

# NOTICE OF MEETING

**Meeting:** GENERAL PURPOSES AND LICENSING COMMITTEE

**Date and Time:** FRIDAY, 8 MARCH 2024 AT 9.30 AM

**Place:** COUNCIL CHAMBER - APPLETREE COURT, BEAULIEU ROAD, LYNDHURST, SO43 7PA

**Enquiries to:** Email: [joe.tyler@nfdc.gov.uk](mailto:joe.tyler@nfdc.gov.uk)  
Tel: 023 8028 5982

## **PUBLIC PARTICIPATION:**

Members of the public may watch this meeting live on the [Council's website](#).

Members of the public may speak in accordance with the Council's public participation scheme:

- (a) on items within the General Purposes and Licensing Committee's terms of reference which are not on the public agenda, when the Chairman calls the public participation item; and/or
- (b) on individual items on the public agenda, when the Chairman calls that item. Speeches may not exceed three minutes.

Anyone wishing to speak should contact the name and number shown above no later than 12.00 noon on Tuesday, 5 March 2024.

**Kate Ryan**  
Chief Executive

Appletree Court, Lyndhurst, Hampshire. SO43 7PA  
[www.newforest.gov.uk](http://www.newforest.gov.uk)

This agenda can be viewed online (<https://democracy.newforest.gov.uk>).

It can also be made available on audio tape, in Braille and large print.

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# AGENDA

## Apologies

### 1. MINUTES

To confirm the minutes of the meeting held on 10 March 2023 and 5 January 2024 as a correct record.

### 2. DECLARATIONS OF INTEREST

To note any declarations of interest made by members in connection with an

agenda item. The nature of the interest must also be specified.

Members are asked to discuss any possible interests with Democratic Services prior to the meeting.

**3. PUBLIC PARTICIPATION**

To receive any public participation in accordance with the Council's public participation scheme.

**4. TAXI FEES AND CHARGES 2024-2025 (Pages 3 - 36)**

To consider the objections to the proposed fees raised during the public consultation period and to set the level of taxi licensing fees for the financial year 2024/25, effective from 1 April 2024.

To:

**Councillors**

Neil Tungate (Chairman)  
Richard Young (Vice-Chairman)  
Steve Clarke  
Jack Davies  
Philip Dowd  
Allan Glass  
David Harrison

**Councillors**

David Hawkins  
Nigel Linford  
Colm McCarthy  
Neil Millington  
Dave Penny  
Alvin Reid

## GENERAL PURPOSES AND LICENSING COMMITTEE – 8 MARCH 2024

### TAXI FEES AND CHARGES FOR 2024-2025

#### 1. RECOMMENDATIONS

- 1.1 That Members of General Purposes and Licensing Committee consider the objections to the proposed fees raised during the public consultation period.
- 1.2 That the General Purposes and Licensing Committee set the level of taxi licensing fees for the financial year 2024/25 which are effective from 1 April 2024.

#### 2. INTRODUCTION

- 2.1 As part of the annual review of budgets, decisions are required by the General Purposes and Licensing Committee to agree any non-statutory licensing fees and charges for the forthcoming financial year.

#### 3. BACKGROUND

- 3.1 The Council has a statutory responsibility for the administration and enforcement of a wide range of licences including those for taxi and private hire vehicles.
- 3.2 At the General Purpose and Licensing Committee held on 5 January 2024, the taxi licensing fees proposed within the Fees and Charges for 2024-25 Report were approved for public consultation (in accordance with section 70 of the Local Government (Miscellaneous Provisions) Act 1976).
- 3.3 The proposed fees have been subject to a 28-day consultation period (from 12 January 2024 to 8 February 2024) following advertisement in the local newspaper. Notice of the proposed fees has also been posted on the Council's Taxi licensing web page and the notice board at the Council Offices at Appletree Court.
- 3.4 The proposed fees for taxi licensing which were consulted on are provided as **Appendix 1**.
- 3.5 During the consultation period a total of 17 responses were received, objecting to the proposed fees. These responses are provided as **Appendix 2**.

#### 4. ISSUES FOR CONSIDERATION

- 4.1 The basis for setting taxi and private hire fees is to ensure cost recovery, or as close to it as possible. Legal challenges in the past, have confirmed that licensing fees may not be used to generate a profit for councils but the burden to support taxi fees should also not fall on residents in the district.
- 4.2 In order to support the trade in previous years, particularly during and after the covid pandemic, fees have not increased for 7 years. The last increase was in April 2017. Since the pandemic, the trade has been given time to recover and build up numbers of vehicles and drivers again.
- 4.3 The proposed fees for the taxi and private hire function have been increased following a detailed review of the Council's costs incurred to deliver each licence type, also taking

into account the cost of consumables (vehicle plates, brackets, driver badges) in addition to the revised cost of providing vehicle inspections.

