

To: Members of the Licensing
Committee

Date: 16 June 2022

Direct Dial: 01824 712568

e-mail: democratic@denbighshire.gov.uk

Dear Councillor

You are invited to attend a meeting of the **LICENSING COMMITTEE** to be held at **9.30 am** on **WEDNESDAY, 22 JUNE 2022** in the **COUNCIL CHAMBER, COUNTY HALL, RUTHIN AND BY VIDEO CONFERENCE.**

Yours sincerely

G Williams
Head of Legal, HR and Democratic Services

AGENDA

PART 1 - THE PRESS AND PUBLIC ARE INVITED TO ATTEND THIS PART OF THE MEETING

1 APOLOGIES

2 APPOINTMENT OF CHAIR

To appoint a Chair of the Licensing Committee for the ensuing year.

3 APPOINTMENT OF VICE CHAIR

To appoint a Vice Chair of the Licensing Committee for the ensuing year.

4 DECLARATION OF INTERESTS

Members to declare any personal or prejudicial interests in any business identified to be considered at this meeting.

5 URGENT MATTERS AS AGREED BY THE CHAIR

Notice of items which, in the opinion of the Chair, should be considered at the meeting as a matter of urgency pursuant to Section 100B(4) of the Local Government Act, 1972.

6 MINUTES OF THE LAST MEETING (Pages 9 - 14)

To receive the minutes of the Licensing Committee held on 2 March 2022 (copy enclosed).

7 PROPOSED CHANGES TO HACKNEY CARRIAGE VEHICLES TABLE OF FEES AND CHARGES (Pages 15 - 40)

To consider a report by the Head of Planning, Public Protection and Countryside Services (copy enclosed) seeking the Committee's further review of the current tariff charges for hackney carriage vehicles (taxis) following the consultation on the proposed tariff charges.

8 UPDATE ON THE WORK OF THE LICENSING SECTION IN 2021/22 (Pages 41 - 46)

To consider a report by the Head of Planning, Public Protection and Countryside Services (copy enclosed) updating members on the work of the Licensing Section in 2021/22.

9 LICENSING COMMITTEE FORWARD WORK PROGRAMME 2022 (Pages 47 - 52)

To consider a report by the Head of Planning, Public Protection and Countryside Services (copy enclosed) on the priorities of the Licensing Section together with a revised forward work programme and update on the rescheduled items.

PART 2 - CONFIDENTIAL ITEMS

It is recommended in accordance with Section 100A(4) of the Local Government Act 1972, that the Press and Public be excluded from the meeting during consideration of the following item(s) of business because it is likely that exempt information as defined in paragraphs 12 and 13 of Part 4 of Schedule 12A of the Act would be disclosed.

10 APPLICATION FOR A LICENCE TO DRIVE HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES - APPLICANT NO. 557452 (Pages 53 - 84)

To consider a confidential report by the Head of Planning, Public Protection and Countryside Services (copy enclosed) seeking members' determination of an application to drive hackney carriage and private hire vehicles from Applicant No. 554278.

10.45 am

MEMBERSHIP

Councillors

Joan Butterfield

Delyth Jones

Gwyneth Ellis
Bobby Feeley
Martyn Hogg
Hugh Irving
Alan James

Paul Keddie
Win Mullen-James
Andrea Tomlin
Michelle Walker

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All Councillors for information
Press and Libraries
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LICENSING COMMITTEE PROCEDURE FOR THE DETERMINATION OF HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE DRIVER LICENCE APPLICATIONS AND REVIEWS OF EXISTING LICENSED DRIVERS

STEP	DESCRIPTION
1.	The Chair to welcome and introduce the applicant/licence holder to all parties present.
2.	Solicitor to ask the applicant/licence holder to confirm that he/she has received the report and the Committee procedures. If applicant confirms same, move onto step 4.
3.	If it should occur that the applicant/licence holder states that the report has not been received, then such matter will be addressed at this stage. Members may wish to consider adjourning the matter, for a short period, in order for the applicant/licence holder to read the report.
4.	Head of Planning and Public Protection (or representative) briefly introduces the application/review
5.	The applicant/licence holder is requested to present his/her case The applicant/licence holder can call any witnesses he/she chooses in support of the application, for which advance notice should have been given to the Licensing Officers.
6.	Committee Members can question the applicant/licence holder and or his witnesses
7.	Technical officers are invited to present any findings (Licensing/Community Enforcement, First Contact Team (Social Services), School Transport.)
8.	The Committee Members followed by the applicant/licence holder can ask questions of the technical officers
9.	The applicant/licence holder will be invited to make a final statement, if they so wish
10.	The following will be requested to leave the meeting whilst the application/review is discussed by Members – the applicant/licence holder, all third parties, Head of Planning and Public Protection, technical officers NB The only people remaining should be – Committee Members, translator, committee’s legal adviser and the minute taker

11.	The committee members will consider the application/review taking into account the evidence heard
12	Should Committee Members prove it necessary to recommence the asking of questions and recall any party to provide further information or clarification, all persons who have withdrawn from the meeting will be invited to return. After the question(s) have been determined all third parties will be asked to withdraw again for Members to consider all evidence.
13.	When the Members have reached their decision, all parties will be recalled and the applicant/licence holder will be informed of the Members decision by the Chairman.
14.	The Chair will inform the applicant/licence holder of the decision reached. This will include any specific conditions or penalties which may have been imposed. If necessary the Council's Solicitor to provide further clarification of the decision and its implications to the applicant/licence holder.
15.	If the decision is to refuse or there is a decision to suspend or revoke, the Council's Solicitor to inform the applicant/licence holder of the right of appeal to the Magistrates' Court (the decision letter will also include these details).
16.	For an existing licensed driver (issued by Denbighshire), and the decision involves a resolution by the Committee to suspend or revoke the existing licence, Members may do so under either: <ul style="list-style-type: none"> 1. Section 61 (2A) of the Local Government (Miscellaneous Provisions) Act 1976. 2. Section 61 (2B) of the Local Government (Miscellaneous Provisions) Act 1976. This decision will have IMMEDIATE EFFECT and can only be used when the grounds for suspension/revocation are a public safety matter. <p>The Solicitor will explain to the licence holder the implications of the decision.</p>
17.	The applicant/licence holder will be informed of the decision in writing as soon as practicable.
18.	The applicant/licence holder will be invited to discuss any matter they are unsure of with Licensing Officers after the Committee

LOCAL GOVERNMENT ACT 2000

Code of Conduct for Members

DISCLOSURE AND REGISTRATION OF INTERESTS

I, *(name)*

a *member/co-opted member of
*(*please delete as appropriate)*

Denbighshire County Council

CONFIRM that I have declared a ***personal / personal and prejudicial** interest not previously declared in accordance with the provisions of Part III of the Council's Code of Conduct for Members, in respect of the following:-

*(*please delete as appropriate)*

Date of Disclosure:

Committee *(please specify)*:

Agenda Item No.

Subject Matter:

Nature of Interest:

*(See the note below)**

Signed

Date

*Note: Please provide sufficient detail e.g. 'I am the owner of land adjacent to the application for planning permission made by Mr Jones', or 'My husband / wife is an employee of the company which has made an application for financial assistance'.

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LICENSING COMMITTEE

Minutes of a meeting of the Licensing Committee held by video conference on Wednesday, 2 March 2022 at 9.30 am.

PRESENT

Councillors Joan Butterfield, Gwyneth Ellis, Brian Jones (Vice-Chair in the Chair), Barry Mellor, Merfyn Parry, Arwel Roberts, Peter Scott and Huw Williams

ALSO PRESENT

Solicitor – Team Leader – Places (TD), Public Protection Business Manager (IM), Senior Licensing Officer (NJ), Enforcement Officer (Licensing) (KB), Legal Officer (SR) and Committee Officers (KEJ & SJ [Webcaster])

POINT OF NOTICE

In the absence of the Chair Councillor Hugh Irving, the Vice Chair Councillor Brian Jones took the Chair for the meeting.

