



Licensing and Regulatory Committee

Time and Date

9.30 am on Tuesday, 12th March, 2024

Place

Diamond Rooms 1 and 2 - Council House

Public Business

1. **Apologies**
2. **Declarations of Interest**
3. **Minutes** (Pages 1 - 4)
To agree the minutes of the Committee meeting held on 23 January 2024.
4. **Exclusion of Press and Public**
To consider whether to exclude the press and public for the items of private business for the reasons shown in the reports.
5. **Hackney Carriage and Private Hire Licensing Fee Review 2024 - 2025**
(Pages 5 - 24)
Report of the Director of Law and Governance
6. **Outstanding Issues Report**
There are no outstanding issues to report.
7. **Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Private Business

8. **Applications for the Grant/Suitability to hold Hackney Carriage & Private Hire Drivers' Licences**
Reports of the Director of Law and Governance on the following:
(Listing Officer: Mick Coggins, Email: mick.coggins@coventry.gov.uk)
 - (a) Review of a Hackney Carriage Driver's Licence (Pages 25 - 32)
 - (b) Review of a Hackney Carriage Driver's Licence (Pages 33 - 80)

9. **Any other items of private business which the Chair decides to take as matters of urgency because of the special circumstances involved**

Julie Newman, Director of Law and Governance, Council House, Coventry

Monday, 4 March 2024

Note: The person to contact about the agenda and documents for this meeting is
Usha Patel/Tom Robinson
usha.patel@coventry.gov.uk/tom.robinson@coventry.gov.uk

Membership: Councillors F Abbott (Chair), S Gray, G Hayre, A Hopkins, J Innes, T Jandu, L Kelly, S Keough, R Lakha, R Lancaster (Deputy Chair), J Lepoidevin, A Masih, R Thay and CE Thomas

Public Access

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Usha Patel/Tom Robinson

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Coventry City Council
Minutes of the Meeting of Licensing and Regulatory Committee held at 9.30 am
on Tuesday, 23 January 2024

Present:

Members: Councillor F Abbott (Chair)
 Councillor G Hayre
 Councillor J Innes
 Councillor T Jandu
 Councillor S Keough
 Councillor R Lakha
 Councillor R Lancaster
 Councillor J Lepoidevin
 Councillor R Thay

Employees (by Service
Area):

Law and Governance S Ahmed, U Patel, T Robinson

Regulatory Services D Cahalin-Heath, M Coggins

In Attendance
(Observers): S Manhertz (Trainee Solicitor)
 E McKindley (Trainee Solicitor)

In Attendance: Taxi Driver Representatives

Apologies: Councillor A Hopkins, L Kelly, A Masih and CE Thomas

Public Business

51. Declarations of Interest

There were no declarations of interest.

52. Minutes

The Minutes of the Committee meeting held on 21 November 2023 and the Sub Committee Hearing held on 11 December 2023 were agreed and signed as a true record.

53. Hackney Carriage and Private Hire Licensing Fee Review 2024

The Licensing and Regulatory Committee considered a report of the Chief Legal Officer regarding the Hackney Carriage and Private Hire Licensing Fee Review 2024. The report informed members of a review of the current fees in relation to the licensing of Taxis and Private hire drivers, vehicles and operators and following the required consultation process, sought approval to adopt the proposed new fees and charges.

The Local Government (Miscellaneous Provisions) Act 1976 provides that the City Council may charge as fees the reasonable cost of administering and enforcing the hackney carriage and private hire licensing function. The fees charged by the Taxi Licensing office are intended to enable the service to operate on a self-financing basis. In relation to drivers licence fees, Section 53(2) states; A district council may demand and recover for the grant to any person of a licence to drive a hackney carriage, or a private hire vehicle, as the case may be, such a fee as they consider reasonable with a view to recovering the costs of issue and administration.

A fee review was undertaken on the 5th of December 2022, to address proposed charges made for the processing and issuing of licences to drivers and operators to reflect the changes and associated costs. These charges were implemented on the 8th of February 2023. Fees should be reviewed on a regular basis, and a such a cost analysis was completed looking at current fees and overall costs. Consequently, it was recommended that fees for the coming year be adjusted to accurately reflect the cost of the service. Before the fees could be set, the local authority must publish in a newspaper circulating in the area, details of the proposed variation and set a period of not less than 28 days for the receipt of any objections to the proposal.

