



Gwasanaeth Democraidd
Democratic Service
Swyddfa'r Cyngor
CAERNARFON
Gwynedd
LL55 1SH

Cyfarfod / Meeting

PWYLLGOR TRWYDDEDU CYFFREDINOL
GENERAL LICENSING COMMITTEE

Dyddiad ac Amser / Date and Time

11:00yb DYDD LLUN, 16 MEDI 2013
(AR DERFYN Y PWYLLGOR TRWYDDEDU CANOLOG)
11:00am MONDAY, 16 SEPTEMBER 2013
(AT THE END OF THE CENTRAL LICENSING COMMITTEE)

Lleoliad / Location

SIAMBR ARFON,
SWYDDFEYDD Y CYNGOR,
SAFLE PENRALLT,
CAERNARFON

Pwynt Cyswllt / Contact Point

LOWRI HAF EVANS
(01286) 679878

lowrihafevans@gwynedd.gov.uk

Dosbarthwyd/Distributed 6.9.13

PWYLLGOR TRWYDDEDU CYFFREDINOL

GENERAL LICENSING COMMITTEE

Aelodaeth/Membership (15)

Plaid Cymru (7)

Y Cynghorwyr/Councillors

Eddie Dogan Huw Edwards

Annwen Hughes Chris Hughes

W. Tudor Owen Ann Williams

Gethin G. Williams

Annibynnol/Independent (4)

Y Cynghorwyr/Councillors

Eryl Jones-Williams Christopher O'Neal

Angela Russell Elfed Williams

Llais Gwynedd (4)

Y Cynghorwyr/Councillors

Llywarch Bowen Jones Peter Read

Gruffydd Williams Sedd wag / vacant seat

Aelod Ex-officio/Ex-officio Member

Is-Gadeirydd y Cyngor/Vice-Chairman of the Council

AGENDA

1. WELCOME AND APOLOGIES

To receive any apologies for absence

2. DECLARATION OF PERSONAL CONNECTION

To receive any declaration of personal interest.

3. URGENT ITEMS

To note any items that are a matter of urgency in the view of the Chairman for consideration.

4. MINUTES

The Chairman shall propose that the minutes of the meeting of this Committee, held on 24 June 2013, be signed as a true record.

(copy herewith – **white** enclosure)

5. GENERAL LICENSING SUB-COMMITTEE MINUTES

To submit, for information, minutes of the General Licensing Sub-committee meetings held on the following dates –

22 July 2013

(copy herewith – **green** enclosure)

6. PROPOSED HACKNEY CARRIAGE, PRIVATE HIRE AND OPERATORS LICENCE FEES

To submit the report of the Head of Regulatory Department

(copy herewith – **gold** paper)

GENERAL LICENSING COMMITTEE, 24.06.13

Present: Councillor W. Tudor Owen (Chairman)
Councillor Eryl Jones-Williams (Vice-chairman)

Councillors: Eddie Dogan, Huw Edwards, Annwen Hughes, John Brynmor Hughes, Llywarch Bowen Jones, Christopher O'Neal, Peter Read, Angela Russell, Ann Williams, Elfed W. Williams, Gethin G. Williams, Gruffydd Williams

Also Present: Aled Davies (Head of Regulatory Department), Dafydd Edwards (Head of Finance Department), John Reynolds (Senior Public Protection Manager), Siôn Huws (Language and Compliance Manager), Gwenan M. Williams (Licensing Manager) and Gwyn Parry Williams (Member Support and Scrutiny Officer)

Apologies: Councillor Chris Hughes

Welcome

Councillor W. Tudor Owen was welcomed back to the committee following his recent surgery.

1. CHAIRMAN

RESOLVED to re-elect Councillor W. Tudor Owen as Chairman of the Committee for 2013/14.

2. VICE-CHAIRMAN

RESOLVED to elect Councillor Eryl Jones-Williams as Vice-chairman of the Committee for 2013/14.

3. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received from any members present.

4. MINUTES

The Chairman signed the minutes of the previous meeting of this committee held on 17 September 2012 as a true record.

5. MINUTES OF THE GENERAL LICENSING SUB-COMMITTEE

Submitted – for information, minutes of the meetings of the General Licensing Sub-committee held on 18 October 2012, 10 December 2012, 4 March and 22 April 2013.

RESOLVED to accept the information.

6. PROPOSED HACKNEY CARRIAGE, PRIVATE HIRE AND OPERATORS LICENCE FEES

Submitted – the report of the Head of Regulatory Department on licence fees for hackney carriage and private hire vehicles and operators.

The Licensing Manager reported that the Council was required to review its fees in respect of hackney carriages and private hire vehicles on a regular basis. Sections 53 and 70 of the Local Government (Miscellaneous Provisions) Act 1976 provided that fees may be charged at a level sufficient to recover reasonable costs –

- a) For granting a driver's licence for a hackney or private hire vehicle – costs associated with processing, administration and issuing licences.
- b) For granting a vehicle and operator's licence – inspection costs, hackney carriage stand, public notices, control and supervision of vehicles and any other costs associated with processing an application.

The fees charged had to be reasonable, and it was a matter for the Council whether or not the fees were set at a level to enable full or partial recovery of the costs. Historically, fees had been set at a low level in Gwynedd in comparison to other local authorities. Costs not recovered through licence fees placed a burden on the service's resources, and ultimately, on the Council's taxpayers. A detailed cost analysis of income against expenditure on this function had revealed a significant budgetary deficit which could not be sustained any longer in the current financial climate. The fees would have to be raised by at least 37% in order to fully recover the costs. It was recommended that all taxi fees should be increased by 25%, with a further increase to move towards full cost recovery in 2014/15. The proposed increase, if approved, would be subject to statutory consultation. In the future, the costs of providing the service would be assessed annually. The Manager gave details of the current fees and the proposed fees.

