

Licensing Committee



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Friday, 20 December 2024 at 10.00 am
Council Chamber - South Kesteven House,
St. Peter's Hill, Grantham. NG31 6PZ

Committee Members: Councillor Pam Bosworth (Chairman)
Councillor Elvis Stooke (Vice-Chairman)

Councillor Harrish Bisnauthsing, Councillor Helen Crawford, Councillor Steven Cunnington, Councillor Patsy Ellis, Councillor Paul Fellows, Councillor Jane Kingman, Councillor Philip Knowles, Councillor Robert Leadenham and Councillor Nikki Manterfield

Agenda

- 1. Apologies for absence**
- 2. Disclosure of interests**
Members are asked to disclose any interests in matters for consideration at the meeting.
- 3. Minutes of the meeting held on 18 October 2024** (Pages 3 - 9)
- 4. Exclusion of Press and Public**
It is anticipated that, in accordance with Section 100A (4) of the Local Government Act 1972 the press and public may be excluded from the meeting during consideration of the following items of business because of the likelihood that otherwise exempt information, as described in paragraphs 1 and 2 of the Act (as amended) would be disclosed to them.
- 5. Local Government (Miscellaneous Provisions) Act 1976** (Pages 11 - 22)
Report ENV894 from the Licensing Officer.
- 6. Letter regarding changes to the South Kesteven District Council Hackney Carriage and Private Hire Licensing Policy** (Page 23)
Letter addressed to the Licensing Committee.

- 7. Local Government (Miscellaneous Provisions) Act 1976 & Town Police Clauses Act 1847** (Pages 25 - 32)
To provide the Committee with an update following the implementation of the new Hackney Carriage and Private Hire Licensing Policy.
- 8. Any other business which the Chairman, by reason of special circumstances, decides is urgent.**

Minutes

Licensing Committee
Friday, 18 October 2024



SOUTH
KESTEVEN
DISTRICT
COUNCIL

Committee members present

Councillor Pam Bosworth (Chairman)
Councillor Elvis Stooke (Vice-Chairman)
Councillor Harrish Bisnauthsing
Councillor Helen Crawford
Councillor Steven Cunnington
Councillor Patsy Ellis
Councillor Paul Fellows
Councillor Jane Kingman
Councillor Robert Leadenham

Officers

Chris Clarke, Licensing Officer
Mandy Braithwaite, Legal Advisor
Heather Green, Licensing Manager
Lucy Bonshor, Democratic Officer

29. Apologies for absence

Apologies for absence were received from Councillor Philip Knowles and Councillor Nikki Manterfield.

30. Disclosure of interests

Councillor Robert Leadenham declared an interest in respect of the second part of agenda item 5 as he was acquainted with the driver and left the meeting during the debate and decision making.

31. Minutes of the meeting held on 20 September 2024

The minutes of the meeting held on 20 September were proposed, seconded and **AGREED.**

32. Exclusion of Press and Public

It was proposed, seconded and **AGREED** to exclude the press and public in accordance with Section 100(A) of the Local Government Act 1972 (as amended) during consideration of the following items of business because of the likelihood that otherwise exempt information, as described in paragraphs 1 and 2 of the Act (as amended) would be disclosed them.

33. Local Government (Miscellaneous Provisions) Act 1976

ENV890 (a)

Decision

To revoke the dual driver's licence on the grounds that the applicant is not a fit and proper person to hold such a licence under section 61 (1) (b) of the Local Government (Miscellaneous Provisions) Act 1976.

The Committee were asked if they were content to proceed to determine the issue before them as the driver was not in attendance. The Licensing Officer confirmed that all relevant notifications had been given to the driver, however, the driver had confirmed that he would not be attending Committee. The Committee **AGREED** to proceed with the issue in the absence of the driver.

The Licensing Officer presented exempt report EMV890(a) which concerned whether a dual driver remained a fit and proper person to hold a dual hackney carriage and private hire drivers' licence with South Kesteven District Council. The Licensing Officer stated that the driver had failed to renew a hackney carriage vehicle licence and had allowed the vehicle to be used unlicensed. The Licensing Officer also referred to previous incidents that had resulted in South Kesteven Penalty Points being issued to the driver and although these were spent, they could be taken into consideration by the Committee.