Two taxi driver representatives attended the meeting and spoke regarding their concerns to increasing fees and the impact this would have on drivers. The Chair thanked the representatives for sharing their concerns and encouraged them to submit their concerns and issues as part of the 28-day consultation process. In addition, it was agreed that officers from the taxi licensing office would meet with the representatives to discuss some of their concerns further.

RESOLVED that, the Licensing and Regulatory Committee:

- 1) Approves, subject to consideration of any comments received, the proposed fee changes detailed in Appendix A.**
- 2) Authorises the Chief Legal Officer to make the necessary arrangements to advertise the applicable proposed fee variations.**
- 3) Notes that if any formal objections are received in response to the statutory notice that a further report will be presented on the 12th of March 2024.**

54. Outstanding Issues Report

There were no outstanding issues.

55. Any other items of public business which the Chair decides to take as matters of urgency because of the special circumstances involved

There were no other items of public business.

(Meeting closed at 10.10 am)

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Licensing and Regulatory Committee

12 March 2024

Name of Cabinet Member:

Not Applicable

Director Approving Submission of the report:

Director of Law and Governance

Ward(s) affected:

Not applicable

Title:

Hackney Carriage and Private Hire Licensing Fee Review 2024 - 2025

Is this a key decision?

No - although the proposals affect more than two electoral wards, the impact is not expected to be significant.

Executive summary:

This report is for members to consider objections, following a 28-day public consultation to the recent proposed increase in fees & charges for Hackney Carriage and Private Hire licensing.

The proposed fee changes were approved by the Licensing & Regulatory Committee on 23rd January 2024, subject to a 28-day public consultation and consideration of the objections received. The proposed fees will come into force on 1st April 2024.

Recommendations:

It is recommended that the Licensing & Regulatory Committee:

- (a) Approve, subject to consideration of objections at Appendix B of the report, the proposed fee changes detailed in Appendix A of the report to commence on the 1st April 2024.

List of Appendices included:

Appendix A – Proposed fee changes

Appendix B – Consultation Responses

Appendix C – Fees Comparison with Neighbouring Local Authorities 2023 - 2024

Other useful background papers:

None

Other Useful documents

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Hackney Carriage and Private Hire Licensing Fee Review 2024

1 Background

- 1.1 The Local Government (Miscellaneous Provisions) Act 1976 provides that the City Council may charge as fees the reasonable cost of administering and enforcing the hackney carriage and private hire licensing function. The fees charged by the Taxi Licensing office are intended to enable the service to operate on a self-financing basis.
- 1.2 In relation to driver's licence fees, Section 53(2) states; A district council may demand and recover for the grant to any person of a licence to drive a hackney carriage, or a private hire vehicle, as the case may be, such a fee as they consider reasonable with a view to recovering the costs of issue and administration.
- 1.3 Section 70 states; A district council may charge such fees for the grant of vehicles and operators licences as maybe resolved from time to time and as may be sufficient to cover the cost of :
- Carrying out inspections of hackney carriages and private hire vehicles for the purpose of determining whether any such licence should be granted or renewed;
 - The reasonable cost of providing hackney carriage stands; and
 - Any reasonable administrative or other costs in connection with the foregoing and with the control and supervision of hackney carriages and private hire vehicles.
- 1.4 The last fee review was undertaken on the 5th December 2022, to address proposed charges made for the processing and issuing of licences to drivers and operators to reflect the changes and associated costs. These charges were implemented on the 8th February 2023.
- 1.5 Fees should be reviewed on a regular basis, and as such a cost analysis has been carried out to review the current fees and overall costs to provide the service. The review included carrying out officer time recording exercises, regarding all administrative and enforcement activities associated with running the taxi licensing service. Costs of running this service include (but are not exhaustive):
- Staff costs, this includes frontline staff and also staff from other departments, which the licensing service collaborate with such as finance, governance and legal services who are involved in the implementation of the taxi licensing service when executing its functions; and
 - Any on-costs, which include overheads in relation to Council offices;
 - Materials such as stationery and items required to produce badges

and plates;

- 1.6 All of the above costs are subject to annual inflationary rises. Consequently, it is recommended that fees for the next financial year 2024 – 2025, be adjusted to accurately reflect the cost of running the service.
- 1.7 A benchmarking exercise of licence fees from neighbouring local authorities has taken place as detailed in Appendix C of the report. Whilst comparison can be made with other authorities, each local authority provides a different level of service and costs, and these are reflected in their fees. This is dependent on each local authorities licensing policy requirements.
- 1.8 The Licensing & Regulatory Committee on the 23rd January 2024 approved the proposed fee increases (Appendix A of the report) subject to consideration of any objections received. The public notice has been advertised for 28 days in a local newspaper; displayed in a Council building and on the Council website. Furthermore, a text message was also sent to all the trade. The last date for objections was the 24th February 2024.

