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Meeting	LICENSING COMMITTEE
Time/Day/Date	6.30 pm on Wednesday, 16 February 2022
Location	Council Chamber, Council Offices, Coalville
Officer to contact	Democratic Services (01530 454512)

AGENDA

Item	Pages
1. APOLOGIES FOR ABSENCE	
2. DECLARATIONS OF INTEREST	
Under the Code of Conduct members are reminded that in declaring disclosable interests you should make clear the nature of that interest and whether it is pecuniary or non-pecuniary.	
3. MINUTES OF THE PREVIOUS MEETING	
To confirm the minutes of the meeting held on 15 December 2022 .	3 - 4
4. VARIATION TO HACKNEY CARRIAGE FARE TABLE	5 - 14

Circulation:

Councillor J Clarke (Chairman)
Councillor K Merrie MBE (Deputy Chairman)
Councillor E G C Allman
Councillor D Everitt
Councillor M French
Councillor S Gillard
Councillor M D Hay
Councillor G Hout
Councillor J Hout
Councillor V Richichi
Councillor R L Morris
Councillor A C Saffell
Councillor C A Sewell
Councillor S Sheahan
Councillor J G Simmons
Councillor N Smith
Councillor M B Wyatt

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MINUTES of a meeting of the LICENSING COMMITTEE held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 15 DECEMBER 2021

Present: Councillor J Clarke (Chairman)

Councillors E G C Allman, M D Hay, G Hout, J Hout, C A Sewell, S Sheahan and J G Simmons

In Attendance: Councillors

Officers: Mr L Mansfield, Mr A Cooper, Ms K Woollett, Ms R Haynes and Mrs R Wallace

9. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A Bridgen, M French, K Merrie, R Morris, V Richichi, T Saffell, N Smith and M Wyatt.

10. DECLARATIONS OF INTEREST

Councillor J Hout declared a non pecuniary interest in item 4 - Licensing Cumulative Impact Policy, as a member of Ashby Licensing Committee.

11. MINUTES OF THE PREVIOUS MEETING

Consideration was given to the minutes of the meeting held on 15 September 2021.

It was moved by Councillor S Sheahan, seconded by Councillor J Hout and

RESOLVED THAT:

The minutes of the meeting held on 15 September 2021 be agreed as a correct record.

12. LICENSING CUMULATIVE IMPACT POLICY

The Licensing Team Leader presented the report to Members.

Members were advised that following consultation, it was agreed that the Cumulative Impact Assessment (CIA) would continue to apply between 8pm and 6am, as the number and density of premises licensed to sell alcohol remained a concern as did the level of crime and disorder.

Members noted that the CIA was as relevant as ever.

Officers were asked whether there would be restrictions as to where the consumption of alcohol was permitted and was advised that a Protection Order was currently out for consultation, a report on which would be submitted to Cabinet for consideration in early 2022.

It was moved by Councillor S Sheahan, seconded by Councillor J Simmons and

RECOMMENDED THAT:

Council agree the retention of the Cumulative Impact Assessment when the report is considered at its meeting on 24 February 2022.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 6.47 pm

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LICENSING COMMITTEE – 16 FEBRUARY 2022



Title of Report	VARIATION TO THE HACKNEY CARRIAGE TABLE OF FARES	
Presented by	Andrew Cooper Licensing Team Leader	
Background Papers	Not applicable	Public Report: Yes
Financial Implications	<p>There are no direct financial implications for the council with respect to this report as the taxi tariffs set the maximum amount the trade can charge their passengers (no income is receivable by the council).</p> <p>The council is required to pay for a public notice in at least one local newspaper specifying any change to the Hackney Carriage Table of Fares.</p> <p>Signed off by the Section 151 Officer: Yes</p>	
Legal Implications	<p>By virtue of Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, a district council may fix the rate of fares within the district in respect of the hire of Hackney Carriages. Under this legislation the council has the power to set the fares charged for Hackney Carriage journeys and thereby effectively control the income of Hackney Carriage proprietors.</p> <p>Signed off by the Monitoring Officer: Yes</p>	
Staffing and Corporate Implications	<p>The workload associated with the review of the Table of Fares shall be undertaken within existing resources.</p> <p>Signed off by the Head of Paid Service: Yes</p>	
Purpose of Report	To consider and approve the proposed increase to the tariff set by the council for Hackney Carriage fares carried out within the North West Leicestershire District.	
Recommendations	<p>THAT LICENSING COMMITTEE :</p> <p>(1) AGREE TO VARY THE HACKNEY CARRIAGE TABLE OF FARES AS FOLLOWS (SUBJECT TO PUBLIC CONSULTATION BY WAY OF PUBLIC NOTICE):</p> <p>(i) THE FARE FOR UP TO AND INCLUDING THE FIRST MILE BE INCREASED TO £4.00 FROM £3.70 FROM THE SPECIFIED DATE (SUBJECT TO RECEIPT OF ANY OBJECTIONS)</p> <p>(ii) THE FARE FOR EACH ADDITIONAL TENTH OF A MILE BE INCREASED TO 20 PENCE, FROM THE SPECIFIED DATE (SUBJECT TO RECEIPT OF ANY OBJECTIONS)</p> <p>(2) THAT AUTHORITY BE DELEGATED TO THE ENVIRONMENTAL HEALTH TEAM MANAGER TO DETERMINE WHETHER ANY OBJECTIONS RECEIVED ARE SIGNIFICANT AND REQUIRE THE MATTER TO BE</p>	