Members questioned the Licensing Officer about the renewal and the Licensing Officer confirmed that the vehicle was now licensed. The driver had been contacted in July 2024 and reminded that the licence was due for renewal. Other comments were made in respect of whether points had been issued previously due to licenses not being renewed to which the Licensing Officer responded. It was noted by the Committee that by using the vehicle whilst unlicensed this would void the insurance if the vehicle had been involved in an accident which was of great concern to the Committee.

The Licensing Officer then gave their closing statement and reminded the Committee that each application had to be determined on its own merits. Members should have regard to all relevant policies including the Council's Hackney Carriage and Private Hire Policy, the Department of Transport Standards and all other relevant policies. The driver had been brought before the

Committee as failure to licence a vehicle could result in the awarding of 12 South Kesteven Penalty Points which meant referral to the Licensing Committee.

The options available to the Committee were:

- To suspend the driver for a defined period of time
- Revoke the dual driver's licence on the grounds that the applicant is not a fit and proper person to hold such a licence under section 61 (1) (b) of the Local government (Miscellaneous Provisions) Act 1976
- Issue a warning
- Take no action

(10:20 the Licensing Officers left the meeting)

Members discussed the issue before them, taking into account the report, appendices, legislation, the Council's Hackney Carriage and Private Hire Licensing Policy and the Department of Transport Standards. Some Members felt that the failure to licence the vehicle had been an oversight and that perhaps further points should be issued. It was stated that points were issued by the Licensing Officers and the number of points for this offence would mean that they would be referred back to the Licensing Committee. Other Members were very concerned because the vehicle had been used unlicensed, this would mean that the insurance was null and void if the vehicle had been involved in an accident which had potential serious consequences. Members discussed suspending the licence and the Legal Advisor stated that the suspension timeframe was between 7 or 31 days and in this case, suspension would be used as a deterrent rather than as a punishment and reference was made to recent case law. Giving a warning was also discussed but on balance, Members felt that a stronger deterrent was required as the driver was not a "new" holder of a licence and therefore they should be aware of their responsibilities. Further discussion on suspending the licence followed with Members unhappy that the driver had not felt the need to attend the Committee to make their case. Due to the fact that the vehicle had been used whilst unlicensed which could have had serious consequences had the vehicle been involved in an accident, and that the driver was not a "new" driver, they had held a licence for a considerable amount of time and therefore they should be aware of their responsibilities, it was proposed, seconded and **AGREED** to revoke the driver's dual driving licence.

(10:50 the Licensing Officers returned to the meeting)

The Legal Advisor read out the Committee's decision. The Committee had taken into consideration the report, appendices, the representation made, legislation, the Council's Hackney Carriage and Private Hire Licensing Policy, the Councillor Handbook for Taxi and Private Hire Standards and the Department of Transport Statutory Taxi and Private Hire Standards.

The Committee had determined it was reasonable and proportionate to revoke the driver's Dual Hackney Carriage and Private Hire Driver's Licence as they

were not a fit and proper person to hold such a licence under section 61 (1) (b) of the Local Government (Miscellaneous Provisions) Act 1976.

The reason for the decision was that public safety was paramount and the overriding objective in the licensing of drivers is the safety of the travelling public. The Council's Hackney Carriage and Private Hire licensing policy provided a base line for consideration of conduct on whether a person is and remained a fit and proper person to hold a licence.

Matters that had occurred were set out in the report and regarded as extremely serious matters of concern which demonstrated that the driver did not take their professional responsibilities seriously and therefore were not a safe and suitable person to retain a licence. Such behaviour and conduct was considered by the Committee as putting the public at risk.

The Committee had applied a stepped and proportionate approach and considered all sanctions available.

The Council had a clear policy regarding renewal of a vehicle licence and it is the responsibility of the licensed driver, to submit the renewal application before expiry of the existing vehicle licence. The driver was reminded prior to the expiry date that the vehicle licence was due to be renewed.

