

Public Document Pack



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Reference:
Date: 25 January 2017

Dear All

LICENSING COMMITTEE – TUESDAY 31 JANUARY, 2017

I am now able to enclose additional papers for consideration at the next meeting of the Licensing Committee on Tuesday 31 January 2017.

Agenda No Item

4 Reports of Head of Environment and Street Scene

- (A) * Revised Statement of Principles for Gambling Act 2005 Policy
Appendix C now attached (Pages 1 - 8)
- (B) Hackney Carriage and Private Hire Licensing: Licence Fees and Charges Fees
2017/2018 (to follow) Report and Appendix A now attached (Pages 9 - 18)

Cheryl Clark
Democratic Services Officer

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GOSSCHALKS
SOLICITORS

Agenda Item 4(A)

Appendix C

Tunbridge Wells Borough Council
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Please ask for: Richard Taylor
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Our ref: RJT / LHF / 097505.00004
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Date: 29 September 2016

Dear Sir/Madam,

Re: Gambling Act 2005 Policy Statement Consultation

We act for the Association of British Bookmakers (ABB) and have received instructions to respond on behalf of our client to the current consultation on the Council's review of its gambling policy statement.

The Association of British Bookmakers (ABB) represents over 80% of the high street betting market. Our members include large national operators such as William Hill, Ladbrokes, Coral and Paddy Power, as well as almost 100 smaller independent bookmakers.

Please see below for the ABB's response to the Council's current consultation on the draft 2017-20 statement of principles.

This response starts by setting out the ABB's approach in areas relevant to the local authority's regulation of betting shop premises, and our commitment to working with local authorities in partnership. The response finishes by highlighting matters within the draft statement of principles, the guidance on undertaking local gambling risk assessments and pool of model conditions which the ABB feels may need to be addressed.

Betting shops have been part of the British high street for over 50 years and ensuring a dialogue with the communities they serve is vital.

The ABB recognises the importance of the gambling policy statement in focusing on the local environment and welcomes the informed approach this will enable operators to take for example, with regard, to the new requirements for local area risk assessments and ensuring the right structures are in place in shops that are appropriate for that area.

Whilst it is important that the gambling policy statement fully reflects the local area, The ABB is also keen to ensure that the statutory requirements placed on operators and local authorities under the Gambling Act 2005 remain clear; this includes mandatory conditions (for instance, relating to Think 21 policies) and the aim to permit structure. Any duplication or obscuring of these within new processes would be detrimental to the gambling licensing regime. The ABB also

believes it is important that the key protections already offered for communities, and clear process (including putting the public on notice) for objections to premises licence applications, continue to be recognised under the new regime.

Any consideration of gambling licensing at the local level should also be considered within the wider context.

- the overall number of betting shops is in decline. The latest Gambling Commission industry statistics show that numbers as at 31 Mar 2016 were 8,809 - a decline of over 300 since March 2014, when there were 9,137 recorded.
- recent planning law changes introduced in April 2015 have increased the ability of licensing authorities to review applications for new premises, as all new betting shops must now apply for planning permission.
- successive prevalence surveys and health surveys tells us that problem gambling rates in the UK are stable (0.6%) and possibly falling.

Working in partnership with local authorities

The ABB is fully committed to ensuring constructive working relationships exist between betting operators and licensing authorities, and that where problems may arise that they can be dealt with in partnership. The exchange of clear information between councils and betting operators is a key part of this and the opportunity to respond to this consultation is welcomed.

LGA – ABB Betting Partnership Framework

In January 2015 the ABB signed a partnership agreement with the Local Government Association (LGA), developed over a period of months by a specially formed Betting Commission consisting of councillors and betting shop firms, which established a framework designed to encourage more joint working between councils and the industry.

