



## Licensing Committee

Members are invited to a **Meeting of the Licensing Committee** to be held in the Conference Room, Riverside, Lowestoft on **Monday, 15 April 2024 at 6:30pm**

This meeting will be broadcast to the public via the East Suffolk YouTube Channel at <https://youtube.com/live/I0pvRWhMEqU?feature=share>

### Members:

Councillor Tim Wilson (Chair), Councillor Keith Patience (Vice-Chair), Councillor Jan Candy, Councillor Janet Craig, Councillor Deborah Dean, Councillor John Fisher, Councillor Alan Green, Councillor Colin Hedgley, Councillor Mark Jepson, Councillor Vince Langdon-Morris, Councillor Sarah Plummer, Councillor Lee Reeves, Councillor Keith Robinson, Councillor Rachel Smith-Lyte, Councillor Ed Thompson.

An Agenda is set out below.

### Part One – Open to the Public

Pages

- |          |  |                |
|----------|--|----------------|
| <b>1</b> | <b>Apologies for Absence and Substitutions</b>   |                |
| <b>2</b> | <b>Declarations of Interest</b><br>Members and Officers are invited to make any declarations of interests, and the nature of that interest, that they may have in relation to items on the Agenda and are also reminded to make any declarations at any stage during the Meeting if it becomes apparent that this may be required when a particular item or issue is considered. |                |
| <b>3</b> | <b>Minutes</b><br>To confirm as a correct record the minutes of the meeting held on 15 January 2024.   | <b>1 - 8</b>   |
| <b>4</b> | <b>Draft Taxi Licensing Fees Report ES/1924</b><br>Report of the Cabinet Member with responsibility for Community Health.  | <b>9 - 61</b>  |
| <b>5</b> | <b>Issued Licences in East Suffolk and an overview of the work of the Licensing Sub-Committees January to March 2024 ES/1925</b><br>Report of the Cabinet Member with responsibility for Community Health.   | <b>62 - 70</b> |

### Part Two – Exempt/Confidential

Pages

- |          |   |  |
|----------|---|--|
| <b>6</b> | <b>There are no Exempt or Confidential items for this Agenda.</b> |  |
|----------|---|--|

**Close**



Chris Bally, Chief Executive

**If you require this document in large print, audio or Braille or in a different language, please contact the Democratic Services Team on 01502 523521 or email:**

**[democraticservices@eastsoffolk.gov.uk](mailto:democraticservices@eastsoffolk.gov.uk)**

### **Filming, Videoing, Photography and Audio Recording at Council Meetings**

The Council, members of the public and press may record / film / photograph or broadcast this meeting when the public and press are not lawfully excluded.

The Council cannot guarantee public seating areas will not be filmed or recorded. By entering the Conference Room and sitting in the public seating area, those present will be deemed to have consented to the possible use of filmed images and sound recordings. If you do not wish to be recorded, please speak to a member of the Democratic Services team at the earliest opportunity.



### **The national Charter and Charter Plus Awards for Elected Member Development**

East Suffolk Council is committed to achieving excellence in elected member development

[www.local.gov.uk/Community-Leadership](http://www.local.gov.uk/Community-Leadership)

**Unconfirmed**



Minutes of a Meeting of the **Licensing Committee** held in the Deben Conference Room, East Suffolk House, on **Monday, 15 January 2024 at 6:30pm**

**Members of the Committee present:**

Councillor Jan Candy, Councillor Janet Craig, Councillor John Fisher, Councillor Alan Green, Councillor Mark Jepson, Councillor Keith Patience, Councillor Sarah Plummer, Councillor Lee Reeves, Councillor Keith Robinson, Councillor Ed Thompson, Councillor Tim Wilson

**Other Members present:**

**Officers present:** Teresa Bailey (Senior Licensing Officer), Katy Cassidy (Democratic Services Officer), Martin Clarke (Licensing Manager and Housing Lead Lawyer), Agnes Ogundiran (Conservative Political Group Support Officer)

---

**1 Apologies for Absence and Substitutions**

There were no apologies for absence.

**2 Declarations of Interest**

Councillor Green declared an other registerable interest as a Director of Lowestoft Town Football Club which holds a licence for alcohol.

**3 Minutes**

On the proposition of Councillor Fisher, seconded by Councillor Reeves, it was by a unanimous vote

**RESOLVED**

That the minutes of the meeting held on 16 October 2023 be agreed as a correct record and signed by the Chair.

#### **4 Minor Review of the Council's Hackney Carriage and Private Hire Licensing Policy**

The Committee received report **ES/1814** of the Cabinet member with responsibility for Community Health, which related to a minor review of the Council's Hackney Carriage and Private Hire Licensing Policy.

Councillor Candy, introducing the report, highlighted that the purpose of review was to amend the Hackney Carriage and Private Licencing with regard to a reapplication by someone who has recently failed the application process.

Councillor Candy advised that within the current process there was a loophole that could be subject to abuse, stating that they had recently had a driver who was found by a Sub-Committee to not be a fit and proper person to hold a licence and they had missed the deadline to appeal, they had then contacted the Licensing team again to apply with the expressed purpose of appealing once they had again been found to not be a fit and proper person to hold a licence. Councillor Candy noted that this was not a good use of time and resources to allow reapplications from those who have already been found to be unfit by a Sub-Committee.

Councillor Candy advised that the recommendation was to amend the Policy to include the following:

“Reapplication applicants are advised that when an application has been refused or a licence revoked – the Licensing authority will not entertain a further application within 12 months of the date of the previous refusal or revocation unless there are substantial material changes in the applicant’s circumstances which can be supported by evidence.”

An additional recommendation was made by the Licensing Manager and Housing Lead Lawyer as follows:

“To delegate to the Licensing Manager and Housing Lead Lawyer in consultation with the Chair of the Licensing Committee the authority to determine whether there has been a substantial material change in the applicant’s circumstances within 12 months of the refusal of the Hackney Carriage/ Private Hire Licence or the revocation of the Hackney Carriage/Private Hire Licence.”

This would mean that in terms of applying the policy a decision would need be taken by the Licensing Manager and Housing Lead Lawyer and the Chair of the Licensing Committee to allow the policy to be implemented.

The Chair invited questions to Councillor Candy.

Councillor Jepson asked if someone was refused a licence from another district would that still preclude them from applying to East Suffolk within 12 months. The Licensing Manager and Housing Lead Lawyer confirmed that was not what was being proposed under the current report’s recommendation, confirming that if that was something that the Licensing Committee wanted to explore, then the team could. The Senior Licensing Officer added should they receive an application that had been refused

elsewhere, it would be up to this East Suffolk team to make a decision based on the evidence before them.

There being no further questions to Councillor Candy, the Chair invited the Committee to debate the recommendations.

Councillor Robinson confirmed he had been involved with licensing for a long time and though the recommendation was extremely sensible and overdue.

Councillor Jepson concurred that each out of area application should be taken on its merit at that time.

Councillor Plummer queried whether out of district applications would be taken as a review and the Lead Licensing Officer confirmed that it would be taken as a brand new application to East Suffolk authority.

On the proposal of Councillor Jepson, seconded by Councillor Robinson, it was

## **RESOLVED**

That the proposed amendment to the Policy with regard to a re-application by someone who has recently failed the application process be approved.

### **5 Application for taxi fare increase**

The Committee received report **ES/1816** of the Cabinet member with responsibility for Community Health, which related to the request for an increase in the Hackney Carriage fares tariff in the south of the East Suffolk district.

Councillor Candy, introducing the report, advised the Committee that an application by Mr Stockell, on behalf of a number of drivers, for an increase in the hackney carriage fare tariffs in the south of the East Suffolk District had been received and sought the Committee's consideration of that request. The Committee was advised that the last increase in the south tariff was October 2020 and the increase was requested due to the raised costs to licensed drivers for utilities, office rents and insurances.