1 APOLOGIES

Councillors Hugh Irving (Chair), Melvyn Mile and Pete Prendergast

2 DECLARATION OF INTERESTS

Councillor Huw Williams declared a personal interest in agenda item 7 because the applicant/and or their partner had picked up his son from school some years ago.

3 URGENT MATTERS AS AGREED BY THE CHAIR

No urgent matters had been raised.

4 MINUTES OF THE LAST MEETING

The minutes of the Licensing Committee held on 8 December 2021 were submitted.

RESOLVED that the minutes of the meeting held on 8 December 2021 be received and confirmed as a correct record.

[Councillor Joan Butterfield abstained from voting on this item because she had not been present at the above mentioned meeting.]

5 PROPOSED CHANGES TO HACKNEY CARRIAGE VEHICLES TABLE OF FARES AND CHARGES

The Public Protection Business Manager submitted a report (previously circulated) seeking members' review of the current tariff charges for hackney carriage vehicles (taxis). The table of fares had last been amended in 2018.

Following a request by a number of licensed drivers to review the current tariff charges officers had evaluated two proposals put forward by licensed drivers together with a supplement to proposal 2 which had been set out in the report alongside the current tariff for comparison and transparency. Reference had also been made to the authority's current position within the "league table" of taxi fares in comparison with the proposal which amounted to a 7% increase in charges for a two mile journey. Conwy County Borough Council had recently reviewed their tariff charges which were broadly in line with the proposal put forward. Details of the decision making process including public consultation on the preferred tariff had been provided, with any objections received being referred back to the Committee.

Members discussed the report and expressed general support for proposal 2 together with the supplement given the cost increases incurred by the taxi trade in terms of fuel and vehicle maintenance, and to ensure that taxi firms remained cost effective and viable in the current climate. It was also considered that the supplement would encourage sufficient drivers to meet customer demand during the weekend. However, members also recognised the impact on taxi users in the current financial climate and supported the consultation on the proposed increase in tariff charges to gauge the views of the public and wider taxi trade prior to a final decision being made. It was noted that the table of charges set by the Council was the maximum permitted and a lesser fee could be agreed with the customer. Finally mention was made to the need to look to the use of electric vehicles going forward once the infrastructure was in place and the Chair was confident that ambition would be further progressed during the next Council term.

RESOLVED that members –

- (a) *authorise officers to proceed with consultation on proposal 2 at paragraph 4.2 of the report together with the supplement at paragraph 4.3 of the report;*
- (b) *instruct officers to prepare a report for the next Licensing Committee in the event any objections are received in response to the consultation;*
- (c) *instruct officers to publish the requisite public notice if no objections to the consultation are received and implement the tariff after the statutory timeframe if no further objections are submitted thereafter, and*
- (d) *instruct officers to prepare a report for the next Licensing Committee if any objections are received following the statutory notice.*

6 LICENSING COMMITTEE FORWARD WORK PROGRAMME 2022

The Senior Licensing Officer submitted a report (previously circulated) on the priorities of the Licensing Section together with an update on rescheduled items and the proposed revised forward work programme for 2022.

The priorities of the Licensing Section reflected the duty placed on the authority in relation to its responsibilities for the licensing function and the effective regulation, control and enforcement of licensees together with the authority's commitment to safer communities and the development of the economy. Due to unforeseen priorities the previously approved forward work programme had been amended with items rescheduled and a revised work programme presented for consideration.

An update was provided to members on those items due to be brought forward to the Committee's March meeting which covered the following –

- Review of Hackney Carriage/Private Hire Statement of Licensing Policy
- Review of Statement of Principles – Gambling Act 2005
- Review of Street Trading Policy
- Statement of Licensing Policy – Licensing Act 2003
- Review of Fees and Charges

Members noted the update and proposed revisions to the forward work programme which would be taken forward in the new Council term.

RESOLVED that –

- (a) *the contents of the report be noted, and*
- (b) *the revised forward work programme for 2022 as detailed in the appendix to the report be approved.*

EXCLUSION OF PRESS AND PUBLIC

RESOLVED that under Section 100A of the Local Government Act 1972, the Press and Public be excluded from the meeting for the following items of business on the grounds that it would involve the likely disclosure of exempt information as defined in Paragraph 12 of Part 4 of Schedule 12A of the Act.

[At this juncture (10.05 am) the meeting adjourned for a short break.]

7 APPLICATION FOR A LICENCE TO DRIVE HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES - APPLICANT NO. 557452

A confidential report by the Head of Planning, Public Protection and Countryside Services (previously circulated) was submitted upon –

- (i) an application having been received from Applicant No. 557452 for a licence to drive hackney carriage and private hire vehicles;
- (ii) officers having referred the application to the Licensing Committee for determination given the particular circumstances of the case;
- (iii) the Applicant's licence to drive hackney carriage and private hire vehicles having been revoked in May 2021 following an accumulation of motoring convictions for speeding (covering the period February 2018 to September

2020) and resultant disqualification from driving for a period of six months under the totting up procedures (TT99);

- (iv) further information concerning the case including the application together with the report documenting the disqualification and character references submitted by the Applicant and circulated as a supplement to the agenda;
- (v) officers having not yet completed all other necessary checks associated with the licensed driver application;
- (vi) the Council's policy with regard to the suitability of applicants, and
- (vii) the Applicant having been invited to attend the meeting in support of their application and to answer members' questions thereon.

The Applicant confirmed they had received the report and committee procedures.

The Public Protection Business Manager submitted the report and facts of the case.

The Applicant explained that the speeding convictions had been obtained whilst driving a motorbike and in light of those convictions they had given up that hobby and sold the motorbike. The Applicant expressed remorse over the speeding offences and provided assurances regarding their driving conduct. The Applicant added that they had previously held a hackney carriage and private hire vehicle licence for fifteen years with no problems and had operated their own business over the last eight years without issue. In responding to members' questions the Applicant confirmed that all speeding offences had occurred when driving a motorbike and that no speeding offences had occurred when driving a taxi, adding that their driving conduct in a taxi had always been exemplary. In a final statement the Applicant apologised for their actions and thanked members for their consideration of the application.

The Committee adjourned to consider the application and it was –

RESOLVED that, *subject to all other necessary checks associated with a licensed driver application being satisfactory, the application for a hackney carriage and private hire vehicle driver's licence from Applicant No. 557452 be granted.*

Members had carefully considered the particular circumstances of the case as set out in the report together with the Applicant's submissions, response to questions, and character references provided. Members had also considered the relevant sections of the Council's Statement of Policy regarding the suitability of applicants and licensees in the hackney carriage and private hire trades.

In particular the Committee had considered section 4.22 of the policy which provided that where a person had more than one conviction, this would raise serious questions about their safety and suitability, and that once a pattern or trend of repeated offending was apparent, a licence would not be granted or renewed. In this case the pattern of offending behaviour related to a series of speeding convictions obtained by the Applicant which had resulted in a disqualification from

driving for six months under the totting up procedure. In this regard the Committee accepted the Applicant's account that the speeding convictions had been obtained solely whilst driving a motorbike through leisure pursuits and not in connection with the Applicant's business or in a professional capacity as a licensed driver.

Given the above policy provision, the Committee then considered section 3.19 of the same policy that provided a policy provision should only be departed from in exceptional circumstances and for justifiable reasons.

Members had found the Applicant to be credible and genuine in their address to the Committee and in response to questions, and having accepted the Applicant's account of the offending behaviour, and having taken into account the Applicant's previously clean record as a licensed driver and the character references provided, the Committee was satisfied that the Applicant was a fit and proper person to hold a licence. The Committee concluded therefore that there were exceptional circumstances and justifiable reasons, namely that the speeding convictions obtained by the Applicant had been purely in relation to motorcycling and not in connection with their business or whilst driving in their capacity as a licensed driver, under section 3.19 of the policy to make a departure from the provision in section 4.22 and grant the application.

The Committee's decision and reasons therefore were conveyed to the Applicant.

