

**TRAFFORD COUNCIL
NOTICE OF TAXI LICENCE FEES 2015-2016**

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 April 2015.

	Current Fee £	Proposed fee £
Hackney Carriage/Private Hire:		
Vehicle (Grant)	94.00	98.00
Private Hire Vehicle (Renewal)	94.00	98.00
Hackney Carriage Vehicle (Renewal)	94.00	147.50*
Driver (Grant)	128.00	134.50
Private Hire Driver (Renewal)	81.00	85.00
Hackney Carriage Driver (Renewal)	81.00	101.55*
(*includes cost of unmet demand survey 2015)		
Vehicle Tests:		
Compliance Test	71.00	75.00
Compliance test plus exceptional condition	-	87.50
Compliance Retest	39.00	50.00
Partial Retest	-	25.00
None Attendance/Late Penalty	26.50	28.00
Accident damage check	-	25.00
Meter Test	12.50	14.00
Window Tint Test	12.50	13.20
Exceptional Condition Test (inc. tint test)	12.50	25.00
Driver Tests:		
English Language Assessment		40.00
Training & Knowledge Test	118.00	124.00
Knowledge Test (Re-take)	32.00	34.00
Knowledge Test (one sec. re-take)	11.00	11.50
Private Hire Operator		
1 vehicle	181.00	190.00
2-5 vehicles	181.00**	190.00**
6-10 vehicles	351.00	368.50
11-29 vehicles	474.00	498.00
30+ vehicles	623.00	654.00
	**plus 29.50 per vehicle	**plus 31.00 per vehicle
Other Charges:		
DBS Check	44.00	44.00
Roof Sign	40.00	63.00
Change of vehicle application	38.50	41.00
Transfer of vehicle application	14.00	15.00

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 by 5.00 pm on the 25th March 2015.

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.

Iain Veitch
Head of Public Protection
Trafford Council
Dated: 25th February 2015

Boyle, Joanne

From: Guy Morgan <pmjtravel@btconnect.com>
Sent: 13 March 2015 13:29
To: Boyle, Joanne
Subject: RE: Civica FOI 133842 - Request for Accounts

Hi Jo,

That is not what was requested, I asked for a full and proper breakdown, that does not approach what was requested.

Two technicians performing the "Taxi Test" both of whom are presumably qualified, are you seriously suggesting whilst they are testing the vehicle (considering that they fully inspect every part of that vehicle) that they wouldn't notice the bodywork and not state repairs were necessary. This is a clear money making scam by TMBC and clearly adversely affects every owner of vehicles in this Borough.

Im afraid it does not explain the increase in fees, greed is never a good reason.

TMBC are making owners move away from the Borough for licensing issues and take Hackney Plates elsewhere and in doing so, put the public at large in unnecessary risk.

Trafford is becoming overrun with these vehicles and drivers, whilst Trafford cannot legally prevent them from plying for hire as Private Hire vehicles (confusing the public as they are flagged down wearing their TAXI signs) Trafford is not helping the situation by increasing fees.

Is the real cause of this increase more to do with the loss of that revenue from those who choose to move away then any fee charged by the garage?

Perhaps Trafford should open the "Taxi Test" to other "Less Expensive" garages, the test is already far more expensive than an MOT and realistically has very little more in it than the standard MOT

Regards

Guy

From: Boyle, Joanne [mailto:Joanne.Boyle@trafford.gov.uk]
Sent: 12 March 2015 17:53
To: guy (pmjtravel@btconnect.com)
Cc: Whalley, Karen; Data Protection; Marriott, Joe
Subject: Civica FOI 133842 - Request for Accounts

Guy

Further to your email dated 3rd March 2015 and my email of the 4th March 2015 when I confirmed that your objection to the proposed fees and charges for 15/16 will be considered by the PP Sub-Committee on the 26th March 2015.

Concerning your FOI request for the accounts covering taxi/private hire licensing and breakdown. Please find attached the income and expenditure accounts for 13/14 which has been provided by our accountants and is considered the appropriate disclosure.

The current year's accounts will not be available until the financial statements have been audited. Just to clarify the financial year runs from 1st April to 31st March at which point the audit begins and runs through to August.

In respect of the fees for 15/16 there is a 5% increase across the board. This increase is to take account of increasing costs, and the insignificant surplus from the previous year.

In respect of the increase in testing charges, these reflect the full costs incurred by Kier for undertaking the testing on behalf of the Council. As part of a recent review of the testing procedures it became apparent that Kier was not charging for all the tests it was carrying out and was, therefore, not recovering all its costs. From 1st April Kier will be charging the Council for all tests it does and these charges must unfortunately be passed on to the trade.

The Council has always required two testers to sign off the overage test.. This is because the test is still somewhat subjective and having two testers looking at the same vehicle balances out any individual's opinions and gives consistency. The £12.50 additional charge for a combined test was considered reasonable, given that Kier's charge for an age test at any other time will be £25.00.