Councillor Candy informed the Committee that the application sought the following tariffs:

In relation to Tariff 1 for journeys carried out between 5.30am and 10.30pm

- There should be a 20p increase in the minimum fare and a reduction to 700 yards in distance. This would result in a minimum fare of £3.80, the current minimum fare is £3.60.
- There should be a reduction in the subsequent distance from 220 yards to 200 yards.

In relation to Tariff 2 for journeys carried out between 10.30pm and 5.30am

- There should be a 30p increase in the minimum fare and a reduction to 700 yards in distance. This would result in a minimum fare of £4.50, the current minimum fare is £4.20.
- There should be a reduction in the subsequent distance from 196 yards to 180 yards.

In relation to additional charges

- Extra passengers – to increase the charge for extra passengers in excess of 3 from 20p to 30p
- Luggage – to increase the charge for use of the luggage compartment from 20p to 30p.

The Chair invited questions to Councillor Candy.

Cllr Green questioned why the increase was related to the south of the district only, asking if there was a uniform tariff for the whole district. In response, the Senior Licensing Officer confirmed they were one district and when they first became East Suffolk they carried out a consultation with the trade for one tariff with the overwhelming response being they wished to remain on separate tariffs due to different demographics, adding the north had an increase approximately 15 months ago.

Councillor Patience understood that if this recommendation was supported, a wider consultation would occur with the whole taxi group, therefore he was happy to move the recommendation.

In response to a question from Councillor Jepson, the Senior Licensing Officer confirmed that the additional passenger charge was just for that passenger in the car.

There being no further questions to Councillor Candy, the Chair invited the Committee to debate the recommendations.

Cllr Robinson stated that as one district there should be a harmonisation of the rules overall, raising the point that when the north tariff was increased, the necessity of extra charges for things such as luggage was considered.

In response the Chair read the recommendations from Mr Stokell which outlined an overwhelming resistance of reconciling the two halves of the district, adding that as Chair of Licensing he had looked closely at this trade and recognised the challenges they have had over the past few years, and as such didn't think it was appropriate to insist on one district tariff.

The Senior Licensing Officer advised that there were several Councils in England who used zoning of areas to differentiate the rates of fares, confirming that is how they consider it within East Suffolk Council.

Councillor Jepson confirmed that there had been a solid consultation previously on the introduction of one tariff and it was deemed not suitable due to the differences in the way that the two halves of the district operated. Councillor Jepson sought clarification on the next steps following approval at the Committee. The Senior Licensing Officer

replied it would go to cabinet for approval and then a public consultation which would involve publicising on the Council's website and informing the trade. In response to Councillor Plummer, the Senior Licensing Officer confirmed that this was for Hackney Carriages and the predominance of those were in Felixstowe and Lowestoft as that was where the ranks were.

Following no further questions, on the proposal of Councillor Reeves, seconded by Councillor Plummer, it was

## **RESOLVED**

That the Committee considers and determines the application for an increase to the hackney carriage maximum fare tariff for the South of the district.

## **6 Street trading in East Suffolk**

The Committee received report **ES/1817** of the Cabinet member with responsibility for Community Health which outlined the outcome of the recent consultation on the proposals to reform the Council's Street Trading Policy and agree on the next step.

Councillor Candy, introducing the report, advised the Committee that currently the north and south of the District had two different street trading regimes, with the north having a policy consisting of prohibited, licenced and consent streets and the south not having a street trading policy in place. It was proposed that the whole District should be covered by one street trading policy where there were prohibited streets with no street trading and the remaining streets would not be subject to street trading controls. Following the consultation, Councillor Candy advised the Committee on the three responses as follows:

- Representation from Aldeburgh Ward Councillor indicated that they would want to prohibit street trading on all of their streets.
- Representation from current street trader in Beccles, stating that this may put them out of business if their road was prohibited.
- Representation from a member of the public, concerned this would lead to too many ice cream vans, and that the vans would no longer be subject to the law.

Councillor Candy pointed out to the Committee that all street traders trading on a non-prohibited street would still need landowner consent and would need to comply with all legislation such as consumer protection and environmental. The only change being they would not require a street trading licence.

Councillor Candy advised if the current street trading arrangements were ended and the policy for selected prohibited streets within the district was approved, then the next step would be to go out to consultation to decide which streets would be prohibited, adding this would need to be carefully considered to avoid any unintended consequences such as street traders being forced out of business.

The Chair invited questions to Councillor Candy.

In response to a question from Councillor Fisher, the Licensing Manager and Housing Lead Lawyer clarified that there was no street trading restriction in place in Aldeburgh, or any street in the south of the district, adding anyone who wished to trade did still need landowner consent and to comply with appropriate legislation.

Councillor Jepson asked what criteria would be used to define if a street would be prohibited. The Licensing Manager and Housing Lead Lawyer responded that it would be a matter for the members to decide what should and should not be prohibited and what criteria, if any, should be proposed.

The Chair advised that the proposed process was to go out to Town and Parish Councils and that they would anticipate more applications for streets being removed from trading than those being adopted, adding it would come back to the Ward member and ultimately the Committee to determine.

The Licensing Manager and Housing Lead Lawyer confirmed to Councillor Plummer that a two-stage process would be adopted where there will be prohibited and consent streets and East Suffolk ward members as well as Town and Parish Councils would be consulted.

Councillor Candy stated that this was an attempt to make street trading the same across the district. It was brought forward as there were no problems in the north regarding it and therefore there were not issues anticipated if it was introduced in the south.

The Licensing Manager and Housing Lead Lawyer asked that the Committee paid particular attention to the representation from the trader in Beccles, adding this was not just a paper exercise, it has a real impact on people's businesses.

The Chair asked if there was a formal route for traders to submit why their road shouldn't be prohibited, the Licensing Manager and Housing Lead Lawyer confirmed that would be part of the consultation process, adding it doesn't have to be whole roads prohibited it could just be part of a road. It was confirmed that the consultation would also go out to the general public.

The Chair invited the Committee to view this as housekeeping to unify the district's approach to street trading, there would be upfront work with traders and the public to get the correct list but once that has happened it should be a streamlined process.

The Lead Licensing Officer raised Beccles, Southwold and Halesworth of examples of how it can work effectively, they have listed a minimal number of streets where it is a problem, and that's the example that should be followed when the Town and Parish councils carry out reviews. They have used criteria such as too narrow, dangerous pedestrian area to justify a prohibited street.

In response to a question from Councillor Plummer regarding restrictions of the the same types of traders within an area, the Licensing Manager and Housing Lead Lawyer confirmed that the number and type of traders could not be limited.

Following no further questions, the Chair moved to debate.

Councillor Jepson suggested that more guidance around criteria was to be provided to ensure the system was followed properly. The Lead Licensing Officer suggested that a requested prohibited street could be referred to Licensing.

Councillor Robinson supported the proposal as there were currently no restrictions in the south and the other laws and regulations would still need to be adhered to.

Councillor Green asked if any of the already regulated roads in Lowestoft would be at risk of becoming de-regulated as part of the process. The Chair confirmed that this wasn't the intention and the Ward Councillors would work with Town and Parish Councillors to ensure that this didn't happen.

The Chair proposed an amendment to the second recommendation to add in the requirement for a reason. The Licensing Manager and Housing Lead Lawyer confirmed that reasons could be sought to determine applications but it was not for the Licensing team to determine if the reason was valid, it would be for elected members to determine the reasons.

Following no further debate, on the proposal of Councillor Thompson, seconded by Councillor Robinson, it was unanimously

#### **RESOLVED**

1. That the Committee agrees to end the current street trading arrangements and have a policy whereby the district has selected prohibited streets where no street trading can take place at all.
2. That the Committee approves a second consultation with town and parish councils and district councillors, along with the two statutory consultees; the police and Suffolk County Council Highways, to obtain a reasoned suggestion for streets which should become prohibited streets and each proposed prohibited street shall require its own reason.

#### **7 Issued Licences in East Suffolk and an overview of the work of the Licensing Sub-Committees October – December 2023**

The Committee received report **ES/1815** of the Cabinet Member with responsibility for Community Health, which provided an overview of the issued Licences and work of the Licensing Sub-Committee during the period October to December 2023

The report was introduced by Councillor Candy and was taken as read.