8 APPLICATION FOR A LICENCE TO DRIVE HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES - APPLICANT NO. 554278

A confidential report by the Head of Planning, Public Protection and Countryside Services had been submitted (previously circulated) seeking determination of an application to drive hackney carriage and private hire vehicles from Applicant No. 554278. Officers had been advised that morning by the Applicant's representative that the Applicant had been hospitalised and therefore unable to attend the meeting. It was not clear whether the Applicant wished to pursue the application. Consequently the Applicant's representative had requested an adjournment in this case in order to ascertain the Applicant's intentions with regard to the application.

The Legal Adviser set out the options available to the Committee to either adjourn the matter to another occasion, or proceed with determining the application in the absence of the Applicant. Given the circumstances in this case and in the interests of fairness, the legal advice was that members grant an adjournment.

Having considered the adjournment request together with the legal advice provided, and having been put to the vote, it was subsequently –

RESOLVED that consideration of the application for a licence to drive hackney carriage and private hire vehicles from Applicant No. 554278 be deferred to the next scheduled meeting of the Licensing Committee.

Prior to bringing the meeting to a close, and in the absence of the Chair of the Licensing Committee Councillor Hugh Irving and on his behalf, the Vice Chair Councillor Brian Jones thanked members for their hard work and service on the

Committee. Thanks were also conveyed to both licensing and support officers. A special mention was made to the Committee's Legal Adviser who was attending his last meeting of the Licensing Committee with best wishes to him for the future.

The meeting concluded at 11.00 am.

REPORT TO:	Licensing Committee
DATE:	22 nd June 2022
LEAD OFFICER:	Head of Planning, Public Protection and Countryside Services
CONTACT OFFICER:	Public Protection Business Manager licensing@denbighshire.gov.uk 01824 706066
SUBJECT:	Proposed Changes to Hackney Carriage Vehicles Table of Fares and Charges

1.0 PURPOSE OF THE REPORT

- 1.1 To review the current tariff charges for hackney carriage vehicles (taxis).

2.0 EXECUTIVE SUMMARY

- 2.1 Following a request by a number of licensed drivers to review the current tariff charges officers have drafted proposals for further consultation.

3.0 POWER TO MAKE THE DECISION

- 3.1 Local Government (Miscellaneous Provisions) Act 1976.

4.0 BACKGROUND INFORMATION

- 4.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (“the Act”) allows the Council to fix the rates or fares within the county in connection with the hire of a vehicle.
- 4.2 Members considered a report at their last Licensing Committee meeting and resolved that Officers should consult on the proposals agreed and report back to the Licensing Committee if objections were raised.
- 4.3 Following Lead Member delegated decision officers published the statutory notice in the local press, as seen in Appendix A.
- 4.4 As a result of that notice fourteen objections were submitted within the requisite 14-day period. A redacted summary of those objections are available at Appendix B.
- 4.5 Officers advised all licensed drivers that the proposed tariff change would not take place until objections are considered by Members. As a

consequence, a number of representations were received in support of the proposed changes to the tariff and these are attached as Appendix C. Additionally, two petitions were received signed by 38 licensed drivers.

- 4.6 The proposed tariff is attached at Appendix D with the changes proposed highlighted.

5.0 CONSIDERATIONS

- 5.1 The “table of fares” was last amended in 2018.
- 5.2 The charges for distance are used to compile a “league table” of taxi fares throughout the UK, produced by the Private Hire and Taxi Monthly. Based on current charges (£5.60) Denbighshire are listed at number 268 out of a total number of 359 UK wide Local Authorities; 13 out of 22 in Wales and 5 out of 6 in north Wales (May 2022). Members may wish to note this proposal would take Denbighshire to 7th highest in Wales and, along with Gwynedd, second highest in north Wales with the same journey costing £6.00. Conwy, having recently amended their charges, have the highest charge in the region at £6.60.
- 5.3 Comparisons are based on two-mile journey on the normal tariff (“Tariff 1”) and does not take account of any extras / additions. Position “1” is dearest.
- 5.4 The proposals amount to a 7% increase in charges for a two-mile journey although this percentage increases with distance.
- 5.5 Members will wish to consider the opinions of both objectors and supporters in determining whether any change to the tariff is needed and in particular may consider aspects such as:
- The timing of tariff 2
 - The days where tariff 2 is implemented
 - Is the rate per mile the appropriate measure for subsequent distance? Is per half mile better suited.
- 5.6 After consideration of the objections, the Council is obliged to set a date where the tariff will be implemented, with or without any modifications, and this date must be within two months of the date specified in the notice referred to in paragraph 4.3. For clarity, the public notice implementation date was 11th May 2022 and therefore the implementation date must be 10th July 2022 at the latest.

5.7 Members should note that although the Council set the table of charges a hackney carriage proprietor can charge a customer a lesser fee; the set charge is the maximum permitted.

6.0 RECOMMENDATION

6.1 That Members consider all the representations received, both for and against the proposals and they may then resolve to either:

- Approve the proposed tariff as detailed in Appendix D with an implementation date of 1st July 2022, or
- Amend the proposed tariff with an implementation date of 1st July 2022, or
- Reject the proposals

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HYSBYSIAD

Rhoddir rhybudd drwy hyn bod Cyngor Sir Ddinbych yn bwriadu amrywio'r cyfraddau neu'r ffioedd yn unol â darpariaethau adran 65 a 66 Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976. Bydd y cynigion ar gyfer cyfraddau neu ffioedd fel a ganlyn: -

Tariff 1**Rhwng 07.00 – 22.59**Pris dechreuol (yn cynnwys y filltir gyntaf):
£3.50**£2.50 fesul milltir wedi hynny**

Amser aros – 30 ceiniog y funud.

Tariff 2**Rhwng 23.00 - 06.59 (ac eithrio gweler isod)**Pris dechreuol (yn cynnwys y milltir gyntaf):
£5.25**£3.75 fesul milltir wedi hynny**

Amser aros – 40 ceiniog y funud.

Dyddiau Sul. Gwyliau Cyhoeddus a Gwyl y Banc Sul y Pasg, Dydd Nadolig, Gwyl San Steffan a Dydd Calan yn ôl Tariff 2 Trwy'r Dydd.**Dydd Gwener a dydd Sadwrn.** Noswyl Nadolig a Nos Galan yn ôl Tariff 2 o 6pm ymlaen.

Bagiau (ar wahan i fagiau siopa, cadeiriau olwyn a chadeiriau gwrthio) tu allan i seddi teithwyr: 20 ceiniog am bob eitem.

Pob anifail domestig, ac eithrio cŵn tywys: 20 ceiniog am bob anifail domestig.

Tâl am Faeddu'r Cerbyd £100.00.

Tâl ychwanegol am bob teithiwr ar gyfer siwrneiau mwy na 4 teithiwr

Gellir archwilio copi o'r hysbysiad hwn am ddim yn y cyfeiriad isod, unrhyw ddiwrnod o'r wythnos rhwng 09.00 a 16.30, yn ystod y cyfnod 27 Ebrill 2022 – 10 Mai 2022. Dylid gwneud unrhyw wrthwynebiad i'r amrywiad arfaethedig uchod o'r cyfraddau neu'r ffioedd yn ysgrifenedig i'r cyfeiriad isod, o fewn 14 diwrnod o'r dyddiad y derbynnir hwn, gyda'r pennawd Cynigion Taliadau Cerbydau Hacni. Os na cheir unrhyw wrthwynebiadau, bydd y newidiadau'n cael eu gweithredu 11 Mai 2022.

Dyddiad: 27 Ebrill 2022.**Trwyddedu, Caledfryn, Ffordd Y Ffair, Dinbych, LL16 3RJ.**

trwyddedu@sirddinbych.gov.uk

Rydym yn croesawu gohebiaeth yn Gymraeg. Ni fydd unrhyw oedi wrth ymateb i ohebiaeth a dderbyniwyd yn Gymraeg.

NOTICE

Notice is hereby given that Denbighshire Council intends to vary the rates or fares in accordance with the provisions of section 65 and 66 of the Local Government (Miscellaneous Provisions) Act 1976. The proposals for rates or fares will be as follows: -

Tariff 1**Between 07.00 – 22.59**Start fare (includes first mile) - **£3.50****£2.50 per mile thereafter**

Waiting time – 30p each minute.