Launching the document Cllr Tony Page, LGA Licensing spokesman, said it demonstrated the *"desire on both sides to increase joint-working in order to try and use existing powers to tackle local concerns, whatever they might be."*

The framework builds on earlier examples of joint working between councils and the industry, for example the Medway Responsible Gambling Partnership which was launched by Medway Council and the ABB in December 2014. The first of its kind in Britain, the voluntary agreement led the way in trialing multi-operator self-exclusion. Lessons learned from this trial paved the way for the national multi-operator self-exclusion scheme now in place across the country. By phoning a free phone number (0800 294 2060) a customer who is concerned they are developing a problem with their gambling can exclude themselves from betting shops close to where they live, work and

socialise. The ABB is working with local authorities to help raise awareness of the scheme, which is widely promoted within betting shops.

The national scheme was first trialed in Glasgow in partnership with Glasgow City Council. Cllr Paul Rooney, Glasgow's City Treasurer and Chairman of a cross-party Sounding Board on gambling, described the project as *"breaking new ground in terms of the industry sharing information, both between operators and, crucially, with their regulator."*

Primary Authority Partnerships in place between the ABB and local authorities

All major operators, and the ABB on behalf of independent members, have also established Primary Authority Partnerships with local authorities. These Partnerships help provide a consistent approach to regulation by local authorities, within the areas covered by the Partnership; such as age-verification or health and safety. We believe this level of consistency is beneficial both for local authorities and for operators.

For instance, Primary Authority Partnerships between Milton Keynes Council and Reading Council and their respective partners, Ladbrokes and Paddy Power, led to the first Primary Authority inspection plans for gambling coming into effect in January 2015. By creating largely uniform plans, and requiring enforcing officers to inform the relevant Primary Authority before conducting a proactive test-purchase, and provide feedback afterwards, the plans have been able to bring consistency to proactive test-purchasing whilst allowing the Primary Authorities to help the businesses prevent underage gambling on their premises.

Local area risk assessments

Since April 2016, under new Gambling Commission LCCP provisions, operators are required to complete local area risk assessments identifying any risks posed to the licensing objectives and how these would be mitigated. Licensees must take into account relevant matters identified in the licensing authority's statement of licensing policy, and any local area profile, in their risk assessment. These must be reviewed where there are significant local changes or changes to the premises, or when applying for a variation to or for a new premises licence.

The ABB fully supports the implementation of risk assessments which will take into account risks presented in the local area, such as exposure to vulnerable groups and crime. The new requirements build on measures the industry has already introduced through the ABB Responsible Gambling Code to better identify problem gamblers and to encourage all customers to gamble responsibly.

This includes training for shop staff on how to intervene and direct problem gamblers to support services, as well as new rules on advertising including banning gaming machine advertising in shop windows, and the introduction of Player Awareness Systems which use technology to track account

based gaming machine customers' player history data to allow earlier intervention with any customers whose data displays known 'markers of harm'.

Best practice

The ABB is committed to working pro-actively with local authorities to help drive the development of best practice with regard to local area risk assessments, both through responses to consultations such as this and directly with local authorities. Both we and our members are open and willing to engage with any local authority with questions or concerns relating to the risk assessment process, and would encourage them to contact us.

Westminster Council is one local authority which entered into early dialogue with the industry, leading to the development of and consultation on draft guidance on the risk assessment process, which the ABB and our members contributed to. Most recently one operator, Coral, has been working closely with the Council ahead of it issuing its final version of the guidance, which we welcome.

The final guidance includes a recommended template for the local area risk assessment which we would point to as a good example of what should be expected to be covered in an operator's risk assessment. It is not feasible for national operators to submit bespoke risk assessments to each of the c.350 local authorities they each deal with, and all operators have been working to ensure that their templates can meet the requirements set out by all individual local authorities.

The ABB would be concerned should any local authority seek to prescribe what the form of an operator's risk assessment. This would not be in line with better regulation principles. Operators must remain free to shape their risk assessment in whichever way best meets their operational processes.

The ABB has also shared recommendations of best practice with our smaller independent members, who although they deal with fewer different local authorities, have less resource to devote to developing their approach to the new assessments. In this way we hope to encourage a consistent application of the new rules by operators which will benefit both them and local authorities.