2. Options considered and recommended proposal.

- 2.1 It is recommended that the Licensing & Regulatory Committee:
 - (a) Approve, subject to consideration of representations at Appendix B of the report, the proposed fee changes detailed in Appendix A of the report to commence on the 1st April 2024.

2.2 It is proposed to increase charges for the fees as indicated in the tables below:

Licence Fee	Current Charge		Proposed Charge		Increase	
	Hackney Carriage	Private Hire	Hackney Carriage	Private Hire	Hackney Carriage	Private Hire
	£	£	£	£	£	£
New Applicant Driver Licence	675	595	715	630	40	35
Driver Renewal	315		335		20	
Additional Driver Licence	315		335		20	
Driver Re-Grant	335		352		17	
New Vehicle	255		270		15	
Vehicle Renewal	20		240		10	
Vehicle Re-Grant	240		250		10	
Vehicle Transfer	30		32		2	
Vehicle Registration Change	40		42		2	
New & Renewal Operator	2200		2300		100	
Operator Re-Grant	2240		2350		110	

Ancillary Fees	Current Charge	Proposed Charge	Increase
	£	£	£
DBS/DVLA Enquiry	65.00	70.00	5.00
Hackney Carriage Road Knowledge Test	55.00	60.00	5.00
Driver Training Course (initial applicants only)	110.00	115.00	5.00
3 Yearly Driver Refresher Training (Mandatory)	55.00	60.00	5.00
Vehicle MOT Inspection	60.00	65.00	5.00
Vehicle MOT Inspection (re-test)	30.00	32.50	2.50

2.3 The proposed fees have been set in accordance with the Council's budget strategy. Local authorities will review and consider adjusting fees based on actual costs, surplus/deficit on a three-year cycle. The increase in fees is necessary for the following reasons:

- Since 2015 - 2016 the service has been running at a loss. The fee for a three-year licence was fixed at £170 for approximately five years from October 2015 to until April 2020, and annual fee for a vehicle licence was also fixed at £170 during these years. Initially this loss was funded by using reserves held within the service. By 2018 -2019 all of these reserves had been used up and the service was being supported by general Council funds.
- During the pandemic COVID grants were provided to support and fund the service.

- The financial review indicates that the licence fees need to increase to ensure the service breaks even.

2.4 Failure to increase fees in line with costs and to keep pace with inflation will result in a financial loss to the Council and an increase in the Council's subsidy of the Taxi and Private Hire Licensing Service. These fees will continue to be reviewed annually.

3. Results of consultation undertaken

3.1 The results of the consultation are attached at Appendix B of the report.

The proposed variation to fees has received 56 representations. In summary, those that objected to the fee increase made the following comments:

- Increased fees are unfair due to challenges the trade are facing in the current economic climate due to the cost-of-living crisis and inflation rises.
- There is increased competition due to non-Coventry app-based firms being able to operate in the city.
- Imposition of drivers having to acquire costly new vehicles.
- There is a lack of collaboration with drivers; and
- The Taxi Licensing office is inadequate as it is by appointment only.

3.2 There were 2 representations that agreed with the proposed fee increase, in summary the following comments were made:

- The fees are ok in light of the economic climate (but 1 yearly MOT's would be helpful); and
- Agree with the fee increase and it is justified. Taxi trade are making a good living and small increase won't make a difference.

4. Timetable for implementing this decision

4.1 The proposed fees will come into force on the 1st April 2024.

5. Comments from Director of Finance and Resources (Section 151 Officer) and Director of Law and Governance

5.1. Financial Implications

The proposed fee structure has been designed to enable the continued operation of the Taxi Licensing office on a self-financing basis. Future fee revisions and staffing levels will be routinely re-evaluated in line with any further legislative changes and financial considerations. Fee revisions are explained in paragraph 2.2 of this report, with a detailed list of proposed fee changes shown in Appendix A.