Tariff 2**Between 23.00 – 06.59 (except see below)**Start fare (includes first mile): **£5.25****£3.75 per mile thereafter**

Waiting time – 40p each minute.

Sundays, Public and Bank Holidays, Easter Sunday, Christmas Day, Boxing Day and New Year's Day to be charged at Tariff 2 all day.**Friday & Saturday, Christmas Eve and New Year's Eve** to be charged at Tariff 2 from 6pm.

Luggage (excluding shopping, wheelchairs and pushchairs) outside the passenger compartment - 20p each item.

Carriage of each domestic pet, excluding guide dogs - 20p each pet.

Soiling Charge - £100.00.

Surcharge per passenger for journeys more than 4 passengers

A copy of this notice maybe inspected free of charge at the address below any weekday between 09.00 and 16.30 during the period 27 April 2022 to 10 May 2022. Any objection to the above proposed variation of the rates or fares should be made in writing to the address below within 14 days from the date hereof and headed Hackney Carriage Tariff Proposals. If no objections are received the changes will be implemented on 11th May 2022.

Dated: 27 April 2022.**Licensing Section, Caledfryn, Smithfield Road, Denbigh, LL16 3RJ.**

licensing@denbighshire.gov.uk

We welcome correspondence in Welsh. There will be no delay in responding to correspondence received in Welsh.

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Objections

Reference	Representation	Interested Party
1.	As a taxi driver in Prestatyn i think the times of changing to tariff 2 are unacceptable. The people i have had in my taxi recently have said they will stop using taxis on a sunday. I also think tha starting tariff 2 at 6pm on a Friday and Saturday is unacceptable. Maybe 9 or 10 o'clock would be suffice. I personally think a sunday should be tariff 1 until at least 6pm. Only my opinion and customers ive had in car	Licensed driver
2.	Hi Licensing team I agree with most of the increase but trarif 2 on a Friday and Saturday should remain at midnight as this will just cause problems to both drivers and the public in my opinion. Thanks	Licensed driver
3.	I don't work on weekend nights but using tariff 2 from 6pm will just kill the trade..Also no way will I be charging tariff 2 on a Sunday.A price increase is needed but let's face it ,we don't live in a big wealthy city so any price increase should be realistic. Personally I think either an increase to the start price or the mileage but not necessarily both.	Licensed driver
4.	Good morning As a licensed hackney driver in Denbighshire I feel some parts of the proposed increase are impractical. Whilst I have no objection to the increase as such, I think the proposal for tariff 2 to start at 6pm Friday and Saturday is unfair to many who will still need transport to and from work etc it would be preferred for this to be brought forward to 11pm rather than midnight. With regard to Sunday all day tariff 2 two this is just not practical as many of us feel it's a step too far and work will be lost as a result. I hope you take these into consideration for your decision.	Licensed driver
5.	Hi. I would like to object against the tariff increase,	Licensed driver

	<p>1, Tariff 2 6pm Friday night and 6pm Saturday night and all day Sunday, I feel it would price Taxis out the market as people will not use taxis as much as proven by the recent Easter weekend,</p> <p>2, Upping the start price will also I feel put customers off taking a Taxis as proven of the amount of Conwy residents (Kinmel Bay, Towyn and Abergele) use Denbighshire Taxis since Conwy put there prices up, so I feel its better for some work than nothing,</p>	
6.	I protest against the proposed fare price increase as I think it is not the right time in the current times	Licensed driver
7.	Hi, I would like give my opinion of the proposed fare increase, we are overdue for an increase, £3.50 for first mile is a decrease ,on a measured mile, at the present rate it amounts to £4.00 per mile taken into affect traffic conditions , i propose leave it as it is, just an increase of 50p on the start of Tariff 1 and 2, or £4 start on tariff 1 for first mile, and £5 start on tariff 2, hope all this makes sense thanks,	Licensed driver
8.	<p>Good Evening</p> <p>The proposed increase in tariffs would be a disaster for the local taxi industry.</p> <p>We have just had the pandemic which saw customer numbers plummet. It also saw the numbers of drivers willing to work plummet.</p> <p>Many drivers won't work at night which means the general public find it difficult to get a taxi in the evenings in Rhyl and Prestatyn.</p> <p>There is also a decline in numbers during the day.</p> <p>The cost of living is rising dramatically for households in all areas.</p> <p>The last thing the general public needs is a taxi rate rise.</p> <p>We are trying to encourage passengers back into taxis not chase them away with something they cannot afford.</p> <p>We already have complaints about how much fares cost.</p> <p>Tariff 2 all day Sunday.</p> <p>Nurses trying to get to the hospital on a Sunday with limited buses.</p> <p>Shop staff trying to get to work in Rhyl and Prestatyn on a Sunday.</p>	Licensed driver

	<p>Holiday makers wanting to go places in our area.</p> <p>The above all get paid at a normal rate for working these days. Why should we be different?</p> <p>Friday and Saturday nights in Rhyl, how many people walk home because they can't get a taxi from the pub/night club the numbers are more than you'd think. We need to try and encourage these people back into taxis not chase them away with higher fares.</p> <p>Holiday makers, do we not want to encourage them to come and spend money in our seaside town. To travel by taxi to their destinations from the railway station.</p> <p>The rate rise at the present time would actually make passenger numbers go down. All we would do is maybe still take the same amount of money with less passengers. Yes, less fuel and wear and tear. The other side, passenger numbers will fall off a cliff.</p> <p>You want people to use their cars less and use public transport and taxis to stop the congestion and parking issues in the town with a rate rise that will encourage more people to drive.</p>	
9.	<p>Good evening Nicky</p> <p>I want my objection to remain in place.</p> <p>Something I didn't put in the objection is we would be back to price wars as already stated by Steve Darbey.</p> <p>This doesn't be if it anybody and especially the drivers as they loose out on what they should be earning, state of vehicles suffer and with the new rules will further damage the industry.</p> <p>Thanks</p>	Licensed driver
10.	<p>Dear Sirs</p> <p>Taxi Charges</p>	Public

	<p>It seems that a rather standard formulation is being proposed where little consideration to the reasons for travel or the nature of the travellers has been given. With generally poor and deteriorating standards of public services the consequence will be that taxi services will continue to be seen as the last, unavoidable option for vital journeys by many people regardless of their circumstances or ability to pay. It will mean, inevitably, that some important travel is avoided. I am thinking here of journeys for medical treatments or appointments (possibly repetitive) or family emergencies, particularly where people are less able. on public benefits or straitened circumstance, or have no other public service option at all.</p> <p>It is recognised that a tariff arrangement is needed in a market where different providers must compete for business and where their costs will vary according to particular days/times, journeys and loads, but the proposed tariffs seem simplistically crude and not to have considered the imperatives for travel of potential passengers. If there is some means for a more imaginative approach to be considered it could have a marked beneficial impact on many who currently find themselves excluded.</p>	
11.	<p>Hi as a taxi driver myself for 22 years, reading your new tariff prices that you have proposed, i think they are way above inflation and will do damage to the trade, they will stop people from going out for meals and drinks in the evening, also push the older people who struggle to make ends meat, putting T2 start at 6pm Friday and Saturday and Sunday all day is outrageous, i have customers from abergele who go on a Friday to the plough at 7pm and back at 10pm. Cost at the moment is £25 for the whole job, new cost will be £50 and that'll be the last i see of them, St Asaph to Chester will also increase from £60 one way to £130 one way, outrageous. I also have a old lady who's goes from St Asaph to Rhyl bingo on a Friday at 6.30 and returns at 10pm, price at the moment is £24 new price will be £44.</p> <p>I'm not saying there shouldn't be an increase cos our costs have gone up, a start price of a extra £1 would be good but no change to the running price, example, most driver do about 20 jobs per day, so an extra £20 per day, £100 per week, £400 per month, which in my eyes is a good rise, the few people who have wanted the rise do not work on the streets and do account work so the big company's are paying the bills not Joe Public. I do hope you can change the new tariff as the trade can't do with anymore loss of customers.</p>	Licensed driver
12.	<p>FAO of the Licencing team,</p> <p>I'm writing to you to state my concern regarding the proposal to substantially raise the table of fares as of 11th May 2022.</p> <p>I personally feel the increase to the table is ridiculously excessive.</p>	Licensed driver