- 4.4 The fee review also takes into account the updated Department for Transport Statutory Taxi and Private Hire Vehicle Standards, which requires Licensing Authorities to perform additional checks to promote public safety and best practice. These enhanced procedures require additional staff resource and have increased processing costs.
- 4.5 Fees have been benchmarked against neighbouring local authorities. The benchmarking document is provided as **Appendix 3** and whilst the fees vary, those proposed for NFDC are consistent and in many cases lower than neighbouring councils.
- 4.6 Driver and private hire operator licence fees are proposed to be increased; however, these are issued on a 3 and 5 yearly basis. The proposed increases of £20.00 and £11.00 would be spread over these time periods. Other fee increases are one off fees (Driver Knowledge tests for new applicants) or for discretionary items (vehicle stepped plate).
- 4.7 The annual vehicle licence fee has been increased to fully cover the costs of processing applications and as can be seen from the benchmarking data it is one of the lowest fees for this function across Hampshire.
- 4.8 A new annual application fee for executive vehicle exemptions has been introduced, to cover the costs of processing of applications and inspections, to ensure the vehicle meets the required standard and the nature of the business meets the exemption criteria.

## **5. OBJECTIONS RECEIVED**

- 5.1 During the consultation period, 17 responses were received, objecting to the proposed fees, as provided at **Appendix 2**. Responses in the main, object to any increase in fees based on the current cost of living crisis and the increase in costs of running vehicles (fuel, insurance, car lease, maintenance, phone bills and fees paid to operators) along with living expenses such as mortgage, council tax and food.
- 5.2 Some objections fall outside the remit of this Fees and Charges report and relate to the consultation on the Draft Taxi Licensing Policy. The consultation period for the Licensing Policy runs until 15 April 2024 and responses will then be reviewed and considered.
- 5.3 An increase to the taxi tariff has been proposed by a couple of objectors to cover the cost of these increases. The last review of the tariff took place in 2022 and it was agreed to be introduced in June of that year. In addition, any increase to the tariff would only apply to hackney carriages, (110 hackney carriages out of the current licensed vehicle fleet of 551).

## **6. CONCLUSIONS**

- 6.1 The setting of discretionary fees for licensing must be formally approved by the Council's General Purposes and Licensing Committee before they may be applied.
- 6.2 Taxi licensing fees have not been increased since April 2017, in order to support the trade during and after the covid pandemic, whereas other licensing fees have been reviewed on an annual basis and increased in line with inflation.
- 6.3 The setting of the proposed licensing fees and charges has been through a rigorous process, to cost the delivery of the service to businesses and members of the public.

6.4 Members must consider the objections received to the proposed fees, together with the requirement for the cost recovery of the service and determine the level at which to set the fees.

6.5 The agreed taxi and private hire fees are proposed to take effect from 1 April 2024.

## **7. FINANCIAL IMPLICATIONS**

7.1 Any financial implications have been reported for budgetary control and as part of the financial plan.

## **8. CRIME & DISORDER AND DATA PROTECTION IMPLICATIONS**

8.1 There are none.

## **9. APPENDICES**

**Appendix 1** - Proposed fees for 2024/25

**Appendix 2** - Objections received

**Appendix 3** - Benchmarking document

### **For further information contact:**

**Christa Ferguson**

Licensing Manager

Email: [christa.ferguson@nfdc.gov.uk](mailto:christa.ferguson@nfdc.gov.uk)

**Joanne McClay**

Service Manager

Environmental and Regulation

Email: [joanne.mcclay@nfdc.gov.uk](mailto:joanne.mcclay@nfdc.gov.uk)

### **Background Papers:**

None

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# APPENDIX 1

## ENVIRONMENTAL AND REGULATION-LICENSING SERVICES PROPOSED SCALE OF FEES AND CHARGES FOR 2024/25

### HACKNEY CARRIAGE AND PRIVATE HIRE LICENCE FEES

#### **Hackney Carriage / Private Hire Drivers dual licence**

New or Renewal (3 year dual licence)

Driver Awareness Test

Duplicate driver's badge

#### **Private Hire Operator Licence**

New or Renewal (5 year licence) (or pro rata if applicable)

#### **Vehicle Licence**

Hackney Carriage or Private Hire Vehicle - 1 year licence- (includes vehicle plate)

Vehicle test or re-test

Vehicle - private plate registration (includes vehicle plate)

Vehicle plate - replacement (bracket and insert)

Vehicle plate - replacement of insert

Vehicle plate - replacement of bracket and fixings

Vehicle stepped plate

Executive vehicle exemption (includes vehicle plate)

	Charges 2023/24	Proposed Charges 2024/25	Proposed increase	
	£142.00	£162.00	£20.00	3 yearly licence
	£37.00	£50.00	£13.00	One off cost
	£12.50	£12.50	£0.00	
	£509.00	£520.00	£11.00	5 yearly licence
	£142.00	£167.00	£25.00	Annual fee
	£55.00	£60.00	£5.00	Fee per vehicle test
	£63.00	£63.00	£0.00	
	£24.00	£24.00	£0.00	
	£12.00	£12.00	£0.00	
	£12.00	£12.00	£0.00	
	£25.00	£30.00	£5.00	One off cost if required
	£0.00	£55.00	£55.00	Annual fee

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**Christa Ferguson**

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**From:** Vicky Ling on behalf of Licensing e-mail address  
**Sent:** 02 February 2024 10:43  
**To:** Christa Ferguson  
**Subject:** FW: [REDACTED] formation

Hi Christa

Please see an email below from [REDACTED] regarding the taxi fees consultation.