Concerns around increases in the regulatory burden on operators

The ABB is concerned to ensure that any changes in the licensing regime at a local level are implemented in a proportionate manner. This would include if any local authority were to set out overly onerous requirements on operators to review their local risk assessments with unnecessary frequency, as this could be damaging. As set out in the LCCP a review should only be required in response to significant local or premises change. In the ABB's view this should be where evidence can be provided to demonstrate that the change could impact the premises' ability to operate consistently with the three licensing objectives.

Any increase in the regulatory burden would severely impact ABB members at a time when overall shop numbers are in decline, and operators are continuing to absorb the impacts of significant recent regulatory change. This includes the increase to 25% of Machine Games Duty, limits to staking over £50 on gaming machines, and planning use class changes which require all new betting shops in England to apply for planning permission.

Employing additional licence conditions

It should continue to be the case that additional conditions are only imposed in exceptional circumstances where there are clear reasons for doing so. There are already mandatory and default conditions attached to any premises licence which will ensure operation that is consistent with the licensing objectives. In the vast majority of cases, these will not need to be supplemented by additional conditions.

The LCCP require that premises operate an age verification policy. The industry operates a policy called "Think 21". This policy is successful in preventing under-age gambling. Independent test purchasing carried out by operators and the ABB, and submitted to the Gambling Commission, shows that ID challenge rates are consistently around 85%. The ABB has seen statements of principles requiring the operation of Challenge 25. Unless there is clear evidence of a need to deviate from the industry standard then conditions requiring an alternative age verification policy should not be imposed.

The ABB is concerned that the imposition of additional licensing conditions could become commonplace if there are no clear requirements in the revised licensing policy statement as to the need for evidence. If additional licence conditions are more commonly applied this would increase variation across licensing authorities and create uncertainty amongst operators as to licensing requirements, over complicating the licensing process both for operators and local authorities

Other concerns

Where a local area profile is produced by the licensing authority, this be made clearly available within the body of the licensing policy statement, where it will be easily accessible by the operator and also available for consultation whenever the policy statement is reviewed.

Considerations specific to the 2017-2020 Statement of Principles

Throughout the draft statement of principles and guidance on undertaking risk assessments there are references to factors that the licensing authority expects to be taken into account when undertaking local area risk assessments. The statement of principles correctly recognises that the requirement under the LCCP is for licensees to assess the local risk to the licensing objectives posed by the provision of gambling facilities at their premises. The lists of factors to be taken into account, however, need to be redrafted as these contain factors that can have no bearing upon

whether or not the operation of gambling facilities poses a risk to the licensing objectives. For example, within paragraph 4.6 of the Guidance on Undertaking Local Gambling Risk Assessment, one of the factors to be taken into account is *"the ethnicity, age, economic make-up of the local community."* Similarly within paragraph 7 to the statement of principles (Local Area Profile) it is suggested that the socio-economic make-up of the area is a relevant consideration. The relevant affluence or ethnic make-up of an area can have no bearing on any risk to the licensing objectives unless the licensing authority has pre-determined that persons of a particular socio-economic group or ethnicity are either automatically vulnerable or more likely to be involved in crime or disorder related to gambling. We doubt that the licensing authority has made that pre-determination and we respectfully submit, therefore, that the lists of factors to be taken into account should be redrafted such that they relate solely to factors that could have an impact on whether or not the operation of premises is reasonably consistent with the licensing objectives.

These lists also contain factors such as the proximity of payday loans or pawnbrokers premises (paragraph 3.4 – Guidance on Undertaking Local Gambling Risk Assessments). Once again, it is impossible to see how the proximity of such premises could have any impact upon the licensing objectives unless the licensing authority has determined that persons using such premises are automatically vulnerable or more likely to be involved in crime or disorder caused by gambling.

