

Declarations of Interest

Any Member attending the meeting is reminded of the requirement to declare if he/she has a personal interest in any item of business, as defined in the Code of Conduct. If that interest is a prejudicial interest as defined in the Code the Member should also withdraw from the meeting.

A G E N D A

(Pages)

1. **Apologies for Absence**
2. **Minutes**
To confirm the minutes of the meeting of the Committee held on 21 January 2015. (1 - 2)
Statutory Functions - Licensing Act 2003
3. **Licensing Act 2003 - Schedule of Licensing Sub-Committee Determinations and Appeals**
To note the report of the Director of Services. (3 - 4)
4. **Licensing Act 2003 - Officer Determinations**
To note the report of the Director of Services. (5 - 6)
Other Licensing Matters
5. **Hackney Carriage and Private Hire Fees - Consultation Responses**
To consider report of Director of Services. (7 - 10)
Appendix 1 (11 - 12)
Appendix 2 (13 - 18)
6. **Hackney Carriage and Private Hire Licensing**
To note the report of the Director of Services (19 - 20)
7. **Licensing of House-to-House Collections**
To note the report of the Director of Services. (21 - 22)
8. **Any other Business**
To consider any other business the Chairman decides is urgent.

The next meeting is due to take place on Wednesday, 1 July 2015

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LICENSING COMMITTEE

Meeting - 21 January 2015

Present: Mr Walters MBE (Chairman)
Mrs Simmonds, Mr Pepler, Mr Samson and Mr D Smith

Also Present:

Apologies for absence: Mr Brown, Mr Clark, Mr Egleton and Mrs Royston

24. MINUTES

The minutes of the meeting of the Licensing Committee held on 8 October 2014 were confirmed and signed by the Chairman.

25. LICENSING ACT 2003 - SCHEDULE OF LICENSING SUB-COMMITTEE DETERMINATIONS AND APPEAL

The Committee received a report which informed Members of Licensing Sub Committee determinations during the period October 2014 to December 2014 and all pending appeals/recently determined appeals against licensing decisions.

RESOLVED that the report be noted.

26. LICENSING ACT 2003 - OFFICER DETERMINATIONS

The Committee received a report which informed Members of Officer Determinations during the period 12 September 2014 to 12 December 2014.

RESOLVED that the report be noted

27. LICENSING SUB-COMMITTEE

The minutes of the meetings of the Licensing Sub-Committee held on 22 October 2014 and 13 November 2014 were received.

28. HACKNEY CARRIAGE AND PRIVATE HIRE FEES

The fees in relation to the licensing of Hackney Carriage and Private Hire Vehicle and Operators were last increased in 2011 and the Committee considered a report setting out proposed increases as a basis for consultation the process for which was also set out in the report.

The power to charge fees derives from Section 53 of the Local Government (Miscellaneous Provisions) Act 1976, Section 70 of which enables Councils to charge and recover the reasonable costs of issue and administration in respect of Drivers Licences for hackney carriages and private hire vehicles and Section 70 which enables Councils to recover in whole or part the reasonable costs of carrying out inspections of vehicles, reasonable administrative or other costs and the control and supervision of hackney carriages and private hire vehicles.

Licensing Committee - 21 January 2015

The report explained that in each year since 2011/12 the Licensing Service had not achieved the full cost of recovery resulting in significant deficits as set out in Appendix 4. Appendix 2 of the report indicated that 60% of the joint service time was spent on Hackney Carriage and Private Hire delivery equating to £289, 782 per annum and the report went on to explain the process that had been followed to recover some of these costs. Appendix 1 set out the proposed fees across Chiltern and South Bucks and the Committee noted that if implemented they would recover an estimated £253k of the shared service costs, lower than cost of delivery to ensure that the Council was protected against the risk of challenge,

Following a question the Committee was advised that reference had been made to the LGA Guidance published in January 2014 which provided advice on the costs that could be recovered and those costs that should be excluded. The Committee noted that some of the costs that could be recovered had not been included in the calculations when setting the fees.

