



LICENSING COMMITTEE

Tuesday, 25 January 2022 at 6.30pm

Meeting to be held at Belle Vue Square Offices, Belle Vue Suite, Skipton

Committee Members: The Chairman (Councillor Myers) and Councillors Harbron, Heseltine, Ireton, Jaquin, Madeley, Moorby, Mulligan, Ogden, Solloway and Whitaker. (One vacancy - Independent).

Please note the following advice in advance of the meeting:

The Government temporarily removed the legal requirement for local authorities to hold meetings in person during the Covid-19 pandemic. All local authorities were given new powers to enable meetings to take place virtually. The Council's powers to hold remote meetings expired on 7 May 2021.

Whilst the return to face to face meetings provides significant challenges, the Council has undertaken a great deal of work to ensure that face to face meetings are delivered in a COVID safe environment.

Due to social distancing measures, spaces for public attendance are limited and so registration is essential to secure a place.

Everyone who attends this meeting will be required to wear a face covering, unless exempt.

Council staff, elected members and members of the public are urged to take advantage of the national 'next step safely' campaign and access a free, rapid lateral flow test in advance of the meeting:

<https://www.nhs.uk/conditions/coronavirus-covid-19/testing/> Please note that whilst this is advised, it is not a requirement for entry to the meeting.

Anyone displaying Covid-19 symptoms is asked not to attend.

For more information email committees@cravendc.gov.uk

Thank you,
Democratic Services

AGENDA

1. **Apologies for Absence** – To receive any apologies for absence.
2. **Minutes** – To approve the minutes of meeting held on 5 October 2021.
3. **Public Participation** – In the event that any questions/statements are received or members of the public attend, the public participation session will proceed for a period of up to fifteen minutes.
4. **Declarations of Interest** – All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

(Note: Declarations should be in the form of:

a “**disclosable pecuniary interest**” under Appendix A to the Council’s Code of Conduct, or “**other interests**” under Appendix B or under Paragraph 15 where a matter arises at the meeting which relates to a financial interest of a friend, relative or close associate.

A Member of Council who has a disclosable pecuniary interest must leave the room and not take part in the discussion or vote. When declaring interests under Appendix B or Paragraph 15 of the Code, Members must move to the public seating area, not vote, and speak only if members of the public are also allowed to speak at the meeting.)

5. **Hackney Carriage Table of Fares** – Report of the Solicitor to the Council (Monitoring Officer). Attached.

Purpose of Report – To note the report; authorise the Licensing Manager to carry out further consultation and present a summary of the responses received at the next Licensing Committee; determine if the Licensing Manager should consult on the inclusion of Bank Holiday surcharges; and determine if the Table of Fares should include an additional tariff for the Christmas festive period for vehicles carrying 5+ passengers.

6. **Vehicle Testing and Tender Update** – Report of the Licensing Manager. Attached.

Purpose of Report – To provide Members with an update on the recent garage tender process.

7. **Window Tint** – Report of the Licensing Manager. Attached.

Purpose of Report – To consider a request to review the conditions for window tints for Hackney Carriage and Private Hire Vehicles

8. **Changes for Hackney Carriage/Private Hire and Combined Driver Applications and Scrap Metal Licence Applications from April 2022.** Report of the Assistant Licensing Officer. Attached.

Purpose of Report - To update the Committee on changes for taxi, private hire and combined drivers (not proprietors), Private Hire Operators and scrap metal licence applications from 4th April 2022.

Items Considered Exempt from Publication

9. **Request under the Hardship Scheme 1** – Report of the Licensing Manager. Attached.

Purpose of Report – To consider a request to delay compliance with a Private Hire Vehicle licence condition requiring CCTV cameras to be installed in all licensed vehicles.

10. Request under the Hardship Scheme 2 – Report of the Licensing Manager. Attached.

Purpose of Report – To consider a request to delay compliance with a Private Hire Vehicle licence condition requiring CCTV cameras to be installed in all licensed vehicles.

11. Installation of CCTV in Licensed Vehicles – Verbal update by the Licensing Manager.

12. Any other items which the Chairman decides are urgent in accordance with Section 100B(4) of the Local Government Act, 1972.

13. Date and Time of Next Meeting – Tuesday, 29 March 2022 at 6.30pm.

Agenda Contact Officer:

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17 January 2022

AGENDA ITEM 2

Craven District Council

LICENSING COMMITTEE

5 October 2021

Present – Councillors Myers (Chairman), Heseltine, Ireton, Madeley, Moorby and Whitaker.

Officers – Licensing Solicitor, Licensing Manager, Environmental Health & Cleaner Neighbourhoods Team Leader and Senior Democratic Services Officer.

Apologies for absence were received from Councillors Harbron, Jaquin, Ogden, Mulligan and Solloway.

Start: 6.34pm

Finish: 8.21pm

The minutes of the Committee's meeting held on 13 July 2021 were confirmed subject to Councillor Ireton being recorded as present at that meeting.

Minutes for Report

LIC.244

Public Participation

Mr Mohammed Asim and Mr Mohammed Shaban addressed the Committee regarding various taxi matters. Their first point concerned tinted windows and the cost of replacing these for clear glass as most new vehicles had tints as standard. Secondly, due to a surge in online shopping, the taxi trade had seen a decline in the use of taxis, resulting in loss of income and that a hardship scheme to assist with the installation of mandatory CCTV would be very helpful. Thirdly, Mr Shaban told the Committee of the unacceptable wait for MOT tests at the Council's appointed testing station. The Chairman was aware of the issues and the Council had attempted to widen the pool of testing stations by writing to all MOT testing stations in the District but to no avail. The Licensing Manager stated that the time taken to get an MOT had reduced but acknowledged there was still a delay. The Chairman advised vehicle owners to book their test well in advance of the MOT expiry date.

Mr Asim also raised an issue regarding personal contact details that had been included in correspondence to all taxi drivers. The Chairman acknowledged that a letter had been received from the Craven Taxi Association on the subject and he stated that the matter was being investigated and a response would be provided as soon as possible and the points raised would be taken on board. And

Ms Karen Darvell, Chair of Stirton with Thorlby Parish Council addressed the Committee regarding the review of caravan site standards. The Parish Council was concerned about holiday occupancy, holiday use and site lighting. Referring to Appendix D, she enquired who would be responsible for residency inspections on site and for any audit checks. One document namely payment of the Council Tax was not sufficient evidence to establish proof of residency elsewhere. Additionally, the Parish Council felt that site owners should be required to keep a register of who was on site as not only would this provide data on length of occupancy but it would act as a safety mechanism in case of flood and fire etc. details for any potential safety issues on site. Ms Darvell also referred to the lighting of sites, specifically how would low lighting be defined. Would it be in accordance with the Council's Local Plan's dark skies policy and the guidance on reducing obtrusive lighting. She asked if this could be included in the standards.