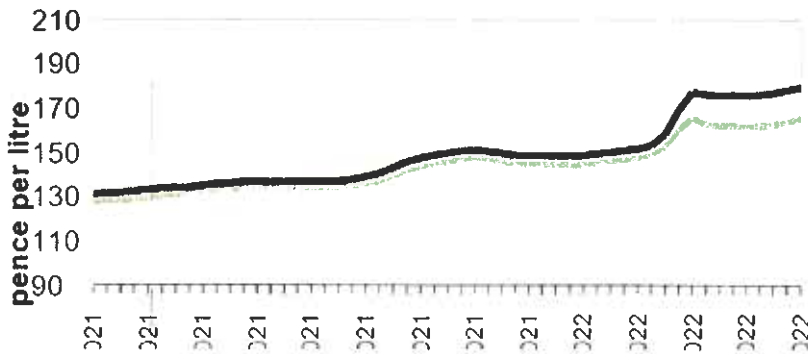
	<p>I have worked as a self employed hackney driver for Denbighshire for 7 years this year. I pride myself of giving a great service to the people of Denbighshire and I work long hours to keep my customers happy. I am based in St.Asaph, which means I am central to Denbighshire and cover quite a large area of Denbighshire and out of county work when requested.</p> <p>The cost of a typical daily fare from St.Asaph to Rhyl town centre during the daytime for the elderly, business people or our disadvantaged customers at the current tariff 1 rate is approximately £12, if the new proposed tariff prices were implemented the fare would rise significantly to £15, at Tariff 2 rate this run would be £22 to drive our customers 6 miles!!! I personally feel this price would deter our customers from using our service!</p> <p>I also feel the proposed change of tariff times (Friday 6pm - all weekend, day and night) is unnecessary. As an example to you, if a customer wanted a taxi at 6pm on a Friday night to take them to a restaurant in Ruthin from St.Asaph (13 miles) one way journey would cost them £50.25!!! That's over £100 return trip!, Would you be happy to pay these prices? I know I wouldn't, this will have a knock on effect, people won't be able to afford to use taxis, which means they will drive or even possibly drink drive!!! We all know that goes on, but we don't want more drink drivers on the road!!</p> <p>I absolutely understand why you have looked to rise the table of fares, as we haven't had an increase since 2018. And also the huge rise in the cost of living. But there really is no need to make such a substantial change to our meter rates. I don't know if you're aware, but there are many Denbighshire Hackney drivers who have serious concerns about this. We are the ones that are at the front line dealing with passengers daily on the ranks etc.</p> <p>Please seriously consider the livelihoods of the Hackney drivers before you impose this increase. Please consult with the drivers, ask them what their thoughts are regarding an increase, rather than just taking on the views of a company who only use the meter for business work from the Business Park in St.Asaph to the Airports, this company don't do any rank work for 'Joe Public'.</p> <p>Please feel free to contact me.</p> <p>Yours Sincerely</p>	
13.	Dear Sir /Madam I would like my Lodge my objections to the proposed rise in taxi fares	Licensed driver

	<p>With the cost of living on the rise this is not the correct time for a rise as it will make having a taxi a luxury and cause more damage to the trade , at the moment I am getting 5 to 1 out of my diesel insignia down from 7 to 1 but I am still making a profit , we are already fighting against community transport the new text a bus which the council are promoting and home delivery from supermarkets and an increase which turn people towards this services</p> <p>The types of rises that have been proposed seem to be geared around people going out at night and no thought about people who need taxis to get to work or appointments in the day or evening ,the part of the rise which brings traiff 2 in at 6pm on Friday and Saturdays would be the worse thing that would happen to the taxi trade since deregulation and would cause unreverable damage , we have to remember we are not working in a city with a large night time economy, I understand some people who can't get normal finance are paying a company in Liverpool round about £200 aweek for a vehicle but we should not ruin the whole taxi trade for a few that are paying these high rates for vehicles,</p> <p>Once again I don't think this is the correct time for any sort of a rise but if we have to look at some sort of a rise I would say £3.50 start and £5 start after midnight and Bank Holidays is the only part of the proposal which should be brought in</p> <p>The charging of tariff 2 on a Sunday will kill the Sunday local trade the same as it done charging it on a bank holiday , I do agree drivers should get extra for working Sundays and bank holidays but why not put a surcharge of 50p on each job which goes to the driver as it cost no extra for the owner to have the car out working as any other day</p> <p>I have driven taxis in Rhyl for over 35yrs and if the rises are brought in I really fear for the further of the trade</p> <p>Many Thanks</p>	
14.	Not happy with night rate and all Sunday	Licensed driver

Dear Licensing,

Following the opposition to the tariff adjustment, and the subsequent scheduled meeting I feel it is important to note the following.

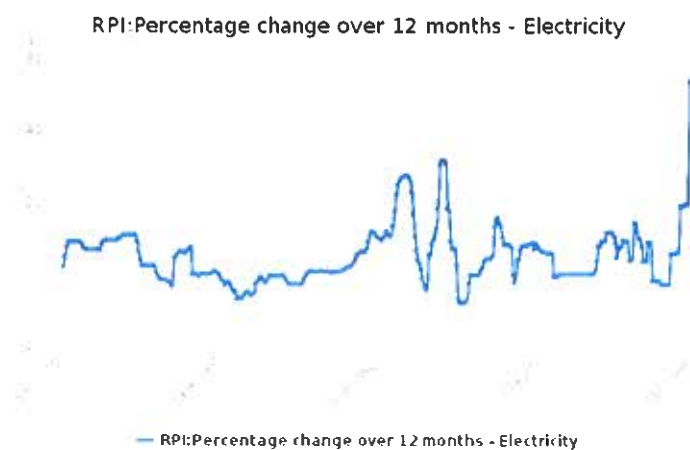
❖ Fuel Prices



Since requesting a tariff adjustment in November 2021 diesel has risen from £1.49 to £1.79 per litre. Average UK price and above chart from UK Govt ONS data.

The trend does not appear to be slowing, with many predictions of £2 per litre being reported.

❖ Electric Prices



With huge increases in electricity costs drivers who have already made the change to greener vehicles are feeling even more of a pinch! Bigger increases are predicted before the end of the year too.

It has been reported this week that public charging points, the most expensive way to charge, have increased costs of over 21% in the last 8 months.

❖ Vehicle Purchases & Maintenance.

With the removal of several government grants new vehicles are coming at a higher cost to drivers. With the new MG5 EV at over £30k, compared to just £24k 6 months ago.

New Diesel vehicles can have a VED in excess of £2000

<https://www.gov.uk/vehicle-tax-rate-tables>

PHEV minibuses are circa £500 a year to get Road tax, due to the high initial purchase price.

Wheelchair Accessible Vehicles are nearly 50k for a Nissan Dynamo (as per trial vehicles DCC currently have) and £70k or more for an LEVC

Garage wages for employees has increased with national minimum wage and NI increase. As such maintenance hourly rate has increased. Those with newer vehicles using main dealer repairs and diagnostics are hit at a higher level with these costs.

Tyres, brakes, fluids have risen by as much as 40%

Drivers cannot afford to buy new, and green, and so the local fleet will only get older, and worse for the environment.

❖ Driver unavailability

There is a national shortage of drivers, reported frequently across the national press.

As a low paid income it is impossible to get new drivers to start.

Drivers do not want to be paid low amounts to ferry drunk passengers locally.

Drivers do not want to work Sundays for low money, most supermarkets have enhancements for Sunday working.

Drivers do not want to work late into the night, or early morning for little reward.

❖ PHTM 2 mile Ranking

Denbighshire is now ranked at 268, a drop of 4 places since this process started.

We are still the second lowest fare in the region.