After being advised that authority to advertise the proposed fees as a basis for consultation did not need to be approved by Council the Committee

RESOLVED –

1. That the proposed changes to the fees for Hackney Carriage and Private Hire Licensing as set out in Appendix 1 be approved and the Head of Healthy Communities be authorised to advertise the proposed fees.

RECOMMENDED to Council

2. That in the event of no objections being received during the consultation the proposed fees be implemented with effect from 1 April 2015.
3. That in the event of objections being received during the consultation these be considered by the Licensing Committee at its meeting on 18 March 2014 and authority be delegated to the Committee to agree the fees to come into effect on 2 April 2015 with or without variation, having regard to the objections received.
4. That the terms of reference of the Licensing Committee be amended to include the determination and setting of all fees relating to the function of licensing of hackney carriages and private hire vehicles including consideration of any representations thereon or objections thereto.

29. HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING

The Committee received a report which informed members of the number of private and hackney carriage matters during the period 12 September 2014 to 12 December 2014.

RESOLVED that the report be noted

30. LICENSING OF HOUSE TO HOUSE COLLECTIONS AND STREET COLLECTIONS

The Committee received a report showing the total number of house to house collection permits and street collection permits issued by Officers during the period 12 September 2014 to 12 December 2014.

RESOLVED that the report be noted.

The meeting terminated at 6.29 pm

SUBJECT:	Licensing Act 2003 - Schedule of Licensing Sub-Committee Determinations and Appeals
REPORT OF:	Officer Management Team - Director of Services Prepared by - Head of Healthy Communities

1. Purpose of the Report

- 1.1 To inform members of Licensing Sub-Committee determinations during the period January 2015 - February 2015.

<u>File Reference</u>	<u>Applicants/Premises Name</u>	<u>Type of Application</u>	<u>Date Of Application</u>	<u>Date Determined</u>	<u>Outcome</u>
None					

- 1.2 To inform members of all pending appeals/recently determined appeals against licensing decisions.

<u>File Reference</u>	<u>Applicants/Premises Name</u>	<u>Type of Application</u>	<u>Date Of Appeal</u>	<u>Date Determined</u>	<u>Outcome</u>
None					

2. Recommendation

- 2.2 It is recommended that the information in this report be noted.

Officer Contact:	Nathan March 01494 732249 nmarch@chiltern.gov.uk
Background Papers:	

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SUBJECT:	Licensing Act 2003 - Officer Determinations
REPORT OF:	Officer Management Team - Director of Services
	Prepared by - Head of Healthy Communities

1. Purpose of the Report

1.1 To inform members of Officer Determinations during the period 13th December 2014 to 4th March 2015

1.2 Personal Licences:

<u>File Reference</u>	<u>Applicants Name</u>	<u>Type of Application</u>	<u>Date Of Application</u>	<u>Date Determined</u>	<u>Outcome</u>
15/00283/LAPER	Caroline Atkins	New	09.02.15	12.02.15	Granted
15/00265/LAPER	Katy Brill	New	09.02.15		Waiting for documents
15/00426/LAPER	Simon John Brown	New	23.02.15	03.03.15	Granted
15/00307/LAPER	Ms Alice Mary McQuillan	New	12.02.15	12.02.15	Granted
15/00275/LAPER	Mr Ryan James Bailey	New	09.02.15	09.02.15	Granted
15/00266/LAPER	Miss Nikki Callan	New	09.02.15	09.02.15	Granted
15/00086/LAPER	Mr Rosario Sardo	New	30.01.15	30.01.15	Granted

1.3 Premises licence grants and variations:

<u>File Reference</u>	<u>Premises Name</u>	<u>Type of Application</u>	<u>Date Of Application</u>	<u>Date Determined</u>	<u>Outcome</u>
14/03036/LAPRE	Bella Italia	New	23.12.15	22.01.15	Granted
14/02995/LAPRE	Lounge Bar	New	15.12.14	15.01.15	Granted
14/02975/LAPRE	Nando's	Minor Variation	15.12.14	06.01.15	Granted

1.4 Premises licence grants and variations pending:

<u>File Reference</u>	<u>Premises Name</u>	<u>Type of Application</u>	<u>Date Of Application</u>
15/00139/LAPRE	McColls	New	21.01.15

1.5 In addition, 29 temporary event notices, 1 notifications of interest, 14 designated premises supervisor variations and 2 transfer of licence have been dealt with.