Within appendix 2 of the draft statement of principles there is an explanation of the licensing authority's approach to the imposition of conditions on premises licences (appendix 2 paragraph 2(i)). The statement of principles would be assisted by a clear statement that the starting point for consideration of any application is that it will be granted subject only to the mandatory and default conditions as these are usually sufficient to ensure operation that is reasonably consistent with the licensing objectives. The draft statement of principles should make it clear that additional conditions will only be imposed where there is evidence of a risk to the licensing objectives that requires that the mandatory and default conditions be supplemented. It is important that the evidential basis for the imposition of additional conditions is clearly established and references to conditions being imposed where it is *"believed to be appropriate"* or there is a *"perceived need"* (both references in paragraph 2(1) of appendix 2) should be removed.

Paragraph 2(3) of appendix 2 is headed *"Location"*. This paragraph causes the ABB significant concern. This paragraph suggests that the licensing authority may designate a particular area as an area where gambling premises should not be located. Any such designation may be unlawful and is certainly contrary to the overriding principle of *"aim to permit"* contained within s153 Gambling Act 2005. We respectfully submit that this paragraph be redrafted such that it is clear that each application will be determined on its own merits.

Within the Guidance on Undertaking Local Gambling Risk Assessments, at paragraph 4.20 there is reference to the pool of model conditions and a statement that *"operators are encouraged to use this pool of conditions in formulating appropriate control measures to mitigate risks to the licensing objectives identified in the local risk assessments."*

It is not clear whether or not the licensing authority is expecting applicants to *"offer"* conditions as applicants are required to do under Licensing Act 2003. This paragraph should be redrafted so that

it is clear that there is no requirement to "offer" conditions and that measures suggested are control measures to be implemented through the risk assessment.

Annex A in the Guidance to Undertaking Local Gambling Risk Assessment contains a form of risk assessment. There is a statement that "*this risk assessment must be completed for all new premises...*" This statement should be redrafted so that it is clear that operators may use this form or another form of risk assessment. The licensing authority may not specify a form that must be used.

The final document that we have reviewed is the council's Pool of Model Conditions. The statement of principles should be clear that these conditions should not be viewed as a shopping list from either the licensing authority or responsible authorities. Conditions may be imposed where there is evidence of a specific risk to the licensing objectives. Each application must be considered on its own merits.

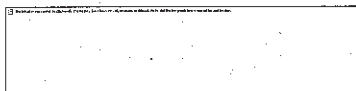
Conclusion

The ABB and its members are committed to working closely with both the Gambling Commission and local authorities to continually drive up standards in regulatory compliance in support of the three licensing objectives: to keep crime out of gambling, ensure that gambling is conducted in a fair and open way, and to protect the vulnerable.

Indeed, as set out, the ABB and its members already do this successfully in partnership with local authorities now. This includes through the ABB Responsible Gambling Code, which is mandatory for all members, and the Safe Bet Alliance (SBA), which sets voluntary standards across the industry to make shops safer for customers and staff.

We would encourage local authorities to engage with us as we continue to develop both these codes of practice, which are in direct support of the licensing objectives, as well as our processes around local area risk assessments.

Yours faithfully,



GOSSCHALKS

Licensing Committee

31 January 2017

Is the final decision on the recommendations in this report to be made at this meeting?

No

Hackney Carriage and Private Hire Licensing: Licence Fees and Charges Fees 2017/2018

Final Decision-Maker	Licensing Committee
Lead Director	Jonathan MacDonald, Director of Planning and Development
Head of Service	Gary Stevenson, Head of Environment and Street Scene
Lead Officer/Report Author	Claire Perry, Licensing Partnership Manager
Classification	Non-exempt
Wards affected	All

This report makes the following recommendation:

1. That the proposed fees and charges and associated costs for licences in respect of hackney carriage drivers and vehicles and private hire drivers, vehicles and operators, as set out in paragraph 2.10, be approved for formal consultation with the trade and with the public; and
2. That subject to the consideration of any unresolved objections, these be implemented with effect from 1 April 2017.

This report relates to the following Five Year Plan Key Objectives:

- A Prosperous Borough.

It is proposed to set fees which enable the authority to be self-financing with respect to this service.