Thanks  
 Vicky

**Vicky Ling**  
 Licensing Officer  
 New Forest District Council  
 Tel: 02380 285505

[licensing@nfdc.gov.uk](mailto:licensing@nfdc.gov.uk)  
[www.newforest.gov.uk/licensing](http://www.newforest.gov.uk/licensing)



**From:** [REDACTED]  
**Sent:** Friday, February 2, 2024 10:36 AM  
**To:** Licensing e-mail address <Licensing@NFDC.gov.uk>  
**Subject:** Fw: [REDACTED] formation

You don't often get email from [REDACTED] [Learn why this is important](#)

Good Morning Licensing

I have tried to send this directly to Crista but it failed to send ? Could you please pass this onto her.

Many thanks  
 [REDACTED]

----- Forwarded message -----

**From:** [REDACTED]  
**To:** [crista.ferguson@nfdc.gov.uk](mailto:crista.ferguson@nfdc.gov.uk) <[crista.ferguson@nfdc.gov.uk](mailto:crista.ferguson@nfdc.gov.uk)>  
**Sent:** Friday, 2 February 2024 at 10:32:07 GMT  
**Subject:** [REDACTED] formation

Good Morning Crista

I hope this finds you well.

I just wanted to let you know that last night myself and a number of operators met and formed a Taxi association for NFDC Drivers and operators.

I write to you as present chairman of the committee and liaison with NFDC Licensing.

We hope this can be recognised by NFDC Licensing and that we can work together for the good of the drivers, Operators and Licensing together.

The membership at present stands as follows  
 [REDACTED]

[REDACTED] by count we represent 83 drivers as well as our companies so this is a good representation and covers the whole geographical area of NFDC Licensing.

Obviously any other operators or drivers interested are welcome to join as word gets round and we progress.

At this point we would like to object collectively against the policy changes regarding the increases in costs to us for licensing we understand the necessity for an increase but feel this should be mirrored with a further increase in the metered fares we receive.

A suggestion would be a percentage increase in metered fares and the same percentage on the proposed costs by NFDC Licensing in line with inflation.

Could we also be provided with costs involved for the purpose of issuing licences and testing vehicles because it is our belief there should be no profit made from licensing? It would be good to see justification for the proposed cost increases.

We are currently discussing the other policy changes which have been put out but would like to know how we can put any objections to these as a committee should we have any. We would like to send a letter as the association to be considered when they go to consultation rather than the on line portal as this is not really set up for us to voice collectively. Could you please confirm this is acceptable.

Kind Regards

[REDACTED]  
[REDACTED]

Christa Ferguson

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**From:** [REDACTED]  
**Sent:** 24 January 2024 18:59  
**To:** Licensing e-mail address  
**Subject:** Taxi and private hire fees 2024-2025

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I would like to object to the raise in fees for our applications.

With the cost of living crisis we are currently under and already crippling costs involved this would be a final nail in a coffin for a trade already on its knees.

To raise driver knowledge test fee when we are already struggling to find drivers is also in my opinion ridiculous and I object to this also.

NFDC licensings time would be much better spent addressing ways to assist the trade like I have set out below.

1. Free vehicle re tests
2. Same day vehicle re tests for items more than tyres or bulbs. ( the excuse it needs to go on a ramp so it's a full test) is pitiful.
3. As an operator who cannot find drivers with 15 cars Sat not being used. A scheme to put taxi plates on retention for upto 5 years would be welcome. At present I have to insure tax and test all these vehicles even though they are not being used this is costing me a small fortune.

As I've stated above costs involved with licensing vehicles and keeping within the rules are already crippling without any unwelcome raises.

I object to all raises.

I also think it's very bad taste for all these proposals to have not been put out to the trade.

I have found out about these raises by mistake on Facebook.

Kind regards

[REDACTED]

Sent from my iPhone

Christa Ferguson

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**From:** [REDACTED]  
**Sent:** 24 January 2024 20:32  
**To:** Licensing e-mail address  
**Subject:** Taxi and private hire fees 2024/2025

You don't often get email from [REDACTED]. [Learn why this is important](#)

This is to confirm my objection to the proposal to raise fees for taxi licensing by NFDC and my reasons.

I object to the test fee being raised as it is already higher than a mot test which is a much superior and involved test. Also the mechanics wages are all the cost involved as the building is paid for by tax payers already.

I object to vehicle licence fees being raised as the cost of living crisis we are in is already having effects on the business with raised costs.

I cannot see any logic in raising our fees.

I object to driver knowledge test fee raising. We struggle to find drivers already and This is going to make it even harder. I see no reasonable explanation for this cost to be raised. Costs to NFDC cannot of changed.

[REDACTED]  
Sent from my iPhone

**Christa Ferguson**

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**From:** [REDACTED]  
**Sent:** 29 January 2024 16:44  
**To:** Licensing e-mail address  
**Subject:** Consultation

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To Licencing Manager,

Please find my objections to your proposed fee increases.