2. Recommendation

2.2 It is recommended that the information in this report is noted.

Officer Contact:	Nathan March - 01494 732249 - nmarch@chiltern.gov.uk
Background Papers:	Uniform Database

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SUBJECT:	Consultation Responses to Hackney Carriage and Private Hire Fees
REPORT OF:	Officer Management Team - Director of Services
	Prepared by - Head of Healthy Communities

1. Purpose of Report

- 1.1 To allow Members to consider the responses received during the 28 day consultation period concerning the proposed fees in relation to Hackney Carriage and Private Hire licensing.

2. Links to Council Policy Objectives

- 2.1 There is a link between an effective licensing regime for Hackney Carriage and Private Hire Vehicles, Drivers and Operator and the Council's policy objective for Safe Communities.

3. Background

- 3.1 On 21 January 2015, the Licensing Committee considered a report regarding the proposed increase in fees for hackney carriage and private hire licensing. The report explained the legislative background and the requirement to advertise proposed increases in fees for 28 days. The Committee approved the proposed fees, shown in Appendix 1 attached to this report and authorised the 28 day consultation exercise.

4. Discussion

- 4.1 A public notice was placed in the Buckinghamshire Advertiser and the Slough Express on 29 and 30 January 2015, and also on the Council's website giving until 27 February for any objections to be sent to the Council's Licensing team. All of the affected Licence holders have also been advised of the notice by text message, which is the Council's usual method of communicating with them in relation to their licences. On 24 February an all-day drop in session was held for existing licensees to discuss the proposed fees with the Licensing team so that they could make an informed decision whether they wished to formally object, this was attended by 12 out of 174 South Bucks drivers.

- 4.2 The Council received 10 responses all of which were from South Bucks Licensees during the consultation period which are attached in Appendix 2. All of these responses object to the proposed increases.

4.4 Summary of responses received

- 4.4.1 The responses to the fees generally object to increases due to the views that there is a lack of sufficient Taxi ranks being provided, and that too many licences are issued by the Council and this is making it difficult for drivers and operators to make

a living. Some respondents also pointed to the difference between inflation rates and fee increases as reasons for objecting. A stepped approach to introducing the larger fee increases was also put forward in relation to reducing the impact on existing Licensees

4.4.2 Other concerns raised were the financial impact on drivers arising from proposed fees and also impact on recruitment of drivers for operators.

4.5 Officer observations from responses

4.5.1 There are a number of inaccuracies contained within responses that have been received. In particular some responses have suggested that fees can only be charged for the upkeep of Taxi ranks and this is not the case. However, the calculated fees do not include any costs for stands.

4.5.2 Several responses also state that the fees can only be increased in line with inflation and this is not correct.

4.5.3 Paragraph 5 in responses 10 and 6 implies that evening licensing work has solely been conducted by the Police. This is not the case, The Licensing Section has been out in the evenings on 9 occasions in the past 11 months.

4.5.4 Some issues that have been raised such as the requirement to operate disability accessible vehicles and the difficulty of the Knowledge test that applicants are required to pass do not link directly to the consultation on fees and will be considered separately by the Licensing team.

4.5.5 Positive feedback was received from some members of the trade with regards to the consultation, particularly the drop-in session that took place and it was felt that this was an improvement on previous years.

5. Resource, Risk and other Implications

5.1 There is no additional risk further to those highlighted in the report received by the Committee on 21 January.

5.2 There will be a resource implication if Members resolve to make any changes to the proposed fees and if fees are reduced then this will effect the level of cost recovery achieved by the Council for carrying out its licensing functions.

5.3 If members were to consider an incremental increase in some fees following responses to the consultation. The resource implication to this would be that the income split between the Council and Chiltern District Council would need to be reassessed to ensure that one council does not subsidise another.

6. Recommendation

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South Bucks District Council**Licensing Committee - 18 March 2015**

- 6.1 To consider the responses and objections received following consultation on the proposed fees for Hackney Carriage and Private Hire Licensing.
- 6.2 To set the fees with or without modification to come into effect on 2 April 2015.

