

PUBLIC PROTECTION COMMITTEE: 4th March 2014

Report of the Head of Regulatory & Supporting Services

**HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENCE FEES
AND CHARGES FOR VEHICLES, DRIVERS, AND PHV OPERATORS**

1. Background

- 1.1 At its meeting on 3rd June 2013 the Committee authorised the introduction of the current fees and charges for hackney carriage and private hire vehicle licences in respect of vehicles, drivers, and PHV operators.
- 1.2 The current fees and charges came into effect on 1st July 2013 and are as follows:-

<u>Licence</u>	<u>Existing Fee</u> <u>(£)</u>
Hackney Carriage Vehicles Grant	
Annual	313.00
6 Months	175.00
Private Hire Vehicles Grant	
Annual	104.00
6 Months	69.00
Hackney Carriage Vehicles Renewal	
Annual	303.00
6 Months	168.00
Private Hire Vehicles Renewal	
Annual	97.00
6 months	62.00
Hackney Carriage/Private Hire Driver's	
Grant	108.00
Renewal	37.00
Private Hire Operators	66.00

Additional Fees:

Change of Vehicle (admin fee)	26.00
Transfer (admin fee)	22.00
1 st /2 nd Oral Knowledge Test	30.00
3 rd Oral Knowledge Test	51.00
Written Knowledge Test	19.00
Knowledge Test Cancellation fee	10.00
Replacement Badge	9.00
Replacement Plate	15.00

2. Details

- 2.1 The Committee's decision in relation to licence fees has been challenged in the High Court in two separate sets of Judicial Review proceedings. Those proceedings are due to be heard at a substantive hearing on 10th June 2014.
- 2.2 The Committee received confidential legal advice in relation to the Judicial Review proceedings at its meeting on 12th September 2013. The Court has already been informed that the Council will re-determine the fees for each year from 1st May 2009 (when the previous fees were set) to 31st March 2014.
- 2.3 In setting the fees for 2014/15, it is proposed, in respect of hackney carriage licences, to leave out of account any part of the cost of funding taxi marshals, although this issue may be re-visited in future years when setting fees.
- 2.4 It is also proposed to incorporate certain processes that were charged separately, namely, change of vehicle, vehicle transfer, and knowledge test, into the licence fee. The fees for replacement badges, plates and knowledge test cancellation fees remain outside the licence fees.
- 2.5 It is not proposed to incorporate past surpluses and deficits into the calculation of new fees. This is because of the effect it would have upon the fees set in future years. For example, within a hackney carriage and private hire regime that had previously recorded a deficit, the result would be a significantly inflated fee to compensate for historic under-recovery of income. Conversely, in relation to historic surpluses, the effect would be a period where significantly lower fees would be levied, followed by a year when they are restored to appropriate levels. As a result, the trade would experience a sudden increase in fee, having experienced a period of significantly lower fees. Therefore, it is the Council's preference to offer refunds as a measure for resolving the issue of past surpluses. From 2014/15 the fees levied will be in line with anticipated expenditure levels and with the intention of minimising the risk of significant surpluses and deficits from occurring. Going forward, any small surpluses or deficits will be reflected in reduced or increased fees in following years.

- 2.6 With a view to calculating overpayments, a separate exercise has been undertaken to calculate the generation of surpluses and deficits from each year from 1st April 2009 (the previous fees were set during the 2009/10 financial year) to 31st March 2013. Any surplus or deficit accrued under each of the hackney carriage and private hire licensing regimes has only been identified within the regime under which it was accrued. A surplus from one licensing regime has not been used to subsidise a deficit in another. Any overpayments that have been made will be reimbursed to licensees if they have not already previously received refunds in respect of the fees that they have paid. ***Table 3 in Appendix B show the level of re-imburement due in respect of individual licences.***

- 2.7 The level of overpayments/underpayments made in respect of the financial year 2013/14 is shown in Table 4 of Appendix B. Re-imbursement of overpayments will be made to licensees when the new fees for 2014/15 are implemented.