Councillor Candy noted that the appeal to the Magistrate Court had seen been withdrawn.

There being no questions to Councillor Candy, it was by general assent

#### **RESOLVED**

That the Committee notes the overview of some of the work of the Licensing Team and the Licensing Sub-committees during the fourth quarter of 2023.

**There are no Exempt or Confidential items for this Agenda.**

The meeting concluded at 7:18pm.

.....  
Chair



<b>Committee</b>	Licensing Committee
<b>Date</b>	15/04/2024
<b>Subject</b>	Setting of Fees for Vehicles, Operators and Drivers for 2024/25
<b>Cabinet Member</b>	Councillor Jan Candy Cabinet Member with responsibility for Community Health
<b>Report Author(s)</b>	Martin Clarke Licensing Manager and Housing Lead Lawyer <a href="mailto:Martin.Clarke@eastsoffolk.gov.uk">Martin.Clarke@eastsoffolk.gov.uk</a>
<b>Head of Service</b>	Chris Bing Head of Legal and Democratic Services <a href="mailto:Chris.Bing@eastsoffolk.gov.uk">Chris.Bing@eastsoffolk.gov.uk</a>
<b>Director</b>	Kate Blakemore Strategic Director <a href="mailto:Kate.Blakemore@eastsoffolk.gov.uk">Kate.Blakemore@eastsoffolk.gov.uk</a>

Key Decision?	No
Is the report Open or Exempt?	OPEN

Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	Not Applicable
---	----------------

## Purpose/Summary

To set the Council's fees for Hackney and Private Hire Vehicles, Operators and Drivers in accordance with the Local Government (Miscellaneous Provisions) Act 1976.

## Recommendation(s)

That the Licensing Committee approves and imposes the modified fee table at **Appendix A** with immediate effect.

## Strategic plan

### How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	The proposed modified fee table seeks to incentivise the licensing of electric/hybrid vehicles as hackney carriage and private hire vehicles with a discount of 25 percent on the licensing of such vehicles.
<b>Sustainable Housing</b>	No Impact
<b>Tackling Inequalities</b>	<p>Hackney carriage and private hire vehicles are an important part of the public transport system, enabling people without access to private transport, or where there may be no other suitable public transport options, to attend appointments, access services and enjoy their leisure time.</p> <p>The proposed fee table seeks to incentivise the licensing of wheelchair accessible vehicles as hackney carriage and private hire vehicles with a discount of 50 percent on the licensing of such vehicles.</p>
<b>Thriving Economy</b>	Private hire operators and hackney carriage and private hire drivers support the local economy as employers and service providers.
<b>Our Foundations / governance of the organisation</b>	Licensing is a Council function exercised by Licensing Committee and Licensing Sub-Committees. The Terms of Reference for Licensing Committee provide for the licensing of hackney carriage and private hire vehicles, drivers of hackney carriage and private hire vehicles and operators of private hire vehicles.

## Justification for recommendations

### 1. Background

- 1.1 East Suffolk Council, as the local licensing authority, is responsible for licensing hackney carriage and private hire drivers and vehicles, and private hire operators in East Suffolk. It has the power to set fees under the Local Government (Miscellaneous Provisions) Act 1976. Fees must be set on a cost recovery basis. The Council should not make a profit, nor a loss, from hackney carriage and private hire licensing.

### 2. Introduction

- 2.1 On 19 January 2024, notice of the Council's proposed licensing fees for private hire and hackney carriage vehicles and private hire operators for the financial year 2024/25 was placed in the East Anglian Daily Times and the Lowestoft & Beccles Journal (Appendix B). Licensees and the general public had the opportunity to submit an objection to the proposed fees variation by Friday 16 February 2024.
- 2.2 A copy of the notice was also placed in the two Council offices and sent to all the licence holders by email.
- 2.3 If no objections had been received, then the proposed fees would have come into force on 17 February 2024. However, during the consultation period, 14 objections were received from the licensed trade, a copy of these objections can be seen at **Appendix C**.
- 2.4 As objections were received during the consultation period, and not withdrawn, the Committee must consider the objections and set a further date, no later than 17 April 2024, on which the table of fees shall come into force, with or without modifications. The existing 2023/24 fees table (**Appendix A**) has remained in force pending the objections to the proposed fees table being considered and determined.
- 2.5 In response to the objections received during the consultation exercise, the Council's Licensing and Finance Teams have produced a modified fees table which is at **Appendix A**.
- 2.6 The proposed modified fees have been calculated to reflect officers time for processing applications, cost of materials for producing plates/badges, enforcement, website maintenance, policy development, software/systems for applying for applications, training, and legal advice. The modified fees do not factor in some costs incurred by the licensing authority, such as the cost of investigating reports of unlicensed drivers.
- 2.7 The fees set by other licensing authorities in Suffolk and Norfolk as a comparator, can be found at **Appendix D**.

#### Scrutiny Committee

- 2.8 Scrutiny Committee made a recommendation on 21 September 2023 that the Council should consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc. This recommendation was accepted by the Licensing Committee on the 16 October 2023.

- 2.9 It has been suggested by an operator that there is a shortage of taxi drivers in East Suffolk. Whilst some individual operators may experience difficulties recruiting drivers, there has, overall, only been a minimal decrease in licensed taxi drivers in East Suffolk over the last four years from 589 (352 Private Hire and 237 Hackney Carriage) in January 2020 to 580 (423 Private Hire, 157 Hackey Carriage) in March 2024.
- 2.10 Licensing Services is currently processing 51 new driver applications and is reaching its capacity to deal with new applicants in a timely manner. Further increases in new applicants may cause Licensing Services to need additional resource to maintain existing service levels.
- 2.11 Hackney carriage and private hire licensing needs to operate on a cost recovery basis, and the proposed modified fees have been calculated so that hackney carriage and private hire licensing breaks even, making neither a profit nor a loss. Therefore, any increase or decrease in one proposed modified fee, would need to be balanced by a corresponding increase or decrease in another proposed modified fee, so that there is no overall budget impact.
- 2.12 The Licensing team has prepared the proposed modified fee table (**Appendix A**), in consultation with Finance, to reflect the actual activity cost of processing each application or Licence. It is open to the Committee to reduce fees for, for example new applicants, however existing licence holders would then need to pay more to cover this reduction in fees.

### **3 Proposal**

- 3.1 Licensing Committee could decide to keep the fees at the existing 2023/24 level, impose the fee table consulted on in January/February 2024 without modification which resulted in 14 objections, or implement the new modified fee table, with or without further amendment, produced in response to the objections received. The three options are set out in **Appendix A**.
- 3.2 The discounted fees for Electric/Hybrid and Wheelchair accessible vehicles have been considered in calculating the fees for vehicle licences to ensure that the vehicle fees operate on a cost recovery basis. It is assumed that for policy reasons that the Committee wishes for these discounted fees to continue.
- 3.3 Worked examples of the impact of the proposed modified fees table can be found at **Appendix A**.

### **4 Financial Implications**

- 4.1 The Taxi and Private Hire Licensing must operate on a cost recovery basis, so as not to be subsidised by the taxpayer nor make a profit at the expense of drivers and operators. The proposed modified fees table should help to achieve this.

### **5 Legal Implications**

- 5.1 The Council is responsible for licensing hackney carriage and private hire drivers and vehicles, and private hire operators. It has the power to set and vary fees for Hackney Carriage and Private Hire Vehicles and Operators under section 70 of the Local

Government (Miscellaneous Provisions) Act 1976. Fees must be set on a cost recovery basis.

- 5.2 Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 allows a District Council to charge such fees for the grant of vehicle and operator's licences as may be sufficient in the aggregate to cover in whole or in part the reasonable cost of carrying out inspections on private hire and hackney carriage vehicles for the determination of granting or renewing a licence, the reasonable costs of providing hackney carriage stands and any reasonable administrative costs with the grant, renewal, the control and supervision of hackney carriage and private hire vehicles.