Vehicle renewal fee's up by £25 is outrageous in an already tough environment, where was this figure plucked from ? Executive vehicle exemption from £0 to £55 is worse than outrageous, what for ?? This has to be just a money making exercise and nothing else !! Disgusting.

Be prepared over the coming few years to see Operators / Drivers like myself just packing up. To buy and maintain vehicles is becoming unsustainable and also being forced into dreadful EV's and Hybrids route which are almost impossible to complete journeys and twice as expensive to charge let alone the dubious safety factors of the Chinese produced batteries !!

Again another massive hike in the driver renewal !! Beyond belief really.  
I daresay beyond 2025 I will be gone from this industry.

Kind Regards

[REDACTED]  
[REDACTED]  
Sent from my iPhone

**From:** [REDACTED] >  
**Sent:** 31 January 2024 11:45  
**To:** Licensing e-mail address  
**Subject:** Objection to proposed new licence fees [REDACTED]

You don't often get email from [REDACTED]. [Learn why this is important](#)

- private hire or hackney carriage vehicle licence (new or renewal 1 year licence)  
(includes vehicle plate)  
Current fee: £142, New fee: £167
- vehicle inspection fee  
Current fee: £55, New fee: £60
- executive vehicle exemption (includes vehicle plate) (new or renewal 1 year exemption)  
Current fee: £0, New fee: £55
- vehicle rear stepped bracket  
Current fee: £25, New fee: £30
- Driver Knowledge Test  
Current fee: £37, New fee: £50
- driver licence (new or renewal 3 year licence)

Dear Sir/madam we object to the proposed new licence fees due to the current cost of living crisis it is increasinly difficult to make a living working taxis in the New Forset south of england. We rising food cost, rising energy costs, fuel costs, tyre costs and high interest on mortgaes and rent we feel this is completly tjr wrong time to be doing price rises and that most if not all current drivers and c ompanies will not be able to sustain the rises or be able to encourage new drivers and business to the new foest taxi and privite hire this could back fire for the counci and have less drivers and companies than their currently are.

yours faitfully

[REDACTED]

[REDACTED] office manager

Current fee: £142, New fee: £162

- private hire operator licence (new or renewal 5 year licence)

Current fee: £509, New fee: £520

## Consultation

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[REDACTED]

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**From:** [REDACTED] >  
**Sent:** 04 February 2024 15:02  
**To:** Licensing e-mail address  
**Subject:** Fees

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

As a taxi driver of 32 years I feel that proposed fees are too high .Covid hit the industry hard with drivers retiring and just giving up to stop the trade dying the fees should be made lower to encourage new recruits . Scrap knowledge test use the first1 year badge as a probation period to give driver hands on training and gain knowledge then upon renewal then do test to gain a three year badge .Driver renewal way too high in these times needs to be dropped to stop drivers thinking it's too much so il pack up attitude



Christa Ferguson

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**From:** [Redacted]  
**Sent:** 04 February 2024 14:52  
**To:** Licensing e-mail address  
**Subject:** Fare increase consultation

[You don't often get email from [Redacted] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hello

As per the fare increase consultation here is my email objection to the fare increase.

I object to the increase because we had to wait 10 years for a metered rate increase which although am grateful for did not bring us in line with the cost of living and still the new forest taxi industry is still struggling. To add extra costs to the already struggling industry would be incredibly detrimental.

The price of vehicles is extremely expensive now to buy and to run businesses are becoming more and more expensive to run last year saw the highest number of businesses closing their doors and going out of business for many many years. To add costs to an already fragile industry in the new forest would not do the industry any good at all.

However the new taxi association had a meeting last Thursday and was representing I believe 75 drivers who are all against an increase and more and more are joining every day. But what was discussed was that tge taxi industry in the new forest would not be against these increases if the metered fares was put up to match the new increase in which you are proposing to put the licenses up by.

However as per the last increase in the metered fare licensing made it very clear that they felt the increase was an increase to which they felt the public could not afford any higher due to the cost of living and many other rises that the area was facing. I would argue that the taxi industry is the same we can not afford any extra increases because of the gist of living the already increased costs of running our businesses the already increased costs of running our vehicles and buying new vehicles.

As the public in the NFDC licensing eyes cannot afford another increase because they pay our wages the taxi industry in the new forest can not withstand another increase in licensing fees.

I hope that this email explains my feelings and views and look forward to hopefully seeing a positive out come for the taxi industry in the new forest thank you for taking the time to read my objections.

[Redacted signature block]

Chapel lane  
Totton

Tel [REDACTED]

The licencing manager  
Licencing Department  
New forest Council  
Beauliea Road  
Lyndhurst

I make reference to your proposed fees increase for 2024/25

I feel that my grounds for objecting are real and would expect the Councillors making this decision to ensure that the disabled and vulnerable are not affected by this decision.

Our licenced trade is being strangled to death with byelaws that mean the disabled and vulnerable pay more for a taxi/phv, than they did before . The current proposals for an increase in fees, would mean that the vulnerable and disabled in the area could pay more if they can actually get a taxi/phv

We are already charging extra money for circuitous routes that take longer than they should into and out of Southampton for our customers. Our disabled customers are restricted to being dropped off in " the new bus stations" between 08-00 and 09-30 and 15-00 to 16-30 Monday to Fridays . with all other times being left to travel upto 200 metres un aided . Our customers have to pay more at these times by going on a circuitous route to the " Coach pick up at the cenotaph" It has just been announced that our customers travelling to Solent university will pay more as will our customers to Airport and Portswood Broadway.

