.

5.0 Recommendation

5.1 It is recommended that the Public Protection Sub-Committee:

1. Agrees to publication of the consultation notice for the driver, vehicle and operator fees as set out in Appendix 2 and in accordance with the process set out in section 70 of the Local Government (Miscellaneous Provisions) Act 1976 in relation to vehicle and operator fees.
2. If no public objections are received within the consultation period, or are later withdrawn, then the Public Protection Sub-Committee agrees to the implementation of (on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later), the fees as set out in Appendix 2.
3. Delegates to the Licensing Team Leader to record the date upon which the licence fees come into operation in the event that no public objections are received or any objections are withdrawn, such date being dependent on paragraph 2 above.

Appendices Attached:

Appendix 1 – Proposed Licence Fees and Charges

Appendix 2- Consultation notice for hackney carriage and private hire vehicles and private hire operator licences

Current Fees

Item	Fee
Hackney Carriage / Private Hire driver	Grant: £258.50 (1 year) Grant: £323.00 (2 years) Grant: £388.00 (3 years)
Both Badges	Grant: £411.60 (3 years)
Hackney Carriage / Private Hire driver	Renewal: £85.00 PH £101 HC (1 year) Renewal: £149.00 PH £166 HC (2 years) Renewal: £214.00 PH £231 HC (3 years)
Hackney Carriage / Private Hire vehicle	£142 + x2 compliance tests (£53) = £248.00
Replacement plate	£26.00
Replacement vehicle licence	£15.00
Duplicate driver's licence	£15.00
Private Hire operator (1 vehicle)	£190.00 (1 year) £800.00 (5 years)
Additional vehicle 2-5	£190.00 (1 year) £800.00 (5 years)
Plus per extra vehicle	£31.00
Private Hire operator (6-10 vehicles)	£368.50 (1 year) £1,552.00 (5 years)
Private Hire operator (11-29 vehicles)	£498.00 (1 year) £2,098.00 (5 years)
Private Hire operator (30+ vehicles)	£654.00 (1 year) £2,755.00 (5 years)
Platforms	£7.50
Tamper-proof buttons	20p
Plastic button set	£1.00
DBS Check	£44.00
Vehicle compliance test	£53.00
Vehicle compliance plus age test	£65.50
Vehicle re-test	£50.00
Vehicle partial re-test	£25.00
Window tint test	£13.20
Late test fee	£28.00
Accident damage check	£25.00
Exceptional condition (age) test	£25.00
Meter tests	£14.00
Change of vehicle	£41.00
Change of vehicle owner (transfer)	£15.00
Replacement window stickers	£4.00
Roof signs	£65.00
Knowledge test - payable at Stage 1	£85.00
Knowledge test re-sit	£75.00

Proposed Fees 2022/2023

Item	Fee
Hackney Carriage / Private Hire driver	Grant: £295.00 (1 year) Grant: £336.00 (2 years) Grant: £443.00 (3 years)
Both badges	Grant: £466.60 (3 years)
Hackney Carriage / Private Hire driver	Renewal: £113 (1 year) Renewal: £171 (2 years) Renewal: £274.00 (3 years)
Hackney Carriage / Private Hire vehicle	£183 + x2 compliance tests (£53) = £289.00
Replacement plate	£26.00
Replacement vehicle licence	£15.00
Duplicate driver's licence	£15.00
Private Hire operator (1 vehicle)	£218.00 (1 year) £800.00 (5 years)
Private Hire operator (2-5 vehicles) Plus per extra vehicle	£218.00 (1 year) £800.00 (5 years) £41.00
Private Hire operator (6-29 vehicles)	£495.00 (1 year) £2,080.00 (5 years)
Private Hire operator (30+ vehicles)	£683.00 (1 year) £2,846.00 (5 years)
Platforms	£6.70
Tamper-proof buttons	70p
Plastic button set	£1.90
DBS Check *	£53.00
Vehicle compliance test	£53.00
Vehicle compliance plus age test	£65.50
Vehicle re-test	£50.00
Vehicle partial re-test	£25.00
Window tint test	£13.20
Late test fee	£28.00
Accident damage check	£25.00
Exceptional condition (age) test	£25.00
Meter tests	£12.50
Change of vehicle	£34.00
Change of vehicle owner (transfer)	£27.00
Replacement window stickers	£4.00
Knowledge test - payable at Stage 1	£85.00
Knowledge test re-sit	£75.00

* (external provider so subject to change)

**TRAFFORD COUNCIL
NOTICE OF TAXI LICENCE FEES 2022-2023**

Notice is hereby given that pursuant to Section 70 of the Local Government Act (Miscellaneous Provisions) Act 1976; Trafford Council propose to vary the fees which it intends to charge for the granting of licences for hackney carriages, private hire vehicles, drivers licences of said vehicles and private hire operators. The variation to fees will come into effect on the 1st September 2022.