## **6 Risk Implications**

- 6.1 The Council is not permitted to make a profit or loss for the provision of Licensing Services for Private Hire and Hackney Carriage Vehicles and Operators. Therefore, it is important that fees are set at the appropriate level to achieve a balanced budget for hackney carriage and private hire licensing.

## **7 Options**

- 7.1 Licensing Committee can resolve to:
- 7.1.1 keep the existing 23/24 fees table; or
  - 7.1.2 impose the fees table, which includes the fees which were consulted upon, without modification; or
  - 7.1.3 impose the modified fee table with or without modification.

## **8 Recommendations**

- 8.1 To approve and impose the modified fee table at **Appendix A** with immediate effect.

## **9 Reasons for Recommendations**

- 9.1 To comply with the requirements to determine applications for a variation to the fees charges in accordance with the Local Government (Miscellaneous Provisions) Act 1976, in particular the principle that the fees should be set on a cost recovery basis.
- 9.2 To ensure that the objections have been properly considered.

## **10 Conclusions/Next Steps**

- 10.1 If approved the proposed fee regime will come into immediate effect.

## Areas of consideration comments

### Section 151 Officer comments:

The Finance Team have worked with the Licensing Team to produce the modified table of fees in **Appendix A**.

### Monitoring Officer comments:

The Council must set private hire and hackney carriage fees pursuant to Section 70 of the Local Government (Miscellaneous Provisions) Act 1976.

### Equality, Diversity and Inclusion/EQIA:

The local licensing authority seeks to incentivise the licensing of wheelchair accessible vehicles as hackney carriage and private hire vehicles, with a discount of 50 percent on the licensing of such vehicles.

### Safeguarding:

No Impact

### Crime and Disorder:

No Impact

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

No Impact

### Residents and Businesses consultation/consideration:

There were 14 consultation responses to the fee proposal which was consulted upon. These are attached at **Appendix C** to the report.

## Appendices:

<b>Appendix A</b>	Current 2023/24 fee table Varied 2024/25 fee table consulted on in January/February 2024 Proposed new modified fee table in response to consultation responses
<b>Appendix B</b>	Press consultation Notice
<b>Appendix C</b>	Consultation Responses/Objections
<b>Appendix D</b>	Benchmarking with fees set by other local licensing authorities in Suffolk and Norfolk

## Background reference papers:

Date	Type	Available From
None		

## Appendix A – Fee tables

Type of Licence/Application	Existing Licence Fees 2023/24	Proposed Licence Fees consulted on in Jan/Feb 2024	Proposed Modified Licence Fees as a result of objections
<b>New driver applicant:</b>			
Initial English proficiency test	£50.00	£52.00	£32.00
Application fee	£173.00	£179.00	£184.00
DBS	£38.00	£38.00	£38.00
Medical*	£120.00	£120.00	£120.00
3 year licence	£226.00	£233.00	£281.00
Driving assessment fee	£60.00	£70.00	£70.00
College course	£160.00	£160.00	£160.00
<b>New Private hire operator:</b>			
Knowledge test	£58.00	£60.00	£65.00
5 year licence – one vehicle	£267.00	£275.00	£341.00
5 year licence – 2-5 vehicles	£450.00	£464.00	£389.00
5 year licence – over 5 vehicles	£888.00	£915.00	£861.00
<b>New Hackney Carriage – 1 year</b>	£340.00	£351.00	£282.00
Discount for vehicles with mobility seat provision	£170.00	£175.00	£141.00
Discount for electric/hybrid vehicle	£255.00	£263.00	£211.00
<b>New Private Hire Vehicle – 1 year</b>	£296.00	£305.00	£242.00
Discount for vehicles with mobility seat provision	£148.00	£153.00	£121.00
Discount for electric/hybrid vehicle	£222.00	£229.00	£181.00
<b>Other:</b>			
Horse drawn vehicle – 1 year	£50.00	£52.00	£54.00
Temporary vehicle – 1 month	£50.00	£52.00	£75.00
Vehicle transfer to new owner	£50.00	£52.00	£32.00
Rickshaw – 1 year	£50.00	£52.00	£52.00
Discount for electric/hybrid rickshaw	N/a	£39.00	£39.00

Please note that greyed out fees are not set by the Council.

\*Medical fee varies. Exact fee charged is at the discretion of the GP, however for illustrative purposes we are using £120.00.

### Worked examples application of fee tables

Licence	Fees 2023/24	Proposed fee 2024/25	Proposed modified fees	Change
New Driver 3 year licence	£827.00	£852.00	£885.00	Increase
Driver renewal 3 year licence	£271.00	£278.00	£326.00	Increase
Hackney Carriage 1 year licence	£340.00	£351.00	£282.00	Decrease
Private Hire Vehicle 1 year licence	£296.00	£305.00	£242.00	Decrease
Operator – 1 vehicle 5 year licence	£325.00	£335.00	£406.00	Increase
Operator – 2-5 vehicles 5 year licence	£508.00	£524.00	£454.00	Decrease
Operator – over 5 vehicles 5 year licence	£946.00	£975.00	£926.00	Decrease

## East Suffolk Council

### Local Government (Miscellaneous Provisions) Act 1976, Part II

Pursuant to Section 70 of the above Act, notice is hereby given that it is proposed to vary the following charge for licences with effect from 1st April 2024.

	Proposed Fee
Five Year Private Hire Operators Licences	
i) Operating over 5 vehicles	£915.00
ii) Operating 2 to 5 vehicles	£464.00
ii) Owner/Driver	£275.00
Annual Hackney Carriage Vehicle Licence	£351.00
Annual Private Hire Vehicle Licence	£305.00

Any person wishing to object to the above variation may do so by writing to the undersigned within 28 days of the date of publication of this notice.

Any such objection made and not withdrawn will be considered by the Council who will decide whether or not to modify the variation before it comes into force on the said date.

A copy of this notice is available at the Council Offices, East Suffolk House, Riduna Park, Station Road, Melton Woodbridge IP12 1RT and Riverside, 4 Canning Road, Lowestoft NR33 0EQ for public inspection during normal office hours Monday to Friday

Date 19 January 2024

C Bing

Head of Legal & Democratic Services, ~~17~~ East Suffolk Council

## Agenda Item 4

### ES/1924

#### Objections to Fees & Charges Increase

Daniel Bolton
Nikki Carmichael
Kevin Cullen
Samantha Edwards
Stacey Lock with signatures
Scott McGee
Stacey McLaren Nee Lock
Nigel Page
Sue Rayden with signatures
Michael Sutton
Manos Tzanoudakis
Alex Wigg
Deam Wooltorton
Oruc Yediayli



**From:** Daniel Bolton [REDACTED]  
**Sent:** 02 February 2024 13:05  
**To:** Licensing  
**Subject:** Licensing Increases

**Categories:** TB

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost. The cost of living affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher this means it has not impacted our ability to make a profit. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. AS a licensed driver the costs to sustain a license and vehicle are a high burden it currently costs below:

Driver Licence fee £270.00 every 3 years

DBs £38.00

Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year

Safeguarding college course - £45.00

Driver medical- £90-£150.00

Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, Great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

CLERK'S NOTE: The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Regards

Dans Pre-Booked Cars

Click [here](#) to report this email as spam.

## Teresa Bailey

---

**From:** Nikki Carmichael [REDACTED]  
**Sent:** 15 February 2024 12:44  
**To:** Licensing  
**Subject:** Increase in licensing fees

**Categories:** TB

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost. The cost of living crisis affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased.

Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher, this means it has not impacted our ability to make a profit positively. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. As a licensed driver the costs to sustain a license and vehicle are a high burden, current costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable to continue to run. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living if at all.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly. We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Kind Regards

Nikki Carmichael

Sent from my iPhone

Click [here](#) to report this email as spam.

