

Appendix B

Dear Ms Hartrey,

Re: Your report to the Licensing & Public protection committee with regards to deficit of almost £9,000 for year 2014-15 and proposal to increase the licence fees for driver's licence.

According to many trade members who has been in the trade for many years, the contributory cause of shortfall is purely due to unnecessary reduction of private hire operator's licence fees and private hire vehicle's licence fees, which was voluntarily and totally unnecessarily proposed by Dave Holland and Claire Hartrey and was implemented by Licensing committee in June 2013.

Hence instead of increasing £17.00 on driver's licence fees and charging £44.00 for DBS fees the Council should pay for DBS fees from general expenses account of the Council as it carried out for the protection of members of Public, similar to funding of enforcement exercise costs.

And the licence fees for private hire operators should be charged according to number of vehicles each private hire operator employs, i.e. there are many local authorities in England and Wales which charges as much as £50 for each private hire vehicle, for first 5 vehicles, and as much as £1,400 for employing more than 100 private hire vehicles.

Moreover also according to many taxi drivers, the vast majority of the local authorities in England and Wales charges exactly same amount of fees for private hire vehicle's licence as they do for Hackney carriage's licence fees, and it was exactly same in Cardiff until 26 March 2013 when Dave Holland and Claire Hartrey voluntarily decided to propose to the licensing & public protection committee to reduce it by 58% despite the fact that the private hire drivers affords/enjoys 60% of the trade according to the survey carried out in 2009

Hence on behalf of the taxi trade I would like to propose to the licensing and public protection committee to increase the private hire vehicle's licence fees in line with hackney carriage licence fees and introduce the system of charging private hire operators as described above, as it will not only help keeping down the licence fees right across the board but will also provide surplus funds to employ more efficient/qualified enforcement personnel.

Finally as I campaigned for last eight years to allow drivers to renew taxi driver's licence triennially based on the recommendation made by the Department for transport's best practice guidance and recently by deregulation Act 2015 your proposal to the licensing & public protection

committee to introduce it as a licensing policy from 1 October 2015 has been welcomed by all the trade members.

Yours sincerely

Mathab Khan (chair) Cardiff Hackney Carriage Association