Timetable

Meeting	Date
Licensing Committee	31 January 2017
Licensing Committee	6 April 2017 for consideration of any unresolved written objections

Hackney Carriage and Private Hire Licensing: Licence Fees and Charges Fees 2017/2018

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The authority is required to review the fees set for the administration of the Taxis and Private Hire Licensing. This ensures the Council complies with its statutory duty and that the licensing of Taxis and Private Hire vehicles, Dual Drivers and Private Hire Operators continues towards being self-financing over the medium term, in accordance with the Council's Medium Term Financial Strategy.
- 1.2 A fees model, similar to the one used to first set the Gambling Act fees in 2007 was used to determine the proposed fees for 2017/2018.

2. INTRODUCTION AND BACKGROUND

- 2.1 To date the Taxi Licensing service has always been at a cost to the Council. The taxi licensing service is working towards being self-financing over the medium term and the 2016/17 increases together with the proposed inflation increases to fees and charges for 2017/18 and the management of costs will ensure this progress is continued in line with the Council's Medium Term Financial Strategy.
- 2.2 Careful monitoring of income and expenditure has been carried out over the current financial year and the income from licence fees and associated costs, together with expenditure has been in accordance with the objectives laid out in the budget plan and the inflation rate. All other increases in cost of providing the service have been absorbed by efficiency savings as a result of the Licensing Partnership.
- 2.3 A fees model, similar to the one used to first set the Gambling Act fees in 2007 was used to calculate the proposed fees and charges. The fees have been calculated by examining the time it takes to carry out the various tasks in processing the application and who in the authority is likely to carry them out. The hourly rates of staff are fed in to a spread sheet (originally produced by the national support body for local authority regulators, LACORS, to calculate the Gambling Act fees) to calculate costs for each type of activity. The model also uses 2015/16 outturn figures for the income and costs associated with the service shown in the taxi accounts at Appendix A.
- 2.4 The type of tasks involved in taxi licensing applications include: assistance to applicant, checking of an application upon receipt, processing the application. Once processed determining the licence or arranging a hearing and holding a hearing, notification of the decision, prepare and issue the licence, update the records/register, appeal preparation and holding an appeal hearing. Compliance

tests of drivers, vehicles and operators. Training of Officers and Members has also been included, as well as the cost of consumables.

- 2.5 In September 2016 all Council Chief Executives were contacted by the Driver and Vehicle Standards Agency (DVSA) to advise them that they were withdrawing the service of testing the driving standards for new drivers. The Council found an alternative test which costs the applicant less money but maintains the standards of the previous test. The fee is now £70. All new drivers are required to take the test in accordance with the Council's 'Taxis and Private Hire Policy'. The fee is paid by the applicant directly to the service provider TGTraining.
- 2.6 The fee for the Disclosure Barring Service (DBS) Enhanced Search remains the same at £44. However, applicants can now register online when they apply for a DBS search. The registration lasts for one year and costs £13 per year going forward. This would save an applicant £5 over a three year period. It allows applicants to take their search certificate from one job to the next and removes the need for an enhanced search to be carried out upon renewal. The Licensing Team promotes the uptake of the online checking service as it assists in streamlining the online form application process.
- 2.7 The fee for the Hackney Carriage vehicles includes the surcharge for year 1 of the cost of Unmet Demand Survey which was carried out in 2016. The cost is spread over the forthcoming three years (beginning April 2017).
- 2.8 The Deregulation Act 2015 introduced the requirement for Licensing Authorities to issue Private Hire Operator licences for 5 years. There is nothing to prevent the Licensing Authority from issuing Private Hire Operator licences for less than five years.