**Teresa Bailey**

---

**From:** Kev Cullen <[REDACTED]>  
**Sent:** 15 February 2024 09:31  
**To:** Licensing  
**Subject:** My opposal to the new taxi tariff

**Categories:** TB

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposingto raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher this means It has not impacted our ability to make a profit. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. AS a licensed driver the costs to sustain a license and vehicle are a high burden it currently costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities

even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Kind regards, Kevin Cullen

Samantha Edwards

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher this means it has not impacted our ability to make a profit. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. AS a licensed driver the costs to sustain a license and vehicle are a high burden it currently costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that

these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Stacey Lock

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living crisis affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased.

Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher, this means it has not impacted our ability to make a profit positively. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. As a licensed driver the costs to sustain a license and vehicle are a high burden, current costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests, as well as having difficulty booking a test due to the limited workforce decreasing slot available.



It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable to continue to run. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living if at all.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly. We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Kind Regards

W. MCCARTHY [REDACTED] WHCD0063  
[REDACTED] Des fitzmaurice WHCD0857  
Darren Winchester WPHD 1306  
malcolm Hugman WHCD 1052  
Lee Needham WHCD 0044  
Lee mcmaster WHCD 1025



M. GRAHAM WHCD 1018

A. RUCKS WHCD 0089

Scott Clements WMPD 1366.

Clark Phillips WPHS 2785

Martin Lock WHCD 1024



Scott McGee

**Teresa Bailey**

---

**From:** Nikki Carmichael [REDACTED]  
**Sent:** 15 February 2024 12:45  
**To:** Licensing  
**Subject:** Proposed licence fees

**Categories:** TB

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost. The cost of living crisis affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased.

Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher, this means it has not impacted our ability to make a profit positively. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. As a licensed driver the costs to sustain a license and vehicle are a high burden, current costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable to continue to run. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living if at all.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly. We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Kind Regards  
Scott Mcgee  
Sent from my iPhone

Click [here](#) to report this email as spam.



[www.515151.co.uk](http://www.515151.co.uk)

**Five One Taxis LTD**  
Unit 8  
Harbour Road Ind Est  
Oulton Broad  
Lowestoft  
Suffolk  
NR32 3LZ

Tel: (01502) 515151  
E-Mail: [stacey.lock@515151.co.uk](mailto:stacey.lock@515151.co.uk)

Dear Licensing Department

I am very surprised to see a proposal for an increase to vehicle licenses and a proposal to raise an operator's license.

As the licensing department will be aware the taxi and private hire trade was hit severely with the repercussions from covid. Although this was a few years ago now we are still recovering from this, and the trade is slowly starting to recover. More recent to this we have seen worldwide affects massively affect our trade with the cost of fuel prices rocketing and recovering and the cost-of-living crisis. The cost of living affects our trade in many ways. It means customers have fewer financial resources for taxis affecting the work we receive. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00. For a driver to get driving onto the road the below costs are required, this is a massive amount of financial burden to gather when trying to become a taxi driver and then sustaining once in the trade.

- Driver Licence fee £487.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage)
- Safeguarding college course - £160.00
- Driver medical- £90-£150.00
- Driving Assessment – approx. £60
- Taxi Mechanicals - £140.00

As you can see the above is already exceeding £1000.00 before you even enter the trade.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service. Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.



[www.515151.co.uk](http://www.515151.co.uk)

**Five One Taxis LTD**  
Unit 8  
Harbour Road Ind Est  
Oulton Broad  
Lowestoft  
Suffolk  
NR32 3LZ

*Tel: (01502) 515151*

*E-Mail: [stacey.lock@515151.co.uk](mailto:stacey.lock@515151.co.uk)*

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With raising fees, I expect to see a further downfall to the trade with drivers not renewing licenses or vehicle licenses due to the cost being too high and no longer viable and exiting the trade. Business running costs may become too high to continue. I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Yours Sincerely  
Mrs Stacey McLaren Nee Lock

Managing Director

**Teresa Bailey**

---

**From:** nigel.page <[REDACTED]>  
**Sent:** 11 February 2024 21:26  
**To:** Licensing  
**Subject:** Proposed taxi increases in hackney and private hire plates

**Categories:** TB

Dear taxi licensing

I hereby oppose the proposed idea to implement a cost for a mot certificate and introduction of a fee for retest

I hereby oppose the rise in the price of private hire and hackney licenses

The idea to introduce a fee for the mot turns up a load issues ,surely the mechanical certificate is above a normal mot anyway ,but if we decide to not pay for the mot. First can we get vehicle taxes with no mot .will it flag up to police as no mot which it did before introduction of the mot certificate

I have alot of issues to do with our business which has had an almighty battle to survive since covid and the huge hike in fuel prices

25% of our business ,didnt return after covid ,as hackney we have only had 2 rises in entire time since the amalgamation of 2 areas ,we had a whole year of ,high fuel before we could get last rise which was already eroded.

The hospitality trade as a whole has had a battering less people going out the ,cost of living crisis .

The trade we rely on dealing with the disabled ,has changed totally with the homes shortstaffed constantly cancelling ,which is at a all time high at a huge loss cost to our business

Constant need to keep upping the costs introducing courses has to be met by increase to the fares other wise the business ,is not sustainable garage costs alone is up 29% this year alone

Kind regards nigel page harbour cabs

Sent from my Galaxy

Click [here](#) to report this email as spam.



Sue Rayden

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher this means it has not impacted our ability to make a profit. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. AS a licensed driver the costs to sustain a license and vehicle are a high burden it currently costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer. Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no

other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that

operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

J. DRAPER - WHCD0903. 12/2/24

STEVE LEWIS WHCD 443 12.2.24

MUSTAFA E. IBISLER 867 12.2.24

DAVID BRANSON WHCD 276 12.2.24

Joseph Fallon WPHD1158 12.2.24

RYAN GODBOLD WHCD0119 12/2/24

GRAHAM GUY WHCD0473 12/2/24

CHRIS SAMPSON WHCD0612 13/2/24

LEE PULLING WPHD1307 13/2/24

Toni Hooker WPHD1312 13.2.24

BOB FALLON WHCD0569 13/2/24

KEITH EDWARDS WPHD1150 13/2/24

David Cain WHCD0550 13/2/24

Alex Wigg WHCD 1077 13/12/24

Glenn Anderson WPHD1341 13/2/24

Samantha Edwards WPHD1199 13/2/24

Aoran Whitehead. WPHD1287. 13/2/24

S DYICE WPHD1221 13/2/24

Y. ATALAY WHCD.1028 13.2.24

J. MART WPHD1229 13/2/24

M. A. ALDENSON WPHD 1114 13/2/24

D. T. SHUTTLEWORTH WPHD1018 13. 2. 24

R. GUILD WPHD1122 14.2.24

D. HARVEY WHCD 882 14.2.24

J. FALLON WHCD 0598 14.2.24

**Teresa Bailey**

---

**From:** Michael Sutton [REDACTED]  
**Sent:** 13 February 2024 14:11  
**To:** Licensing  
**Subject:** Re: Hackney Carriage and Private Hire Licensing Fees 2024 and Survey  
**Categories:** TB

We have to pay all them charges and still don't get priority at the testing station over standard MOT test we are very often told there's a 3 week wait to get a new car tested which is totally unacceptable

Sent from Gmail Mobile

On Thu, 8 Feb 2024 at 17:20, Licensing <[licensing@eastsoffolk.gov.uk](mailto:licensing@eastsoffolk.gov.uk)> wrote:

Good afternoon

I understand some of you may not have received our email dated 22 January 2024. Could there be a possibility that it might be in your spam or junk emails?

I have attached the contents of the email again below and I apologise if you are now receiving this for a second time:

We would like to make you aware that the attached public notice was published in the East Anglian Daily Times and the Lowestoft & Beccles Journal on Friday 19 January 2024.