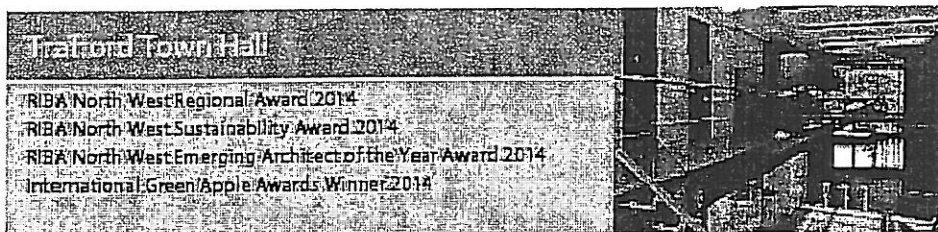
I hope this explains the reasons for the increase this year; however, the proposed fees and charges will be considered by the Public Protection Sub-Committee on the 26th March 2015 and you have been invited to attend the meeting in support of your objection.

Regards

Joanne Boyle

Team Leader (Licensing)
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Boyle, Joanne

From: Paul Brent <paulbrent04@hotmail.com>
Sent: 23 March 2015 07:54
To: Boyle, Joanne
Subject: Objection

Hello Joanne

I feel at this stage I am not convinced that Trafford kept proper and true records of income and expenditure, with care, skill and diligence, I may well be convinced at our meeting on the 25th of March, in which case I will rescind my objection.

The main reason for my objection is a 5% increase across the board, as you are aware that no true records of a full breakdown has ever been produced, or has licencing administration been fully reviewed, allowing reasonable costs to be recovered by the authority.

Has the extra costs that are to be imposed by the test centre been included in the review which will impact on revenues received. While I can appreciate that openness to an end of year surplus is declared, it does not detract from what appears to be total guess work by the authority.

I can appreciate that as an authority your main priority is public protection, and you know how I always have a pragmatic view of things and share, pass on, and inform the authority which would help the department give the public the required protection required, and an open fairness to owners drivers and operators.

Given the opportunity, I would be happy to speak at the meeting on the 26th of March.

Kind regards

Paul

Boyle, Joanne

From: Eric Bullock <ttoada@hotmail.com>
Sent: 17 March 2015 02:50
To: Boyle, Joanne; Paul Brent; Philip Jordan
Subject: RE: Public Protection Sub-Committee Meeting - 26th March 2015@6.30pm Meeting Room 9

Joanne

I wish to object to the proposed increases to the Hackney and Private hire trade.

The reasons for this are

- 1 We have been asking for a brake down of where our fees are used, at present we are still awaiting a full response.
- 2 All money raised from the trade is supposed to be ring fenced to be used for the benefit of the trade. Not put into the council
Coffers to be spent on other projects.
- 3 I cannot understand why you have attached a 5% across the board on the trade without prove that it is needed.

Eric Bullock (H0656)

Boyle, Joanne

From: philip jordan <philjordan1147@gmail.com>
Sent: 18 March 2015 09:58
To: Boyle, Joanne
Subject: TAXI LICENCE FEES 2015-6

I wish to object to the proposed fees on three grounds. Note that the views expressed are not necessarily those of the Trafford Taxi Owners' and Drivers' Association.

1. NON-PRODUCTION OF ACCOUNTS FOR PREVIOUS YEARS

Since taxi licensing fees are a totally separate item from any other Council income and expenditure, and moneys raised cannot be used elsewhere, nor shortfalls met from other sources, it is vitally important that budgets and accounts are scrupulously produced, and can be readily accessed by the taxi trade. This simply does not happen in Trafford, and the situation cannot be allowed to continue unchecked.

There are previous examples where Councils have been found to have illegally raised and used taxi licensing revenue, including Manchester only recently. This budget simply has to be open and transparent.

The proposed fees include an across-the-board percentage increase, yet no figures to justify that increase have been made available.

2. NON CONTRIBUTION TO SURVEY COSTS BY THE PRIVATE HIRE TRADE

Since the alternative to conducting regular demand surveys would be to deregulate, it follows that the private hire trade have an interest in the procedure being adhered to.

If deregulation occurred, and additional Hackney Carriages came onto the streets of Trafford in any significant volume, the private hire customer base would be adversely affected. The private hire trade should also contribute to the survey costs.

3. "OUT OF TOWN" HACKNEY CARRIAGES

The proliferation of Hackney vehicles from other authorities, which operate in Trafford under the umbrella of a private hire operator's licence, must surely have some effect in our licensing department.

Every time you receive a complaint about one of these vehicles, it follows that the time taken in addressing it is a cost to the operation, even though enforcement cannot be undertaken.

The private hire operator's licence uses a flexible charging regime, which takes into account the number of vehicles operated.

There is no reason why a surcharge for each non-Trafford vehicle operated cannot be made. The introduction of a quite punitive sum per vehicle could reduce costs across the budget for bona fide Trafford vehicles and drivers on both sides of the trade, and might actively discourage the operation of these vehicles, which I believe present a continuing threat to the public on a number of levels.

I await your views, and would welcome the opportunity to attend the meeting at which the fees are to be dealt with. I am happy to speak at that meeting if asked to do so.