Licence conditions only effect the businesses registered in your area . There is nothing to stop any company taking " The Radio Taxis" stand and licencing cars in Wolverhampton and working with less overheads than this area.

**Part 1 "New Forest residents set to lose all Wheelchair Taxis in the next two years"**

I wish to object on all the fee increases as being unreasonable owing to the fact the licencing department is currently consulting on matters ( which will be addressed separately on a separate occasion ) which will result in 13 of the 24 wavs being removed immediately from the licencing register, with a further 6 being removed 2 years later . The consultation could also mean a further 47 Private hire vehicles and a further 80 Hackney carriages . This would mean great financial hardship on the trade and most certainly will leave the vulnerable and disabled residents of the area , without any form of public transport at a reasonable cost.

**Part 2 "Increased costs to run a small business "**

I would further object to the introduction of the exemption from door stickers cost, and suggest that the extra cost is also unreasonable owing to the current climate , and the fact that this increased cost forced higher standard would be unreasonable. This could effect upto 24 operators immediately by them being forced to buy more expensive cars to comply with this matter. By making the executive car status a reality , you could also be reducing the amount of vehicles registered in the area to transport the disabled and vulnerable

## Part 1 “New Forest residents set to lose all Wheelchair Taxis in the next two years”

I wish to object on the following grounds for the increase in licencing fees . I would also like this presented to General purpose and licencing committee . You have my permission to publish this in full and to disclose my personal details

The introduction of section 4 of the **Taxi and private hire vehicle licencing best practice guidelines for licencing authorities in England ( Updated 17 November 2023** state *“Disabled people are particularly reliant on taxi and private hire vehicle services , either because they may not have access to a private car , are unable to use public transport. This can mean that the availability of an accessible, affordable taxi or private hire vehicle service can make the difference that allows them to live their life the way they want to, and ultimately to fulfil their potential”*

I will quote a paragraph from section 4.1 of the **Taxi and private hire vehicle licencing best practice guidelines for licencing authorities in England ( Updated 17 November 2023)**  
*“The Government wants disabled people to be able to travel easily, Confidently and without additional cost, and it is important that all transport services play their part in making this a reality”*

The New Forest is overwhelmed with drivers from other Council areas who wish to work for Uber, Radio Taxis and other similar companies knowing full well that they have no intention of working in the New Forest area ,they wish to bypass the stricter rules regarding CCTV and vehicle ages in the neighbouring districts.

This is not an issue that just overwhelms the licencing department with applications . It effects the running of almost all the legitimate companies in the area . This has resulted in the following

- 1 Long periods of waiting times from recruiting a driver to them being able to work
- 2 A Large database of drivers who have no intention of working locally
- 3 Legitimate companies have to bring in vehicles from different areas to cover jobs

Hackney Carriages are an essential of the local transport system . Their price is capped by local byelaws , and they are committing an offence if they charge more than the metered fare on any fare in their registered area. Unlike a PHV that can charge any fare they like.

Hackney Carriages for this reason are lifelines . The majority of roads in the New Forest are not served by Bus Routes and as such the only lifeline these vulnerable people have are taxis and private hire vehicles.

The proposal to increase the licencing costs are quite unreasonable , especially as there is another consultation being undertaken to place a restriction on the age limits of vehicles ,

The proposal that New forest Council are consulting on is as below **“Section 23, of appendix f of the key changes to New Forest Taxi Policy 2024”**

No car older than 10 years to be granted a licence upon renewal

No car older than 5 years to be granted a licence on first application

There are 110 Hackney Carriages registered in the area ( these vehicles must not charge than the fare ) of which 51 would be taken from the fleet immediately

There are 24 wheel chair accessible vehicles registered in the new forest

If the new policy were to be adopted , then 13 of these vehicles would be removed from the fleet and a further 10 would be removed over the following 2 years

Wheel chair vehicles are extremely expensive **Appendix A** provides some sample prices of Wheelchair accessible vehicles that would fit the current licencing proposals of the 5 year renewals , with prices starting at £20 k

There has been much said about “ electric vehicles” in the new proposals , including allowing the removal of age limits .

Electric Wavs are about £100 K or approx. £350 per week to rent . London has the biggest Electric wav market and I quote **taxipoint magazine journalist Perry Richardson** “ *for London taxi drivers , these rising costs represent a significant challenge , The rental fees combined with other operating costs, are aqueezing profit margins , making it increrasingly risky for many drivers , and fleet owners , to sustain their livelihood*”

I think we can all agree that the passing trade in London is higher than the trade in the New Forest .