Also, we have been asked by Suffolk County Council if we could forward to all licensed drivers, details of a survey they are conducting. Please see details below:

***A chance to win a £100 shopping voucher - Suffolk County Council would like your views on electric vehicles!***

*Suffolk County Council, working collaboratively with the Districts and Borough, is looking to gather feedback and views from the taxi and private hire trade regarding the transition to electric vehicles (EVs) in Suffolk. The data collected will help to determine the best approach for Suffolk Councils to support the taxi and private hire trade in making the transition from internal combustion engine (ICE) vehicles to EVs.*

The survey will take approximately 7 minutes to complete, and all answers are anonymous. After completing the survey, you can choose to be entered into a prize draw to win a £100 One4all high-street shopping voucher to spend on any items of your choice. The survey will close at **5pm on Friday 23<sup>rd</sup> February 2024**, and the winner will be selected at random and contacted by Suffolk County Council by the end of February 2024.

**Survey:** To access the survey, please click here.

For more information or if you have any questions, please email: [evcharging@suffolk.gov.uk](mailto:evcharging@suffolk.gov.uk)



Regards

Licensing Team

East Suffolk Council

01394 444802

[www.eastsuffolk.gov.uk](http://www.eastsuffolk.gov.uk)

[www.eastsuffolkmeansbusiness.co.uk](http://www.eastsuffolkmeansbusiness.co.uk)

## Teresa Bailey

---

**From:** manos tzanoudakis [REDACTED]  
**Sent:** 09 February 2024 15:20  
**To:** Licensing  
**Subject:** Fw: Proposition of changes in licensing fees for private hire and hackney carriage.  
**Categories:** TB

---

**From:** manos tzanoudakis <[REDACTED]>  
**Sent:** 09 February 2024 3:18 PM  
**To:** democraticservices@eastsoffolk.gov.uk <docraticservices@eastsoffolk.gov.uk>  
**Subject:** Proposition of changes in licensing fees for private hire and hackney carriage.

Dear Mr Bing

I am writing to you, regarding your proposal for the increase of the fees, for the taxi and private hire industry.

I oppose strongly any price increases, as it becomes more and more difficult for people like myself to make a living by doing this job.

I know that the cost of living has gone up sharply during the past year, while fares haven't gone up not even near in line with inflation. I also realise that, especially lately, competition has gone up a lot in the area, as the big Ipswich companies have decided to start operating in the East Suffolk area, with your blessings, taking advantage of a possible law loophole. As a result of that competition, our income has been shrank signifficaly, and, combined with the fees increase makes our income even less. I am not asking for the fees to be lower this year, but bearing in mind, the sharp increase in the number of drivers, your income from our trade has gone up an awful lot even by not increasing the fees.

To sum up.

Please, think again, before you force more drivers to end up unemployed and joining the queue to the benefits.

Awaiting your thoughts on my concerns

Yours faithfully

Emmanouil Tzanoudakis

Click [here](#) to report this email as spam.



Alex Wigg

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased. Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher this means It has not impacted our ability to make a profit. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. AS a licensed driver the costs to sustain a license and vehicle are a high burden it currently costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year
- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that

these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

**Teresa Bailey**

---

**From:** DEAN WOOLTORTON <[REDACTED]>  
**Sent:** 05 February 2024 12:49  
**To:** Licensing  
**Subject:** new price increases

**Categories:** TB

Licensing team ,

i dont usually respond or make any complaints about price increases but i feel that the increases are higher than inflation if you include the new mot charge , over the last several years we have had covid to deal with, and many price increases with cost of repairs maintenance of taxi , also there has been a big increase is the cost of insurance prices , east suffolk has one of the highest costs for taxi vehicles in the area if anything should be done prices should be frozen or reduced , not that this email will make any difference to your final decision.

Kind regards  
Dean wooltorton



Click [here](#) to report this email as spam.



12.02.2024

Dear Licensing Department

I am very disappointed and shocked that East Suffolk Council are proposing an increase to vehicle licenses and a proposing to raise an operator's license fee.

I am unsure if East Suffolk Council and the licensing department are aware of the hardship we have encountered as a trade over the last 4 years as a result of covid.

Although this was a few years ago now we are still recovering from this as well as being hit with further issues affecting the finances to maintain and sustain being a driver. Following this the cost of fossil fuels soared at a time when we were trying to recover, meaning any resources of funds saved were used or we were running at cost.

The cost of living crisis affects our trade in many ways and has done on a daily basis. It means customers have fewer financial resources for taxis affecting the work we receive. We have seen a decrease in people using the hospitality trade, corporate workers no longer using taxis as they are now working from home and many people using taxis less. Not only this it means business overheads have drastically increased.

Drivers regardless of the recent increase to hackney tariffs are not any better off than pre covid as costs are much higher, this means it has not impacted our ability to make a profit positively. In the last 12 months car insurances have risen by 29%, interest rates that affects vehicle purchases have risen by 5%, and this is without considering any other running costs.

Although we are discussing a price increase for vehicle licenses these vehicles belong to drivers and therefore is an increase to the driver. In 2022 a driver now has the additional cost of the safeguarding course which is another £160.00 for new drivers and refresher course £45.00. The hours this course is held is not always obtainable and can cause disruption to both work life and personal life. As a licensed driver the costs to sustain a license and vehicle are a high burden , current costs below:

- Driver Licence fee £270.00 every 3 years
- Dbs £38.00
- Vehicle Licence fee £312.00 (private hire) £356.00 (hackney carriage) every year

- Safeguarding college course - £45.00
- Driver medical- £90-£150.00
- Taxi Mechanicals - £140.00 yearly

As you can see the above is already exceedingly a high cost before you even take into consideration and other overheads that are required before even taking a fare paying customer.

Having reviewed the licensing fees nationwide we are already one of the highest charging authorities for these fees. With no other benefits or additions compared to other authorities even neighbouring authorities. For example, great Yarmouth Licensing are 39% cheaper than East Suffolk providing a like by like service.

Not only this we are now facing the further costs of an additional £40.00 per year to vehicles from April 2024, due the local ESSL testing station no longer offering to a MOT as part of our vehicle mechanical tests.

It was only in September 2023 the East Suffolk Scrutiny meeting that was held had discussed such issues explained above. There was an outstanding declaration that the financial burdens to drivers were very high, and something must be done to help. This was to be discussed further to ensure that these costs can be kept down to help drivers and businesses. I have attached the minute notes below.

1. There being no further questions, the Chair opened up debate and the Committee suggested recommendations relating to streamlining processes, particularly the 2-day training course; investigating ways to alleviate the financial burden for applicants; and increasing enforcement capacity.

That the Scrutiny Committee finalise the recommendations outside of the meeting via email.

**CLERK'S NOTE:** The Scrutiny Committee subsequently agreed the following resolution by email:

- Consider ways to alleviate the financial burden for drivers applying for a Licence which could include providing grants, loan pay back schemes or staggering payments etc.

Unfortunately, with a raise in vehicle and operating licence fees it will once again push the trade to a point that I am unsure of sustainability. Many businesses within the hospitality industry are having to close as we have all seen locally to due financial issues, and it no longer being financially viable to continue to run. We as a trade are not alone in this battle too. With a further raise to fees it will make working within the trade less viable and even harder to be able to make a living if at all.

I would like to hope the licensing department and East Suffolk Council understand the financial burdens we are all having to continue to operate and would support us to ensure sustainability for drivers and the trade in whole. Therefore, I strongly oppose an increase to both vehicle license fees and operator's license fees.

With all the above in mind I would be applying for the reasons why as a licensing authority why your costs are higher than others locally never mind nationally. My suggestion would be you reduce your operating costs and apply this saving to the trade accordingly. We would like to apply for a reduction to the licence fees currently set. I suggest that operating costs are reduced to aid this, or it is investigated why other local authorities can achieve this level of service whilst offering a lower fee. A helpful guide to us would be the last 5 years accounts for taxi and private hire licensing for East Suffolk Council, if you could supply these, I would be grateful.