With respect to the current situation, the officer noted that fees for the issue of hackney and private hire carriages licences for vehicles, drivers and operators had been increased in line with inflation only during 2012/13. In 2010/11, the main fees associated with taxi licensing had been raised between 17% and 49% to reflect increases in costs due to inflation that had not been levied in previous years, and in the context of the increases in fees that had been implemented in other local authorities.

She gave details of taxi fees in Gwynedd between 2007 and 2013 as well as taxi fees in some other local authorities in Wales in 2013/14. She noted that even with the proposed increase of 25%, taxi licence fees in Gwynedd would continue to be amongst the lowest in Wales. Many local authorities had reported to their committees over the last year that financial pressure had made subsidised fees unsustainable.

A consultation on the proposal to increase fees to move towards recovering costs had been held with the Cabinet Member, and the proposed fees had also been consulted upon with the Head of Finance Department. Following this committee's decision on the proposed fees, a full public consultation would be held in accordance with the statutory requirements. Section 70 of

the Local Government (Miscellaneous Provisions) Act 1976 required that a public notice of the proposed fee changes appeared in the local press. It was intended to place the notice in the local press on or before 17 July 2013, and the taxi industry would be directly consulted with before this date; allowing for sufficient opportunity for any concerns to be addressed. This notice would be required to include a date on which the fees would become operational, 28 days after the date of the notice, subject to no objections being received to the fees. Any objections received to the fees would have to be considered by this committee on 16 September 2013, and the fee levels would have to be determined accordingly. The new fees would not become operational until a final decision had been made by this committee.

There were potential risks associated with increasing the taxi fees. However, there were also risks associated with maintaining the fees at a low level without moving towards cost recovery. In the current economic context, it was acknowledged that any increase in fees would be seen as an additional burden on the taxi trade. The increase equated to an additional cost of £20.50 for a driver's licence and £23 for a vehicle licence. For an owner/driver with one vehicle, the increase would be less than a pound a week. However, after considering all the relevant factors, it was clear that maintaining the current situation of subsidising the licensing process was not sustainable.

A member asked why was this matter being discussed now, and not earlier on in light of the substantial budgetary deficit that existed.

In response, the Head of Regulatory Department notified the member that the deficit was currently £30,000. The matter of fees had been considered during the previous two years, but thorough consideration had been given to it this year in consultation with the Finance Department. He noted that the total cost of the process was £110,000 and at present the income generated was only £80,000, therefore there was a deficit of £30,000.

The Head of Finance Department referred to a review that had been conducted across Wales of fees and prices for services in the 22 local authorities. It became clear from the review that the Council was charging fees which were fair and competitive for the majority of the services but there were a few rare exceptions where the taxpayer subsidised the relevant service and taxi fees was one of those services. As a consequence of the difficult financial situation facing the Council at present, it could not afford to be in a situation where the taxpayer would have to subsidise any sector unless there was a sufficient reason for doing so. He noted that there had been collaboration with the Licensing Unit when it was agreed on the full cost of this service in order to move towards cost recovery.

In response to a question from a member regarding consultation with the trade / public, the Licensing Manager informed the committee that the Council had a duty to undertake a statutory consultation in accordance with legislation. Following the decision of the committee today, there would be a thorough consultation with the public, namely the service users, along

with the trade. She noted that the statutory consultation period provided the trade or the public with an opportunity to submit observations on the fees and those observations would be submitted for the attention of the next meeting of the committee on 16 September 2013 and the fees would not become operational until after that committee. It was intended to consult unofficially with the taxi trade before 17 July 2013 and following that the statutory consultation would commence.

RESOLVED to approve increasing all taxi fees by 25% and to move towards full cost recovery in 2014/15, subject to the statutory consultation and to assess the annual costs of providing the service.

The Language and Compliance Manager noted that the report on Proposed Fees and Charges for 2013/14 – Public Protection Department, which was to be considered by the Central Licensing Committee following this meeting, had some matters which were relevant to this committee also and, therefore, he was of the opinion that both committees should consider it.

7. PROPOSED FEES AND CHARGES 2013/14 – PUBLIC PROTECTION DEPARTMENT

Submitted – the report of the Head of Regulatory Department on the Proposed Fees and Charges 2013/14 – Public Protection Department.

The Licensing Manager reported that many of the fees were to remain unchanged. They were statutory and there was no local control over levying them and they included fees relevant to the Gambling Act 2005 and the Licensing Act 2003. Some of the proposed fees would increase slightly in line with inflation. She noted that the only fees where significant changes were to be seen were -

- a) Fees for registering a person and premises for tattooing, body piercing, electrolysis and acupuncture
- b) Fees for sex establishments
- c) Fees for markets and fairs

In relation to tattooing, body piercing, electrolysis and acupuncture, those activities were controlled in accordance with the provisions of Part VIII, Local Government (Miscellaneous Provisions) Act 1982, sections 14 and 15. The act allowed authorities to charge "such reasonable fees as they may determine" to register persons and business premises for the purpose of those activities. The primary objective of registration was to protect the health of the public and avoid transmission of infectious diseases. The fees set for this purpose must not be prohibitive. Previously, the same fee had been charged for registration of premises and persons. Officers had taken the decision, based on previous experience that the charge per person was prohibitive and it discouraged new persons operating at a business premises from registering. She recommended that the fee for certificate of registration of premises be increased from £76 to £100 and to reduce the fee for registration of a person from £76 to £35.