LIC.245

Statutory Taxi and Private Hire Vehicle Standards

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Craven District Council

The Licensing Manager submitted a report updating Members on the consultation carried out on the Taxi and Private Hire Vehicle Standards issued by the Department for Transport. Results of the consultation were circulated to Members separately to the report now submitted. The purpose of the standards was to create a core set of minimal national standards to better regulate the taxi and private hire sector with the aim of protecting the public. The Department for Transport expected the taxi standards to be implemented by local authorities unless there were compelling reasons not to.

Resolved – (1) That, the contents of the report now submitted are noted.

(2) That, the Private Hire Operator Licence Conditions detailed in the Council's Hackney Carriage and Private Hire Licensing Policy set out at Appendix Q are added and the conditions for use on all thirteen current licences and new grants are approved.

(3) That, the Council subscribes to the National Register of Taxi and Private Hire Licence Revocations and Refusals.

(4) That, the period of time is increased from three years to seven years for possession of a weapon offences is approved. Where an applicant has a condition for possession of a weapon or any other weapon related offence, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

(5) That, the period of time is increased from five years to seven years for dishonesty offences is approved. Where an applicant has a conviction for any offence where dishonesty is an element of the offence, a licence will not be granted until at least seven years have elapsed since the completion of any sentence imposed.

(6) That, the Department for Transport's recommendation for offences involving handheld devices whilst driving is included in the Council's Policy. Where an applicant has a conviction for using a hand-held mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least 5 years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.

LIC.246

CCTV (Taxi Camera) & Hardship Scheme of Delegation

The Licensing Manager submitted a report regarding the implementation of taxi cameras together with a hardship policy and scheme of delegation. To allow for a consistent approach in dealing with requests from individuals asking to delay the installation of CCTV because of financial hardship an application form would need to be submitted along with supporting documentation. The application would be considered under a scheme of delegation as set out in the report now submitted thereby enabling requests to be dealt with in a fair and consistent manner. It was requested that the Vice-Chairman of Licensing Committee should also be a consultee under the scheme of delegation.

Members considered the implementation date for the purchase and installation of mandatory CCTV in vehicles currently licensed. In balancing the cost against the benefits of public and driver safety, Members judged that a fair implementation date would be 1st January 2022 as this would give the trade a little more time to finance the purchase and installation of CCTV.

AGENDA ITEM 2

Craven District Council

In addition, Members requested that the Licensing Manager assisted the taxi trade by circulating details about possible sources of finance that might be available such as Government backed loans introduced during the pandemic to help businesses.

Resolved – (1) That, the implementation date for taxi cameras in vehicles currently licensed is 1st January 2022.

(2) That, the hardship policy, as now submitted is adopted.

(3) That, the scheme of delegation agreed on 19th July 2021 continues and that the consultees be extended to include the Vice-Chairman of this Committee.

LIC.247

Review of Holiday Caravan Site Regulation

The Legal Manager submitted a briefing report following an internal review and a public consultation on new standards to be introduced. It was envisaged that by carrying out a review and revising the standards for caravan sites in Craven, together with a more joined up approach to enforcement and communication, it would enable the services responsible for respective enforcement to deal with any issues more expediently and effectively.

Draft standards relating to static and touring holiday use caravan and lodge standards as well as pods, tents and yurts were appended to the report now submitted. As a result of the consultation some revisions were made to the standards and those were incorporated into the draft standards.

During the ensuing discussion, Members voiced their concerns about residents who were technically living full-time on sites that were not approved for full-time occupancy, thus avoiding paying Council Tax, whilst benefitting from all the services. Environmental Health were responsible for carrying out audit checks, but should there be any concerns about any sites or pitches being used for full-time occupancy where a planning permission had not been granted, then the matter would be referred to the Planning Department for further investigation and enforcement action as appropriate.

This was a country wide problem and it was a loophole that Members wanted closed off as it was unfair to the rest of the Council's residents who paid their Council Tax. Members asked that enquiries be made of other local authorities as it would be beneficial to know how they had dealt with the problem.

The matter of caravans being suitable for all year round use was discussed as many of the older caravans didn't comply with current standards. However, this was a problem that the Council had no control over and it was up to site owners to stipulate that British Standards for winter occupancy were included in their own site conditions.

The Council's Environmental Health & Cleaner Neighbourhoods Team Leader advised the Committee that any changes to the draft would require further a period of further consultation.

In acknowledging that further consultation would be required, Members indicated that, in order to tighten up on caravan unit owners circumventing the rules, they wanted to see two forms of proof of residence being submitted to the site owner rather than one as set out in section 2 g) group A.

Resolved – That, the contents of the report, the new working arrangements and enforcement strategy are noted and the draft standards as submitted are approved:

AGENDA ITEM 2

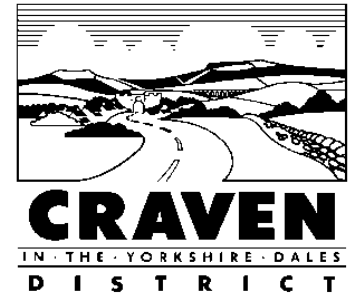
Craven District Council

Chairman.

Licensing Committee – 25th January 2022

Hackney Carriage Table of Fares

Report of the Solicitor to the Council (Monitoring Officer)



Lead Member – Cllr Simon Myers

Ward(s) affected: All

1. Purpose of Report

To consider a request to review the Hackney Carriage Table of Fares

2. Recommendations – Members are recommended to:

- 2.1 Note the report;
- 2.2 Authorise the Licensing Manager to carry out further consultation and present a summary of the responses received at the next Licensing Committee;
- 2.3 Determine if the Licensing Manager should consult on the inclusion of Bank Holiday surcharges; and
- 2.4 Determine if the Table of Fares should include an additional tariff for the Christmas festive period for vehicles carrying 5+ passengers.

3. Background

- 3.1 At the end of November 2021 an urgent request was received from a Hackney Carriage driver (apparently representing the wider licensed trade) to review the current Table of Fares for Hackney Carriages. The main reason for the request was said to be increasing fuel costs.
- 3.2 Section 65 of the Local Government (Miscellaneous Provisions Act) 1976 ('the Act') allows district councils to set fares for Hackney Carriages (Taxis) licensed in the district. The tariff sets the maximum fares that licensed drivers can charge the public when using the vehicle and applies to any journey undertaken by a Taxi within the administrative district regardless of whether the journey is pre booked or hailed in the street or on a Hackney Carriage Rank. The Council, in common with most other Councils, exercises this function and sets fares. The last review of the fares was 2018. This review was primarily to include a call out charge to the Table of Fares. Following consultation at the time, no request was made to amend any tariffs on the fares.

- 3.3 Before any table of fares can come in to force the Licensing Authority must set out a Table of Fares and publicly consult on the proposal. Section 65 of the Act prescribes the steps to be taken. Before any new fare can take effect, a public notice must be placed in a local newspaper. The public must be provided with a period of at least 14 days to make objections to any proposal. A copy of this notice must also be available at the Council's offices for inspection. If an objection is received, then the matter must be considered by the Council. The Council can decide to revise the table of fares or alternatively, decide that the originally proposed table of fare should come in to effect.