However, the final outturn position for the financial year 2013/14 is not yet known as the year does not end until 31st March 2014; indeed the outturn position will not be known until some months later. Any surplus that has been made in 2013/14 after reimbursement of overpayments as per Table 4 of Appendix B will be taken into account when setting fees in 2015.

- 2.8 Going forward, the following new fees and charges are proposed to take effect from 14th April 2014 :--

<u>Licence</u>	<u>New Fee (£)</u>	<u>Existing Fee</u>
Private Hire Vehicles Grant		
Annual	140.00	104.00
6 Months	98.00	69.00
Hackney Carriage Vehicles Renewal		
Annual	163.00	303.00
6 Months	104.00	168.00
Private Hire Vehicles Renewal		
Annual	102.00	97.00
6 months	69.00	62.00
Hackney Carriage/Private Hire Driver's		
Grant	249.00	108.00
Renewal	43.00	37.00
Private Hire Operators	143.00	66.00

- 2.9 The basis of the calculations for the proposed new fees is contained within Appendix A along with the basis of a recalculation of the 2013/14 fees.
- 2.10 When the Committee proposes to set new fees for vehicle and operator licences, it is obliged to publish notice of the proposed variation in a local newspaper stating that objections may be made within a period of not less than 28 days. If objections are made, the matter will come back to Committee to consider the objections before the proposals can come into effect. It has been the practice of the Committee to treat the fees for drivers' licences in the same manner.

3. **Legal Implications**

- 3.1 Sections 53 and 70 of the Local Government (Miscellaneous Provisions) Act 1976 allow the Council to charge fees for the grant of licences in respect of hackney carriage and private hire drivers, vehicles, and operators. The Council must set the fees for these licences on the basis that it only recovers costs which it is entitled statutorily to recover.

In respect of vehicle and operators' licences the Act states that the Council may charge such fees as may be sufficient in the aggregate to cover in whole or in part:

- The reasonable cost of inspecting Hackney Carriages and Private Hire vehicles to ascertain whether any such licence should be granted or renewed.
- The reasonable cost of providing Hackney Carriage stands.
- Any reasonable administrative or other costs in connection with the above and with the control and supervision of Hackney Carriages and Private Hire vehicles.

The Act, which dates from 1976, also states that the fee for vehicle and operator licences shall not exceed £25 or such other sum as the Council may from time to time determine. In the light of current costs £25 is not seen as a realistic fee.

In respect of drivers' licences the Act states that the Council may charge:

- Such a fee as it considers reasonable with a view to recovering the costs of issue and administration associated with the grant of Hackney Carriage and Private Hire drivers' licences.

It is thus the case that enforcement costs in relation to drivers' licences cannot be recovered through the licence fee.

Case law has established that when the Council makes a surplus in respect of licence fees it should give account for that the next time that the fees are set; and if it makes a deficit, it may also take that into account. The calculations in respect of each type of licence issued by the Council should be kept separate. However in this case it is proposed that any overpayments from 1st May 2009 to 31st March 2014 be re-imbursed to licensees if they have not already received refunds in respect of the fees that they have paid. (*para 2.7 and tables 3 and 4 of Appendix B apply*)

- 3.2 When the Council proposes to set new fees for vehicle and operator licences it is required by Section 70 of the 1976 Act to publish notice of the proposed variation in a local newspaper stating that objections may be made within a period of not less than 28 days. If objections are received and not withdrawn the Council must consider them and set a further date on which the variation shall come into force with or without modifications.

There is no statutory requirement for a similar procedure in respect of a proposed variation in the fees for drivers' licences. In practice the Council has given public notice of proposed increases in those fees at the same time as proposed increases in the fees for vehicle and operator's licences, invited objections, and set a date for implementation in the same way.

4. **Financial Implications**

The report sets out the proposed fee structure to take effect from 14th April 2014. The methodology adopted in calculating the fees is shown in Appendix A with all relevant costs having been included. No costs have been included in relation to Taxi Marshals and no surplus is assumed within the fee structure.

Should a surplus accrue as part of the final outturn position for 2013/14, beyond the estimates set out in Table 4 Appendix B, then this will be taken into account when setting the fees in 2015. No adjustments have been made in relation to previous financial years as it is proposed to refund overpayments which have been made in those years.