She noted that sex establishments (sex shops) were licensed by virtue of Part 11, Schedule 3 and section 6 of the Local Government (Miscellaneous Provisions) Act 1982. Many Local Authorities in the past had set relatively high fees for the administration of the grant, renewal or transfer of these licences. In 2012/13, the fees for sex establishments in Gwynedd were as follows -

- New application – £2,972
- Renewal - £1,486
- Transfer - £1,486

An assessment of the costs of processing those licences indicated that the fees charged were higher than the costs to the service. Section 19, Local Government (Miscellaneous Provisions) Act 1982 stated that Local Authorities may determine a fee which was reasonable. A recent ruling in a high profile case brought against Westminster City Council by the proprietors of seven sex shops meant that Local Authorities could not continue to charge in excess of the actual cost of processing the licences for such establishments. She recommended that the fees payable for the application, renewal and transfer of a licence for 2013/14 be in accordance with the actual costs incurred by the Council as follows -

- New application – £268.07
- Renewal - £268.07
- Transfer - £268.07

In relation to markets and fairs, the officer noted that they had historically been located in some areas of Gwynedd, that it was important to maintain them and that high fees and payments did not prohibit them. However, the costs to the Council in respect of safe cash collection, refuse disposal arrangements and market supervision duties were increasing. Consequently, she recommended to levy an increase of 10% in the fees for all licensed and casual stalls as well as fair stalls. She noted that a reduced fee had been introduced for annual payments electronically or by direct bank payment, as costs incurred by the Council for processing such payments were considerably less.

In response to a question from a member regarding direct bank payments involving fees for markets and fairs, the Licensing Manager informed the committee that traders were persuaded to use this method of payment. Therefore, until they started paying using this method, the details of the savings would be unknown but there was a substantial cost involved with collecting money in terms of safety provisions, cash banking costs etc.

RESOLVED to approve the fees and payments for 2013/14.

The meeting commenced at 10.00am and concluded at 10.45am.

GENERAL LICENSING SUB-COMMITTEE, 22.07.13

Present: Councillor Eryl Jones-Williams (Chairman)
Councillors Chris Hughes, Llywarch Bowen Jones

Also Present: Siôn Huws (Compliance and Language Manager), Gwenan Williams (Licensing Manager) and Gwyn Parry Williams (Member Support and Scrutiny Officer).

1. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received from any members present.

2. EXCLUSION OF PRESS AND PUBLIC

RESOLVED to exclude the press and public from the meeting during the discussion on the following items because of the likely disclosure of exempt information as defined in paragraphs 12 and 13, Part 4, Schedule 12A of the Local Government Act 1972. These paragraphs apply because the individuals in question are entitled to privacy and there is no overriding public interest that requires the disclosure of personal information relating to those individuals, nor their identities. Consequently, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

3. AN APPLICATION FROM MR. A FOR A HACKNEY/PRIVATE HIRE DRIVER'S LICENCE

The Licensing Manager submitted the written report on the application received from Mr A for a hackney/private hire driver's licence. She explained that a statement of convictions referred to relevant offences and, in such cases, officers did not have the right to consider the application. Therefore, this case was submitted for the sub-committee's consideration.

In considering the application, the following procedure was followed –

1. Members of the sub-committee were given an opportunity to ask questions of the Council's representative.
2. The applicant and / or his representative were invited to ask questions of the Council's representative.
3. The applicant and / or his representative were invited to expand on the application.
4. Members of the sub-committee were given the opportunity to ask questions of the applicant and / or his representative.
5. The Council's representative was invited to ask questions of the applicant and / or his representative.
6. The Council's representative and the applicant and / or his representative were given the opportunity to summarise their case.

The applicant noted that he had been at home for months following an accident and that he looked after his children. He had been working for different taxi companies between 1990 and 1992. He acknowledged that he had been accused of theft on several occasions between 1974 and 1983 but he had not thieved since then. His last offence had

been in May 2001 and since then he had not offended. He was eager to have a taxi licence in order to earn more money to support his family.

The relevant parties withdrew from the meeting whilst the Sub-committee members discussed the application.

The Sub-committee took into account the Council's guidelines on convictions which stated the following –

- *“A firm line will be taken with applicants with convictions for grievous bodily harm, wounding, assault or any other type of offence of a violent nature.*
- *An applicant must be free of convictions for at least three years before an application is considered.*
- *In all cases, if a licence is granted, a strict warning will be given as to the standards expected of licensed drivers.”*

The last offence disclosed had happened more than three years ago and therefore the application was one that could be considered. Consideration was given to the fact that twelve years had elapsed since the offence and that there was no evidence the applicant had been in any trouble since then. The Sub-committee felt that the applicant had acknowledged the seriousness of the offences and had accepted responsibility for them and showed remorse. Consequently, after careful consideration of the evidence and for the above reasons, the Sub-committee decided that the applicant was a suitable person to hold a driver's licence, and the application was approved. However, it was agreed to draw the attention of the applicant to the high standard of conduct expected from him as a hackney/private hire driver and for him to accept it as a strict warning regarding his behaviour in future.

The Licensing Manager further noted that the applicant had drawn her attention to the fact that the owner of the taxi company that employed him intended to undertake contracts for schools. She asked if the Sub-committee would be satisfied for the applicant to undertake this type of work or to undertake other contracts for a while before working on school contracts. Members were of the opinion that there was no basis to object to this but perhaps the Education Department had its own guidelines on this.

RESOLVED to approve Mr A's application for a hackney/private hire driver's licence.

The Compliance and Language Manager reported that he would aim to send a letter within five working days, informing the applicant of the Sub-committee's decision, and informing him of the right to appeal against the decision within 21 days of receiving that letter.