Report

- 3.4 In an effort to deal with the request expeditiously and with the agreement of the Chair of this Committee, a short consultation was carried out with the 124 drivers currently licensed by the Council to drive Hackney Carriages and who are best placed to understand the cost of operating a Hackney Carriage in the District. Private Hire drivers were not included in this initial consultation but will be notified of any further public consultation.
- 3.5 The consultation period ended on the 17 December 2021. The main purpose of the consultation was to obtain sufficient statistical information to enable officers to compile a draft revised Table of Fares.
- 3.6 A copy of the consultation questionnaire sent to the drivers is attached at Appendix A. The questionnaire requested information such as the approximate distance a hackney carriage travels in a year, how much of that is with a fare paying passenger and maintenance costs. This detailed information is required to assist in calculating an evidence-based Table of Fares.
- 3.7 Ten responses were received. Unfortunately, these responses provided insufficient data to calculate a reasonable evidence based draft revised Table of Fares for public consultation.
- 3.8 However, two trade associations (Craven Taxi Association and PH Taxi Association) is attached as Appendix B and C. Both proposals are similar in costings per yard travelled after the initial flag drop but, the two proposals are quite different in the starting flag drop. The flag drop is the initial upfront cost of using the Taxi for the first part of the journey. Neither association has provided any information on how the proposed fares have been calculated see Appendix D and E.
- 3.9 The Licensing Manager has carried out a table-top exercise to compare the fares proposed with those charged by neighbouring Licensing Authorities and those in North Yorkshire. A summary is attached at Appendix F.
- 3.10 While comparison with other authorities is helpful for a side-by-side simple comparison, it is flawed without the data underpinning those fares. Side by side comparisons take no account of variables associated with operating in

different areas. The cost of operating a hackney carriage varies due to the different costs and the specific requirements of the licence. For example, the cost of complying with local licence conditions such as having taxi cameras installed. Factors such as the number of passengers and average journey distances are also relevant as are the local demographics and cost of living.

- 3.11 Since the last review of the Table of Fares which increased the base fare rates, the annual rate of inflation has risen by an average 2.12% a year. Fuel prices have also fluctuated.
- 3.12 This is the first request the Licensing Authority has received to review the Table of Fares since 2010. Consequently, the data held is outdated and insufficient to inform a draft revised Table of Fares.
- 3.13 Whilst it is helpful that the Associations have proposed revisions to the Table of Fares, an evidence base is needed to support those proposals.
- 3.14 When responding to the consultation, two further changes to the Table of Fares were requested. These were the addition of public holiday surcharges and an additional surcharge for carrying 5+ passengers during the Christmas festive period.
- 3.15 Public (Bank) holiday surcharges would add an extra 5 days when increased fares could be charged. Neighbouring authorities who include such a charge, set the charge to match the night-time rate. Comparisons show the inclusion of such a charge varies across districts locally and nationally.
- 3.16 With regard to the festive period surcharge, currently a vehicle carrying 5 or more passengers uses the same surcharge as a vehicle carrying 4 or fewer passengers. There is no additional surcharge for carrying extra customers. The festive period is stated to be 1800hrs Christmas Evening to 0600 hours on 27th December and from 1800hrs New Year's Evening until Midnight on New Year's Day only. At all other times of the year, there is a separate tariff for larger vehicles when carrying additional passengers set at a higher rate to cover the additional cost of running such a vehicle. There are currently 17 vehicles licensed to carry 5 or more passengers.
- 3.17 Licensing Committee is asked to determine if the additional charges outlined at paragraphs 3.15 and 3.16 above should be included in the consultation.
- 3.18 In order to propose a draft revised Table of Fares, more detailed information is required and therefore it is recommended that the consultation is rerun. The proposals submitted by the two Associations do mean the consultation can be more targeted and provide more opportunity for the trade to engage and provide the statistical information needed. The request to review the Table of Fares is fair given the increase in the cost of living and the time that has passed since the last review.

4. Financial and Value for Money Implications

If Members agree to review and amend the table of fares a cost for consultation will be incurred which is recoverable under Hackney Carriage Licence fees.

5. Legal Implications

These are set out in the body of the report.

6. Contribution to Council Priorities

Promoting the wellbeing of Craven's communities

7. Impact on the declared Climate Emergency

None

9 Risk Management

None

10. Chief Finance Officer (s151 Officer) Statement

A Chief Finance Officer statement is not required for this report.

11. Monitoring Officer Statement

No additional comments to those already included in the report.

12. Equality Impact Analysis

12.1 An Equality Impact Analysis has been completed.

12.2 A change to the table of fares would not specifically impact on a person because of their protected group. The impact is dictated by a person's ability to pay a higher fare for hackney carriage journeys.

12.3 The Equality Impact Analysis will be reviewed when the draft revised Table of Fares has been compiled.

13. Consultations with Others

Hackney Carriage Drivers and Trade Representatives

14. Background Documents

Current Table of Fares

15. Appendix

- Appendix A** – Hackney Carriage table of fares questionnaire
- Appendix B** - Craven Taxi Association proposed table of fares
- Appendix C** – PH Association proposed table of fares
- Appendix D** – Craven Taxi Association consultation
- Appendix E** – PH Association consultation
- Appendix F** – Tabletop exercise

16. Author of the Report

Name Tim Chadwick
Telephone: 01756 706251
E-mail: tchadwick@cravenc.gov.uk

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

HACKNEY CARRIAGE FARE REVIEW CONSULTATION 2021 QUESTIONNAIRE

Section 1: Figures used to Calculate Fares

The table below shows an estimate of key figures for Hackney Carriages in Craven. Please use the space provided in order to make any comment on these figures. Comments can include views on what the figures should be, or if the figures should not be included as part of the fare setting process.

Please provide as much evidence as possible in order to justify your comments and substantiate any figures given. For example, if you spend £600 per year on tyres, record this figure and if you can include copy any receipts this would be helpful. If you operate more than one vehicle please use an average per vehicle.

Item	Estimated figure	Comments for estimation
The average annual mileage for a Craven Hackney	20,000	
The amount of mileage without a fare paying passenger	10,000	
The amount of mileage with a fare paying passenger	10,000	
The average mileage travelled for each fare paying journey in Craven	3 miles	
The average number of journeys travelled with a fare paying passenger	3,333 This is Live Mileage divided by the average journey length	
Dead mileage* rate	50%	
Annual vehicle depreciation for a new car for the first 4 years	£3692.35	
Cost of capital This sum represents the loss of income from the owner having money tied up in a vehicle which could otherwise be earning money in a deposit account.	£592.22	
Annual cost of insurance	£500	
Cost of Road Tax	£190	

Item	Estimated figure	Comments for estimation
Average breakdown cover	£54.73	
Average diesel price last 12 months**	127.73p	
Annual cost of tyres	£442	
Annual service labour costs	£568.89	
Annual cost of replacement parts	£630	
Annual Hackney Carriage Licence fee	£250 (£125 x 2)	
Vehicle test fees	£120 (£60 x 2)	
Driver Licence fee (pro rata)	£96.27	
Cost of providing a roof sign and meter	£60	
One-off cost of Taxi Cameras/CCTV	£550	
Do you believe the table of fares needs to be reviewed? Please circle		Yes No

* Dead mileage is defined as the percentage of the distance that is travelled without a fare paying passenger aboard. It does not include any distance travelled on a fare where the meter is not used (for example a school contract or airport run), any distance travelled in the vehicle for personal (social, domestic, pleasure) use, or distance travelled to and from home to work.