Officer Contact:	Nathan March 01494 732056 nmarch@chiltern.gov.uk
Background Papers:	Local Government (Miscellaneous Provisions) Act 1976. Hackney Carriage and Private Hire Fees Licensing Committee report dated 21 January 2015

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SBDC Hackney Carriage and Private Hire Fees

Type of licence	Existing Fee (£)	Proposed Fee (£)
One year Hackney Carriage Vehicle Licence Grant	275	399
One year Hackney Carriage Vehicle Licence Grant for wheelchair accessible vehicles and fuel efficient vehicles as defined in the policy (50% reduction)	137.50	199.50
Renewal Hackney Carriage Vehicle Licence	275	300
Renewal Hackney Carriage Vehicle Licence for wheelchair accessible vehicles and fuel efficient vehicles as defined in the policy (50% reduction)	137.50	150
Hackney Carriage Drivers Licence Grant 1 year	75	161
Hackney Carriage Drivers Licence Grant 3 year	165	332
Hackney Carriage Drivers Licence Renewal 1 year	75	95
Hackney Carriage Drivers Licence Renewal 3 year	165	256
Dual Drivers Licence Grant (1 year)	110	196
Dual Drivers Licence Grant (3 year)	270	394
Dual Drivers Licence Renewal (1 year)	110	145
Dual Drivers Licence Renewal (3 year)	270	297
One year Private Hire Vehicle Licence Grant	230	329
One Year Private Hire Vehicle Licence Grant for wheelchair accessible vehicles and fuel efficient vehicles as defined in the policy (50% reduction)	115	164.50
Renewal Private Hire Vehicle Licence	230	230
Renewal Private Hire Vehicle Licence for wheelchair accessible vehicles and fuel efficient vehicles as defined in the policy (50% reduction)	115	115
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Private Hire Drivers Licence Grant 1 year	75	161
Private Hire Drivers Licence Grant 3 year	165	332
Private Hire Drivers Licence Renewal 1 year	75	95
Private Hire Drivers Licence Renewal 3 year	165	256
Application Dispensation Certificate (per vehicle)	0	65
Transfer of Licence	80	90
Change of Vehicle	67	67
Replacement Internal Licence or badge	15	15
Replacement Plate	25	25
Private Hire Operators		
To operate 1 vehicle	155	155
To operate 2-4 vehicles	205	205
To operate 5-10 vehicles	255	255
To operate 11+ vehicles	305	305
Knowledge test	20	25
Bracket Charge		Cost of replacement
Disclosure and Barring Service	40	Cost of check (currently £44) +£8.50 Admin Charge
Admin charge should licence not be issued	40	47 (equates to 1 hours work)

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Appendix 2

Response 1

Fleet Cars - We are writing in regards to fee changes (increase) for south bucks council drivers and operators.

The increase in figures cannot be justified because they do not and will not match the inflation rate for next 5 or 10 years.

First of all we as a business we struggle to find professional, honest drivers to run our day to day business and with these massive increase in prices we feel a lot of drivers will be put off to consider to be working around this area. And the drivers who are working are considering other council's and areas where they don't have to pay crazy amount of fee.

All of our private drivers and hackney drivers object to these astronomical increase in fees.

Response 2

Mushtaq Hayat - I am strongly against the increase in licensing fee. There's not much work drivers are struggling, insurance is sky high and currently it's not a practical thing to do.

I am definitely against the increase in the licensing fee as I believe it's not justifiable.

Response 3

Qasim Hayat – The increase in licensing fees is not practical, majority of drivers are struggling to make a living. Maintenance costs are already high as well as insurance. I am strictly against the increase in the licensing fees.

Response 4

MR A Khan - I am writing to you regarding the text I received on 11/02/2015 at 15.42 pm and making a formal complaint concerning the way I received it

This is a big issue why inform us by texts?

Why did not everyone receive the texts, some of the drivers I spoke to did not receive the texts .

This is a big thing and the council is giving us 15 days to respond!!!

Why did we not receive any letters.