4. AN APPLICATION FROM MR. B FOR A HACKNEY/PRIVATE HIRE DRIVER'S LICENCE

The Licensing Manager submitted the written report on the application received from Mr. B for a hackney/private hire driver's licence. She explained that a statement of convictions referred to relevant offences and, in such cases, officers did not have the right to consider the application. Therefore, this case was submitted for the sub-committee's consideration.

The applicant was not present at the Sub-committee but the members agreed that the application should be considered in his absence.

The Sub-committee considered a report from the Criminal Records Bureau which disclosed a conviction dated 4 September 2012 for theft by an employer. The Council's policy on convictions was considered, which stated that a person with a conviction(s) need not be permanently barred from obtaining a licence, but should be expected to be free from conviction for three to five years, according to the circumstances before a licence was considered.

The Sub-committee agreed that the offence was serious and was of the opinion that being able to trust a driver, due to the nature of his work, was essential. Therefore, it was resolved to refuse the application.

RESOLVED to refuse Mr B's application for a hackney/private hire driver's licence.

The Compliance and Language Manager reported that he would aim to send a letter within five working days, informing the applicant of the Sub-committee's decision, and informing him of the right to appeal against the decision within 21 days of receiving that letter.

The meeting commenced at 10.30am and concluded at 11.50am.

COMMITTEE:	GENERAL LICENSING COMMITTEE
DATE:	16 SEPTEMBER 2013
TITLE:	PROPOSED HACKNEY CARRIAGE, PRIVATE HIRE AND OPERATORS LICENCE FEES
PURPOSE:	FOR DECISION
AUTHOR:	HEAD OF REGULATORY DEPARTMENT

BACKGROUND

1. A report was submitted to this Committee on 24 June 2013 with a recommendation to approve the proposal of the Head of Regulatory Department to increase all taxi licensing fees by 25%, and proceed towards reclaiming the costs associated with the service in full in 2014/15. (See the Committee report dated 24 June 2013 in full in Appendix 1, along with a table of the proposed fees).
2. The Council is required to review its fees in the context of the licensing of hackney and private hire vehicles on a regular basis.
3. Sections 53 and 70 of the Local Government (Miscellaneous Provisions) Act 1976 allows increasing fees on a level that is sufficient to reclaim the reasonable costs associated with processing applications for driver and hackney and private hire licences as well as operators' licences.
4. The fees charged must be reasonable and it is the Council's decision whether or not the fees are set at a level which will allow for the reclamation of costs in full or in part. Historically, fees have been set at a low level in Gwynedd in comparison to other local authorities.
5. Costs not recovered through licence fees place a burden on the service's resources, and ultimately, on the Council's taxpayers. A detailed cost analysis of income against expenditure on this function has revealed a significant budgetary deficit which cannot be sustained any longer in the current financial climate. The fees would have to be raised by at least 37% in order to fully recover the costs.
6. The balancing of expenditure against income is a challenge which all businesses, including the Council, have to face. The Council has for several years been subsidizing the actual cost of taxi licensing from its general revenue streams but with the cuts that the Council is currently facing, this is not a situation which can continue unless the resources available for providing other services to residents are to be reduced. Subsidizing licensing costs does not ensure any direct benefit in the form of lower fares for the residents of Gwynedd, as any savings do not have to be passed on to the customers.
7. The recommendation to increase the fees must be subject to a consultation with the industry as well as a statutory public consultation.

COMMENTS OF THE HEAD OF FINANCE DEPARTMENT

8. The Head of Finance Department supports increasing the fees for the purposes of cost recovery as it is no longer possible to sustain the annual budget deficit associated with the service.

THE COMMITTEE'S DECISION 24/6/13

9. The Committee resolved to accept the recommendation of the Head of Regulatory Department to increase all licensing fees by 25% this year and to proceed to reclaim the costs in full in 2014/15 subject to a statutory consultation and assessing the costs of providing the service on an annual basis.

PUBLIC CONSULTATION

10. Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 states that a public notice of the proposed fee changes must appear in the local press.
11. The notice was placed in the local press on 17 July in accordance with the statutory requirements as well as on the Council's website. The consultation remained open for 28 days.
12. In addition to the statutory consultation, a letter was sent to all taxi vehicle owners in Gwynedd explaining in full the reason for the need to increase the fees. The industry was reminded in this letter that there was an opportunity to submit formal observations during the consultation period.
13. The consultation ended on 15 August and six letters were received from individuals in the taxi industry objecting to the increase in the cost of taxi licences. One of the letters had been sent on behalf of the Dwyfor Taxi Association and included 18 signatures from various individuals (see the letters received in appendix 2 to this report).
14. No increase in fees will come into force until the objections received are considered by this Committee when a final decision will be made on the fee level.

THE GROUNDS TO THE OBJECTIONS RECEIVED

15. There are objections to the increase in fees in the context of the substantial increase seen over the past few years in fuel and insurance costs.
16. Concern is expressed that the additional costs will threaten the livelihood of some operators, owners and drivers, as the increased costs affect the ability of companies to maintain the current level of service.
17. Some respondents are of the opinion that a reduced increase should be implemented for those with private hire licences that are restricted to school contract work only.
18. Concerns were expressed that the customer will refuse the unavoidable increase in taxi hire costs following an increase in licence fees.

19. The Dwyfor Taxi Association expresses their discontent in relation to the level of service available from the Pwllheli Office, as the officer is only in the office on Wednesdays. They are also of the opinion that an insufficient number of checks and inspections of vehicles and driver badges are carried out during the day and night, and that there is lack of action taken in respect of complaints.

RECOMMENDATION

To increase all taxi licensing fees by 25% in accordance with the resolution of this Committee, and what was consulted upon for the purpose of proceeding towards full cost recovery in respect of the service in 2014/15.