5.2. Legal Implications

- 5.2.1 Under the Local Government (Miscellaneous Provisions) Act 1976, the City Council can only charge a level of fees which is sufficient to cover the reasonable costs of administering and enforcing the hackney carriage and private hire licensing function.
- 5.2.2 The 1976 Act lays down a statutory procedure for varying fees for Hackney Carriage Proprietors i.e. vehicle licences, Private Hire Vehicle licences and Private Hire Operators' licences. This procedure involves giving public notice of the proposed changes and a 28-day objection period. If objections are made, these must be considered by the Committee before the proposed fees, relating to those types of licences, can be implemented.
- 5.2.3 The above statutory procedure does not apply to varying fees for Hackney Carriage and Private Hire drivers' licences. However, it is considered simpler and fairer if the whole proposed fee table including drivers' licence fees, is advertised and the trade and public are given an opportunity to object to any item on the proposed fee table.
- 5.2.4 The issue of Hackney Carriage/Private Hire licences and the amount of any charge for their issue is excluded from being an 'executive function' by Regulation 2(6) and Schedule 1 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000.

6. Other implications

- 6.1. How will this contribute to the One Coventry Plan?

Ensuring that the public are safe by assessing drivers are fit and proper and vehicles safe.

- 6.2. How is risk being managed?

Ensuring that established procedures are followed.

- 6.3. What is the impact on the organisation?

None

- 6.4. Equalities / EIA?

Not Applicable

- 6.5. Implications for (or impact on) climate change and the environment?

None

- 6.6. Implications for partner organisations?

None

Report author(s):

Name and job title:

Mick Coggins, Senior Licensing & Enforcement Officer

Directorate:

Law and Governance – Regulatory Services

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Enquiries should be directed to

the above person.

Contributor/approver name	Title	Service	Date doc sent out	Date response received or approved
Contributors:				
Names of approvers for submission: (officers and members)				
Legal: Syeda Ahmed	Barrister Regulatory Team	Law and Governance	27.02.24	27.02.24
Thomas Robinson/Usha Patel	Governance Services Officer	Law and Governance	27.02.24	27.02.24
Debbie Cahalin-Heath	Strategic Manager – Regulation and Communities	Regulatory Services	19.02.24	22.02.24
Davina Blackburn	Strategic Lead – Regulation and Communities	Regulatory Services	22.02.24	26.02.24
Graham Clark	Finance Manager	Streetscene & Regulatory Service	27.02.24	27.02.24
Julie Newman	Chief Legal Officer	Law and Governance	27.02.24	29.02.24

This report is published on the council's website: www.coventry.gov.uk/meetings

APPENDIX A

Hackney Carriage/Private Hire Licensing Proposed Fee Structure 2024 – Proposed Fee Increases

Drivers both Hackney Carriage (HC) and Private Hire (PH)

Cost for New Applicant's Driver Licence

	Current cost		Proposed cost	
	Hackney Carriage	Private Hire	Hackney Carriage	Private Hire
Application	95	95	100	100
DBS / DVLA Cost	65	65	70	70
Driver Training	110	110	115	115
Road Knowledge Test (HC only)	55	-	60	-
Driving / wheelchair assessment	100	75	105	80
Licence (3 year)	250	250	265	265
Total	£675	£595	£715	£630

Cost for Driver Licence Renewal

	Current cost	Proposed cost
DBS / DVLA Cost	65	70
Licence (3 year)	250	265
Mandatory Refresher Training	55	60
Total	£370	£395

Cost for Additional Driver Licence (where a driver already has a HC or PH licence and requires the other licence PH or HC in addition)

	Current cost	Proposed cost
DBS / DVLA Cost (only if within 6 months of current licence expiring)	65	70
Additional Licence (3 year)	250	265
Total	£315	£335

Cost for Driver Licence Re-Grant (grant licence within 6 months of licence expiring)

	Current cost	Proposed cost
DBS / DVLA Cost	65	70
Licence (3 year)	270	285
Mandatory Refresher Training	55	60
Total	£390	£415

Vehicles both Hackney Carriage and Private Hire

Cost for New Vehicle Licence

	Current cost	Proposed cost
Licence	255	270
Taxi Test	60	65
Total	£315	£335

Cost for Vehicle Licence Renewal

	Current cost	Proposed cost
Vehicle Licence	220	230
Taxi Test	60	65
Total	£280	£295