The national average 2 mile fare is £6.24, we are currently £5.60.

❖ Anecdotal objections with no evidence base.

People saying 'it'll kill the trade' have no evidence to support this. Answer - Conwy has increased prices and has seen no dramatic decrease in taxi usage (at least none in the press) It'll cost £30 - £40 from the plough to Abergele at 11pm. Answer - No, it won't.

There are enough drivers. Answer - Anyone who has tried to book a taxi on a weekend will understand this isn't the case.

People can just work an hour longer to make up the difference. This isn't the answer to an already overworked service. Tired drivers aren't something we need!

It is understood there are objections to this application from several operators. But please remember you are setting a maximum allowable amount. Those operators who wish to charge less can. It is understood too that some operators who have objected to the increase were also the same operators who asked for an extension to the vehicle age policy of the council; this shows that these same operators cannot (or don't want to) afford new environmentally friendly vehicles. Keeping older vehicles in circulation is detrimental to the health of all public using the vehicles, but especially to the children being picked up in said vehicles on school runs, and other children at the schools where these vehicles drop off / pick up. A fair price so people can invest in greener technology should surely be at the forefront of the council's decision making.

❖ Additionally

- Nationally taxi rates are increasing, for example:-
- Vale of Glamorgan 16% increase, John Lewis, branch secretary of Vale Taxis Unite, said: "Fuel prices and other costs have recently gone through the roof, and we are also struggling to get new drivers into the sector.
- "I believe that an increase would help keep existing drivers afloat, and possibly encourage new blood." (same reasons we have supplied)
- Lancaster 14% along with a commitment to an annual review of the tariff by way of application of retail price index (RPI)
- Some areas of the country are looking at the second increase this year!
- **There has been no evidence to prove that a rate increase would be detrimental to the trade in any press nationally.**
- If local authorities, the travelling public and those working in the taxi sector want a modern fleet with fairly paid drivers then the answer is quite simply yes a rate increase is required, this is not a pay rise this is an adjustment with the cost of living.
- In 2018 national minimum wage was £7.83 per hour it is now £9.50 per hour. This along with increases in NI contributions is a huge uplift to employers.
- The Welsh Government will soon bring in a 20mph speed limit on 30mph roads, this will increase journey times by 30%, this will in turn reduce the number of miles a driver can complete per hour of working. As such drivers will see a real term decrease in money.
- Inflation alone should dictate the increase, but throw in the need to invest in greener vehicles and the need to cover lost revenue caused by the pandemic, the fare prices can realistically only go one way.

We also fear that if this rate increase is not approved now then the next rate increase will be much higher than currently requested, living costs have greatly increased since the original request was made 7 months ago.

One last point. Following the email from Sara Palmer to operators this week, about the state of some vehicles being used on school contracts, you have to wonder if this lack of maintenance is due to some people being unable to afford basic repairs. Whilst it is unacceptable for any vehicle to fall below the standards required, and even worse to be found to be dangerous, is this indicative of drivers / operators not being able to carry out the required repairs due to increased costs.

I hope that the adjustment to tariff will pass, it is not a pay rise as some people put it, merely a break even point given the current cost of living crisis.

Regards,

- ✓ **There has been no evidence to prove that a rate increase would be detrimental to the trade in any press nationally.**
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Regards

Levelling Driver and badge number

Price changes between 2018-2022

The following price changes are for a vehicle doing an average 50k miles a year.
It was calculated for a skoda octavia which is one of the most popular taxi car nowadays.

<u>Item</u>	<u>2018</u>	<u>2021-2022</u>	<u>Increase</u>
Road tax	£120	£130	8%
Small service	£126	£148.80	18%
Full service	£198	£258	30%
Davanti mid range tyre	£48	£103	114%
Mechanic's hourly rate	£48	£60	25%
Diesel liter price	£1.25	£1.85	48%
for 50k miles an average 44mpg needed 5350l diesel for the whole year	£6,420	£9,898	
Tyres counted for 10k miles a piece 20 piece a year+2 extra for damages	£1,056	£2,266	
2.5 service a year			
1.25 small service	£157.50	£186	
1.25 large service	£247.90	£322.90	
Purchase price of a scoda octavia scout 10k miles 1 year old	£16,600	£26,000	56%
With a 350k miles lifetime (7years) depreciation for a year (cost/ year)	£2,371.42	£3,714.29	
average repair cost approximately	£2,000	£2,500	
Insurance/year (without bonuses)	£1,100	£1,500	
Approx total running cost for a year	£13,292.82	£20,516.19	54%

Difference: £7,223.37

To DCC Taxi Licensing

Following the newsletter that the proposed taxi meter tariff change will be reconsidered due to some objections received. We at [REDACTED] Taxis support the idea of the proposed meter price increase by DCC. The reasons of the support are the followings:

- The last change in the taxi meter prices was a while ago (2018) to update the rate which was in place for about 10 years. Since the cost of our overheads have risen, especially the past two years due to some huge events in the world such as COVID and the ongoing war between Russia and Ukraine, causing supply shortages.
- At the last change the tariff rates, the fuel price was approximately between £1.10 - £1.35. The current average is about £1.85 (33-68% increase) per litre and it has a high possibility to soar even more, due to the lack of oil supply.
- Also due to supply shortages, there are now lot less new cars were manufactured. So both the new and second hand cars cost are significantly more than they were cost pre COVID. Also the lower profit ratio we experience now, does affect the company's fleet's quality and age. This delays the transition to more eco-friendly (electric) vehicles as they cost even more than the vehicles with combustion engines. For example a new price of a Skoda Octavia approximately £30k while a Hyundai Ionic 5 £46k.
- For companies who have employees, they have had to raise their salaries as the national minimum wage has gone up (in 2018 it was £7.83/ 2022 £9.50 for an hour. That is approx. 21% increase), also there are lot more job opportunities with more competitive wages elsewhere (as there are a general shortage on labour in the whole country) which they have to compete with. If they don't want to lose their staff members. The taxi fares also has to cover the salaries of all background staff who work in the offices and answering the phones (as most drivers pay for radio services) or if it is the driver itself, it has to cover for the work hours as well which spent on the above activities. As an example there are 4 drivers at our company, it takes an average 8 hours for one person to deal with bookings and other paperwork. At least 6 days a week, that is 48hours of work which has to be covered from the money the drivers earn.
- Cost of car parts, tyres, office equipment, mobile phones and labour cost such as mechanics has risen by approx. 20-40%, due to supplier shortages again and increased shipping prices.
- On the nation rate table of fares Denbighshire has fallen 4 places, so currently 268th while Gwynedd 196th, Conwy 192nd and Chester is 79th.
- We would like to point it out that this balance of the rates would not be a pay rise. This increase would just move our profit ratio back to the pre COVID levels balancing the current inflation that we all experiencing.

-
- We understand that not every driver supports the idea of the proposed tariff rates, but we would like to point out that this is the maximum fare the drivers can charge. If any of them decides not to charge the full fare, they are entitled to give discounts to their customers (with our regular customers we all do it to a degree). Even though we all trade in the same county the business structures can vary between the different companies. Which means that the current events effect these companies and drivers differently, some more some less. Our industry was one of the worst affected trades in COVID times. Many drivers was forced to stop trading and left the industry to balance the fares and have the same profit ratio as before this would help the trade recover faster.
 - On new 8 seater minibuses (or any diesel cars) the Road tax has more than doubled now because of their cost is above a certain price limit when they are brand new.
 - As an example how much more a taxi would cost now. We bought a Skoda Octavia Scout 2l diesel in 2018, it cost us £16600. It was 1 year old and 10k miles on the clock. If you want to buy the same, now it is in the range of £26-27k. We bought an 8 seater Mercedes Vito in 2019 for £24k. It was 1 years old and 17k miles on the clock. We bought another one, almost the same, it was 1 years old but it only had 1k miles on the clock. That vehicle costed us £11000 more! Also there was no choice of what specs we want. The company we asked contacted us when they had one in, and if we wanted a new minibus we had to take what they had offered, regardless of what colour or engine size or anything the vehicle had.
 - Next thing almost doubled in price is Adblue. We don't use an awful lot of it but still something what older cars did not have, this is an extra cost with the new cars.
 - I have provided on a separate sheet, a calculation of running cost for one of my vehicles. It shows the price differences between 2018-2022. It was calculated if the car would run 50k miles in one year. I believe that is somewhat an average for taxis. The difference is £7223.37 (+/- £500). So this is the cost of how much more we will have to pay to run 1 car. This is a middle range car, not a minibus or an executive vehicle which has a lot higher purchase cost.
 - I like to point out that the 1car / 1 driver ratio only applicable for sole traders. At our company we have 6 vehicles (2 MPV and 4 cars) for 4 drivers, which again an extra 50% cost per driver. We must have more as if we were to brake down we need another to cover our school and other contracts.