COMMITTEE:	GENERAL LICENSING COMMITTEE
DATE:	24 JUNE 2013
TITLE:	PROPOSED HACKNEY CARRIAGE, PRIVATE HIRE AND OPERATORS LICENCE FEES
PURPOSE:	FOR DECISION
AUTHOR:	HEAD OF REGULATORY DEPARTMENT

BACKGROUND

1. The Council is required to review its fees in respect of the licensing of hackney carriages and private hire vehicles on a regular basis.
2. Sections 53 and 70 of the Local Government (Miscellaneous Provisions) Act 1976 provide that fees may be charged at a level sufficient to cover reasonable costs -
 - For the grant of a drivers licence for hackney carriage or private hire vehicle – costs associated with processing, administration and issue of licence.
 - For the grant of a vehicle and operators licence – inspection costs, hackney carriage stands, public notices, control and supervision of vehicles; and any other costs associated with processing an application.
3. The fees levied must be reasonable, and it is at the Council's discretion whether or not the fees are set at a level to enable full or partial cost recovery. Historically, fees have been set at a low level in Gwynedd in comparison to
4. Costs not met by the levy of fees become a burden on the Service and, ultimately, on the Council tax payer. A detailed cost analysis of income against expenditure on this function has revealed a significant budgetary deficit which cannot be sustained any longer in the current financial climate. The fees would have to be raised by at least 37% in order to achieve full cost recovery.

PROPOSAL

5. **An increase of 25% is proposed on all taxi fees; with a further increase to move towards full cost recovery in 2014/15. The proposed increase, if approved, will be subject to statutory consultation. In future, the costs of providing the service will be assessed annually.**
6. The full list of current and proposed fees is attached to this report.

PRESENT SITUATION

7. Fees for the issue of hackney and private hire (PH) carriages licences for vehicles, drivers and operators were subject to an increase in line with inflation during 2012/13. In 2010/11 principal fees associated with taxi licensing were raised between 17% and 49% to reflect increases in costs due to inflation which had not been levied in previous years and in the context of the increases in fees which had been applied in other local authorities.

Gwynedd Taxi fees – 2007 - 2013

Licence type	2007/2008	2011/2012	2012/2013	Proposed 2013/14
Hackney or PH Vehicle	77	90	92	115
PH Operator	72	107	109	136.25
Hackney or PH driver	57	80	82	102.50

Taxi fees – other Local Authorities 2013/14

LICENCE TYPE	HACKNEY OR PH VEHICLE	PH OPERATOR	HACKNEY OR PH DRIVER
GWYNEDD (proposed)	115	136.25	102.50
POWYS (12/13 fees)	129.50	172.40	140.70
VALE OF GLAMORGAN	230	225	80
NEWPORT	220	300*	300*
BLAENAU GWENT	154	82	41*
TORFAEN	185	278*	113*
CARMARTHENSHIRE	141.45*	133.25	33
YNYS MON	126	117.50	102*
CONWY	220*	130*	145*

* data not comparable - some fees include DBS checks; MOT and test charges; operator fees increase for more vehicles in fleet; vary for new and renewal applications etc.

COMPARISON WITH FEES LEVIED BY OTHER LOCAL AUTHORITIES

- It can be seen from the table that even with the proposed increase of 25%. Many Local Authorities have reported to their Committees over the last 12 months that financial pressures have made subsidised fees unsustainable.

CONSULTATION WITH THE TRADE

- The intention to raise fees to move towards cost recovery has been consulted upon with the Cabinet Member, Councillor John Wyn Williams. The proposed fees have also been consulted upon internally with the Head of Finance. Once this Committee makes a decision on the proposed fees a thorough public consultation will commence in accordance with the statutory requirements.
- S70 of the Local Government (Miscellaneous Provisions) Act 1976 requires that a public notice of the proposed fee variations appear in the local press. The notice will be placed in the local press on or before the 17th of July 2013, and the taxi trade will also be directly consulted before this date; allowing for sufficient opportunity for any concerns to be addressed. This notice must include a date which the fees become operational, 28 days after the date of the notice; if there are no objections to the fees. Any objections to the fees would have to be considered by this Committee during it's next meeting on

September the 16th 2013, and the fee levels determined accordingly. New fees will not become operational until a final decision is made by this Committee.

CONSIDERATION OF RISKS

11. There are potential risks in respect of raising taxi fees; but there are also risks associated with maintaining fees at a low level, without a move towards cost recovery.
12. In the current economic context it is appreciated that any increases in fees will be seen as an additional burden on the taxi trade. The increase equates to an additional £20.50 for a taxi driver's licence and £23 for a vehicle licence. For an owner /driver with one vehicle, the increase will be less than one pound a week.
13. After consideration of all the relevant factors it is clear maintaining the current situation, of subsidising the licensing process is not sustainable.

RECOMMENDATION

14. The Committee is requested to consider and approve the proposal of the Head of Regulatory department to increase all taxi fees by 25%, with a move towards full cost recovery in 2014/15.
15. The proposed increase if approved will be subject to statutory consultation and costs of providing the service will be assessed annually.