Of the registered private hire vehicles approx. 176 of the 458 registered vehicules( excluding those with dateless registrations would need to be replaced in the next 2 years

So to summarise the forced decrease of fleet number and the fact that almost all the WAV would be scrapped make it unreasonable to apply an increase to the licencing fees owing to the expense to the operators and the loss of vehicles previously made available to the local disabled and vulnerable

## **Part 2 “Increased costs to run a small business “**

The proposed increase for the new fees to gain a exemption from displaying vehicle plate and “ the new proposed logo” are absolutely shocking

The only requirement by law is a plate issued under the LGMPA 1976 section 48(5) this has been happening for as many years as people can remember , speaking to drivers , this what attracted them to register in the new forest . The current consultation could have devastating consequences on the local trade , forcing drivers and companies who have been trading quite happily as a bespoke service that doesn't display signage like the “ Big Bully” Southampton and Eastleigh licencing force their drivers to do . Did you know 27 drivers lost employment in Eastleigh owing to the introduction of door stickers

When a business identifies a niche market somewhere between executive hire and rank Taxis , to remove this from them and make them look like minicabs is unfair.

I looked through the current list of operators and including myself there are 24 of the 85 operators that operate a corporate / chauffeur / executive service.

I also recognise some that are naturally exempt and are neither under the obligation to ask or inform the council that they are exempt from the display of stickers and or plate as per the relevant section of the LGMP Act 1976 Section 75 part 1 f3 (ii) The law is quite clear as no permission is needed or needs to be granted *Permission is mentioned in section 75 of the act , to remove the plate issued under section 48 No mention of permission / application is needed for contract hire*

*(1)Nothing in this Part of this Act shall—*

*(a)apply to a vehicle used for bringing passengers or goods within a controlled district in pursuance of a contract for the hire of the vehicle made outside the district if the vehicle is not made available for hire within the district;*

*(b)F1. ....*

*(c)apply to a vehicle while it is being used in connection with a funeral or a vehicle used wholly or mainly, by a person carrying on the business of a funeral director, for the purpose of funerals;*

*[F2(cc)apply to a vehicle while it is being used in connection with a wedding;]*

*(d)require the display of any plate, disc or notice in or on any private hire vehicle licensed by a council under this Part of this Act during such period that such vehicle is used for carrying passengers for hire or reward—*

*F3(i). ....*

*(ii)under a contract for the hire of the vehicle for a period of not less than 24 hours.*

Part I of the new forest licencing handbook deals with this matter and I enclose below this section

*Type of work*

*Applications will only be considered from the proprietors of vehicles which undertake exclusively “executive” type work, with all bookings to be of an executive nature and made under written contract (which may include bookings made electronically and by email). For example:*

*1. Corporate bookings to transport employees and/or clients on corporate business journeys; and/or*

*2. Airport and other ‘special’ journeys where the client specifically requests a vehicle of a prestige specification at the time of booking and pays a recognisable higher fee for that service compared to that charged for a non exempt vehicle.*

*Taxi Licensing Policy – Statement of Principles*

*Taxi Policy V3 Page 26*

*Additional Conditions Relating to Private Hire Vehicles with a Plate Exemption*

*The following conditions will apply to any private hire vehicle which is granted an exemption from the requirement to display the rear licence plate, and are in addition to the standard private hire vehicle licensing conditions applying at the time:*

*1. The vehicle will only be used for “executive” work, where the booking has been made by written contract and not for any other type of private hire work.*

Many companies have been complying with this for many years , and just sending a vehicle with the plate issued under section 48 (5) and probably like myself have built a good reputation

I am extremely concerned that these companies ( who built their business from scratch ) will not only be forced to buy new cars, but will be forced to decide whether they continue doing executive and special occasions work or they transport the vulnerable and disabled .

By making these cars “ executive use only” you would be further making it harder for the local disabled and vulnerable people move around the area safely and quickly without extra expense

Appendix A

Peugeot Horizon RE  
Was £20,995  
Now £20,495  
JAN SAVING OF £500 Peugeot Horizon [REDACTED] Gallery 13  
3 years free warranty  
Year 2019  
Mileage 33,250  
Transmission Manual  
Number of seats 3  
Max wheelchairs 1

Peugeot Horizon  
Was £21,995  
Now £21,495  
JAN SAVING OF £500 Peugeot Horizon [REDACTED] Gallery 4  
3 years free warranty  
Year 2020  
Mileage 34,394  
Transmission Manual  
Number of seats 3  
Max wheelchairs 1

Peugeot Horizon  
Was £21,995  
Now £21,495  
JAN SAVING OF £500 [REDACTED] Gallery 02  
3 years free warranty  
Year 2019  
Mileage 12,007  
Transmission Manual  
Number of seats 3  
Max wheelchairs 1

Peugeot Horizon  
Was £21,995  
Now £21,495  
JAN SAVING OF £500 [REDACTED] gallery 1  
3 years free warranty  
Year 2020  
Mileage 41,816  
Transmission Manual  
Number of seats 3  
Max wheelchairs 1

Christa Ferguson

---

**From:** [REDACTED]  
**Sent:** 05 February 2024 15:20  
**To:** Licensing e-mail address  
**Subject:** Licensing fee

You don't often get email from [REDACTED]. [Learn why this is important](#)

I object to the increase in fees. And the introduction of the £50 to not have stickers on executive cars As this fee would mean that we would be passing this extra cost onto the disabled and vulnerable residents . Couple this with the potential that we could be buying new cars and approx 1/4 of the phv fleet and all the wav fleet could be scrapped in the next two years . Any further expense will cause the disabled and vulnerable residents to have increased transport costs and in the case of wav , a decrease in available cars .