Public Notice to advertise proposed variation to licence fees

- 2.9 Officers from the licensing department will email those Hackney Carriage Proprietors, Private Hire Operators and Drivers where we have their email addresses after this Licensing Committee meeting to give them the opportunity to make comment. A Notice will also be placed in a local paper and will be available on the Council's website.
- 2.10 Proposed Hackney Carriage and Private Hire Licensing fees from 1 April 2017 are:

	Existing Fees	Proposed Fees
<u>Dual Driver Licence (Hackney Carriage and Private Hire)</u>		
On initial application	£234 for three years	£239 for three years
Disclosure Barring Service search fee	£44 every three years or £13 per year if they sign up to the DBS online service	£44 every three years or £13 per year if they sign up to the DBS online service

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	Existing Fees	Proposed Fees
Total (including DBS fee)	£278 for three years	£283 for three years
On renewal	£198 for three years	£202 for three years
Disclosure Barring Service search fee	£44 every three years or £13 per year if they sign up to the DBS online service	£44 every three years or £13 per year if they sign up to the DBS online service
Total (including DBS fee)	£242 for three years	£246 for three years
<u>Hackney Carriage Vehicle Licence</u>		
On initial application	£359 for one year (which includes £30 towards the Unmet Demand Survey)	£366 for one year (which includes £30 towards the Unmet Demand Survey)
On renewal	£341 for one year (which includes £30 towards the Unmet Demand Survey)	£348 for one year (which includes £30 towards the Unmet Demand Survey)
<u>Private Hire Operator Licence</u>		
On initial application – 5 year licence	£493 for five years	£503 for five years
On renewal – 5 year licence	£487 for five years	£497 for five years
On initial application – 3 year licence	£325 for three years	£332 for three years
On renewal – 3 year licence	£310 for three years	£316 for three years
On initial application – 1 year licence	£180 for one year	£184 for one year
On renewal – 1 year licence	£165 for one year	£170 for one year
<u>Private Hire Vehicle Licence</u>		
On initial application	£328 for one year	£333 for one year
On renewal	£310 for one year	£315 for one year
<u>Other Costs</u>		
Change of licensed private hire vehicle (where there is more than six months left from the original licence)	£218	£222
Change of licensed hackney carriage vehicle (where there is more than six months left from the original licence)	£249	£254
Change of ownership of licensed vehicle	£69	£69
Change from Hackney Carriage to Private Hire	£70	£70

	Existing Fees	Proposed Fees
Change from Private Hire to Hackney Carriage	£90	£90
Replace external vehicle plate	£23	£23
Replace driver badge	£9.50	£10
Replace vehicle plate holder	£18	£18
Replace internal plate holder	£1.75	£1.75
Attempting "Knowledge Test" after two failure	£50	£50
Door transfers PHV only (per transfer)	£7.70	£7.70
Copy of existing paper licence	£11	£12
Change of address details for a replacement licence	£11	£12
Change of name for a vehicle or operator licence	£11	£12
Change of name and address for a driver badge	£20	£21
Vehicle exemption certificate or general administration fee	£44	£45
<ul style="list-style-type: none"> Hackney carriage vehicles are subject to additional fee of £30 for demand survey. However a change of vehicle where the expiry date remains the same as the original licence will not be charged this fee. Insurance plates – where a plate has been issued for a year to an Accident Management Company (Cab Aid etc.). A reallocation of the vehicle to a different driver will necessitate a change of plate number. (for example, originally INS 123 but on reallocation becomes INS 678 		

3. AVAILABLE OPTIONS

- 3.1 The fees and charges need to be reviewed to ensure that they are set at appropriate levels to recover the costs associated with providing the service. Having reviewed the income and expenditure the options available are:
- 3.2 To propose no changes or reductions to the existing fees. This would mean there would be a shortfall in income against the budget set for the function.
- 3.3 To approve the fees as set at in paragraph 2.10.
- 3.4 To propose, where possible and appropriate, fees higher than the cost of delivering the service. However, if the Council were subject to Judicial Review it would not be in a position to justify the fees that have been set.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 To approve the fees set out in paragraph 2.10 to ensure that the fee income reflects the cost of providing the service.

5. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 5.1 Officers from the licensing department will consult with members of the public and the trade via public consultation process e.g. an email to all drivers and vehicle proprietors where we have their email address, Tunbridge Well Borough Council website and a newspaper advert. The decision will be published on Tunbridge Wells Borough Council's website.

6. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Legal including Human Rights Act	Should parts of industry believe the authority's fees are at a level which is greater than the costs of the statutory functions then it would be open to them to undertake judicial review proceedings. Should this arise, the authority would need to evidence how it arrived at the fee levels to demonstrate that they have been calculated on a cost recovery basis only.	Jayne Bolas Solicitor Team Leader (Contentious) 23/1/17
Finance and other resources	The Council now has a policy of "user pays" and this report explains how Taxi and Private Hire licensing is working towards this financial objective. Constant reductions in government funding mean that it is not possible to subsidise the provision of such services and the fee increases proposed here should move the service close to financial self sufficiency in 2017/18	Jane Fineman Head of Finance and Procurement 24/1/17
Staffing establishment	The report does not propose any changes to staffing	Claire Perry Licensing Partnership Manager 23/1/17
Risk management	No significant risks identified	Claire Perry 23/1/17
Environment and sustainability	No issues identified.	Claire Perry 23/1/17

Community safety	No issues identified.	Claire Perry 23/1/17
Health and Safety	No issues identified.	Claire Perry 23/1/17
Health and wellbeing	No issues identified.	Claire Perry 23/1/17
Equalities	The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.	Claire Perry 23/1/17

7. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

Appendix A: Tunbridge Wells Borough Council's Taxi Accounts 2013/14 - 2015/16

8. BACKGROUND PAPERS

None

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Tunbridge Wells Borough Council's Taxi Accounts
2013/14 - 2015/16

Taxi accounts 2015/16

		Money accrued to	Money accrued to	Sub total	Money accrued from	Money accrued from	Total 2015- 16
Income	2015-16	2016-17	2017-18	2015-16	2013-14	2014-15	
Vehicles	-70,512						-70,512
Operators	-8,807						-8,807
Drivers	-36,822	-12,274	-12,274	-12,274	-4,948	-7,239	-24,461
Sub-total	116,141	-12,274	-12,274	-12,274	-4,948	-7,239	-103,780
Cost of vehicle tests	29,085						29,085
sub total	-87,056						-74,695
Salary	37,055						37,055
Partnership cost 30%	38,425						36,695
General Costs 30%	1,682						7,423
Support service costs 30%	31,949						29,995
							36,473

Taxi accounts 2014/15

		Money accrued to	Money accrued to	Sub total	Money accrued from	Money accrued from	Total 2014-15
Income	2014-15	2015-16	2016-17	2014-15	2012-13	2013-14	
Vehicles	-71,732						-71,732
Operators	-4,672						-4,672
Drivers	-21,716	-7,239	-7,239	-7,239	-9,576	-4,948	-21,716
Sub-total	-98,121	-7,239	-7,239	-7,239	-9,576	-4,948	-98,121
Cost of vehicle tests	28,423						28,423
sub total	-69,698						-69,698
Salary	36,410						36,410
Partnership cost 30%	32,957						32,957
General Costs 30%	3,868						3,868
Support service costs 30%	31,636						31,636
Net Cost							35,173

Taxi accounts 2013/14

		Money accrued to	Money accrued to	Sub total	Money accrued from	Money accrued from	Total 2013-14
Income	2013-14	2014-15	2015-16	2013-14	2011-12	2012-13	
Vehicles	-72,607						-72,607
Drivers	-14,844	-4,948	-4,948	-4,948	-4,683	-9,576	-19,207
Sub-total	-87,451	-4,948	-4,948	-4,948	-4,683	-9,576	-91,815
Cost of vehicle tests	26,910						26,910
sub total	-60,541						-64,905
Salary	35,709						35,709
Partnership cost 30%	38,520						38,520
General Costs 30%	2,884						2,884
Support service costs 30%	21,932						21,932

Tunbridge Wells Borough Council's Taxi Accounts
2013/14 - 2015/16

Net Cost	34,140
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