The Council wants to increase the Hackney Carriage Vehicle Licence in the first year by 45%

The Council wants to increase the Renewal Hackney Carriage Vehicle Licence by 94%

The Council wants to increase the Hackney Drivers Vehicle Licence by 121 % in the first year

The Council wants to increase the Hackney Drivers Renewal 3 year Vehicle Licence by 61%

The increase is appalling and is not needed in South Bucks.

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Appendix

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Again and again we have been asking for the council to provide us with a few full time taxi Ranks in Beaconsfield

but NO is the respond.

Go to the county council and ask them nothing to do with us "the response we get from the council.

But its all right to keep issuing taxi plates left right and centre and to increase the fees that's ok!

In the last 12 months we must have got an extra 30 Hackneys cars joining us. where are we supposed to park

The council has provided as with one.

Yes one PART TIME Taxi Rank for 3 cars to park in the whole of South Bucks Council.

South bucks council and Chiltern District council have merged and the point was to save money not to increase the licensing fees

I am strongly against the increase in licensing fees and I hope to hear from you soon

Response 5

Amar Kayani - I'm a hackney carriage driver in south buck. I would like to make an official complaint about increasing fees I just received txt about fees which shouldn't be like this council should have written to me and should give us more time then 2 weeks and i don't agree with the increaing in these fees.

Response 6

Mr T Rehman - I am writing in regards to the recent changes to Hackney carriage vechile and driver license fees. I am appalled and the changes and the unexplained reasons which have come over without an satisfactory warning or notification. This is unacceptable that in a place of such high volume of drivers and low volume of taxi ranks these changes have suddenly appeared without any form of explanation or justification.

I ask you to go over and reconsider these changes in all favor of drivers and allocate more recognized taxi ranks.

I hope to hear from you soon.

As part of his response, Mr T Rehman also attached a letter to his email response as follows:

Mr T Rehman (continued)- I write to you in reference to the consultation relating to a price increase in the renewal of taxi licence fees as issued by the Licensing Department. It is with deep regret that I learned of the Council's intention to increase the licencing fee via a brief text message circulated on 11 February 2015 and to further exasperate the issue a period of 16 days from the date of the message was given in order to respond. I further note that reference in the text message was made to check the Councils website/local papers in respect of the notice issued in respect of the renewal

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fees. I question why the text message was circulated on 11 February 2015 as opposed to 26 January 2015 which was the alleged date upon which the notice was published in the Bucks Advertiser/Slough Express?

If the Council was the genuinely concerned about hearing the views of those affected by this change, then surely the rightful course of action would have been to send the text message on 26 January 2015 as opposed to 16 days later.

Nevertheless, as I am left with no option but to respond within this short time frame, I would like to outline my objections to this proposal:

1. Under Section 70(1) (b) of the Local Government (Miscellaneous Provision) Act 1976 a district council may charge such fees for the grant of vehicle and operators' licences as may be resolved by them from time to time to cover the reasonable cost of providing hackney carriage stands. The South Bucks area has only 1 rank allowing up to 4 cars to park. This is clearly ineffective for 50+ Hackney drivers. There have been a number of occasions when the drivers have raised this concern and have requested a further rank in the new town close to the train station but have had no result in the matter. If Hackney drivers are limited in their method of generating their income, how can an increase in licensing fees be justified if the lack of compliance with Section 70(1) (b) is falling upon deaf ears.

Unless a new rank was to be provided, I cannot determine the reasoning behind such an inflated increase.

2. Following on from the aforementioned, please can you justify the reasoning behind the increase? What more will the Council be doing for the drivers affected? The fee increase is substantially higher than the current rate of inflation and does not justify the percentage increase proposed by the Council.

3. The increase in the number of drivers being issued licences has resulted in loss of income for all drivers concerned, yet the issuing of new licences would generate income for the Council.

4. The Council is only permitted to set licence fees for taxis and hackney carriages up to the amount it would cost to administer the licensing function. However, only recently South Bucks District Council and Chiltern District Council have merged two districts into one office to reduce overall administrative costs. Therefore, one would assume the reduction in costs from the merger should provide sufficient savings without the need to increase licensing fees.