5. **Recommendations**

- 5.1 That the Committee approved the proposed licence fees outlined in this Report with an implementation date of 14th April 2014.
- 5.2 That the Committee authorise the Head of Regulatory & Supporting Services to carry out the necessary public notice procedure.
- 5.3 If objections are received within 28 days of the publication of the notice of the proposed changes to the fees, the matter come back before the next appropriate Committee meeting so that any such objections can be considered, modifications be considered, and a new date for the introduction of the variations can be set.
- 5.4 That overpayments made in respect of licence fees from 1st May 2009 to 31st March 2013 be reimbursed save where those fees have already been refunded. (Table 3 Appendix B)
- 5.5 That overpayments made in respect of licence fees from 1st April 2013 to 31st March 2014 be reimbursed, save where those fees have already been refunded, following the implementation of the 2014/15 fees. (Table 4 Appendix B)

Dave Holland
Head of Regulatory and Supporting Services

10th February 2014

Background papers: Financial calculations

Appendix A

Method adopted in calculating the new fees

1. The method adopted in calculating the new licence fees centres on the time spent by each relevant officer on the processes for issuing and administering the grant and renewal of the various types of hackney carriage and private hire licences. An analysis has been carried out to estimate the amount of time spent by each officer on each type of licence. The hourly rates paid to each officer involved have been applied to the amount of time spent to obtain an employee unit cost for each licence.
2. This element of the exercise considers all Licensing officers involved in the process of issuing and administering new licences. The costs of Enforcement Officers have been included in relation to hackney carriage vehicles, private hire vehicles and operators, and oral tests.
3. The cost of the Public Protection Committee has also been factored into the calculation of the new fees. Only 60% of the costs associated with the Committee have been included to reflect the fact that not all of its time is concerned with issues relating to taxi and private hire licensing. Committee costs include the cost of the Chair of the Committee, the cost of the Committee administrator, the cost of agenda production and postage, and the cost of Committee room hire.
4. The cost of the Committee relating to taxi and private hire licensing has been apportioned on the basis that 40% of its time is spent on drivers' grants, 40% on drivers' renewals, 10% on hackney carriage vehicles and 10% on private hire vehicles. These apportionments have then been apportioned further over the number of licences anticipated within each licence category, to give a unit cost per licence.

5. The exact unit cost of materials involved in issuing and administering licences are known to the Licensing section and, therefore, have been included as a separate element in the calculation. The cost of badges, badge holders, machine maintenance, holograms, ribbons, lanyards and lanyard clips have been incorporated into the calculation for drivers' grants and renewals. In respect of hackney carriage and private hire vehicles, the costs associated with hard plates, Cardiff templates, pouches and window stickers are included.
6. The final element of the calculation of new fees concerns overheads. The total estimated overheads for the hackney carriage and private hire licensing service for the financial year have been used in calculating a percentage to uplift the unit cost of each licence by. The unit cost in this instance comprises the total unit employee administration, enforcement, Committee and materials cost for each licence.
7. The total estimated cost of overheads for the year has been expressed as a percentage of the total costs of employees, enforcement, Committee and materials. This percentage has been used to uplift the unit cost of each regime.
8. The result is that each current fee comprises an element of employee administration and enforcement, Committee, materials and overheads where relevant. It is not intended to recover the costs associated with the provision of taxi ranks.
9. In terms of employee administration, Committee and materials costs, no distinction has been made between licences issued for twelve months and licences issued for six months. This is because of the fact that the processes involved are exactly the same for both.
10. In relation to enforcement, the amount recovered via the six monthly licence is exactly half that recovered by the annual licence. The same overheads percentage has been applied to both licence types.

11. The new fees do not take into account the surpluses and deficits generated during the previous financial years. This is because the recent over-recovery and setting of future fees is to be treated as two separate issues. This means that the fees going forward will reflect the cost of the service and will not have been subject to an adjustment to compensate for previous over-recovery. The result is that it will be necessary to offer refunds to those who have paid excessive fees in the past.