	<p>REPORTED BACK TO THIS COMMITTEE</p> <p>(3) THAT AUTHORITY BE DELEGATED TO THE ENVIRONMENTAL HEALTH TEAM MANAGER TO CONSIDER ANY OBJECTIONS RECEIVED AND MODIFY THE TABLE OF FARES, IF OBJECTIONS ARE NOT CONSIDERED SIGNIFICANT</p>
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1. Legislation

1.1 District councils have power under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 to set fares for Hackney Carriages. A list of fares is collated in the Hackney Carriage Table of Fares, with the current table attached as **Appendix 1**.

2. Background

2.1 A representation was received from the Hackney Carriage trade (“The Trade”) in January 2022 stating that they were finding it extremely difficult to absorb the rising costs in fuel, insurance and maintenance.

2.2 The trade representative recommended that the fare be increased from £3.70 to £4.00 for the first mile and each additional tenth of a mile be increased from 19 pence to 20 pence.

2.3 Based on the recommended increase in fares as set out above, the licensing team have conducted a targeted consultation to the wider Hackney Carriage trade to establish a broader view of the proposal put forward.

2.4 26 individuals responded to the consultation. 25 of the 26 (96%) supported an increase to the table of fares. A summary of the consultation responses is attached as **Appendix 2**.

3. Current Position

3.1 The current fare tariff has been in place since 25 February 2013.

3.2 It is important to ensure that the tariff reflects a maximum charge that covers the costs incurred by good proprietors who spend whatever is necessary to ensure high standards of Hackney Carriage Vehicles, which in turn increases passenger safety and public confidence in the trade

3.3 The current fares of neighbouring authorities are set out in the following table.

Local Authority	Position out of 359 local authorities	Current two-mile hackney fare
Blaby District Council	314	£5.30
Charnwood Borough Council	167	£6.05
Harborough District Council	63	£6.68
Leicester City Council	220	£5.80
North West Leicestershire District Council	265	£5.60

Oadby and Wigston Borough Council	352	£4.40
Hinckley and Bosworth Borough Council	303	£5.60

*Sourced from the "Private Hire and Taxi Monthly – Taxi Fare League Tables – January 2022 [Hackney Taxi Fare Tables \(phtm.co.uk\)](http://phtm.co.uk)

3.4 The current 2-mile hackney fare in NWL is £5.60 with fares in Leicestershire ranging from £4.40 in OWBC to £6.68 in Harborough District. Of the seven local authorities in Leicestershire only Oadby and Wigston Borough and Blaby District Council have a lower level of fare. Nationally NWL is in position 265 out of 359 local authorities.

3.5 Using the proposed increases set out in paragraph 2.2 the cost of a two-mile Hackney Carriage fare would increase from £5.60 to £6.00. This proposal would place the NWLDC fare at third highest of the seven local authorities and mid table of the 359 local authorities nationally.

3.6 Other proposals put forward by the trade include -

A first mile of £4.70 and each additional tenth of a mile at 25p. The 2-mile fare would equate to £7.20 which far exceeds the rates set by other local authorities in the region.