5. Furthermore under Section 70 (1) (c) any reasonable administrative or other costs in connection with the control and supervision of hackney carriages and private hire vehicles would to some extent justify an increase in fees. However, any such control/supervision is currently being undertaken by local police that are stationed outside Revolutions. Therefore the costs of control/supervision should have reduced for the Council as this role is evidently being carried out by Thames Valley Police as opposed to a joint inspection with a Licensing Officer. The most recent inspection occurred on 14th February 2015 which only included two police officers whom were already stationed outside the club, rather than a Licensing Officer being present with them.

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Therefore, if an inspection can be carried out without the presence of a Licensing Officer, this could be a permanent solution to more cost saving methods and thus would mean taxi drivers would not incur the additional charge of such inspections which are rarely carried out by Licensing Officers in any event.

I look forward to hearing from you in respect of the objections raised above to the increase in licensing fees. It is hoped that if any proposal is to go ahead, then drivers are made aware as to how the increase in fees will be justified and where such hard earned money will be spent.

Thank you for your time and consideration.

Response 7

Shafaqat Ali - I am writing to you because I am unhappy with the fee changes you are trying to impose. This is unacceptable because the fees are almost doubled, you are a public sector body and can only increase the fees by the inflation rate. I am a Hackney Carriage licence holder and its your duty to inform all the licence holders of your plans and give us 28 days notice as a written notice and not a small text message which was sent on the 28th February this gives us a 15 day notice!

Under Section 70(1) (b) of the Local Government (Miscellaneous Provision) Act 1976 a district council may charge such fees for grant of vehicle and operators' licences as may be resolved by them from time to time to cover the reasonable cost of providing hackney carriage stands. The South Bucks area has only 1 part-time rank allowing up to 4 cars to park. This is clearly ineffective for 50+ Hackney drivers. There have been a number of occasions when the drivers have raised this concern and have requested a further rank in the new town close to the train station but have had no result in the matter. If Hackney drivers are limited in their method of generating their income, how can an increase in licencing fees be justified if the lack of compliance with Section 70(1) (b) is falling upon deaf ears. Unless a new rank was to be provided, I cannot determine the reasoning behind such an inflated increase.

Response 8

Ajaib Hussain - I'm writing in relation of the recent changes of fees for badges & licenses for taxi drives, I do not agree with the increase and would like to know how you justify this , the notice period was also a shock and we have received no documation or formal request , please respond at your earliest convenience ,

Response 9

Amjad M Rasib - 1. How can the council justify 11.5% rise of renewal of Hackneys.

After merging the deparment with Chilterns one would expect a decrease.

Why not have 5% decrease from Chilterns and 5% increase from SBDC?

2. The other suggestion is to increase the fees in 2/3 stages over 2/3 years if the council must increase the fees.

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As more & more Taxi Licenses are issued the work has reduced by 50%. We are all feeling this. I suggest we make the Knowledge Test more difficult also have disabled vehicles like WDC.

Response 10 – (the same as response 6 but received completely independently)

Zafar Hussain - I write to you in reference to the consultation relating to a price increase in the renewal of taxi licence fees as issued by the Licensing Department. It is with deep regret that I learned of the Council's intention to increase the licencing fee via a brief text message circulated on 11 February 2015 and to further exasperate the issue a period of 16 days from the date of the message was given in order to respond. I further note that reference in the text message was made to check the Councils website/local papers in respect of the notice issued in respect of the renewal fees. I question why the text message was circulated on 11 February 2015 as opposed to 26 January 2015 which was the alleged date upon which the notice was published in the Bucks Advertiser/Slough Express?

If the Council was the genuinely concerned about hearing the views of those affected by this change, then surely the rightful course of action would have been to send the text message on 26 January 2015 as opposed to 16 days later.

Nevertheless, as I am left with no option but to respond within this short time frame, I would like to outline my objections to this proposal:

1. Under Section 70(1) (b) of the Local Government (Miscellaneous Provision) Act 1976 a district council may charge such fees for the grant of vehicle and operators' licences as may be resolved by them from time to time to cover the reasonable cost of providing hackney carriage stands. The South Bucks area has only 1 rank allowing up to 4 cars to park. This is clearly ineffective for 50+ Hackney drivers. There have been a number of occasions when the drivers have raised this concern and have requested a further rank in the new town close to the train station but have had no result in the matter. If Hackney drivers are limited in their method of generating their income, how can an increase in licensing fees be justified if the lack of compliance with Section 70(1) (b) is falling upon deaf ears.