Cost for Vehicle Licence Re-Grant (grant licence within 90 days of licence expiring)

	Current cost	Proposed cost
Vehicle Licence	240	250
Taxi Test	60	65
Total	£300	£315

Operators

Cost for Operators (New and Renewal)

	Current cost	Proposed cost
Operator's Licence	2200	2300
Total	£2200	£2300

Cost for Operators Re-Grant of Licence (Grant licence within 6 months of licence expiring)

	Current cost	Proposed cost
Operator's Licence	2240	2350
Total	£2240	£2350

N.B. – Enhanced Disclosure Barring Service checks (DBS's) may be requested by the Taxi Licensing Office at anytime, if it is believed necessary, and the new pricing will be as in the above tables. Licensed hackney carriage and private hire drivers are required to undertake six-monthly DBS's unless they have subscribed to the DBS Update Service at a cost of £13 per annum.

Appendix B – Consultation Responses

Number	Representation / Objection
1-15	<p>Dear Taxi Licensing Office</p> <p>I am writing to express my strong objection to the fee increases outlined on coventry.gov.uk/taxilicensingfees. I find this increase to be unfair, particularly considering the challenges we, as taxi drivers, are currently, facing.</p> <p>The rise of app-based taxi companies has presented numerous difficulties, and it is disheartening that the taxi licensing department has not taken adequate measures to safeguard our livelihoods. A prime example is the chaotic situation at the station where regular customers cannot be dropped off due to the overwhelming number of taxis causing congestion.</p> <p>Moreover, the recent changes to taxi regulations and the imposition of new taxes on us are also unjust. The financial burden of acquiring these new vehicles, costing £60k+ or a monthly finance of £1000+, adds to the strain. It appears that the licensing department is actively working against the best interests of the taxi community, pushing us out of pocket and jeopardising our trade and livelihoods.</p> <p>My objection extends beyond the fee increase; it encompasses the cumulative impact of these issues highlighted. I urge the committee to consider the broader challenges we face and take steps to rectify the situation.</p> <p>Additionally, it is disheartening to note that despite our efforts to provide input, the licensing office consistently proceeds with its own proposals, seemingly disregarding our opinions. This pattern of behaviour raises the concerns about the transparency and fairness of the decision-making process. We would appreciate a more collaborative approach, where our input is genuinely considered and respected, rather than being a mere formality.</p>
16	<p>Fees increases. In current economic climate its not fair to increase the fees especially when we are struggling to make ends meet and when Uber taking all the work which our Council is doing nothing about.</p>
17	<p>Good afternoon after I read your proposed fee increase I decided to object the proposal.</p> <p>As we all know the cost of living is going to skyrocketing and taxi work is disappearing and income is decreasing substantially. We are already an income losses we cant afford to pay more towards the licensing fee. The problem we have here in Coventry is there are too many drivers come from other towns taking the Coventry jobs as they have licensed other councils.</p>
18	<p>Hello, I have seen the increase reviews & think they are ok considering the current economic situation, But please could you consider that all drivers have a 1 year inspection on there vehicles (that would help us enormously), you could do random spot check on there vehicles to make sure they are road worthy.</p> <p>Thank you.</p>
19	<p>To whom it may concern</p> <p>I am totally against any fee increases especially when any household and incomes are stretched with high inflation and a poor economy forecasts.</p> <p>Already licensed drivers are struggling to make an income with low demand for journeys and UBER and Wolverhampton drivers working in the City impacting Coventry drivers, whom the council are happy for to operate with no consequence. And two Mots a years which we cant afford. Instead of creating</p>