[REDACTED]



Christa Ferguson

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 25 January 2024 09:57  
**To:** Licensing e-mail address  
**Subject:** Taxi and private hire fees 2024/25

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

I feel that this is totally unexplainable to raise the driver's licence fee when we are struggling to make a living with the cost of living being as high as it is and know you want to make it worse by increasing the fees this could also lead to drivers not renewing or for new drivers getting there licence

Christa Ferguson

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**From:** [Redacted] <[Redacted]>  
**Sent:** 05 February 2024 16:13  
**To:** Licensing e-mail address  
**Subject:** Re: Taxi and Private Hire Draft Policy Consultation

You don't often get email from [Redacted]. [Learn why this is important](#)

Dear sir madam

I object to the increase in fees. And the introduction of the £50 to not have stickers on executive cars As this fee would mean that we would be passing this extra cost onto the disabled and vulnerable residents . Couple this with the potential that we could be buying new cars and approx 1/4 of the phv fleet and all the wav fleet could be scrapped in the next two years . Any further expense will cause the disabled and vulnerable residents to have increased transport costs and in the case of wav , a decrease in available cars .  
Kind Regard [Redacted]

Sent from [Outlook for Android](#)

Christa Ferguson

---

**From:** [Redacted]  
**Sent:** 07 February 2024 07:25  
**To:** Licensing e-mail address  
**Subject:** taxi and private hire fees 2024/25.

You don't often get email from [Redacted] [Learn why this is important](#)

Dear NFDC licensing manager,

I am writing to express my view that the proposed fees that are due to increase from April, 2024 are unfair and would be very difficult to pay or I might consider to leave this taxi trade due to current economic situation. Due to the current economic condition, taxi driver like me hard to get customers which affected my income. It is very hard to earn even a £50 a day where I have to pay daily fuel cost, car maintenance cost, monthly insurance, monthly car lease, monthly telephone bills and other expenses. All the costs had been increased where income is not. Due to my affected income, I hardly spend time with family as I have to stay out more time then before. Every fees are increased but the fees that are paid by customer are not. I work with Uber and lately all the relevant fees for the journey has gone down compared to what we used to get paid before. So, I had no choice but to join another company. At the beginning their charges were reasonable but now their charges are also gone down due to less customer ordering taxi service.

In this situation, if all the relevant fees will be increased then how taxi driver like me will be able to afford these costs.

There fore, my request would be to consider current economic condition and reconsider these fees increment and may be wait for the right time when things get better.

Kind regards

[Redacted]

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Christa Ferguson

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**From:** [REDACTED]  
**Sent:** 05 February 2024 11:53  
**To:** Licensing e-mail address  
**Subject:** Re: Taxi and Private Hire Draft Policy Consultation

You don't often get email from [REDACTED] [Learn why this is important](#)

To whom it may concern,

I have been notified that yourselves (New Forest District Council) are proposing to increase the private hire driver license fees from 1st April 2024.

I strongly oppose your increase to these fees and this is for a variety of reasons as stated below:

1. Increase of mortgages/rents
2. Increase in food shopping costs
3. Increase in gas and electric costs
4. Increase fuel prices
5. Increase in council tax
6. Increase in car insurance costs

[REDACTED]  
Sent from [Outlook for iOS](#)

Christa Ferguson

---

**From:** [REDACTED]  
**Sent:** 05 February 2024 12:17  
**To:** Licensing e-mail address  
**Subject:** Increase in taxi and private hire fees

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

To whom it may concern,

I have been notified that yourselves (New Forest District Council) are proposing to increase the private hire driver license fees from 1st April 2024.

I strongly oppose any increase to these fees which will further affect my lively hood in addition to the variety of issues already causing problems such as but not limited to;

- Increases to mortgages/rents
- Increases in food shopping costs
- Increases fuel prices
- Increases in council tax
- Increases in car insurance costs

Yours Sincerely

[REDACTED]

[REDACTED]

Hythe

SO45 [REDACTED]

Christa Ferguson

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**From:** [REDACTED] >  
**Sent:** 05 February 2024 11:48  
**To:** Licensing e-mail address  
**Subject:** Taxi and private hire fees 2024/25

You don't often get email from [REDACTED] [Learn why this is important](#)

To whom it may concern,

I have been notified that yourselves (New Forest District Council) are proposing to increase the private hire driver license fees from 1st April 2024.