Kind Regards



<b>VEHICLE</b>	Current Fees
Motorised Hackney Carriage	£340
Discount for vehicles with mobility seat provision for people with disability	£170
Discount for Electric/hybrid Vehicles	£255
Private hire vehicles	£296
Discount for vehicles with mobility seat provision for people with disability	£148
Discount for Electric/hybrid Vehicles	£222

<b>DRIVER</b>	Current Fees
Initial English Proficiency Test	£50
First application	£173
Three year licence	£226

<b>PRIVATE HIRE OPERATOR</b>	Current Fees
Knowledge Test	£58
5 Year Licence Owner/Driver	£267
Five Year Licence 2-5 cars	£450
Five Year Licence over 5 cars	£888

Previous Proposed Fees	New Proposed Fees	Babergh District Council
£351	£282	£344.50 inc plates and test
£175	£141	N/A
£263	£211	N/A
£305	£242	£334.50 inc plates and test
£153	£121	N/A
£229	£181	N/A
Previous Proposed Fees	New Proposed Fees	Babergh District Council
£52	£32	£20.00
£179	£184	£153.50
£233	£281	£104.50

Previous Proposed Fees	New Proposed Fees	Babergh District Council
£60	£65	N/A
£275	£341	£137.50 to £430
£464	£389	£137.50 to £430
£915	£861	£137.50 to £430

Ipswich Borough Council	Mid Suffolk Council	West Suffolk Council	Breckland
£335	£339.50	£209	
N/A	N/A	N/A	
N/A	N/A	N/A	
£215	£264.50	£188	
N/A	N/A	N/A	
N/A	N/A	N/A	
Ipswich Borough Council	Mid Suffolk Council	West Suffolk Council	Breckland
£25	£20	N/A	
N/A	£163.50	£174	
£165	£110.50	308 (2 Years)	

Ipswich Borough Council	Mid Suffolk Council	West Suffolk Council	Breckland
N/A	N/A	N/A	
£600	£137.50 to £430	£539	£310
£1000 5 vehicles	£137.50 to £430	£539	£310
N/A	£137.50 to £430	£539	£310

District Council	Broadland District Council	Great Yarmouth Borough Council	King's Lynn
£235	£242	£252	
N/A	N/A	N/A	
N/A	N/A	N/A	
£263	£263	£252	
N/A	N/A	N/A	
N/A	N/A	N/A	
District Council	Broadland District Council	Great Yarmouth Borough Council	King's Lynn
£100	N/A	£20	
£135	N/A	N/A	
£135	N/A	£174	

District Council	Broadland District Council	Great Yarmouth Borough Council	King's Lynn
N/A	N/A	N/A	
0 (3 years)	N/A	£368	
0 (3 years)	N/A	£368	
0 (3 years)	N/A	£368	

North and West Norfolk District Council	Norwich City Council	South Norfolk District Council.
£118	£159	£132
138	N/A	N/A
N/A	N/A	N/A
£124	£124	N/A
N/A	N/A	N/A
N/A	N/A	N/A
North and West Norfolk District Council	Norwich City Council	South Norfolk District Council.
N/A	£27	N/A
£125	N/A	N/A
£125	£490(HC)/£218(PHV)	£283

North and West Norfolk District Council	Norwich City Council	South Norfolk District Council.
£36	£27	N/A
£180	£911	£653
£265	N/A	N/A
£265 to £777	N/A	N/A

North Norfolk District Council
£165
N/A
N/A
£165
N/A
N/A

North Norfolk District Council
N/A
£190
£190

North Norfolk District Council
N/A
£170
N/A
N/A

<b>Committee</b>	Licensing Committee
<b>Date</b>	15/04/2024
<b>Subject</b>	Issued licences in East Suffolk and an overview of the work of the Licensing Sub-Committees January – March 2024
<b>Cabinet Member</b>	Councillor Jan Candy, Cabinet Member with responsibility for Community Health
<b>Report Author(s)</b>	Teresa Bailey Senior Licensing Officer Teresa.bailey@east Suffolk.gov.uk
<b>Head of Service</b>	Chris Bing Head of Legal and Democratic Services Chris.bing@east Suffolk.gov.uk
<b>Director</b>	Kate Blakemore Strategic Director Kate.blakemore@east Suffolk.gov.uk

Key Decision?	No
Is the report Open or Exempt?	OPEN

Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	Not applicable
---	----------------

## Purpose/Summary

This report provides an overview of the current number and licences issued with regard to the Licensing Act 2003, the Gambling Act 2005 and taxis by East Suffolk Council. The report also summarises the applications received and the work of the Licensing Sub-Committees from January to March 2024.

## Recommendation(s)

That the Committee:

Notes the overview of some of the work of the Licensing Team and the Licensing Sub-committees during the first quarter of 2024.

## Strategic plan

### How does this proposal support Our Direction 2028?

<b>Environmental Impact</b>	Not applicable. This is an update report for noting.
<b>Sustainable Housing</b>	Not applicable. This is an update report for noting.
<b>Tackling Inequalities</b>	Not applicable. This is an update report for noting.
<b>Thriving Economy</b>	Not applicable. This is an update report for noting.
<b>Our Foundations / governance of the organisation</b>	Licensing is a Council function exercised by Licensing Committee and Licensing Sub-Committees.

## Justification for recommendations

### 1. Background

1.1	Applications determined during January – March 2024				
Premises and type of application	Address	Hearing/mediated	Date of Hearing	Outcome	
Oulton Community Centre SURRENDERED WPREM2278	Meadow Road, Oulton, NR32 3QL	N/A	N/A	Surrendered 30.11.23 Completed 29.12.23	
Sea You Café & Restaurant VARIATION PREM2237	Martello Park, Orford Road, Felixstowe, IP11 2DY	Yes - EP	-	Cons end 29.12.23 App withdrawn 2.1.24	
The Galley Creamery & Deli NEW PREM2274	40 Market Hill, Woodbridge, IP12 4LU	No	N/A	Cons end 3.1.24  Issued 4.1.24	
Upper Grove Farm NEW PREM2275	Building 2 Upper Grove Farm, Rendham, Saxmundham, IP17 2AS	No	N/A	Cons end 8.1.24 Issued 10.1.24	
The Open Kitchen SURRENDER PREM2206	6 Naunton Road, Woodbridge, IP12 4HP	N/A	N/A	Surrendered 11.12.23 Completed 9.1.24	
Merker Slots NEW BINGO PREMISES LICENCE WGAM0018	37 London Road North, Lowestoft, NR32 1BH	No	N/A	Cons end 10.1.24 Issued 11.1.24	
Martley Hall Building B11 SURRENDER PREM2191	Framlingham Road, Easton, Woodbridge, IP13 0EN	N/A	N/A	Surrendered 19.12.2023 Completed 18.1.24	
Uncle Sid's Zero Waste Store NEW WPREM2622	45 High Street, Lowestoft, NR32 1HZ	N/A	N/A	Cons end 18.01.24 Need PL details Issued 7.2.24	
Perfect Kebab House SURRENDER PREM0102	3 Orwell Road, Felixstowe, IP11 7HE	N/A	N/A	Surrendered 8.1.24 Completed 6.2.24	
The Skye Lounge SUMMARY REVIEW PREM2225	55-57 Undercliff Road West, Felixstowe, IP11 2AD	Yes	Yes and revoked	Cons end 22.1.24 Licence revoked it was also	