	Current Fee £	Proposed fee £
Hackney Carriage/Private Hire:		
Vehicle (Grant/renewal)	142.00	183.00
Driver HC or PH Grant (1 year)	258.50	295.00
" (2 years)	323.00	336.00
" (3 years)	388.00	443.00
Driver both badges (Grant 3 years)	411.60	466.60
Private Hire Driver Renewal (1 year)	85.00	113.00
" (2 years)	149.00	171.00
" (3 years)	214.00	274.00
Hackney Carriage Driver Renewal (1 yr)	101.00	113.00
" (2 yr)	166.00	171.00
" (3 yr)	231.00	274.00
Vehicle Tests:		
Compliance Test (2 per year @ £53)	106.00	106.00
Exceptional condition (age) test	25.00	25.00
Compliance Retest	50.00	50.00
Partial Retest	25.00	25.00
None Attendance/Late Penalty	28.00	28.00
Accident damage check	25.00	25.00
Meter Test	14.00	14.00
Window Tint Test	13.20	13.20
Driver Tests:		
Knowledge Test	85.00	85.00
Knowledge Test (Re-take)	75.00	75.00
Private Hire Operator		
1 vehicle (1 year)	190.00	218.00
1 vehicle (5 years)	800.00	800.00
2-5 vehicles (1 year)	190.00	218.00
2-5 vehicles (5 year)	800.00	800.00
Plus per extra vehicle	31.00	41.00
6-10 vehicles (1 year)	368.50	495.00
6-10 vehicles (5 years)	1552.00	2080.00
11-29 vehicles (1 year)	498.00	495.00
11-29 vehicles (5 years)	2098.00	2080.00
30+ vehicles (1 year)	654.00	683.00
30+ vehicles (5 year)	2755.00	2846.00
Other Charges:		
DBS Check	44.00	53.00*
Change of vehicle application	41.00	37.00

Transfer of vehicle application	15.00	27.00
Replacement plate	26.00	26.00
Replacement licence	15.00	15.00
Platforms	7.50	6.70
Tamper-proof buttons	0.20	0.70
Plastic button set	1.00	1.90
Replacement window stickers	4.00	4.00

* external provider so subject to change

Any person wishing to object or make representations about these proposals should do so in writing to: Miss J Boyle, Licensing Team Leader, Trafford Council, Trafford Town Hall, Talbot Road, Stretford, M32 0TH or by email to: licensing.unit@trafford.gov.uk by 5.00 pm on the 19th August 2022.

A copy of this Notice shall for the period of 28 days from the date hereof be deposited at the offices of the Licensing Section at Trafford Town Hall and shall be open to public inspection without payment on Monday to Friday between the hours of 10.00am to 1.00pm and 2.00pm and 4.00pm.

Nigel Smith
Head of Regulatory Services
Trafford Council
Dated: 22nd July 2022

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SUMMARY OF RESPONSES TO CONSULTATION

	RESPONSE	COMMENTS
1	Let Down, Ashamed, Annoyed.	
2	<p>I do object to any rise in fees.</p> <p>What enforcement do you carry out?</p> <p>There are no roof signs displayed on numerous vehicles/No plates attached to vehicles they are in the window/windows even Trafford Plated vehicles have their licence plates in the rear window.</p> <p>I had a complaint from a passenger this morning about a Taxi Driver on the Scotts fleet who was sitting on two cushions to enable him to see over the steering wheel, and he did NOT speak English! The driver was asked to stop at stores and drove straight past them without stopping. Passenger resides at XXXX.</p> <p>We have plates from all over the country operating within Trafford, every type of vehicle under the sun, even those banned from Trafford Licences</p> <p>Trafford seemingly want rid of licensing the "Taxi" trade, and now an increase in fees as well as violating articles 8, 9, 10, and 14 of ECHR alongside ridiculous new rules that owner simply licence elsewhere due to the intransigence of Trafford Council and the Mayor of Greater Manchester.</p> <p>Directly after a pandemic, a recession looms large and you want to charge more but do less and less.</p>	
3	<p>Daylight Robbery!!!</p> <p>How can you justify a 34 % increase I have been a driver for over 25 years and my fares have never gone up 34% yet again its the drivers being hit in the pocket the timing of this increase is disgraceful what with fuel at an all time</p>	Not all fees have increased by 34% - a breakdown of percentage increase can be seen in Appendix 3.