FFIOEDD ARFAETHEDIG – TRWYDDEDAU TACSIS		FFIOEDD 2012/13			FFIOEDD ARFAETHEDIG 2013/14			
		Ffi/Pris Eithrio TAW / Fee/Charge excluding VAT	TAW / VAT @ 20%	Ffi/Pris yn cynnwys TAW lle'n berthnasol / Fee/Charge including VAT where applicable	Ffi/Pris Eithrio TAW / Fee/Charge excluding VAT	TAW / VAT @ 20%	Ffi/Pris yn cynnwys TAW lle'n berthnasol / Fee/Charge including VAT where applicable	Cynnydd/ Increase
Hacni a Hurio Preifat	Hackney and Private Hire							
Trwydded Gyrwr Cerbyd Hacni a Hurio Preifat	Hackney Carriage and Private Hire Drivers Licence	£82.00	£0.00	£82.00	£102.50	£0.00	£102.50	25.0%
Trwydded Gweithredwr Hurio Preifat	Private Hire Operators Licence	£109.00	£0.00	£109.00	£136.25	£0.00	£136.25	25.0%
Trwydded Gweithredwr Hurio Preifat - Cludiant Ysgolion	Private Hire Operators Licence - School Transport	£54.00	£0.00	£54.00	£67.50	£0.00	£67.50	25.0%
Trwydded Hacni Ceffyl a Char	Horse Drawn Hackney Carriage Licence	£92.00	£0.00	£92.00	£115.00	£0.00	£115.00	25.0%
Categori	Category	£92.00	£0.00	£92.00	£115.00	£0.00	£115.00	25.0%
Trwydded Cerbyd Hurio Preifat	Private Hire Vehicle Licence	£92.00	£0.00	£92.00	£115.00	£0.00	£115.00	25.0%
Trwydded Cerbyd Hurio Preifat - Cludiant Ysgolion	Private Hire Vehicle Licence - School Transport	£54.00	£0.00	£54.00	£67.50	£0.00	£67.50	25.0%
Adnewyddu Bathodyn Adnabod Gyrwr	Replacement Drivers ID Badge	£9.00	£0.00	£9.00	£11.25	£0.00	£11.25	25.0%
Plat Trwydded Cerbyd (Par) Braced Plat Trwydded Cerbyd (Par)	Vehicle Licence Plate (Pair)	£21.00	£0.00	£21.00	£26.25	£0.00	£26.25	25.0%
Trosglwyddo Trwydded i gerbyd arall - Cerbyd Hacni neu Cerbyd Hurio Preifat	Vehicle Licence Place Bracket (Pair)	£21.00	£0.00	£21.00	£26.25	£0.00	£26.25	25.0%
Trosglwyddo Trwydded i Perchennog newydd - Cerbyd Hacni neu Cerbyd Hurio Preifat	Transfer of Licence to replacement vehicle - Hackney Carriage or Private Hire Vehicle	£45.00	£0.00	£45.00	£56.25	£0.00	£56.25	25.0%
Trosglwyddo Trwydded i Proprietor - Hackney Carriage or Private Hire Vehicle	Transfer of Licence to new Proprietor - Hackney Carriage or Private Hire Vehicle	£45.00	£0.00	£45.00	£56.25	£0.00	£56.25	25.0%
Plat Cerbyd (Yr un)	Vehicle Plate (Each)	£11.00	£0.00	£11.00	£13.75	£0.00	£13.75	25.0%
Plat Mewnol	Internal Plate	£10.00	£0.00	£10.00	£12.50	£0.00	£12.50	25.0%
Llawes Plat Mewnol	Internal Plate Sleeve	£3.00	£0.00	£3.00	£3.75	£0.00	£3.75	25.0%
Sticer Drws Cerbyd Hurio Preifat (Yr un)	Private Hire Door Sticker (Each)	£11.00	£0.00	£11.00	£13.75	£0.00	£13.75	25.0%
Gwiriad y Gwasanaeth Datgelu a Gwahardd	Disclosure and Barring Service Check							
Ffi Statudol	Statutory Fee	£44.00	£0.00	£44.00	£44.00	£0.00	£44.00	0.0%
Ffi Weinyddol	Admin Fee	£6.00	£1.20	£7.20	£6.00	£0.00	£6.00	0.0%

CYNGOR GWYNEDD

DEDDF LLYWODRAETH LEOL (DARPARIAETHAU AMRYWIOL) 1976 FIOEDD DIWYGIEDIG AR GYFER TRWYDDEDAU CERBYDAU HACNI A CHERBYDAU HURIO PREIFAT A THRWYDDEDAU GWEITHREDWYR 2013/14

Hysbysir drwy hyn, yn unol ag adran 70(2), Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976, bod Cyngor Gwynedd wedi penderfynu bod y ffioedd i ganiatáu ac adnewyddu trwyddedau cerbydau hacni a cherbydau hurio preifat yn cael eu diwygio fel a ganlyn:

- (a) **Trwydded Gyrrwr (Cerbyd Hacni a Cherbyd Hurio Preifat) £102.50 y flwyddyn**
- (b) **Trwydded Cerbyd (Cerbyd Hacni a Cherbyd Hurio Preifat) £115 y flwyddyn**
- (c) **Trosglwyddo trwydded (i gerbyd arall neu i berchennog arall) £56.25**
- (d) **Trwydded Gweithredwr Hurio Preifat £136.25**

Yn ogystal, mae'r Cyngor wedi penderfynu amrywio ffioedd a threfniadau gweinyddu eraill yn ymwneud â thrwyddedu tacsis a cherbydau hurio preifat nad yw'n ofynnol iddynt fod yn destun hysbysiad cyhoeddus.