** We are proposing on using diesel prices only for the purpose of fare setting. Historically petrol prices are lower than diesel.

Section 2 – Any other comments

Finally, we are pleased to hear views from the trade. Please use the space below to make any other relevant suggestions or comments.

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Section 4 – Consultee Details

Please note that anonymous responses will not be considered.

Name			
Hackney /Combined Licence No	Carriage Driver	Hackney Vehicle Licence No	Carriage

**Please return to Licensing at the address above by 12:00hrs on 17th December 2021.
Thank you for taking the time to complete this questionnaire.**

Craven Taxi Association

Proposed Tariff 1 0600hrs to Midnight

First 838 yards £3.50

Per each 117.6 yards 0.13p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag Drop	3.50	16.67
1	4.52	19.5
2	6.46	22.5
3	8.41	24
5	12.30	26
10	22.03	28

Proposed Tariff 2 - Midnight to 0600 hrs

First 838 yards £4

Each 196.6 yards then 0.26p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	4.00	21.21
1	5.22	23
2	7.05	25
3	9.37	26
5	14.03	27.5
10	25.67	28.5

Proposed Tariff 3 1800hrs on Christmas Eve until 0600 hrs on the 27 December and from 1800 hours New Years Eve until Midnight on New Years Day

first 838 yards £5

each 143.2 yards 0.20p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	5.00	18.87
1	6.67	24.5
2	9.87	24
3	13.07	25.5
5	19.46	27
10	35.43	28.5

Proposed Tariff 4 – Vehicles when carrying 5 or more passengers

First 838 yards or 267 seconds £5

Each 156.9 yards 0.20p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag Drop	5.00	25
1	6.50	25.5
2	9.37	26.5
3	12.24	26.5
5	17.97	27
10	32.31	27.5

Request for the inclusion of

- Call out charge – *this is already included on the current table of fares*
- *Inclusion of T2 public holidays*

PH Skipton Taxi Association

Proposed Tariff 1 0600hrs to Midnight

First 1232 yards £5.00

Per each 117.6 yards 0.13p – (is equivalent of approx. £1.95 a mile)

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
flag drop.	£5	66% - should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	5.58	47.5
2	7.53	42.5
3	9.47	40
5	13.37	37
10	23.09	34

Proposed Tariff 2 - Midnight to 0600 hrs

First 1232 yards £6.00

Each 196.6 yards then 0.22p – (is equivalent of £1.97 per mile.)

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	£6.00	81.8 - should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	6.59	55.5
2	8.56	42
3	10.53	34.5
5	14.47	27
10	24.32	19.5

*Proposed Tariff 3 1800hrs on Christmas Eve until 0600 hrs on the 27 December and from 1800 hours New Years Eve until Midnight on New Years Day

First 1232 yards £7.50

Per each 143.2 yards 0.19p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	7.50	78.15 should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	8.20	49.16

2	10.54	32.43
3	12.87	23.59
5	17.54	14.42
10	21.71	5.78

***Proposed Tariff 4 – Vehicles when carrying 5 or more passengers**

Initial flag drop Up to 1st 1232 yards **£6.75**

Each 156.9 yards - 17p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	6.75	68.75
1	6.17	19.28
2	8.42	13.45
3	10.66	10.33
5	15.15	7.05
10	26.36	3.93

Request for the inclusion of

- Waiting time of £15 per hour

*Request for this tariffs done on insufficient data for the request – Licensing Received the following for these two tariffs Morning Tim. The fares you have worked out seem to be line to catch us taxi drivers with a living wage. Tariff 3 wants to be half again of tariff 1. Tariff 4 for 5 to 8 passengers wants to be between tariff 2 and tariff 3. Waiting time needs to be at least £15.00 per hour. Hope you find this satisfactory. Many thanks.

Proposal received from Craven Taxi association. Licensing Manager unsure the number of drivers represent or who is the representative(s).

14/12/2021

I wish to raise concerns aired by fellow colleagues and myself in relation to fair increase. As you are aware the cost of fuel has increased drastically over recent months leading to a huge upsurge in costs accumulated. This is a major factor in seeking your support to increase the minimum flag down

Tariff 1 to £3.50

Tariff 2 to £4.00

Tariff 3 to £5.00

Tariff 4 to £5.00

Also increase on the mileage rate by 10%. As well as this incurred cost, maintenance and car repair has increased by 30%, leading to additional costs acquired.

Based on these factors, we would appreciate if you would consider our suggested increase in line with rate of inflation as well as the impact of the resulting costs.

Can we also kindly request you to look at Tariff 2 usage during public holidays. Having researched all the other licensing authorities in North Yorkshire, they all operate on a Tariff 2 basis. As such, we feel it makes operational sense as well as fairness, to operate in line with our partnering authorities. Tariff cards attached.

As well as this, can we please discuss call out charges, for instance pick ups from Premier Inn, Gargrave or the Coniston Inn would require drivers from Skipton to travel a vast distance, making the journey far more costly for the drivers taking into account all the additional costs.

In relation to the 5+ seat rate, we have had a number of drivers wishing to raise the matter concerning the price drop (see attached tariff card). We fail to understand why the rate has dropped from the previous £4.50, down to £4.00. No other local authority has agreed to follow this course of action so once again, feel like this is unfair targeting. 5+ seat drivers are again targeted in relation to price unfairness considering cars and smaller vehicles can apply T2/T3 after midnight and during public holidays whereas minibuses are restricted to t4 rates at all times. The same rules should apply to drivers of all vehicles and as such, need amending.

Card payment 5% can be added on to card cover fee's.

Can you please contact me via email to discuss this further.

Yours Sincerely

Craven Taxi Association

Reply on 15th December

Thank you for the figures you have provided. To assist me in presenting and using your data, could you confirm how the figures have been calculated? Such as, what costs of running a Hackney Carriage have you included in your proposed tariffs? It would be helpful if you are able to list these and the associated cost. What is the profit for drivers factored in to the tariffs? Please where possible provide as much evidence for the data. This is to assist us in setting a new table of fares, that is fair for the trade & the public.

At the moment there is no mileage rate but the meter will go up in price after the first initial flag distance at a rate per number of yards, this varies depending on which tariff is in use. Could you confirm what you are suggesting this should be.

The current tariff includes a call out charge, please can you clarify your comment on this, so I can look in to this further.