Appendix B – Consultation Responses

	<p>more difficult for people why not create ease for the working man and woman, for a change. So an increase in fees is not justified. Regards</p>
20	<p>Hi there I am writing regarding the price increase on private higher vehicles I submit my objection as the cost of living has increased and we can not even afford to run the private higher vehicle With tax and maintaining of the car it is costing us to leave the private higher job There should be help for us in such a hard time not to increase the prices</p>
21	<p>I object to these fare increases because with the increasing number of out of town licensed vehicles working in Coventry has already made it harder to earn a living.</p>
22	<p>Can you justify the increase everyone is struggling because of the incompetence of the council and all you can do is put the prices up. So please don't put the prices up.</p>
23	<p>Objection</p>
24	<p>Hi I object to the increase in the Mot fee, as the council are already the most expensive fee around and I'll also like to know fee you pay dvla has increased or is it your just trying to hit drivers in this cost of living crisis</p>
25	<p>I totally object to increase Its not been 2 years since the last increase and then their was a 33% increase before that as well We have to make an appointment only We can't walk in anymore Most of the paperwork is done by the drivers Then it is mostly just signed off by taxi licensing We are limited to opening times as some days are so called phone in only Its ONLY APPOINTMENT anyway Most of the work is being taken by uber, who don't pay a penny to Coventry city council But take our work Council don't do anything about that Coventry city council should start to charge them for taking Coventry fares But instead penalise Coventry drivers instead The taxi licensing can not justify the increase As the fares haven't gone up But the council want to increase the fees The taxi licensing department are out of touch with drivers Thanks</p>
26	<p>To whom it concerns. I received this email. I am not happy with the increases of the fees going up as previously you increased the fees not that long ago. We already struggling with work as it is as we are not busy and other expenses we have to cope with it. Thanks</p>
27	<p>As if the job isn't hard enough kick us why we are down money money</p>

Appendix B – Consultation Responses

28	Due to easy and cheaper options lot off drivers gone to others Council's for licensing and Coventry council got no choice left for they own pay rise keep ripping off struggling drivers well done
29	Raising everything will destroy our lives cost of living, already struggling with other companies such as unheralded etc extra fees will
30	Objection against raise on all raised fees I s going to effect cost of living, it's difficul enough with other compani
31	Hi I would like to object in the proposed increase in fare as I believe in will have a negative impact on out trade due to the ongoing impact of competition with uber and bolt and more importantly the cost of living crisis we are all going through Thanks
32	Hello dear Yes I have objection with fee increase
33	Dear Sir/Madam Good evening. My name is {redacted} am a Black Cab driver in Coventry. I am writing to you to Stop Taxi Licensing and MOT fees and objecting this proposal. The reason I objecting this proposal is there are not enough jobs at the moment in Coventry to make any profits or to live nicely with family as a Taxi driver due to cost of living crisis and Ubers. There are far too many Uber drivers in Coventry they have taken all of our jobs. Most of the customers are using Uber now a days. Hardly they use Black cab taxis. The money I am making is too small and cannot support myself and my family. I can't afford to pay the extra fees if you increase the licensing fees in future. I hope and expect that you will stop increasing the licensing fees considering the present situations.
34	Dear taxi licensing, I totally agree with this fee increase its justified. Over the years myself and other taxi drivers have made a fortune from the black cab trade. Most of us live in nice houses drive nice cars and go on great holidays. Don't listen to the moaners and stingy buggers as the great Mr. {redacted} once said not a single driver has ever returned a hackney plate saying he cannot make a decent living. Over the years taxi licensing have been good to the trade. Anyway that aside a lot of us have made a fortune from this trade so a small increase will not make much of a difference. Please print this and display it so it annoys the ones who moan and groan. Thanks all the best
35	Sir it's really sad to hear that taxi licensing Coventry want to increase the licensing fees, we are already struggling with the present fees, which are too high. Another increase will make more difficult for Coventry taxi trade, thanks.
36	Dear taxi office I like to opposed Proposed fee increases. Taxi trade and driver such myself already suffering due to cost of living crisis and Uber and other app based competitors. We struggling to make any living and in this environment I would like taxi office to reducers fee instead of increasing. Thank you