Yn unol â gofynion adran 70(3) (b) y Ddeddf a enwir uchod, gellir archwilio copïau o'r hysbysiad am ddim am gyfnod o 28 niwrnod wedi cyhoeddi'r hysbysiad hwn yn -

Siop Gwynedd, Swyddfeydd y Cyngor, Stryd y Jêl, Caernarfon, Gwynedd LL55 1SH
Siop Gwynedd, Swyddfeydd y Cyngor, Ffordd y Cob, Pwllheli, Gwynedd, LL53 5AA
Siop Gwynedd, Swyddfeydd y Cyngor, Cae Penarlâg, Dolgellau, Gwynedd, LL40 2YB

Bydd yr hysbysiad hefyd ar gael ar safle we Cyngor Gwynedd (tudalen Ymgynghori) am 28 niwrnod wedi cyhoeddi'r hysbysiad hwn. www.gwynedd.gov.uk

Gellir cyflwyno unrhyw wrthwynebiad i'r amrywiadau a nodir uchod yn ysgrifenedig a'i anfon o fewn y 28 niwrnod a nodwyd at **Wasanaeth Gwarchod y Cyhoedd, Swyddfa Ardal Arfon, Penrallt, Caernarfon, Gwynedd, LL53 1BN.**

Daw'r amrywiadau uchod i rym 28 niwrnod o ddyddiad yr hysbysiad hwn. Pe derbynir gwrthwynebiadau mewn ymateb i'r hysbysiad hwn, yna ar ddyddiad ddim hwyrach na 2 fis wedi i'r cyfnod 28 niwrnod ddiweddu, bydd yr amrywiadau'n dod i rym, gan gynnwys diwygiadau neu hebddynt, ar ôl ystyried y gwrthwynebiad.

Dyddiedig: 17/07/2013
Aled Davies, Pennaeth Gwasanaethau Rheoleiddio
Cyngor Gwynedd, Stryd y Jêl, Caernarfon, Gwynedd, LL55 1SH

GWYNEDD COUNCIL

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 REVISED LICENCE FEES FOR PRIVATE HIRE VEHICLES AND HACKNEY CARRIAGE VEHICLES AND OPERATORS 2013/14

Notice is hereby given in accordance with section 70(2) of the Local Government (Miscellaneous Provisions) Act 1976 that Gwynedd Council has determined that the fees in respect of the grant and renewal of private hire and hackney carriage licences be varied as follows:

- (a) **Drivers Licence (Hackney and Private Hire) £102.50 per year**
- (b) **Vehicle Licence (Hackney and Private Hire) £115 per year**
- (c) **Transfer of licence (to replacement vehicle or proprietor) £56.25**
- (d) **Private Hire Operators Licence £136.25**

The Council has also determined variations in other fees and administration arrangements in connection with taxi and private hire licensing which are not required to be the subject of a public notice.

As required by section 70(3)(b) of the said Act, copies of this notice may be inspected free of charge for a period of 28 days from the publication of this notice at -

Siop Gwynedd, Council Offices, Shirehall Street, Caernarfon, Gwynedd, LL55 1SH
Siop Gwynedd, Council Offices, Ffordd y Cob, Pwllheli, Gwynedd, LL53 5AA
Siop Gwynedd, Council Offices, Cae Penarlâg, Dolgellau, Gwynedd, LL40 2YB

A copy of this notice will also be available on the Gwynedd Council website (Consultation page) for 28 days from the publication of this notice. www.gwynedd.gov.uk.

Any objections to the variations specified above may be made in writing and sent within the said 28 days to the **Public Protection Service, Arfon Area Office, Penrallt, Caernarfon, Gwynedd, LL55 1BN.**

The above variations will come in to effect 28 days from the date of this notice. If any objections are received in response to this notice, then on a date not later than 2 months from the expiration of the 28 days period, the variations shall come in to force with or without modifications after consideration of the objection.

Dated: 17/07/2013
Aled Davies, Head of Regulatory Services
Gwynedd Council, Shirehall Street, Caernarfon, Gwynedd, LL55 1SH

24 Bryn Tyrion,
Bethesda,
Gwynedd,
LL57 3NG

Dear Sir/ Madam,

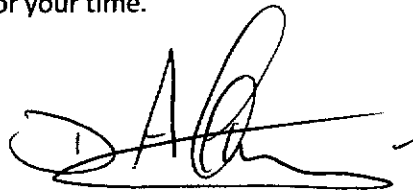
I wish to discuss my growing concerns relating to the recent rise in the cost of Hackney and Operators licence which I incur as a Taxi company Owner. This in collaboration with the general soaring costs of fuel prices, insurance costs and other day to day bills are seriously compromising the productivity of my company, and as a result threatens the livelihood of several of my employees and their families. I feel that the recent rise is seriously excessive and should be reviewed as a matter of urgency.

As a response to this letter I would appreciate an explanation of the reasons for the rise and for you to consider more reasonable increases which would be more proportionate.

I thank you in advance for your time.

Sincerely

Mr Alan Owen A1 Cars

A handwritten signature in black ink, appearing to read 'Alan Owen', with a horizontal line drawn through it.

1 Foel Ogwen,
Bangor,
Gwynedd,
LL57 3LD.

Dear Sir/ Madam,

In relation to a recent letter that my manager wrote (which I enclose for your information) I would also like to express my concerns about the cost of my Hackney licence. I personally feel that this rise is massively excessive and I feel that this makes this particular job an impossible career to pursue and in light of this I also ask that you review this.

Please send any responses to either the address above or my Manager Mr Alan Owen A1 Cars who in turn will feed back any outcomes.

Sincerely

Mr David Owen

A handwritten signature in black ink, appearing to be 'David Owen', written in a cursive style.

To whom it May concern,

I am writing this letter regarding the price Increase of the Hackney badge.

Why has the Increase risen so high as the price is high enough without having to make day to day living.

Having risen by 25% is an absolute disgrace, especially as it has to be renewed every year at the end of the year, when its Christmas time

I have 2 children to support and this is a very difficult time of year.

Mr Mark Griffiths



DEAR Licensing Committee

I would like to object about the fee increase this year of £20.00, I only drive school children to and from school a matter of two hours a day, i am not the only driver who just take children to school, i pay for my medical and my license out of my own pocket a total of £162.00 and this fee increase is unfair on us, it is time the committee stopped putting an increase of £20.00 a year, if this increase carries on at this rate you will be putting all taxis out of business.

HACKNEY LICENCE HOLD

A.D. 0323.