Since 2018 it is not permissible to charge extra for the use of payment by card by any business. So we are unable to consider this.

Please ensure all of your members respond to the consultation that has been sent out, to date we have received less than 10 responses from the trade.

All other comments are noted.

Reply 16th December

Dear Sir/Madam

Thanks for your reply.

The tariff/rates we have mentioned in our previous email are only in line with neighbouring North Yorkshire authorities.

We would suggest you contact other North Yorkshire authorities as to how they have reached them figures and why they deem them appropriate. All we are asking is for fairness and parity with other authorities who we are aligned to.

Also T2 use on Public Holidays needs to be looked into.

Pick up and drop off points if the Call out Milage rate can be added on the new tarrif card would be better.

Majority of drivers or firms don't know the call out rate.

Kind Regards

Craven Taxi Association

Reply 16th December

Dear Sir/Madam,

Every hackney carriage in the district is required to display the table of fares, last revised in 2018, within the vehicle. This outlines the call out charges that can be charged and how the process works.

We have written to all drivers asking them to complete a consultation, the information from this will assist us in forming any new tariff. It is important that drivers complete and return these to us by tomorrow however the current response rate remains extremely low.

In order to back up any change to the tariff, we must be able to evidence why a change is being made. Simply using a tariff from another authority doesn't necessarily assist Craven drivers. Whilst I accept the base cost (e.g. vehicle maintenance and fuel) will be fairly similar for neighbouring authorities, the actual costs of operating across a district varies due to differences in average journey lengths and dead mileage covered by a vehicle - all of which have an impact on how much money a driver can earn.

Also, how the meter rate is calculated across different authorities varies, which makes side by side comparisons difficult. This is illustrated below:

Craven charges for the first 838 yards then every 117.6 yards

Harrogate charges for the first 440 yards then every 176 yards

Richmond charges for the first 880 yards then every 176 yards

Hambleton charges for the first 1760 yards then every 176 yards

Rydale charges for the first 880 yards then every 88 yards

Scarborough changes for the first 251.43 yards then every 251.43 yards

Selby for the first 352 yards then every 1760 yards

Bradford for the first 96 yards then every 96 yards

Pendle for the first 1760 yards then every 1760yards

This means that for a two mile journey costings are;

Craven	5.28
Harrogate	7.00
Richmondshire	5.60
Hambleton	5.50
Rydale	6.00
Scarborough	6.60

Selby	6.06
Bradford*	5.30
Pendle	4.40
York	7.20
Leeds	6.40

Commented [TC1]: Since learned I think this is lower and more around £6.40/50. The figure is from National trade association league table and I think they have calculated it wrong

**I believe Bradford are the authority who have most recently reviewed Hackney fares*

We have not asked the trade to provide information to us to avoid carrying out any work, officers have researched neighbouring authorities extensively. We have asked because it is important that we can ensure that the trade can not only cover the cost to maintain a vehicle but also to earn a reasonable living, and Craven drivers are best placed to advise on how much it costs to run and maintain a vehicle in Craven.

I thank you for the information provided so far and ask you encourage all members to complete the consultation and return to us by tomorrow.

Additionally, please could you confirm for the nominated spoke person(s) for the association and which drivers do they represent. This will assist me as we move forward in the process.

As of the 20th December no reply has been received.

In summary the request was;

Tariff 1 to £3.50

Tariff 2 to £4.00

Tariff 3 to £5.00

Tariff 4 to £5.00

The Trade requested a 10% mileage increase currently we do not charge by additional mileage but by yards. Equally they have request the rate increase to be in line with inflation. Therefore The figures below are based on 20% mileage increase however the additional extra charge is show in yards and not extra miles.

A request has been made to include public holidays as a 'surcharge' and added to the tariff possible under tariff 3. This would need to be agreed by members. Although most hospitality and leisure works don't benefit from additional bank holiday pay. A number of authorities do include this for there trade.

Request made to include card payments – currently not legal to do so

Proposed Tariff 1 0600hrs to Midnight

First 838 yards £3.50

Per each 117.6 yards 0.13p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
1	4.52	19.5
2	6.46	22.5
3	8.41	24
5	12.30	26
10	22.03	28

Proposed Tariff 2 - Midnight to 0600 hrs

First 838 yards £4

Each 196.6 yards then 0.26p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
1	£5.22	23
2	£7.05	25
3	£9.37	26
5	£14.03	27.5
10	£25.67	28.5

Proposed Tariff 3 1800hrs on Christmas Eve until 0600 hrs on the 27 December and from 1800 hours New Years Eve until Midnight on New Years Day

first 838 yards £5

each 143.2 yards 0.20p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
1	6.67	24.5
2	9.87	24
3	13.07	25.5
5	19.46	27
10	35.43	28.5

Proposed Tariff 4 – Vehicles when carrying 5 or more passengers

First 838 yards or 267 seconds £5

Each 156.9 yards 0.20p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
1	6.50	25.5
2	9.37	26.5
3	12.24	26.5
5	17.97	27
10	32.31	27.5

Request for the inclusion of

- Call out charge – *this is already included on the current table of fares*
- *Inclusion of T2 public holidays*

PH Skipton Taxi Association

Proposed Tariff 1 0600hrs to Midnight

First 1232 yards £5.00

Per each 117.6 yards 0.13p – (is equivalent of approx. £1.95 a mile)

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
flag drop.	£5	66% - should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	5.58	47.5
2	7.53	42.5
3	9.47	40
5	13.37	37
10	23.09	34

Proposed Tariff 2 - Midnight to 0600 hrs

First 1232 yards £6.00

Each 196.6 yards then 0.22p – (is equivalent of £1.97 per mile.)

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	£6.00	81.8 - should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	6.59	55.5
2	8.56	42
3	10.53	34.5
5	14.47	27
10	24.32	19.5

*Proposed Tariff 3 1800hrs on Christmas Eve until 0600 hrs on the 27 December and from 1800 hours New Years Eve until Midnight on New Years Day

First 1232 yards £7.50

Per each 143.2 yards 0.19p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	7.50	78.15 should be noted the initial flag drop is 1232 yards currently it is 848 yards
1	8.20	49.16

2	10.54	32.43
3	12.87	23.59
5	17.54	14.42
10	21.71	5.78

***Proposed Tariff 4 – Vehicles when carrying 5 or more passengers**

Initial flag drop Up to 1st 1232 yards **£6.75**

Each 156.9 yards - 17p

Mile	Approx. Fare (£)	Approx increase (%) from current tariff
Flag drop	6.75	68.75
1	6.17	19.28
2	8.42	13.45
3	10.66	10.33
5	15.15	7.05
10	26.36	3.93

Request for the inclusion of

- Waiting time of £15 per hour

*Request for this tariffs done on insufficient data for the request – Licensing Received the following for these two tariffs Morning Tim. The fares you have worked out seem to be line to catch us taxi drivers with a living wage. Tariff 3 wants to be half again of tariff 1. Tariff 4 for 5 to 8 passengers wants to be between tariff 2 and tariff 3. Waiting time needs to be at least £15.00 per hour. Hope you find this satisfactory. Many thanks.