Explanation for the difference in calculated fees compared to June 2013

12. The change between the fees approved at the June Committee meeting and those proposed in this report, is due to the fact that the cost of the taxi marshal service has been removed from the calculations.
13. The impact of this omission is not solely on the fees levied in respect of hackney carriage vehicle licences. This is because of the fact that overheads are apportioned using a percentage uplift, to ensure that a proportionate amount is allocated against each licensing regime. This overhead percentage has increased following the removal of the taxi marshal costs. The result is that it has caused an increase against all regimes, except for those connected with hackney carriage vehicles, because of the fact that direct unit costs have not changed but the percentage uplift applied to those direct costs has increased.
14. In terms of the hackney carriage vehicle licences, the proposed fees are considerably lower than previously, despite the increase in overhead uplift rate, because of the fact that direct costs have significantly decreased following the eradication of taxi marshal costs from the calculations.

15. The AECOM survey of taxi demand in Cardiff conducted in 2013 indicated that there was no significant unmet demand for hackney carriages in Cardiff. As a result, at its meeting of 3rd December 2013 the Public Protection Committee resolved to retain the current moratorium on the grant of hackney carriage proprietor licences. Consequently a fee for grant of hackney carriage vehicle licences has not been calculated for 2014/15.
17. An additional change is that the percentages used to apportion staff time across the different licences have been updated to reflect time monitoring carried out during 2013/14. The result is that most accurate information available is now being used to inform the calculation of the fees.
18. Private hire operator costs are higher, as compliance visits for all operators have been factored in and will be completed in 2014/15.
19. Processes that were previously charged for separately such as transfer of vehicle and change of vehicle have been incorporated into the hackney carriage and private hire vehicle licence fees. The cost of a driver's grant licence has increased significantly as the costs of the written and oral knowledge tests have also been incorporated into the licence fee.
20. No other changes have been made to the methodology used in calculating licence fees, although the costs associated with staff time, overheads, the Committee and materials have been updated to forecasted levels for the 2014/15 financial year.

Recalculation of 2013/14 fees

- 21 The fees for 2013/14 have been recalculated using the method used for calculating the 2014/15, although there are a few differences, namely:
- a) Compliance visits conducted by Licensing Enforcement Officers in respect of private hire operator licences have not been conducted in 2013/14 and have therefore not been included in the private hire operator fee.
 - b) Additional processes such as transfer of vehicle, knowledge tests have not been incorporated into the 2013/14 fees as have been charged separately.

Using this method, the 2013/14 fees have been re-calculated as follows:

<u>Licence</u>	<u>Fee (£)</u>
Private Hire Vehicles Grant	
Annual	144.00
6 Months	100.00
Hackney Carriage Vehicles Renewal	
Annual	160.00
6 Months	100.00
Private Hire Vehicles Renewal	
Annual	103.00
6 months	70.00
Hackney Carriage/Private Hire Driver's	
Grant	130.00
Renewal	44.00
Private Hire Operators	88.00

Calculation of the 2009/2013 fees

22. The method followed in re-calculating the fees from 2009/10 to 2012/13 was to take the total level of income received each year and allocate it to each licence regime, based on the number of licences issued in each year. Once these amounts were known, it was possible to identify the amount of expenditure incurred against each licence type and deduct it from each income total. Employee expenditure was apportioned across each regime based on the time spent working on each regime. Committee costs were allocated to each regime in the same manner as that followed for calculating the new fees. Again, overheads were also allocated, as a percentage uplift, in the same way as in the calculation of new fees. It was not possible to allocate materials costs in the same way and, therefore, they form part of the overheads uplift. Once the total expenditure had been allocated to each regime, it was possible to identify whether a surplus or deficit had been achieved during each financial year. The total surplus or deficit was then divided by the number of licences issued each year to obtain a revised fee. This fee was then compared to the fee in place at the time to obtain an overpayment or underpayment.

Appendix B

Surpluses and deficits generated between 2009/10 and 2012/13, restated licence fees from 2009/10 to 2013/14 and summary of overpayments/under recovery.