Unless a new rank was to be provided, I cannot determine the reasoning behind such an inflated increase.

2. Following on from the aforementioned, please can you justify the reasoning behind the increase? What more will the Council be doing for the drivers affected? The fee increase is substantially higher than the current rate of inflation and does not justify the percentage increase proposed by the Council.

3. The increase in the number of drivers being issued licences has resulted in loss of income for all drivers concerned, yet the issuing of new licences would generate income for the Council.

4. The Council is only permitted to set licence fees for taxis and hackney carriages up to the amount it would cost to administer the licensing function. However, only recently South Bucks District Council and Chiltern District Council have merged two districts into one office to reduce overall administrative costs. Therefore, one would assume the reduction in costs from the merger should provide sufficient savings without the need to increase licensing fees.

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5. Furthermore under Section 70 (1) (c) any reasonable administrative or other costs in connection with the control and supervision of hackney carriages and private hire vehicles would to some extent justify an increase in fees. However, any such control/supervision is currently being undertaken by local police that are stationed outside Revolutions. Therefore the costs of control/supervision should have reduced for the Council as this role is evidently being carried out by Thames Valley Police as opposed to a joint inspection with a Licensing Officer. The most recent inspection occurred on 14th February 2015 which only included two police officers whom were already stationed outside the club, rather than a Licensing Officer being present with them.

Therefore, if an inspection can be carried out without the presence of a Licensing Officer, this could be a permanent solution to more cost saving methods and thus would mean taxi drivers would not incur the additional charge of such inspections which are rarely carried out by Licensing Officers in any event.

I look forward to hearing from you in respect of the objections raised above to the increase in licensing fees. It is hoped that if any proposal is to go ahead, then drivers are made aware as to how the increase in fees will be justified and where such hard earned money will be spent.

Thank you for your time and consideration.

SUBJECT:	Hackney Carriage & Private Hire Licensing
REPORT OF:	Officer Management Team - Director of Services
	Prepared by - Head of Healthy Communities

1. Purpose of the Report

1.1 To inform members of the number of Officer Determinations in respect of private hire and hackney carriage matters during the period 13th December 2014 to 4th March 2015

New Applications:

Hackney Carriage Vehicle Licence New Application	4
Private Hire Vehicle Licence New Application	3

Hackney Carriage Drivers Licence New Application	0
Private Hire Drivers Licence New Application	1
Dual Driver Licence New Application	0

Private Hire Operator Licence New Application	0
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Renewal Applications:

Hackney Carriage Vehicle Licence Renewal	10
Private Hire Vehicle Licence Renewal	7

Hackney Carriage Drivers Licence Renewal	9
Private Hire Drivers Licence Renewal	4
Dual Driver Licence Renewal	3

Private Hire Operator Renewal	3
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2. Recommendation

2.2 It is recommended that the information in this report is noted.

Officer Contact:	Nathan March - 01494 732249 - nmarch@chiltern.gov.uk
Background Papers:	Uniform Database

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SUBJECT:	Licensing of House to House Collections and Street Collections
REPORT OF:	Officer Management Team - Director of Services
	Prepared by - Head of Healthy Communities

1. Purpose of the Report

- 1.1 To inform members of officer determinations during the period 13th December 2014 to 4th March 2015

The total number of house-to-house collection permits issued during this period was 2.

House-to-house collection permits are issued to none profit making bodies that wish to undertake collections door to door.

Some organisations have been allocated Exemption Orders from the Home Office granting them exemption certification from local authority licensing. The local authority has no control over the dates these organisations will be collecting.

The total number of street collection permits issued during this period was 10.

Street collection permits are issued to registered charities that wish to undertake collections or sales on behalf of a non profit making body on the public highway.

2. Recommendation

- 2.2 It is recommended that the information in this report is noted.

Officer Contact:	Nathan March - 01494 732249 - nmarch@chiltern.gov.uk
Background Papers:	Uniform Database

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