SUMMARY OF RESPONSES TO CONSULTATION

	<p>high and top it all in the middle of a cost of living crisis and drivers being urged to buy electric vehicle . Honestly council how much do you think driver's are earning ,the trade is screaming out for Drivers the turnover of taxis drivers is huge its a massive struggle out here on the roads drivers trying and leaving because there's to much pressure and stress being put on them . Your just making things harder and harder to earn a sensible living . Not a good living !! It's a battle out here I tell you , but hey do you really care absolutely not . SHAME ON YOU TRAFFORD COUNCIL .</p>	
4	<p>I emailed the other day about medical lasting 3 years but once you've 65 its every year since the government changed my retirement age to 66 since your updating this to. I meant that you should consider this to.</p>	
5	<p>It is impossible to cover living cost now a days. And council putting all pressure on drivers. Have you ever consider raise the fare price as well? Have you ever ask to UBER how come you paying less than £1 a mile when fuel average cost is £189.9 Per litter.have you ever make inquiry about taxi bases fares? Please review that policy you already Raise MOT(compliance) prices from 30 To £65.thanks for your time.</p>	<p>The Council do not have any control over the setting of private hire fares – any increase in private hire fares is down to the Private Hire Operator.</p> <p>MOT compliance cost is £53</p>
6	<p>I just wanted to ask as we are all going through living crises we are urging Government to reduce utilities bills and all the other fuel and food prices as prices of all the above have gone so high that we are struggling already in our trade work is gone down and we are earning a lot less. Our fares have not gone up for many years.</p> <p>Can you please look into the price increase once again as we are not ready for so many price increases as just yet.</p>	
7	<p>Sorry day light robbery</p>	

SUMMARY OF RESPONSES TO CONSULTATION

8	Many thanks for this.	
9	Many thanks for this.	
10	<p>As a private hire driver, I find it bizarre how all the expenses are going up & the wages are staying the same.</p> <p>I would like to highlight I am a family man with two kids & would find it very difficult, if this measure would be put in place as a driver, we find it very difficult when increases are put in place.</p> <p>The outlook on the process is unbelievable an increase of percentage is absolutely extortionate.</p> <p>I would greatly appreciate it if you could look into this further & consider the increase as it would massively impact income.</p> <p>As you are aware energy prices, petrol & Diesel has hit a record high & I would not like to be financially impacted going forward.</p>	
11	<p>After reading your email regarding the changes to the fees I don't understand how you can justify these increases in this hard time where most taxi drivers are struggling to make ends meet. From £98 to £142 not so long ago was a big jump for most of us and now £183 in just a short space of time it's like you're trying to squeeze the life out of us and on top of energy bills going up soon. It's nearly double how do you expect everyone to afford this and the vehicles have to be under 5 years old. How many people working for the council have vehicles under 5 years old? A decent car under 5 years old costs in the region of £15000, whoever's making these rules doesn't understand taxis and taxi drivers for sure and how many hours we have to put in to make it pay. This is beyond belief and a shame to Trafford council, no wonder drivers choose to apply for badges/Vehicle licenses with other councils across the country. It feels like domestic tyranny. I hope this is reconsidered as a matter of urgency.</p>	<p>The cost of a PH/HC vehicle licence didn't increase from £98 to £142, but the means of recovery changed. Prior to November 2021 the £44 administration fee that has always been applicable was paid to the garages and the Council would have to invoice to get the fee back. From November 2021 (due to a change in garage providers and difficulty in getting the admin fees back from the garage) the fee has been paid directly to the council when a new or renewal licence is applied for.</p> <p>The Council will be reviewing the current implementation date for the age and emissions policy in the New Year.</p>