M. P. M. Godfrey



CYNGOR GWYNEDD
CYFADRAN ADNODDAU

07 AWR 2013

GWEINYDDOL A GWARCHOD Y CYHOEDD

D rhif tracio...C3522...

Dear Licensing Committee

With ref to this new fee increase
I only take children to & from school.
Increase of £20, from £82 to £102.--
I do not drive a taxi at night or
weekends,
you should have difference's license's
for school taxi driver's only.

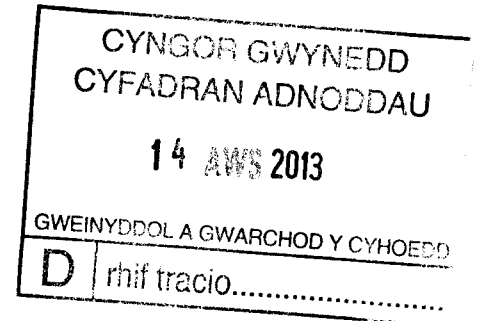
Yours truly

C a Godfrey

CYNGOR GWYNEDD CYFADRAN ADNODDAU	
07 AUG 2013	
GWEINYDDOL A GWARCHOD Y CYHOEDD	
D	rhif tracio...C3521....

DWYFOR TAXI ASSOCIATION
C/O 14 PLAS TARALLT
PWLLHELI
GWYNEDD
LL53 5EE

Gwynedd Council,
Regulatory Department,
Public Protection Service,
Embankment Road,
PWLLHELI,
Gwynedd. LL53 5AA



Dear Sir/Madam,

Re: LICENCE FEES FOR DRIVERS, HACKNEY CARRIAGES, PRIVATE HIRE VEHICLES AND OPERATORS 2013/14

Further to your letter dated the 17th July 2013, we raise the following points:-

We note your comments that taxi licence fees have been maintained relatively low for some years but we also point out that there have been two increases in the last few years.

In relation to your comment regarding the cost of processing licences issued we were led to believe by the Licensing Office that there are at least 500 vehicles and 500+ drivers on your books which once again, we are led to believe, is generating around £100,000 income for the Council; surely the cost of processing such licences does not exceed this amount as we, the taxi owners, pay for everything from the brackets to hold the licences to the actual licence plates themselves. Please clarify when you state that the income generated does not cover the cost of processing the licences. We cannot see that there should be an annual budgetary deficit whether it is in the current economic climate or not.

Some customers are already complaining that taxi fares are very expensive and in order for us to keep up with your proposed raise in percentage, we would of course have to consider our fares

bearing in mind you will always find a few taxis that will undercut and not follow the fare guides issued.

The Licensing Officer is only in Pwllheli for one day a week and this is not really acceptable. If we require a meeting on any of the other days we may have to go as far as Dolgellau to have this meeting. As you appreciate this would in effect cost us half a day to a full day's loss of income. Furthermore, the Officer does not make his presence known and is never out carrying out vehicle checks during the day or night.

We feel as taxi drivers that there is no support from the Council i.e. when an issue is raised it is never seen to be taking notice and it feels as though the issue is completely ignored. There are no follow up to complaints given to the Council. A prime example of this is illegal advertising and operating; it seems that every matter is brushed under the carpet and ignored.

Issues have been raised with the Council regarding the plying for hire of private hire on the streets on a daily basis; PSV minibuses and also out of area taxis i.e Arfon in Dwyfor and vice versa.

All the above have been raised previously in various meetings but no action is ever taken and the problem is increasing and makes it difficult for the legal taxi drivers to earn a proper living and that is without mentioning that the general public are being put in danger without their knowledge in most cases.

The Council issue licences to taxis without meters and therefore these vehicles cannot be legal whereas we follow the correct procedure before obtaining a meter.

We feel that if the Council was seen to listen and act upon issues raised in meetings held or otherwise in a private meeting; it may be the case that an objection for taxi licence fee increases would not cause such an issue for us.

We would appreciate your comments regarding the above. It may well be the case that these issues are not directly in connection with the increase of fees but it makes it very difficult to justify these proposed increases when we feel that we are always ignored. It seems that it is quite an easy decision for the Council to just decide to increase our licence fees when they feel they need to without a proper and just explanation.

We look forward to hearing from you.

Yours faithfully,

IR SIGNATURES .

~~S. R. Stanway~~ S-R. STANWAY. STANWAYS TAXIS.
24 WEST END Pwllheli LLS3 5PN.

D. J. Will B+M TAXI Aberoch
Pwllheli LLS3 7LG

Davis, West End TAXI
Pwllheli.

E. Jones EVAN'S TAXIS

A. Williams RHYD TAXIS + ALL TAXIS
W. Jones RHYD TAXI LLS3 7SB

Nickard Jones Rhyd taxis

E. Williams TAXIS YKES

R. Jones IAN TAXI.

J. P. Jones JOHN TAXI Efairnewydd LLS3 5TJ.

A. Evans TAXI ANWEN TAXI Pwllheli LLS3 5LR

E. Owen Rhyd taxi LLS3 6AP.

TAXI ADE

LL536BZ



WAVE CARS

LL537ED



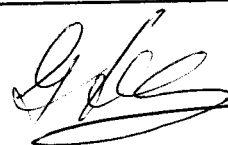
Gwynedd Lines

LL538SM

Gleams

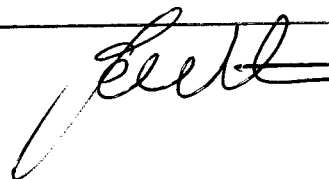
LLANBEOB ROG
TAXIS

LL537NR



JOHN STRAIN TAXIS

LL535G



Tristan Phillips

LL537RS