Tariff 1 Table Comparison

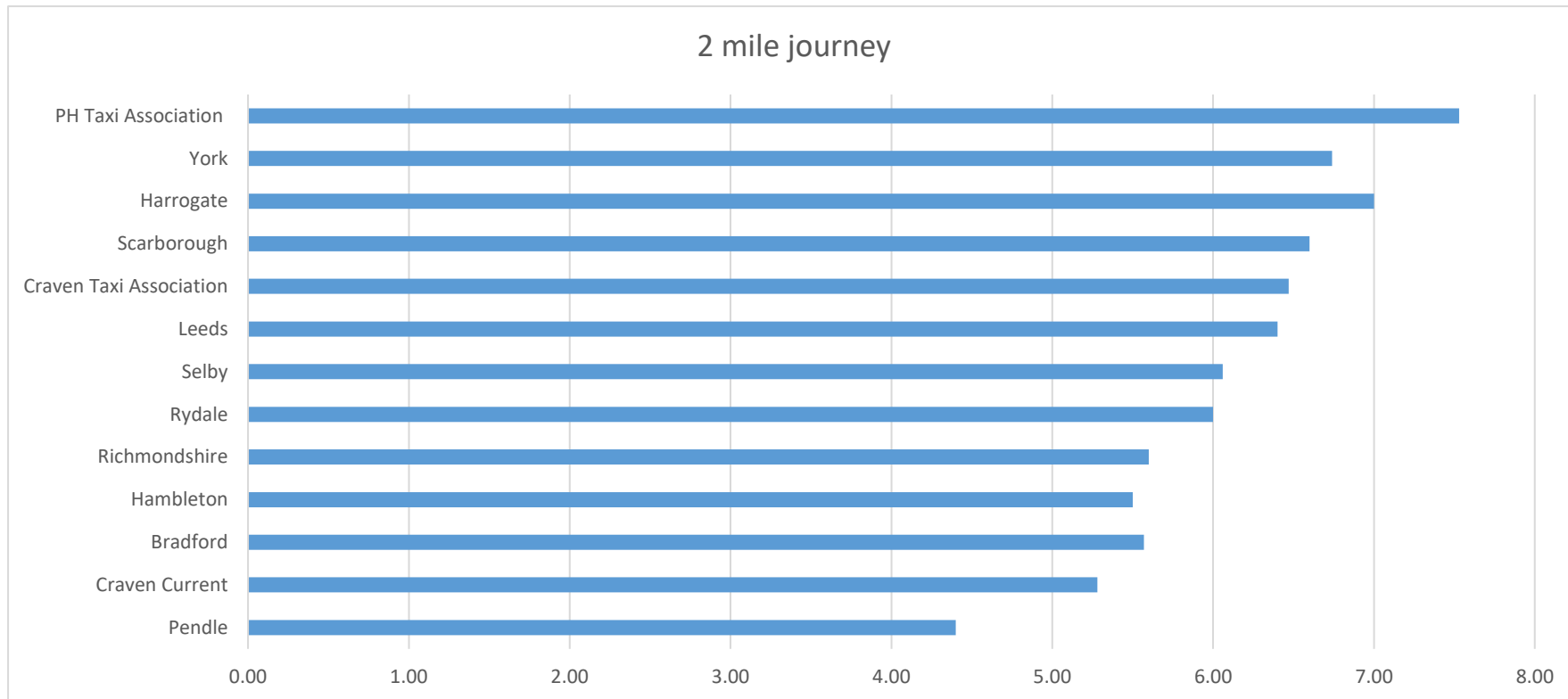
The below table is the figures are based on Tariff 1 metered journey– this is a vehicle carrying 4 or less passengers during the “day time”. In Craven this is 0600-0000hrs. Across the County and neighbouring authorities this period tends to vary between 0600-000hrs and 0600-2300hrs.

The table has no additional comparison, for the difference of owning and operating a vehicle in the areas or the number of journey a vehicle would expect to be used for in a typical year for that area.

For Comparison the two proposals made by the Associations have been added to the chart.

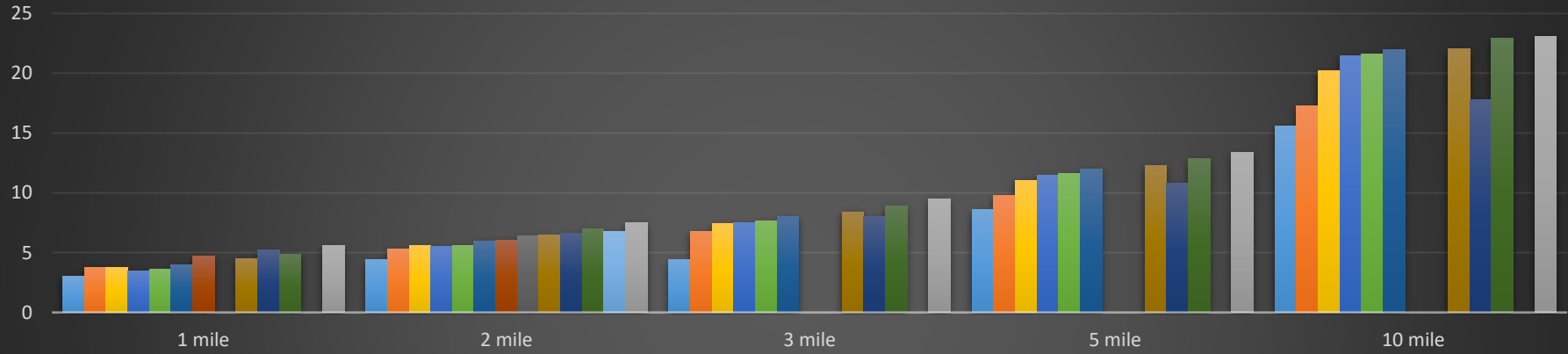
District	Tariff for 1 Mile	Tariff for 2 mile journey	Tariff for 3 mile	Tariff 5 mile	Tariff 10 mile
Pendle	3	4.40	4.4	8.6	15.6
Craven – Current Fare	3.78	5.28	6.77	9.77	17.25
Bradford	3.73	5.57	7.4	11.07	20.23
Hambleton	3.5	5.50	7.5	11.5	21.5
Richmonshire	3.6	5.60	7.69	11.6	21.6
Rydale	4	6.00	8	12	22
Selby	4.7	6.06	7.40	11.07	20.23
Leeds	4.5	6.40		12.30	22.00
Craven Taxi Association Proposal	4.52	6.47	8.41	12.3	22.03
Scarborough	5.2	6.60	8	10.8	17.8
Harrogate	4.9	7.00	8.9	12.9	22.9
York		6.74*			
PH Taxi Association Proposal	5.58	7.53	9.47	13.37	23.09

* Tariff 2 lower than published in the national trade association league table as I don’t believe they have calculated it right. York has calculated their fare in a different measurement then all other authorities (meters) I don’t think the trade association has factored this in as they show the fare as £7.30. To ensure no further confusion the additional mile comparisons for York have been left out.