TABLE 1

The table below outlines the surpluses or deficits generated across all hackney carriage and private hire licensing regimes for the four financial years in question (2009/10 – 2012/13). These figures do not include any costs in relation to the taxi marshal service. *It should be noted that a negative figure represents an under recovery by the Authority.*

Financial Year	Driver Grant (£)	Driver Renewal (£)	HC Grant (£)	HC Renewal (£)	PH Grant (£)	PH Renewal (£)	Operator (£)	Total
2009/10	-16,055	58,068	-4,334	98,950	17,524	133,391	-2,969	284,575
2010/11	-15,084	47,997	-289	117,290	24,060	123,216	-1,662	295,527
2011/12	-7,287	53,053	0	116,206	26,277	138,080	6,483	332,812
2012/13	-11,608	18,936	0	93,665	14,949	115,758	3,524	235,224
Total	-50,034	178,053	-4,623	426,112	82,810	510,445	5,376	1,148,138

TABLE 2

Taking into account the number of licences issued and the figures outlined above, the table below outlines restated licence fees for each regime and the four financial years of concern.

Financial Year	Driver Grant (£)	Driver Renewal (£)	HC Grant (£)	HC Renewal (£)	PH Grant (£)	PH Renewal (£)	Operator (£)
2009/10 Full Yr	255	36	342	135	144	99	415
2009/10 Half Yr			232	82	105	62	
2010/11 Full Yr	234	37	295	115	115	96	332
2010/11 Half Yr			197	70	84	60	
2011/12 Full Yr	185	37	0	132	109	95	82
2011/12 Half Yr				76	71	57	
2012/13 Full Yr	203	49	0	149	148	113	143
2012/13 Half Yr				87	97	69	

TABLE 3

The table below outlines the level of overpayment/underpayment incurred per licence. This has been calculated by comparing the figures in the table above with the fees actually charged during the time period in question. *(a negative figure represents a under recovery by the Authority).*

Financial Year	Driver Grant (£)	Driver Renewal (£)	HC Grant (£)	HC Renewal (£)	PH Grant (£)	PH Renewal (£)	Operator (£)
2009/10 Full Yr	-158	23	-112	95	86	131	-160
2009/10 Half Yr			-75	75	52	95	
2010/11 Full Yr	-137	22	-65	115	115	134	-77
2010/11 Half Yr			-40	87	73	97	
2011/12 Full Yr	-88	22	0	98	121	135	173
2011/12 Half Yr				81	86	100	
2012/13 Full Yr	-106	10	0	81	82	117	112
2012/13 Half Yr				70	60	88	

TABLE 4

The table below outlines the original and revised fees calculated in respect of 2013/14. It also displays the level of overpayment incurred. It is not possible to outline the surplus or deficit for the year until the final outturn for the 2013/14 financial year is available. Refunds for 2013/14 will not be issued until the 2014/15 fee structure is implemented (see para 2.7). (*A negative figure represents an under recovery by the Authority*).

Financial Year	Driver Grant (£)	Driver Renewal (£)	HC Renewal (£)	PH Grant (£)	PH Renewal (£)	Operator (£)
June 2013 Fees:						
Full Yr	108	37	303	104	97	66
Half Yr			168	69	62	
Revised 2013/14 Fees:						
Full Year	130	44	160	144	103	88
Half Year			100	100	70	
Overpayment incurred:						
Full Year	-22	-7	143	-40	-6	-22
Half Year			68	-31	-8	

Composition of 2014/15 Taxi Licensing Fees

	Drivers Grant	Drivers' Renewal	HC Renewal	PH Grant	PH Renewal	Operator
<u>Annual Licences</u>						
Admin Costs	88.91	21.13	16.89	23.06	12.37	39.35
Enforcement/Compliance Costs	32.08		65.14	46.16	35.96	39.54
Committee Costs	14.93	0.86	0.36	0.28	0.28	
Direct Costs	1.68	1.68	7.70	7.70	7.70	
Overheads	111.23	19.13	72.83	62.40	45.52	63.78
Total fee	249.00	43.00	163.00	140.00	102.00	143.00
<u>6 Monthly Licences</u>						
Admin Costs			16.89	23.06	12.37	
Enforcement/Compliance Costs			32.57	23.08	17.98	
Committee Costs			0.36	0.28	0.28	
Direct Costs			7.70	7.70	7.70	
Overheads			46.50	43.75	30.99	
Total fee	0.00	0.00	104.00	98.00	69.00	0.00