I hope that you find my points above reasonable. Hopefully these make you understand the problems we face right now.

Please find a few sheets with signatures of the drivers who are supporting the original idea of the proposed raise. We had limited time to reach out to the driver, as this month was very busy so far. Also as I tried to point out above, there are not enough drivers on the roads which results in more work hours for us. I hope the number of signatures you'll find on these list will be an indication, that there are drivers who would welcome the price increase because they struggle.

Ffioedd a Thaliadau am Gerbydau Hacni (tacsis) o ~~8fed Chwefror~~ 2018

Tariff 1

Rhwng 6am a hanner nos **NEWYDD: 07.00 – 22.59**
Pris dechreuol (yn cynnwys y 1232 llath gyntaf) – £3.00 **NEWYDD: £3.50**

10 ceiniog fesul 88 llath (1/20 o filltir) **NEWYDD: £2.50 fesul milltir**
Amser aros – 30 ceiniog y funud

Gwyliau Cyhoeddus a Gwylly Banc Sul y Pasg, Dydd Nadolig, Gwyl San Steffan a Diwrnod y Flwyddyn Newydd yn ôl Tariff 2 Trwy'r Dydd. **NEWYDD:**
NEWYDD: Drwy'r dydd ar ddydd Sul

NEWYDD: Dydd Gwener a dydd Sadwrn, Noswyl Nadolig a Noswyl Blwyddyn Newydd yn ôl Tariff 2 o 6pm ymlaen.

Bagiau (ar wahan i fagiau siopa, cadeiriau olwyn a chadeiriau gwthio) tu allan i seddi teithwyr: 20 c am bob eitem.

Pob anifail domestig, ac eithrio cŵn tywys: 20 c am bob anifail domestig

Tâl am Faeddu'r Cerbyd £100.00.

NEWYDD: Tâl ychwanegol am bob teithiwr ar gyfer siwrneiau mwy na 4 teithiwr

Cyngorir Cwsmeriaid I ystyried y ffi yn erbyn y metr.

Tariff 2

Rhwng hanner nos a 6am **NEWYDD: 23.00 – 06.59 bob dydd**
Pris dechreuol (yn cynnwys y 1232 llath gyntaf) – £4.50 **NEWYDD:**
£5.25

15 ceiniog fesul 88 llath (1/20 o filltir) **NEWYDD: £3.75 fesul milltir**
Amser aros – 40 ceiniog y funud

Maximum Hackney Fares and Change with effect from ~~8th February~~ 2018

Tariff 1

Between 6am and midnight **NEW 07.00 – 22.59**
Start fare (includes first 1232 yards) – £3.00 **NEW: £3.50**

10 pence per 88 yards (1/20th mile) **NEW: £2.50 per mile**

Waiting time – 30p each minute

Tariff 2

Between midnight and 6am **NEW: 23.00 – 06.59 daily**
Start fare (includes first 1232 yards) – £4.50 **NEW: £5.25**

15 pence per 88 yards (1/20th mile) **NEW: £3.75 per mile**

Waiting time – 40p each minute

Public and Bank Holidays, Easter Sunday, Christmas Day, Boxing Day and New Year's Day to be charged at Tariff 2 all day. **NEW: Sunday all day**

NEW: Friday & Saturday, Christmas Eve and New Year's Eve to be charged at Tariff 2 from 6pm.

Luggage (excluding shopping, wheelchairs and pushchairs) outside the passenger compartment - 20p each item.

Carriage of each domestic pet, excluding guide dogs - 20p each pet

Soiling Charge - £100.00.

NEW: Surcharge per passenger for journeys more than 4 passengers

Customers are advised to check the fare charged against the meter

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REPORT TO:	Licensing Committee
DATE:	22 nd June 2022
LEAD OFFICER:	Head of Planning, Public Protection and Countryside Services
CONTACT OFFICER:	Public Protection Business Manager licensing@denbighshire.gov.uk 01824 706066
SUBJECT:	Update on the Work of the Licensing Section in 2021/22

1. PURPOSE OF THE REPORT

- 1.1 To update Members of the work of Licensing Officers.

2. EXECUTIVE SUMMARY

- 2.1 This report provides information on the work in respect of the functions of the Licensing Section and includes licences issued, complaints and service requests received and other activities completed during 2021/22.

3. POWER TO MAKE THE DECISION

- 3.1 No decision required.

4. BACKGROUND INFORMATION

- 4.1 The report is broken down into two main sections, namely operational and management matters.

5. ISSUES AND FINDINGS - OPERATIONAL MATTERS

5.1 Alcohol and Entertainment

- 5.1.1 Currently there are 496 licensed premises – 101 on sales; 132 off sales; 208 both on/off sales – and 193 Late Night Refreshment establishments, 36 of which are solely serving late night refreshment. Personal licence holders amount to 1325.

- 5.1.2 There were 37 complaints from the public in relation to licensed premises and the vast majority of those were linked to issues in relation to noise nuisance but also issues in respect of antisocial behaviour and underage sales. These have been dealt with in collaboration with our services and appropriate action or advice given where necessary or are ongoing.

- 5.1.3 During the year there have been applications for:-
- 19 new premises

- 25 transfers of licence
- 19 variation of conditions or licence details
- 66 variations of Designated Premises Supervisor.
- 136 temporary event notices.
- 42 new personal licences and 20 changes to personal licence details

5.1.4 Licensing Officers continue to work alongside partners – North Wales Police, Immigration Enforcement Officers and other Denbighshire teams, such as Health & Safety, Food Safety and Trading Standards – to conduct joint visits where necessary. Notably, one such joint work stream involved compliance with Minimum Unit Pricing requires. Around 100 premises visited with 5% not compliant at the time of visit but all rectified satisfactorily.

5.1.5 Licensing Officers continue to meet regularly – usually once each week – with North Wales Police colleagues to identify and deal with emerging issues following the principles laid out in the Statement of Licensing Policy e.g. Level 1 engagement / Level 2 Action Plans.

5.2 Hackney and Private Hire Licensing.

5.2.1 Currently there are

- 224 Hackney Carriage Vehicles - 20 Wheelchair Accessible Vehicles (WAVs)
- 47 Private Hire Vehicles - 11 Wheelchair Accessible Vehicles (WAVs)
- 16 Private Hire Operators
- 22 Private Hire Drivers
- 287 Dual Drivers (Hackney Carriage and Private Hire)

5.2.2 There have been 46 taxi related complaints during the year on matters including an abuse of taxi rank, unlicensed vehicle, illegal parking/plying for hire, overcharging and careless driving. Appropriate action was taken or is ongoing at officer level.

5.2.3 During the year there have been 36 new applicants for a licence to drive private hire / hackney carriage vehicles. Three applications were withdrawn at the applicants request and two applications was refused. In relation to renewal applications two drivers were refused on application, one of which had their appeal rejected at Magistrates' Court. Additionally, during the year one driver had their licence revoked and is subject to an ongoing appeal.

5.2.4 Outside the usual compliance testing of vehicles ad hoc checks were conducted on 46 vehicles at a variety of locations – schools, taxi ranks and roadside. Of those almost half (41%) had defects, although the overwhelming number related to minor non-safety elements of conditions.

5.2.5 Officers had reason to issue written warnings to 13 drivers during the course of the year, all in respect of undeclared driving endorsements.