The cost of 2 miles in a Hackney Carriage is seen as common comparison of fares across the Country and often used by trade associations to compare fares. <https://www.phtm.co.uk/newspaper/taxi-fares-league-tables> . However, no additional considerations are listed for the variables such as cost of living in each area, average household income etc.

Tariff 1



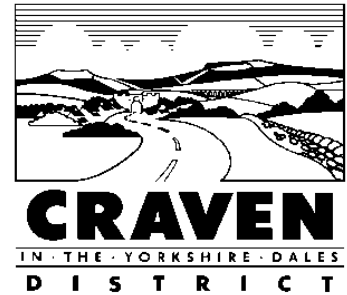
- Pendle
- Craven Current
- Bradford
- Hambleton
- Richmondshire
- Rydale
- Selby
- Leeds
- Craven Taxi Association
- Scarborough
- Harrogate
- York
- PH Taxi Association

Licensing Committee – 25th January 2022

Vehicle Testing and Tender Update

Report of the Licensing Manager

Lead Member – Cllr Simon Myers



Ward(s) affected: All

1. Purpose of Report

1.1 To provide members with an update on the recent garage tender process.

2. Recommendations – Members are recommended to:

2.1 Note the report

3. Background

3.1 All licensed vehicles in Craven are required to be tested by an authorised testing station. All vehicles undergo an MOT test annually and an enhanced licensed vehicle check (ELVC). Vehicles aged over 3 years are subject to an additional ELVC every 6 months.

3.2 Currently one testing station is authorised to carry out the required testing. This garage was appointed in February 2020 following a similar process. The contract was for a period of one year with options to extend for a further year on two occasions. This extension was activated in 2021 for one additional year and is due to expire on 28th February 2022. There is an option to extend this contract for one more year. Following requests from Committee Members and also the trade, the Licensing Manager has run a new tender exercise.

4. Report

4.1 In consultation with Legal Services, the tender process and documentation has been reviewed and sent to all garages within Craven who have the facilities to carry out MOT tests and the enhanced licensed vehicle check. In total this the pack was sent to 49 garages and responses are to be received by 31st January 2022.

4.2 The Licensing Manager will provide Members with a verbal update on the responses received to date and next steps.

5. Financial and Value for Money Implications

- 5.1 There are no financial implications arising directly from this report. Testing is cost neutral and funded by licensing fees.

6. Legal Implications

- 6.1 Vehicle testing is an important function and public safety is of paramount importance when considering garages to carry out vehicle testing.

7. Contribution to Council Priorities

- 7.1 Promoting the wellbeing of Craven's communities

8. Impact on the declared Climate Emergency

None

9 Risk Management

None

10. Chief Finance Officer (s151 Officer) Statement

A Chief Finance Officer statement is not required for this report.

11. Monitoring Officer Statement

A Monitoring Officer Statement is not required for this report.

12. Equality Impact Analysis

None

13. Consultations with Others

Legal Services

14. Background Documents

None

15. Author of the Report

Name Tim Chadwick
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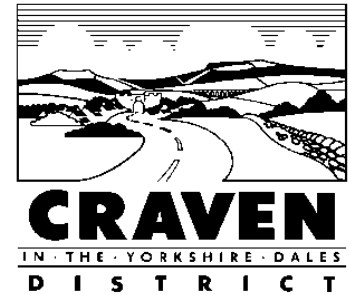
Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Licensing Committee – 25th January 2022

Window Tint

Report of the Licensing Manager

Lead Member – Cllr Simon Myers



Ward(s) affected: All

1. Purpose of Report

To consider a request to review the conditions for window tints for Hackney Carriage and Private Hire Vehicles

2. Recommendations – Members are recommended to:

- 2.1 Note the contents of the report;
- 2.2 Agree to review licensed vehicle condition 3 of Hackney Carriage Vehicle Conditions and 1b of Private Hire Vehicle Conditions relating to window tints and authorise the Licensing Manager to consult with the licensed trade and all interested parties and report the responses received to the next meeting of the Committee.

3. Background

- 3.1 The matter of windows tints has previously been reviewed and considered by the Licensing Committee on the 21st September 2010 and 14th December 2010 following which the Licensing Committee agreed to a revised policy prohibiting window tints on licensed vehicles.
- 3.2 The Council's Current Hackney Carriage and Private Hire Policy (adopted in 2018) was consulted on widely and the matter of window tints was discussed as part of the Taxi Licensing Policy Working Group meetings.
- 3.3 Condition 1b for Private Hire Vehicles and Condition 3 for Hackney Carriage Vehicles states:

All glazing must at all times comply with Road Vehicles (Construction and Use) Regulations 1986 regulation 32 with regards to the level of tint. A minimum light transmission value of 70% shall be maintained in all windows except a windscreen, which shall have a minimum light transmission value of 75%. Tinted films applied to the vehicle windows are not permitted.

4. Report

- 4.1 Under the Town and Police Clauses Act 1847 the Council is responsible for licensing hackney carriages and private hire vehicles and also has the power to attach such conditions to the licences of vehicles as it considers reasonably necessary. In setting any such condition it is necessary to balance the primary objective of public safety and be proportionate to the risk it aims to address.
- 4.2 All road vehicles irrespective of their intended use must meet The Road Vehicles (Construction and Use) Regulations 1986 ('the Regulations'), which specifies the minimum levels of light that must pass through the windscreen and the front windows of any vehicle. The Regulations do not extend to the remaining windows in a vehicle.
- 4.3 These Regulations require light transmission through the windscreen of the vehicle of at least 75% and light transmission through the front side windows of at least 70%. If the glass is tinted to a point whereby less light transmits through the glass, then the vehicle does not meet the legal requirement.
- 4.4 The purpose of the Regulations is to ensure that the driver's ability to see the road clearly is not restricted by the glass tint. The tint can also restrict the driver's vision, especially in dark conditions, and this may prevent drivers from seeing other road users or pedestrians
- 4.5 The Licensing Authority has now received requests from the licensed trade to review the policy on window tints and removal of conditions on licensed vehicles restricting window tints.
- 4.6 Several reasons are given for the request:
- The cost to replace tinted windows
 - The condition limits the range of available vehicles to purchase
 - Improved privacy
 - Added protection from ultraviolet rays coming from the sun
 - Improved thermal comfort by reducing heat build-up inside the vehicle
 - Aesthetic appearance by enhancing the look of the vehicle
 - Taxi Cameras are now required to be installed in vehicles and can be used to check inside a vehicle thereby reducing the need for visibility into the vehicle.
- 4.7 Hackney carriages and Private hire vehicles provide a valuable public transport service that includes, but is not limited to, transporting school children, local residents and visitors to Craven.
- 4.8 Tinted windows impede the ability to see into the rear of a vehicle and for licensed vehicles, this presents a number of potential issues including:
- Activities taking place in the vehicle cannot be viewed from the outside posing a potential risk to both passengers and driver.