2014/15 Salary Costs within Taxi Licensing

Post Title	FTE	Annual Cost	Allowances	Driver's Grant		Driver's Renewal		HC Renewal		PH Grant		PH Renewal		Operator		Total	
				FTE	Cost	FTE	Cost	FTE	Cost	FTE	Cost	FTE	Cost	FTE	Cost	FTE	Cost
<u>Administration</u>																	
Senior Licensing Staff	3.0	142,973	220	0.11	5,105	0.31	15,312	0.14	6,748	0.05	2,384	0.12	5,910	0.02	805	0.74	36,264
Licensing Support Staff	3.0	73,238	220	0.13	3,063	0.49	11,718	0.10	2,591	0.01	145	0.04	1,041			0.76	18,558
Public Carriage Office Staff	2.0	48,836		0.07	1,612	0.55	13,454	0.41	10,119	0.12	2,889	0.35	8,515	0.02	415	1.52	37,004
Total				0.31	9,780	1.35	40,484	0.65	19,458	0.17	5,418	0.50	15,466	0.04	1,220	3.02	91,825
Number of licences granted				110		1,916		1,152		235		1,250		31			
Admin cost / licence				88.91		21.13		16.89		23.06		12.37		39.35			
<u>Enforcement/Compliance</u>																	
Licensing Enforcement Officers	6.0	197,761	32,078	0.09	3,448			1.32	50,565	0.16	5,976	0.65	24,823	0.03	1,226	2.25	86,036
Overtime		2,000		81					1,192	141		585					2,000
				3,529				1.32	51,757	0.16	6,117	0.65	25,408	0.03	1,226	2.27	88,036

* Allowances comprises 10% shift allowance, first aid allowance, and enhancements for weekend (30%) and night (20%) working.

2014/15 Estimated Overheads

Narrative	£
Non specific licence staff costs	19,381
Pension Strain	16,000
Other Employee Expenditure	2,000
PCO Rent	7,000
Security Services	5,000
Other Premises Expenditure	500
Car Allowances & Travel Expenses	1,770
Office Equipment Maintenance	408
Office Equipment & Materials	1,000
General Printing & Stationery	4,000
Professional Services	2,000
Credit Card & Bank Charges	500
General Legal Expenses	5,000
Telephone & Internet Charges	1,500
Hardware & Software Maintenance	8,000
Hardware & Software Purchase	10,000
Insurances	350
Advertising	4,000
Other Supplies & Services	3,000
Expenses of Admin Buildings	47,000
Support Services	26,000
Total Expenditure	164,409

2009/10 Restated Surplus

	Driver Grant	Driver Renewal	HC Grant	HC Renewal	PH Grant	PH Renewal	Operator
Employees (Admin)	13,197	34,823	4,154	14,219	8,136	14,896	5,038
Employees (Enforcement)	0	0	5,229	36,606	5,246	24,388	0
Committee Costs	1,593	1,593	23	337	32	154	0
	<u>14,790</u>	<u>36,417</u>	<u>9,407</u>	<u>51,163</u>	<u>13,414</u>	<u>39,438</u>	<u>5,038</u>
Overheads	13,226	32,564	8,412	45,751	11,995	35,266	4,505
Income (Full Year)	-11,961	-127,049	-6,446	-92,558	-7,735	-37,384	-6,574
Income (Half Year)			-7,040	-103,307	-35,198	-170,711	
Net	<u>16,055</u>	<u>-58,068</u>	<u>4,334</u>	<u>-98,950</u>	<u>-17,524</u>	<u>-133,391</u>	<u>2,969</u>
Total							<u>-284,575</u>

2009/10 Restated Fees

Full Year Licences:

Licences Issued	110	1,921	25	359	30	359	23
Revised fee	255	36	342	135	144	99	415
Original Fee	97	59	230	230	230	230	255
Decrease	-158	23	-112	95	86	131	-160

Half Year Licences:

Licences Issued	40	587	200	970
Revised fee	232	82	105	62
Original Fee	157	157	157	157
Decrease	-75	75	52	95

2010/11 Restated Surplus

	Driver Grant	Driver Renewal	HC Grant	HC Renewal	PH Grant	PH Renewal	Operator
Employees (Admin)	12,724	36,822	365	13,844	7,713	14,173	4,622
Employees (Enforcement)	0	0	529	37,013	5,304	24,659	0
Committee Costs	1,587	1,587	3	390	34	137	0
	14,311	38,409	897	51,247	13,051	38,969	4,622
Overheads	12,378	33,220	776	44,324	11,288	33,704	3,998
Income (Full Year)	-11,605	-119,627	-724	-100,655	-8,690	-35,241	-6,958
Income (Half Year)			-659	-112,206	-39,709	-160,648	
Net	15,084	-47,997	289	-117,290	-24,060	-123,216	1,662
Total							<u>-295,527</u>

2010/11 Restated Fees

Full Year Licences:

Licences Issued	114	1,932	3	146	36	146	26
Revised fee	234	37	295	115	115	96	332
Original Fee	97	59	230	230	230	230	255
Decrease	-137	22	-65	115	115	134	-77

Half Year Licences:

Licences Issued	4	681	241	975
Revised fee	197	70	84	60
Original Fee	157	157	157	157
Decrease	-40	87	73	97

2011/12 Restated Surplus

	Driver Grant	Driver Renewal	HC Grant	HC Renewal	PH Grant	PH Renewal	Operator
Employees (Admin)	8,681	40,173	0	13,392	4,925	13,378	1,638
Employees (Enforcement)	0	0	0	51,027	6,398	29,746	0
Committee Costs	1,581	1,581	0	395	32	149	0
	10,262	41,754	0	64,814	11,355	43,273	1,638
Overheads	6,785	27,606	0	42,852	7,508	28,610	1,083
Income (Full Year)	-9,760	-122,412	0	-105,905	-8,050	-37,733	-9,204
Income (Half Year)	0	-117,967	0	-117,967	-37,090	-172,229	
Net	7,287	-53,053	0	-116,206	-26,277	-138,080	-6,483
Total							<u>-332,812</u>

2011/12 Restated Fees

Full Year Licences:

Licences Issued	92	1,897	421	32	150	33
Revised fee	185	37	0	132	109	95
Original Fee	97	59	0	230	230	230
Decrease	-88	22	0	98	121	135
						<u>173</u>

Half Year Licences:

Licences Issued	687	216	1,003
Revised fee	0	76	71
Original Fee	0	157	157
Decrease	0	81	86
			<u>100</u>

2012/13 Restated Surplus

	Driver Grant	Driver Renewal	HC Grant	HC Renewal	PH Grant	PH Renewal	Operator
Employees (Admin)	8,677	41,915	0	13,906	5,001	14,000	1,502
Employees (Enforcement)	0	0	0	49,295	6,181	28,736	529
Committee Costs	1,582	1,582	0	395	31	161	0
	10,259	43,497	0	63,597	11,213	42,898	2,031
Overheads	12,074	51,189	0	74,844	13,196	50,484	2,390
Income Full Year Licences	-10,725	-113,622	0	-109,809	-7,166	-37,451	-7,945
Income Half Year Licences			0	-122,297	-32,192	-171,690	
Net	11,608	-18,936	0	-93,665	-14,949	-115,758	-3,524
Total							<u>-235,224</u>

2012/13 Restated Fees

Full Year Licences:

Licences Issued	110	1,916	0	475	31	162	31
Revised fee	203	49	0	149	148	113	143
Original Fee	97	59	0	230	230	230	255
Decrease	-106	10	0	81	82	117	112

Half Year Licences:

Licences Issued			0	775	204	1,088	
Revised fee			0	87	97	69	
Original Fee			0	157	157	157	
Decrease			0	70	60	88	