SUMMARY OF RESPONSES TO CONSULTATION

12	<p>Hi my name is XXX and I have received email saying that our licence and plate renewal price is going to increase. Every thing is going up and it is very difficult time for everyone especially for drivers because our price is same our companies don't want to increase fare because they don't want to lose business. I just want one kindness from Trafford council that increase the age limit of our cars aswell because when spend more then 15 grand on car to buy less then five years old then after 5 years we have to change it again which is very very difficult for Every drivers. If you increase age of car to 15 years will b very helpful or atleast to 13 years that would be great aswell . I hope council will consider his decision and give us good news in this difficult time. Because in this pandemic after increase of gas and electricity and after increase Every thing it is very very hard to buy new cars pls give us some extension thank you.</p>	
13	<p>Plz I am trafford taxi driver private hire u change age policy ok u change badge and plate price fule diesel near £2 a liter what about private hire fares less than £1a miles what i should do u tell me plz review the private hire fares u should set up plz think about if u r private hire driver thanks so much better u set private hire fares u made to hard for most of driver money transfer the fee feeeeeeeededd</p>	
14	<p>I've held a Trafford license now for almost 15 years and never in all my time struggled to make a living except after the pandemic it's been hand to mouth and yet you want to raise the prices, that price increase would be justified if you did something about the current epidemic which is Wolverhampton licensed and Sefton licensed you've recently bought in a 5 year old policy for new vehicles yet Wolverhampton still holds a 10 year old policy if anything your pushing me into getting a Wolverhampton license which is cost affective as my initial outlay is much cheaper in getting licensed 109 miles away is that what you want lose revenue to another council which is on the other end of the country, you've recently amalgamated all greater Manchester councils which is a fair policy then why are you still allowing Wolverhampton and Sefton to operate here too if</p>	<p>Unfortunately the legislation as it currently stands permits out of town vehicles working in the Trafford area. It is hoped that the work of the GM authorities towards the minimum licensing standards will go some way to reducing this but we cannot stop this completely.</p>

SUMMARY OF RESPONSES TO CONSULTATION

	anything you'll lose revenue to both those councils as the overall cost is much lower, I'm not going to plead but that's where you need to start then by all means raise prices accordingly!	
15	It's a matter of great concern to increase fees. Most of the days, we earn less than the minimum per day, nearly £4.50 to £5.00 per hour. The Taxi and PHV trade is dying in the Trafford Council Areas. Please do not compare the Taxi and PHV trade with the Manchester.	

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**TRAFFORD COUNCIL
PROPOSED TAXI LICENCE FEES 2022-2023**

	Current Fee £	Proposed fee £	Increase %
Hackney Carriage/Private Hire:			
Vehicle (Grant/renewal)	142.00	183.00	29
Driver HC or PH Grant (1 year)	258.50	295.00	14
" (2 years)	323.00	336.00	4
" (3 years)	388.00	443.00	14
Driver both badges (Grant 3 years)	411.60	466.60	13
Private Hire Driver Renewal (1 year)	85.00	113.00	33
" (2 years)	149.00	171.00	15
" (3 years)	214.00	274.00	28
Hackney Carriage Driver Renewal (1 yr)	101.00	113.00	12
" (2 yr)	166.00	171.00	3
" (3 yr)	231.00	274.00	19
Vehicle Tests:			
Compliance Test (2 per year @ £53)	106.00	106.00	
Exceptional condition (age) test	25.00	25.00	
Compliance Retest	50.00	50.00	
Partial Retest	25.00	25.00	
None Attendance/Late Penalty	28.00	28.00	
Accident damage check	25.00	25.00	
Meter Test	14.00	14.00	
Window Tint Test	13.20	13.20	
Driver Tests:			
Knowledge Test	85.00	85.00	
Knowledge Test (Re-take)	75.00	75.00	
Private Hire Operator			
1 vehicle (1 year)	190.00	218.00	15
1 vehicle (5 years)	800.00	800.00	0
2-5 vehicles (1 year)	190.00	218.00	15
2-5 vehicles (5 year)	800.00	800.00	0
Plus per extra vehicle	31.00	41.00	32
6-10 vehicles (1 year)	368.50	495.00	34
6-10 vehicles (5 years)	1552.00	2080.00	34
11-29 vehicles (1 year)	498.00	495.00	-0.6
11-29 vehicles (5 years)	2098.00	2080.00	-0.9
30+ vehicles (1 year)	654.00	683.00	4
30+ vehicles (5 year)	2755.00	2846.00	3
Other Charges:			
DBS Check	44.00	53.00*	
Change of vehicle application	41.00	37.00	
Transfer of vehicle application	15.00	27.00	
Replacement plate	26.00	26.00	
Replacement licence	15.00	15.00	
Platforms	7.50	6.70	
Tamper-proof buttons	0.20	0.70	
Plastic button set	1.00	1.90	
Replacement window stickers	4.00	4.00	

* external provider so subject to change

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