- The Council need to see that the maximum number of passengers the vehicle is licensed to carry is not being exceeded.
- Vulnerable passengers, for example young persons, the elderly and lone females may feel safer in the vehicle where they can be seen from the outside of the vehicle.

It was for these reasons that the condition is now attached to licensed vehicles.

4.9 However with window tints;

- Vehicles adapted to carry wheelchair passenger by their nature have large expanses of glass. The ability for these windows to be tinted would afford passengers improved comfort and make the journey more pleasant.
- In some circumstances it may be the customer's preference to be afforded the privacy provided by darkened glass.

4.10 It is some time since this condition was imposed and with the introduction of mandatory taxi cameras it is right that the condition is reviewed. However, without supporting data it is difficult to determine if the condition is excessively burdensome and has an impact on the quality of vehicles which can be used. The level of risk imposed on a passenger due to window tints is also difficult to determine due to the under-reporting of complaints.

4.10 Should members wish to consider reviewing the window tint policy a consultation would be conducted with the trade and wider public in order to seek their views on the proposal. It is intended this would be undertaken following the conclusion of the 'Table of Fares' consultation.

5. Financial and Value for Money Implications

None.

6. Legal Implications

6.1 Any vehicle licence holder aggrieved by condition relating to window tints can appeal to the Magistrates Court within 28 days of a licence been issued.

6.2 The Council must be able to show that any window tint policy is proportionate and justified.

7. Contribution to Council Priorities

Promoting the wellbeing of Craven's communities

8. Impact on the declared Climate Emergency

None.

9. Risk Management

None.

10. Chief Finance Officer (s151 Officer) Statement

A Chief Finance Officer statement if not required for this report.

11. Monitoring Officer Statement

No additional comments to those already included in the report.

12. Equality Impact Analysis –

The Councils Equality Impact Analysis has not been carried out

13. Consultations with Others

The Council Solicitor

14. Background Documents

Road Vehicles (Construction and Use) Regulations 1986
Craven District Council Hackney Carriage and Private Hire Licensing Policy

15. Appendices

- None

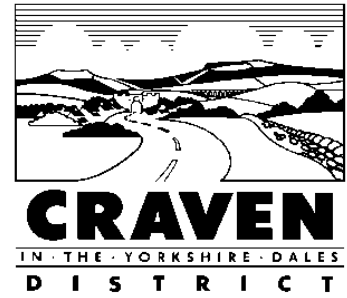
16. Author of the Report

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Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Licensing Committee – 25th January 2022

Changes for hackney/private hire and combined driver applications and scrap metal licence applications from April 2022

**Report of Assistant Licensing Officer****Lead Member – Cllr Simon Myers**

Ward(s) affected: All

1. Purpose of Report

- 1.1 To update the Committee on changes for taxi, private hire and combined drivers (not proprietors), Private Hire Operators and scrap metal licence applications from 4th April 2022.

2. Recommendations – Members are recommended to:

- 2.1 Note the report.

3. Background

- 3.1 Tax conditionality (a strategy to tackle tax avoidance in the hidden economy) has been in development for a number of years. The process for getting these checks introduced began back in 2015/16 following a report into the hidden economy published in 2017 called “The Hidden Economy in Great Britain”. The draft guidance for the new rules was published in October 2021.

4. Report

- 4.1 From 4th April 2022 the rules are changing for renewal applications for:

- Taxi (hackney carriage) driver licences
- private hire driver licences
- combined driver licences
- private hire vehicle operator licences
- scrap metal site licences
- scrap metal collector licences.

From 4th April 2022, licensing authorities must carry out checks on applications from individuals, companies and any type of partnership to make sure they are aware of their tax responsibilities or have completed a tax check.

- 4.2 The changes apply to:

- Licence **renewals** only (i.e. not first time applicants).
- Each legal entity (e.g. subsidiaries of a company) would need to do its own check but if there are several directors of a business, just one check is required per business.

4.3 Anyone applying to renew their licence after that date will need to have a Tax Check Code (9 digits/letters) which they will need to obtain through the Government Gateway.

4.4 Key dates

If a licence expires on or before 31st March 2022, that licence holder won't be affected this time but will need to be informed about the declaration as it will affect them upon their next renewal.

If a licence expires on 4th April 2022, if the applicant applies to renew early e.g. on 1st April, they won't need the Tax Check Code but any applications to renew received after 4th April will need it (so it's the date the renewal application is submitted rather than the licence expiry date which is key).

4.5 New licence applicants

New applicants do not need a tax check code on first application (this is so as not to act as a deterrent to new drivers joining the trade) but they *will* need to complete a declaration that they are aware of their need to register with HMRC and that in future they will need the tax check code. We as the Licensing Authority will need to retain this legal declaration along with their application paperwork. It is advised that we add this to the application form and sample wording has been provided.

New licence holders have 3 months' "wobble room/leeway" to register with HMRC from starting to operate.

4.6 How do they obtain a tax code?

- Be registered with HMRC for online services
- They need to apply via their Government Gateway account to register for HMRC online services, if they haven't already done so.
- They will need to provide certain information (e.g. tax status i.e. employed, self-employed, a registered company/partnership etc), state approx. how long they have held this licence and confirm that they have declared their income derived from this licence.
- This will generate a digit Tax Check Code which they pass to us – it is only valid for 120 days.
- It is important to stress that when verifying the code we do not have access to any of the applicant's financial details.

4.7 Consequences of not having a code

- If the code is not valid we **cannot proceed** with the renewal application.
- There is no right of appeal, we just need the check and cannot accept a renewal application after 4th April 2022 without one.
- No temporary licence can be issued pending receipt of the check code. The renewal cannot happen without the code.
- The licence will expire if the check code has not been obtained i.e. the tax check code is the 'key that opens the door' to them being allowed to renew.
- Not having a code wouldn't be a cause for revocation, because the check **must** be completed before issue.

4.8 Getting ready

We are preparing to send out the first communications to the trade by early February and will be updating all relevant materials and the website to go live by 4th April 2022. This is not a burdensome task for Licensing.

5. Financial and Value for Money Implications

5.1 None

6. Legal Implications

6.1 These are set out in the body of the report.

7. Contribution to Council Priorities

7.1 Promoting the wellbeing of Craven's communities

8. Impact on the declared Climate Emergency - None

9. Risk Management

9.1 None

9.2 Chief Finance Officer (s151 Officer) Statement

These are set out in the body of the report.

9.3 Monitoring Officer Statement

These are set out in the body of the report.

10. Equality Impact Analysis

10.1 None

11. Consultations with Others

11.1 Councils Solicitor

12. Background Documents

- 12.1 <https://www.gov.uk/guidance/changes-for-taxi-private-hire-or-scrap-metal-licence-applications-from-april-2022>
- 12.2 <https://www.gov.uk/government/publications/licence-application-tax-check-communications-resources>

13. Appendices

- None

14. Author of the Report

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Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.