Appendix B – Consultation Responses

37	I would like to object the rise in fee's we still have to many uber's and other out of town taxi's taking our work
38	Hi been taxi driver over 30 years, my view is there should be no increase fees, the reason is that the work has declined due to Uber app drivers. I work at Coventry station our fares dramatically declined I would say 80 percent I am very co.....
39	<p>To whom it may concern,</p> <p>I would like to put forward an objection to the proposed fee increase. I feel that this is not affordable for taxi drivers currently given the increased cost of living crisis and the reduction in work due to the presence of Uber in Coventry.</p> <p>I am already struggling to make ends meet, despite working full time 7 days a week. I do not feel this increase can be justified.</p> <p>If you wish to proceed, I would recommend you to kindly reconsider the allowance for Uber to operate in Coventry as this has had significant negative impact on our workload.</p>
40	<p>I totally object to the price going up It doesn't justify the price hike We get bad service from the taxi licensing I am not complaining about all the staff Some of them are great people and helpful Our work has gone down Drivers are leaving Coventry and going to other councils for badges and plating their vehicles and then work in Coventry I don't blame them As I have been a Coventry city black driver and now a private hire driver for over 30 years The Coventry taxi licensing / Hackney carriage office has never really listened to the concerns of drivers All appointments only we cannot go in We can only pay by card why not cash</p>
41	We all taxi drivers haven't got enough work because Uber and other companies took Coventry taxi work. All drivers struggle to meet expenses e.g taxi insurance, taxi repair, hackney licence fee and others.
42	Dear Taxi Licensing Office, I am writing to express my strong objection to the proposed fee increases outlined on Coventry.gov.uk/taxilicensingfees . I find this increase to be unfair particula.....
43	<p>I am writing to express my strong objection to the proposed fee increases outlined on Coventry.gov.uk/taxilicensingfees</p> <p>I do think this is unfair as taxi drivers are facing much more competition and higher costs. I do believe the council are taking such steps which are increasing costs and are not the adequate measures to safeguard our livelihoods. This is furthered by the change towards the purchase of new taxis which are costing £60,000 plus which is not viable for the earnings of a taxi driver.</p> <p>I am totally against the fee increase as it is just pushing taxi drivers out of the market due to higher costs, less demand and higher competition due to app based taxi services.</p>

Appendix B – Consultation Responses

	Could you please ensure this decision is not finalised and the fees remain the same.
44	Dear Sir/Madam We are already struggling to make a living in the taxi trade and the cost of living. Please don't increase the licence fees
45	Dear Taxi Licensing Office I am writing to express my strong objection to the proposed fee increases outlined on Coventry.gov.uk/taxilicensingfees I find this increase to be unfair, particularly considering the challenges we, as taxi drivers, are currently facing I agree that the cost of living has gone up due to higher inflation, but that applies to everyone including taxi drivers. So if Hackney carriage office feel the need to increase fees, then it goes to say that taxi driver also need fare increase to keep up with inflation. I would urge Hackney carriage office to look at ways of making cuts in the office i.e less staff, pay cuts. We already have less support from the office due to the office being closed some days. Also many functions are already internet based, more can be done to reduce work in the office.
46	Dear Sirs Already the fees are high. And, with Uber operating in Coventry there is none to little work in the city. Drivers can't afford increased fees. Thank you.
47	Dear all Just like the rest of the world, we are all trying to deal with the rising cost of living crisis. These proposed taxi licensing fee increases are challenging for those who have to bear the rising petroleum prices, as well as other costs. I hope you consider not to go ahead with the proposed increases which is a big burden for someone like me who is a single mum and just about to start the profession. I would like to thank everyone who has been a great help so far like Rujinder and Rony. I appreciate the good work you guys do, and pray that it won't get too expensive for us to make a good profit. Best wishes
48	The fees should not increase as our work has decreased a lot and we not as busy as before. The taxi trade is suffering with a lot of other competitions. And not that long ago the taxi office increased their prices, so I don't understand why you are increasing the fees again.
49	To taxi licensing office I object to the fees increase due to inflation and cost of living Taxis operating in Coventry are struggling due to the impact of out of town and app based Taxi drivers Therefore an increase in the fees will result in stress and burden on the taxi drivers to the manage cost.
50	With regards to other inflation increases for prices such as bills, food and other expenditures, it has come to my attention that this increased charge fee is unfair and unjustifiable. Therefore, I object to this increase in charge fees. If anything, as a taxi driver, Uber is taking over Coventry. This means that there