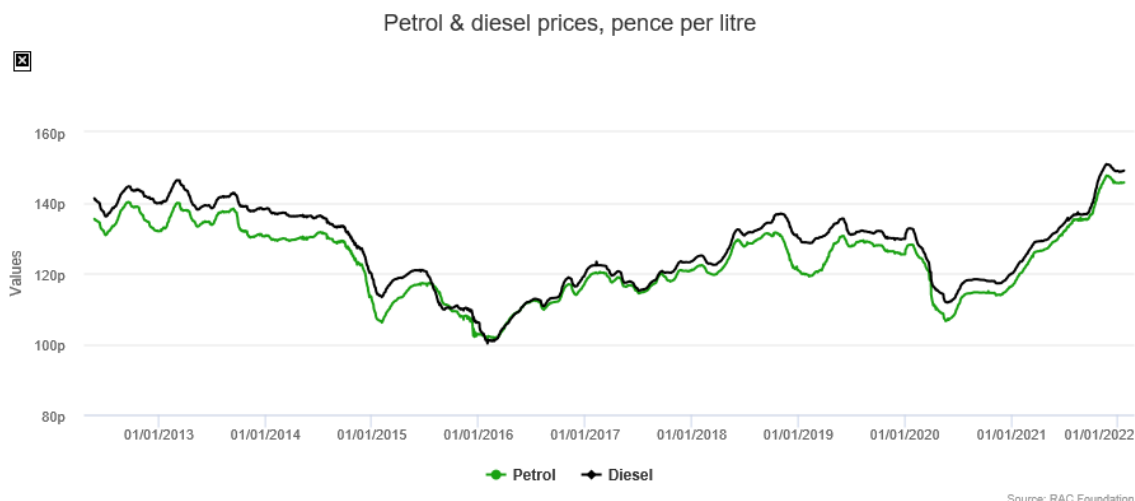
A first mile of £4.00 and each additional tenth of a mile at 25p. The 2-mile fare would equate to £6.50 which would position NWL fare at the second highest in Leicestershire, 18p less than the highest fare and approximately 70th nationally.

A first mile of £4.50 and each additional tenth of a mile at 20p. The 2-mile fare would equate to £6.50 which would position NWL fare at the second highest in Leicestershire, 18p less than the highest fare and approximately 70th nationally.

3.7 It is acknowledged that there has been a significant increase in costs to proprietors to operate their vehicles, including the costs of employing staff, fuel, and insurance premiums since the last tariff review.

3.8 The RAC foundation tracks changes in petrol and diesel prices based on weekly data provided by the Office of National Statistics. The graph shows a steady increase in motoring costs over the past 10 years. There is an interactive link here: <https://www.racfoundation.org/data/cost-of-motoring-index>

The following graph shows a fall in fuel prices between 2013 and 2016 and then a steady increase in process between 2016 and 2022.



3.9 After analysing the rising costs in motoring since 2013 and the feedback from the licensing trade, the licensing team supports the proposal to increase the hackney carriage fares as set out in paragraph 2.2

4 Next steps

4.1 Should the committee approve the recommendation, officers will publish a notice of the proposed variation to the Table of Fares in a local newspaper, giving 21 days for objections. If no objections are received, then the Table of Fares will come into force on the date specified in the notice (the “Specified Date”). This date will be the day after the last day for submitting objections.

4.2 If objections are received, the council must consider any objections received. As a result of this consideration, the council can decide that the Table of Fares should be amended or that the proposed Table of Fares should remain the same as that originally advertised. The council must also set a date, which cannot be more than 2 months after the Specified Date, on which the Table of Fares, with or without modifications will then come into force.

4.3 Should members be minded to approve the proposed increase, the committee is requested to delegate authority to the Environmental Health Team Manager to consider any objections received. In the event that significant opposition to the proposed increase is received, the matter will be brought back to this committee for further consideration.

4.4 The committee are further requested to delegate authority to the Environmental Health Team Manager to determine the date for the purpose of 4.2 and to modify the Table of Fares, if considered appropriate, after any objections have been considered. The Table of Fares, with or without modifications, will then automatically come into force on the date determined by the Environmental Health Team for the purpose of 4.2.

Policies and other considerations, as appropriate	
Council Priorities:	Business and Jobs, Homes and Communities.
Policy Considerations:	Not applicable
Safeguarding:	Not applicable.