				surrendered 11.1.24
Stanford Arms VARIATION WPREM2366	94 Stanford Street, Lowestoft, NR32 2DD	No	N/A	Cons end 13.2.24 Issued 26.2.24
The Little Wine Bar SURRENDER PREM2233	228 High Street, Walton, IP11 9DS	N/A	N/A	Surrendered 22.1.24 Completed 20.2.24
McDonalds NEW	Unit 1 Martlesham Heath Retail Park, Martlesham Heath, IP5 3RU	Yes	25.3.24	Cons end 27.2.24 Granted 25.3.24
Morton Convenience Store VARIATION WPREM2009	7 Morton Road, Lowestoft, NR33 0JQ	No	N/A	Cons end 1.3.24  Issued 4.3.24
The Mayfair NEW	18 Broad Street, Bungay, NR35 1EE	Yes	5.4.24	Cons end 11.3.24
Sax Fest – The Memorial Field NEW PREM2276	Rendham Road, Saxmundham, IP17 1EA	No	N/A	Cons end 12.3.24 Issued 14.3.24
Motor Fuel Ltd NEW WPREM2623	George Westwood Way, Beccles, NR34 9EJ	No	N/A	Cons end 20.3.24 Issued 21.3.24
The Cabin SURRENDER PREM2148	19 Aldringham Park, Aldringham-cum- Thorpe, Leiston, IP16 4QZ	N/A	N/A	Surrendered 25.1.24 Completed 23.2.24
Motor Fuel Ltd NEW	18 Tower Road, Lowestoft, NR33 7NG			Cons end 26.3.24
Flunder Wines Limited NEW	26 Beadon Way, Melton, Woodbridge, IP12 1NB			Cons end 26.3.24 Failed – incorrectly advertised
Nisa Local SURRENDER PREM2257	11b-11c The Thoroughfare, Woodbridge, IP12 1AA	N/A	N/A	Surrendered 5.2.24 Completed 5.3.24
Maeves Tea Room NEW	74 Thoroughfare, Woodbridge, IP12 1AL			Cons end 10.4.24
Desmond's NEW	147 London Road South, Lowestoft, NR33 0PH			Cons end 11.4.24
Saxmundham Free School (Sax Music Fest)	Seaman Avenue, Saxmundham, IP17 1DZ	N/A	N/A	Surrendered 13.3.24

SURRENDER PREM2151				Complete after 12.4.24
Flunder Wines Ltd NEW - resubmission	26 Beadon Way, Melton, Woodbridge, IP12 1NB			Cons end 15.4.24
Relish Café NEW	2-4 Market Row, Beccles, NR34 9HF			Cons end 16.4.24
Woburn Farm NEW	Stirrups Lane, Corton, NR32 5LE			Cons end 18.4.24
1.2	<p><b>Appeals to Magistrates Court</b></p> <p>There are currently no appeals to Magistrates Court.</p>			
1.3	<p><b>28 day consultation period has passed, and application is still to be determined</b></p> <p>There is currently one application waiting to be considered by the Licensing Sub-committee:</p> <p>New Premises Licence – The Mayfair, Bungay – the hearing is on 5 April 2024.</p>			
1.4	<p><b>In consultation</b></p> <p>New Premises Licence - Motor Fuel Ltd, Lowestoft. Consultation period ends on 26 March 2024.</p> <p>New Premises Licence – Maeves Tea Room, Woodbridge. Consultation period ends on 10 April 2024.</p> <p>New Premises Licence – Desmond’s, Lowestoft. Consultation period ends on 11 April 2024.</p> <p>New Premises Licence – Flunder Wines Ltd, Melton. Consultation period ends on 15 April 2024.</p> <p>New Premises Licence – Relish Café, Beccles. Consultation period ends on 16 April 2024.</p> <p>New Premises Licence – Woburn Farm, Corton. Consultation period ends on 18 April 2024.</p>			
1.5	<p>There have been two Sub-committee hearings regarding licensed or gambling premises, or personal licences during the period January - March 2024:</p> <p>26/01/24 – Review of premises licence Sky Lounge Felixstowe – Licence revoked.</p> <p>25/03/24 – New premises licence McDonalds, Martlesham Heath – licence granted.</p>			

1.6

**Licensing Act Premises**

On **19 December 2023** there were 1064 Premises Licences and 930 of these included alcohol on the licence.

There were 62 Club Premises Licences.

On **22 March 2024** there were 1061 Premises Licences and 927 of these included alcohol on the licence.

There were 62 Club Premises Licences.

5 new Premises Licences were granted between January and March 2024.

8 Premises Licences were surrendered.

No Club Premises Certificate were surrendered.

In summary, in December 2023 there were 1126 Premises Licences and Club Premises Licences, and in March 2024, there were 1123.

**Licensing Act Premises Comparisons**

Date	Number of premises licences and club premises certificates
1 January 2020	1070
1 July 2020	1071
1 January 2021	1073
1 July 2021	1086
1 January 2022	1093
1 July 2022	1111
23 December 2022	1125
26 June 2023	1128
28 September 2023	1125
19 December 2023	1126
26 March 2024	1123

1.7

**Gambling Act Premises**

On **19 December 2023** there were 34 Gambling Premises Licences in total.

On **26 March 2024** there were 35 gambling premises licences in total.

There were 10 Bingo Premises Licences.

There were 10 Adult Gaming Centre Premises Licences.

There was 1 Family Entertainment Centre Premises Licence.

There was 1 Betting Premises Licence (in respect of a track)

There were 13 Betting Premises Licences (in respect of a premises other than a track).

1 New Bingo Premises Licence was issued in January 2024 however, this premises will not open for some time.

**Gambling Act Premises Comparisons**

Date	Number of premises licences and club premises certificates
1 January 2020	40

1 July 2020	40
1 January 2021	37
1 July 2021	38
1 January 2022	38
1 July 2022	35
23 December 2022	35
26 June 2023	34
28 September 2023	34
19 December 2023	34
26 March 2024	35

**1.8 Taxi and Private Hire Licences**

On **19 December 2023**, East Suffolk Council licensed:

64 hackney carriage vehicles and 163 hackney carriage/private drivers  
 431 private hire vehicles and 403 private hire drivers  
 75 private hire operators

On **26 March 2024**, there were:

62 hackney carriage vehicles and 158 hackney carriage/private drivers  
 458 private hire vehicles and 426 private hire drivers  
 73 private hire operators

Since the last Licensing Committee in October 2023, the taxi and private hire licence activity is as follows:

January to March 2024

<u>Type of Licence</u>	<u>Renewed</u>	<u>Did not renew</u>	<u>New</u>	<u>Change of Veh</u>
Private Hire Vehicle	49	9	29	17
Hackney Carriage	3	1	4	5
Private Hire Driver	7	2	23	n/a
Hackney Carriage Driver	3	1	2	n/a
Private Hire Operator	1	0	1	n/a
Rickshaws & Horse drawn	0	0	0	0

There are currently 51 new applications for drivers in progress.

**Taxi and Private Hire Licence Comparisons**

Date	HC/PH Drivers	PH Drivers	HC Vehicles	PH Vehicles	PH Operators
1 January 2020	237	352	136	349	72
1 July 2020	223	341	108	301	75
1 January 2021	203	315	95	289	75

	1 July 2021	197	301	101	295	79
	1 January 2022	194	321	73	350	81
	1 July 2022	178	325	70	367	80
	23 December 2022	171	339	65	391	76
	26 June 2023	164	381	62	432	77
	28 September 2023	166	389	62	427	76
	19 December 2023	163	403	64	431	75
1.9	<p>There have been 2 Sub-Committee hearings regarding a taxi/private hire licence during the period January to March 2024: 5 and 29 February 2024.</p>					

## 2. Introduction

2.1. This is an update report for noting.

## 3. Proposal

3.1. This is an update report for noting.

## 4. Financial Implications

4.1. None

## 5. Legal Implications

5.1. None

## 6. Risk Implications

6.1. None

## 7. Options

7.1. Not applicable. This is a report for noting.

## 8. Recommendations

8.1. That the committee notes the overview of some of the work of the Licensing Team and the Licensing Sub-committees during the first quarter of 2024.

## 9. Reasons for Recommendations

9.1. This is an update report for noting.

## 10. Conclusions/Next Steps

10.1. None

## Areas of consideration comments

### Section 151 Officer comments:

Not applicable

### Monitoring Officer comments:

Not applicable

### Equality, Diversity and Inclusion/EQIA:

No impact

### Safeguarding:

No impact

### Crime and Disorder:

No impact

### Corporate Services implications:

*(i.e., Legal, Finance, Procurement, Human Resources, Digital, Customer Services, Asset Management)*

No impact

### Residents and Businesses consultation/consideration:

Not applicable

## Appendices:

None

## Background reference papers:

Date	Type	Available From
None		