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	<p>is an increased competition in the taxi industry. Making it harder for me to earn an income. Especially with how populated Uber is. The cost of living is already expensive as it is, and adding this charge fee would only make our lives harder than it already is. This charge fee would only benefit you. And we, as taxi drivers, gain nothing but a loss of more money. In conclusion, I ultimately object for this charge fee to take place. Thank you.</p>
51	<p>All ready we are struggling please don't increase. Please</p>
52	<p>The recent proposal to increase fees for taxi services has been met with strong objections from both taxi drivers and customers. This proposed increase would result in a significant rise in the cost of using taxis, making it difficult for many people, especially low-income individuals, to afford this mode of transportation. Taxi drivers have expressed their concerns about the proposed fee increase, stating that it would put a strain on their already meager earnings. Many of these drivers work long hours and struggle to make ends meet, and an increase in fees would only make their financial situation worse. They argue that the increase in fees would not only affect their livelihood but also drive away any potential customers who may turn to other modes of transportation. Customers, on the other hand, have also voiced their objections to the proposed fee increase. They argue that taxis are already a expensive means of transportation, and any further increase in fees would make it unaffordable for them. Many customers rely on taxis for their daily commute, and an increase in fees would significantly impact their daily budget. This could also lead to a decrease in the number of people using taxis, resulting in a loss of business for the taxi companies.</p> <p>Moreover, the proposed fee increase raises questions about the fairness of the pricing system for taxi services. With the rise of ride-sharing apps, customers have more affordable options of transportation, and an increase in taxi fees would only make the gap between these two options even wider. It is unfair to burden customers with higher fees when there are alternative options available that offer competitive pricing.</p> <p>The timing of this proposed fee increase is also questionable. With the ongoing pandemic, many people are already facing financial difficulties, and an increase in taxi fees would only add to their financial burden. It is crucial to consider the current economic climate before making any decisions that would affect the public's daily lives.</p> <p>In conclusion, the proposed fee increase for taxi services has been met with strong opposition from both drivers and customers. It would have a significant impact on he livelihoods of drivers and make taxis unaffordable for many customers. The fairness and timing of this proposed increase are also questionable. It is important for authorities to carefully consider the implications of the fee increase and come up with a solution that is fair and reasonable for all parties involved.</p> <p>Kind regards</p>
53	<p>I strongly Oppose the increases</p> <p>1) Hackney Carriage dept should cut its own costs Like reduce staff Because no one is seen anywhere in and around the city Staff should be more proactive Nothing done about the Chaos created by Uber at the Station and on the streets in the city centre Uber parking on rank spaces because Hackney staff are not about</p> <p>2) the work for Taxi's has dramatically Gone Down We as a trade is suffering We should get help for MENTAL HEALTH as we up against low income and</p>

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	<p>going home Depressed Rising costs for Taxi repairs and maintenance costs have gone up by at least 50per cent Diesel is fluctuating and is rising The City Council Should Provide Councillng the may suicide if not carfull</p> <p>All in all the Hackney Carriage dept is not fit for the job very weak . Even the local Coventry plated Taxis and Private Hires Blatantly picking up at the Station The station permit holders just left to see the Injustice And patiently waiting for Fares and the waiting is anything from 1 hour to 3 hours for a job So how on earth can the taxi fees be increased Don't you know there is a Cost Of Living Crisis</p>
54	<p>Dear sir / madam, With ref: Proposed fee increase.</p> <p>I wish to object to the aforementioned proposal. I do not believe that it would be justifiable in the current circumstances that we as taxi drivers are having to face, what with rising costs across the board with rising fuel and insurance costs and ever increasing costs for repairs and maintenance.</p> <p>Along with diminishing revenues due to Uber , the taxi Hackney trade is on its last legs. It appears to me having been in the trade for over 30 years that this is the darkest period we have ever faced .</p> <p>The last thing we need is a further increase in costs! Reduce staffing costs or increase your revenue streams by licensing Uber! I trust this clarifies my position. Thanking you</p>
55	<p>I object profusely to any fee increases by Taxi licensing office as our earnings have fallen and expenses have risen. Taxi office have never done anything to stop Uber taking our business specifically from the station</p>
56	<p>Dear Sir / Madam</p> <p>I wish to object to the increase in fees for Hackney / Private Hire Cars.</p> <ol style="list-style-type: none"> 1. MOT / Inspections the fee is set by DVLA @ 54-85 which is set for Taxis 2. I believe the fee is £48 so how is the increase justified.

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Appendix C

Fees Comparison with Neighbouring Local Authorities 2023/2024

Local Authority	Driver First Grant (3 years)	Driver Renew (3 years)	Vehicle First Grant (excl mot) (1 year)	Vehicle Renew (excl mot) (1 year)	Operator First Grant (5 years)	Operator Renew (5 years)
Coventry	345	250	255	220	2200	2200
Nuneaton & Bedworth	358	358	188	188	223 (only 1 year)	305
Solihull	502	379	178	168	361 (only 1 year)	1060
Warwick	483	464	177	172	1193	1126.10
Rugby	480	470	200	190	1130	1130
North Warks	242	242	286	286	291	291
Wolverhampton	49 (1 year)	98	95	190	1000 (only 1 year)	3000

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