Equalities/Diversity:	Not Applicable.
Customer Impact:	Businesses and individuals may be impacted by any decision made as the decision may result in increased Hackney Carriage fares.
Economic and Social Impact:	Businesses and individuals may be impacted by any decision made as the decision may result in increased Hackney Carriage fares.
Environment and Climate Change:	Not applicable.
Consultation/Community Engagement:	Targeted consultation with members of the Hackney Carriage trade. Notice of the proposed increase if fares is required to be published in a local newspaper and persons are given 21 days in which to lodge an objection.
Risks:	None in this report directly impacting the Council.
Officer Contact	<p>Andrew Cooper Licensing Team Leader andy.cooper@nwleicestershire.gov.uk</p> <p>Lee Mansfield Environmental Health Team Manager lee.mansfield@nwleicestershire.gov.uk</p>

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HACKNEY CARRIAGE FARES - FROM 25th February 2013

	FARE
1. DISTANCE	
Up to and including one mile (1.61 kilometres)	£3.70
For each additional one tenth of a mile (161 metres)	19p
2. WAITING TIME	
For each completed period of 1 minute.	25p
<p>Waiting time is defined as the time where a driver has been specifically asked to wait by the passenger. Waiting time does not include the time between the driver arriving at a predetermined point to pick up a fare and the passenger entering the vehicle. Nor does it include time spent negotiating traffic congestion or traffic lights. Disabled persons must not suffer discrimination by being charged waiting time. The Council's fare table is based on distance travelled and not time elapsed and it will be a very rare occurrence for waiting time to be charged.</p>	
3. EXTRA CHARGES	
(a) For each journey begun on a bank holiday or begun between midnight and 6.00am (other than Christmas Day, Boxing Day and New Year's Day).	Normal fare + 33%
(b) For each journey begun on Christmas Day, Boxing Day and New Year's Day and for each journey made after 6.00pm on Christmas Eve and New Year's Eve and for each journey begun between midnight and 6.00am on 27 December and 2 January.	Double fare
(c) For all journeys made by vehicles which can accommodate between 5 and 8 passengers. This will not apply when it is known, by the hackney carriage operator, that the number of passengers is less than 5.	Normal fare + 50%
(d) For each dog carried (except guide dogs which travel free)	58p per journey
(e) Soiling charge	£50.00

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Consultation on the proposal to vary the table of fares

Summary of Consultation Responses

- 26 responses were received
- 25 of 26 responses (96%) supported the proposal to increase the table of fares

The comment made by the one individual not supportive of the varying the fare table was:

“The rates are fine it's just that there are too many taxis and not enough customers. Any rises will only reduce customer base. Customers are only just getting over close down situations. Leave as they are but get county council school runs paying full rate and it will not need rise.”

- 21 of the 26 (81%) supported the proposed increase for the first mile (£3.70 to £4.00)
- 20 of the 26 (77%) supported the proposed increase to each additional tenth of a mile (19p to 20p)

Comments made by individuals not supportive of the proposed increases:

“1st mile price is reasonable. One tenth of mile price should be 25p. Due to cost of licensing, fuel , insurance , labour cost for garages and cost of new euro 5 vehicles I think 25p increase will be fair.”

“I disagree with 3.70 going to 4.00 because still far too low after ten years I will be much happy if 4.70 start rate.”

“Hi i think that's nothing it should increase a lot more than that, at least should be £4.70 for the first mile there after 25p look at the fuel price and other maintenance. This is the new private hire price is . In fact, it's the same price as a private hire. it should be different than private hire price. For the little increase you mention it's not worthy to go to Nottingham spent a day 30 pound to change the meter.”

“Hi, after almost 10 years increment of £0.30p is not good enough. We were expecting little bit higher than this. At least it should start from £4.50.”

“Hello, the increase of 30p is not good enough, it was expected to be a bit more. what about the night rate? Will that not increase?”

“This is not a consultation. You are basically just letting us know what has already been decided. Are taxi drivers considered as members of trade? If so, then they never got a chance to propose an increase in the fare. 30 pence fare rise after 10 years is absolutely pathetic. The taxi drivers have had no say in this amount of increase. The outcome of this so-called consultation has already been decided between you and the owners of the taxi companies. This exercise is just to pretend that all parties were involved. NWLDC increase their fee every year on consistent basis, but the drivers only get 30p fare rise after 10 years. Thanks, but no thanks. We demand a proper consultation where drivers get a chance to raise concerns and have their say.”

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