I strongly oppose your increase to these fees and this is for a variety of reasons as stated below:

1. Increase of mortgages/rents
2. Increase in food shopping costs
3. Increase in gas and electric costs
4. Increase fuel prices
5. Increase in council tax
6. Increase in car insurance costs

Kind regards

[REDACTED]

Christa Ferguson

---

**From:** [REDACTED]  
**Sent:** 05 February 2024 11:50  
**To:** Licensing e-mail address  
**Subject:** Taxi and private hire fees 2024/25

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

- To whom it may concern,
  - I have been notified that yourselves (New Forest District Council) are proposing to increase the private hire driver license fees from 1st April 2024.
    - I strongly oppose your increase to these fees and this is for a variety of reasons as stated below:
    - Increase of mortgages/rents
    - Increase in food shopping costs
    - Increase in gas and electric costs
    - Increase fuel prices
    - Increase in council tax
    - Increase in car insurance costs

Yours Sincerely

[REDACTED]  
[REDACTED]

Christa Ferguson

---

**From:** [REDACTED]  
**Sent:** 06 February 2024 12:02  
**To:** Licensing e-mail address  
**Subject:** Fwd: Taxi and private hire fees 2024/25

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**From:** [REDACTED]  
**Sent:** Tuesday, February 6, 2024 11:46:57 am  
**To:** licensing@nfdc.gov.ok <licensing@nfdc.gov.ok>  
**Subject:** Taxi and private hire fees 2024/25

To whom it may concern,

I have been notified that yourselves (New Forest District Council) are proposing to increase the private hire driver license fees from 1st April 2024.

I strongly oppose your increase to these fees and this is for a variety of reasons as stated below:

1. Increase of mortgages/rents
2. Increase in food shopping costs
3. Increase in gas and electric costs
4. Increase fuel prices
5. Increase in council tax
6. Increase in car insurance costs

Also with the cost of living so high on everything as well as the 6 item above the squeeze on personal finance can be a big problem.

With licence driver at pensionable age the income can be limited as to the minimum wage. The impact of price increases when replying to renew a licence could impact on whether to renew or not.

As for the operator's licence increase in high fee could impact their company.

Kind regards.

[REDACTED]

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Christa Ferguson

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**From:** [REDACTED]  
**Sent:** 07 February 2024 16:28  
**To:** Licensing e-mail address  
**Subject:** Fee objection

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Hi there

I am writing this emails regards to fee increase

I object to the increase in fees. And the introduction of the £50 to not have stickers on executive cars As this fee would mean that we would be passing this extra cost onto the disabled and vulnerable residents . Couple this with the potential that we could be buying new cars and approx 1/4 of the phv fleet and all the wav fleet could be scrapped in the next two years . Any further expense will cause the disabled and vulnerable residents to have increased transport costs and in the case of wav , a decrease in available cars .

Kind regards

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## APPENDIX 3

Taxis and private hire	NFDC 2023/24 Current	NFDC suggested 2024/25	Southampton	Test Valley	Eastleigh	BCP	Winchester	Portsmouth	Wiltshire	Fareham	East Hants	Havant
Last reviewed (date)	01 April 2017		01 January 2024	01 April 2023	01 June 2016	01 April 2023	01 April 2018	01 April 2023	01 April 2020	01 April 2023	01 January 2024	01 April 2023
New Driver Licence	£142.00 3 years	<b>£162.00 3 years</b>	£350.00 HCD 3 years £295.00 PHD 3 years	£110.00 3 year £96.00 1 year	£182.00 3 years	£175.00 (inc DKT) additional £50.00 for dual licence	£117.00	£336.00 PHD- 3 years £418.00 HCD-3 years	£293.00 3 years (Dual)	£175.00 3 years (HC or PH) £230.00 3 years (Dual)	£235.00	£227.00
Renewal driver Licence	£142.00 3 years	<b>£162.00 3 years</b>	£350.00 HCD 3 years £295.00 PHD 3 years	£95.00 3 years £65.00 year	£182.00 3 years	£350.00 3 years additional £50.00 for dual licence	£245.00 3 years	£336.00 PHD- 3 years £418.00 HCD-3 years	£267.00 3 years (Dual )	£230.00 3 years (Dual) £175.00 3 years (HC or PHV)	£204.00	£183.00
Driver knowledge test	£37.00	<b>£50.00</b>	£50.00	N/K	£15.00	Included in new driver application (£75.00 resit)	£30.00	£55.00	£60.00	£70.00	£41.00	£47.00
Private Hire Operator	£509.00 5 years	<b>£520.00 5 Years</b>	£1000.00 5 years	£212.00 5 years £83.00 1 year	£365.00 5 years	New Operator application £70.00 and £305.00 for a 5 year licence (up to 10 vehicles). £30.00 per additional 10 vehicles	£514.00 5 years	£3850.00 5 years	£539.00 5 years	£945.00 5 years	£355.00	£375.00
Vehicle Licence HCV- 1 year	£142.00	<b>£167.00</b>	£180.00	£98.00	£180.00	£150.00 and £225.00	£173.00	£217.00	£240.00 initial licence £227.00 renewal	£215.00	£161.00	£237.00
Vehicle Licence PHV- 1 year	£142.00	<b>£167.00</b>	£170.00	£98.00	£180.00	£105.00 and £175.00	£173.00	£341.00	£240.00 initial licence £227.00 renewal	£215.00	£161.00	£170.00
Vehicle test	£55.00	<b>£60.00</b>	£65.00	£53.00	£49.00	included in vehicle fee	£65.00	£62.00	included in vehicle fee	included in vehicle fee	£54.00	Not known

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