

Appendix 2

Consultation Questions

The following are applicable to Local Licensing Authorities, like Lancaster City Council who are currently responsible for taxi and private hire vehicle licensing.

If all local transport authorities were made responsible for taxi and private hire vehicle licensing as proposed, would your local authority expect:

Question 1: Any one-off costs? If so, what would the one-off costs to your authority be for? How much would the costs be?

Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

Taxi and Private Hire Licensing fees are expected to be cost neutral, with each licence fee being recovered for the activity related to the administration and monitoring of that licence only (one cannot subsidise another).

So, whilst the Licensing Authority would have a reduced income, the loss would be resource rather than monetary.

It is estimated that Taxi and Private Hire Licensing equates to between 60-70% of Officer time, this in resource time would be 1x 37hr per week Licensing Officer, 1 x 37hr per week Administration Officer, 1 x 37hr per week mechanic and approx. 10-15hr per week of Licensing Manager time.

Transition costs also require consideration, ensuring the licensed trade understand and comply with any new or updated requirements, communication, guidance and signposting.

Question 2: Any ongoing costs? If so, what would the ongoing costs to your authority be for? How much would the additional costs be?

Please provide a monetary value in pounds, if possible, otherwise the resource time required in hours.

None identified.

Question 3: Any one-off savings? If so, what would the savings to your authority be for? How much would the savings be?

Please provide a monetary value in pounds, if possible, otherwise the resource time required.

None identified.

Question 4: Any ongoing savings? If so, what would the savings to your authority be for? How much would the savings be?

Please provide a monetary value in pounds, if possible, otherwise the resource time required.

None Identified.

Consultation questions for all respondents

Consultation questions on proposals.

Question 13: Should all local transport authorities be responsible for taxi and private hire vehicle licensing? Why?

Pros and Cons

- Variance in political direction/priorities and plans
- LTAs – Infrastructure/Emissions
- LA – Protection of Public
- Safeguarding - Local knowledge and controls
- Loss of specialist licensing officers locally (majority cross-sector)
- Inspection, Compliance and Enforcement
- Licensing Committee (member) experience/training.
- Consistency of standards/close cross border loophole – drivers less likely to shop around.

Consultation questions on economic benefits and costs.

Question 14: Are there wider economic benefits in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

To trade – scale business

Question 15: Are there other costs in making all local transport authorities responsible for taxi and private hire vehicle licensing? If so, what are they?

Resourcing the migration of data from local authorities to LTAs would be a significant, LTAs required to purchase Licensing software, additionally there would be an annual maintenance cost.