5.3 Gambling, Gaming and Lotteries

5.3.1 There has been some significant work on ensuring accuracy of databases for gambling related premises. Currently there are:

- 5 Adult Gaming Centres
- 3 Family Entertainment Centres
- 3 Bingo Premises Licence
- 12 Betting shops
- 1 Club Gaming Permit
- 8 Club Machine Permit
- 8 Unlicensed Family Entertainment Centre Gaming Permits
- 9 Licensed Premises Permit
- 85 Registered Lotteries

5.3.2 There have not been any complaints in respect of licensed gambling premises.

5.4 Street Trading

5.4.1 There was only one application for a street trading permit and this was subsequently withdrawn.

5.4.2 Four complaints were lodged concerning street trading practices, all of which have been resolved.

5.4.3 Members are advised that current practice for any new applications will remain until such time as a policy has been determined and approved through this committee. It therefore remains that this will be drafted and presented by officers in due course.

5.5 Charity Collections

5.5.1 There have been:

- 17 permits for house to house collections
- 10 permits for street collections.

5.5.2 One complaint was received in respect of regulated charity street collections which resulted in no further action.

5.6 Scrap Metal

5.6.1 There have been no applications this current year for scrap metal sites or collectors. It should be noted however that approvals last for 3 years and are not due for renewal this year.

5.6.2 There have been three complaints in respect of scrap metal issues, all concerning potential unlicensed activity and ongoing.

5.7 Service Requests / Freedom of Information

5.7.1 During the year there were:

- 314 service requests recorded across the range of functions carried out by the Licensing Team where information or advice etc. have been requested and given, and
- 20 Freedom of Information requests, relating to a range of matters, were received and had an appropriate response.

5.8 Covid related work

5.8.1 In response to the pandemic restrictions were frequent and constantly changing. Licensing officers had been heavily involved from the onset helping ensuring businesses complied and were able to operate and continued to provide advice and guidance as the country moved out of the pandemic. During this year officers had responded to almost 100 covid related matters.

5.9 Overall workload results

5.9.1 During the year there were:

- 75 inspections, primarily around vehicles and licensed premises, and
- Over 5,000 interactions with Licensing Officers including those linked to inspections and complaints as well as other interactions with businesses and public, e.g. telephone calls, letters, notices and so on.

5.10 Communications

5.10.1 Frequent, direct communications (primarily via email) with licensees. Licensing Officers continue to publish periodic newsletters to the taxi industry locally.

5.10.2 Social media accounts have seen a number of proactive messages being posted throughout the year.

6. MANAGEMENT MATTERS

6.1 Policies

6.1.1 A number of policy reviews have been started during the year, most notably those relating to taxis as well as street trading and the Statement of Licensing Policy. Officers have drafted a revised forward work plan and will continue to update Members on that at each committee hearing.

6.2 Fees

6.2.1 At the time of writing the fees and charges for administering the taxi licensing regime have not changed although a review will take place in 2022.

6.3 Complaints against service

6.3.1 There has been one formal complaint against the service in this reporting period. The matter concerned the decision making process for taxi licensing and an appropriate response was provided.

6.4 Future Additional Workload considerations

6.4.1 As has been the case for a number of years, Welsh Government are reviewing the way taxi licensing regime is regulated and administered. Significant work has already take place to bring the Council's policy in line with WG thinking and this policy work will continue throughout the year.

6.4.2 Members will be aware of the Council's – and Welsh Government's – aim to have zero emissions. It is anticipated that Licensing could play a part in that vision through its processes for taxi licensing. Members and officers may wish to begin to identify what incentives could encourage licensees locally to enable the aim to be met.

6.4.3 Officers are exploring further opportunities to enable a more efficient process for applicants for the variety of licences issued. This includes further development of database to allow online applications and public registers and the potential to introduce an electronic "Knowledge Test" for new taxi driver applicants.

6.4.4 Officers are arranging a training event for Licensing Committee Members towards the end of the year. Additionally, to support continuing Member development, Officers can accommodate any requests from any Committee Member interested in shadowing Officers on their duties.

7. RECOMMENDATIONS

- 7.1 That the committee:
- a. note the activity report for this year, and
 - b. note and comment on the contents of this report.

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REPORT TO:	Licensing Committee
DATE:	22nd June 2022
LEAD OFFICER:	Head of Planning, Public Protection and Countryside Service
CONTACT OFFICER:	Senior Licensing Officer licensing@denbighshire.gov.uk 01824 706433
SUBJECT:	Forward Work Programme 2022

1. PURPOSE OF THE REPORT

- 1.2 To advise Members of the priorities of the Licensing Section, together with an update on the agreed work programme for the Licensing Committee for the year 2022.

2. EXECUTIVE SUMMARY

- 2.1 The priorities of the Licensing Section reflect the duty placed on the Authority in relation to its responsibilities in relation to its licensing function, and the effective regulation, control and enforcement of Licensees, and the Authority's commitment to safer communities and the development of the economy.
- 2.2 Due to unforeseen priorities, the Forward Work Programme approved by Members at a previous meeting has unfortunately had to be amended and matters have been re-scheduled for consideration.

3. BACKGROUND INFORMATION

- 3.1 Previous Committee Members may recall that at the last meeting in March 2022, Officers presented an updated work programme which was approved. Officers were scheduled to present a number of updated matters for your consideration to this meeting, however due to a number of factors, such matters will be present to you at a future meeting. A revised Forward Work Programme can be found at Appendix A.
- 3.2 Officer have taken this opportunity to provide Members with an update on matters that should have been brought to this meeting as detailed below:

3.2.1 Review of Hackney Carriage and Private Statement of Licensing Policy

Officers are progressing well with the development of a draft Statement of Licensing Policy for the taxi trade following the recommendations by Department for Transport to implement the Statutory Standards which is supported by Welsh Government, who have recently produced a policy template for Welsh authorities use. Officers have undertaken an interim consultation exercise with members of the taxi trade to gauge the opinions of those working within the trade, however, work is on-going to finalise the policy document, which will go to all the trade and the wider public, as agreed by members at the meeting in June last year.

3.2.2 Review of Statement of Principles – Gambling Act 2005

A review of the Gambling Act 2005 Statement of Principles is taking place collectively with the six North Wales authorities and once the review has been completed, Officers will be in a position to produce the proposed review to Members.

3.3.3 Review of Street Trading policy

At the Licensing Committee held on 23rd June 2021, Members approved a draft review of the Street Trading Policy. They further agreed to support the establishment of a Sub-Group made up of representatives of each of the Member Area Groups, the purpose of which is to work with officers to further develop the policy prior to submitting a final version for approval and subsequent consultation. Prior to the recent elections, the Sub-Group met twice and it was agreed that there are still major issues such as markets and prohibited streets that require further consideration, which can be resurrected now that there is a new Council term.

3.3.4 Statement of Licensing Policy – Licensing Act 2003

At the meeting in September 2021 Members authorised officers to consult on a revised statement of policy. Since that meeting, Officers have been working on ensuring the revised version of the policy meets the accessibility requirements prior to publishing the consultation. The consultation document is now ready and Officers are working with the Council's Public Engagement Officer to ensure that the statutory consultation requirements are met. Following consultation a report will be placed before Full Council to consider adopting the revised policy.

4. RECOMMENDATION

4.1 It is recommended that Members note the contents of the report, and

4.2 It is further recommended that Members consider and approve the

revised Forward Work Programme detailed at Appendix A for the year 2022.

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Licensing Committee**Forward Work Programme 2022**

Committee Date	Report	Comment
14 Sept 2022	Review of Hackney Carriage and Private Statement of Licensing Policy	Update following consultation for approval
	Review of Statement of Principles – Gambling Act 2005	To review existing policy as required by legislation
	Statement of Licensing Policy – Licensing Act 2003	To update Members on the outcome of the consultation should representations be received
	Member Training	For new Committee Members should no formal training have taken place beforehand
7th Dec 2022	Review Private Hire vehicle plate exemption policy	To review the exiting policy
	Review of Intended Use Policy	To review the existing policy

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