The vehicle licence expired and in the circumstances as owner of the vehicle the driver should not have allowed the unlicensed vehicle to be used, putting the public at risk.

Records indicated that at first application and each subsequent renewal, as a licensed driver, the driver indicated that he had read and understood the Policy.

The Committee had due regard to the fact that the driver had been a licensed driver since October 2004 and would know the rules and procedures the Authority requires him to comply with. They also noted that the driver had a clear record up until the issue of penalty points in 2017 and 2022.

The Policy is in place for regularisation of hackney carriage and private hire licensing throughout its District and it outlines standards expected. If the vehicle licence renewal is not carried out in accordance with the policy within the timescales, the safety of the public cannot meaningfully be considered.

There was a right of appeal in respect of the decision to the Magistrates Court within 21 days of receiving written notice of the decision.

ENV890 (b)

(11:00 Councillor Robert Leadenham left the meeting and took no part in the debate or decision)

Decision

To suspend the Dual Hackney Carriage and Private Hire Driver's licence for a period of 14 days.

The Committee were asked if they were content to proceed to determine the issue before them as the driver was not in attendance. The Licensing Officer confirmed that all relevant notifications had been given to the driver, however, the driver had not confirmed whether or not he would be attending the meeting. The Committee **AGREED** to proceed with the issue in the absence of the driver.

The Licensing Officer presented exempt report EMV890(b) which concerned whether a dual driver remained a fit and proper person to hold a dual hackney carriage and private hire drivers' licence with South Kesteven District Council.

The driver had held a Dual Hackney Carriage and Private Hire Driver's Licence since June 2014. The driver's current badge was due to expire in June 2026. South Kesteven Penalty Points had been issued in June 2017 and May 2023 for failure to notify the Licensing team in respect of motoring convictions.

In August 2024 a picture of an unlicensed vehicle was received by the Licensing Team. The Licensing Team confirmed that the driver was driving the unlicensed vehicle at the time. Within the Hackney Carriage and Private Hire Licensing Policy SKDC Penalty Points could be awarded for using an unlicensed vehicle for carrying passengers for hire or reward to the maximum of 12 Penalty Points. Rather than issue the 12 Penalty Points the Authorised Officer can refer the matter to the Licensing Committee. If the driver had undertaken a walk around the vehicle check, the expired plate could have been highlighted. The Highway Code outlines how drivers of vehicles are required to undertake a check of their vehicle before driving. The Council's new Hackney Carriage and Private Hire Licensing Policy also requires a check to be undertaken by drivers, although due to the timing of the driver's licence renewal this aspect of the Policy was not relevant yet to them.

Questions were asked in respect of the display of plates, vehicle checks and whether there were any passengers to which the Licensing Officer replied.

The Licensing Officer then gave his closing statement. The introduction of the updated Hackney Carriage and Private Hire licensing Policy introduced the requirement to undertake daily vehicle checks, however, this was not currently relevant to the driver due to when they renewed their licence, but the Highway Code did outline how drivers were responsible for the condition of the vehicle they were driving and should undertake checks every time they drove. The

expired plate could have been highlighted at this point. Using an unlicensed vehicle could be awarded a maximum of 12 SKDC Penalty Points or referral to the Licensing Committee.

When determining the matter, the Committee must have regard to all relevant policies including the Council's Hackney Carriage and Private Hire Licensing Policy, the Department of Transport Standards and all relevant guidance. Options available to the Committee were:

- To suspend the driver for a defined period of time
- Revoke the dual driver's licence on the grounds that the applicant is not a fit and proper person to hold such a licence under section 61 (1) (b) of the Local government (Miscellaneous Provisions) Act 1976
- Issue a warning
- Take no action

(11:05 the Licensing Officers left the meeting)

Members discussed the issue before them, taking into account the report, appendices, legislation, the Council's Hackney Carriage and Private Hire Licensing Policy and the Department of Transport Standards. Members were concerned that the expired plate had not been picked up by the driver and also the possibility that the unlicensed vehicle had been used on a school run. It was noted that an assumption could have been made by the driver of the vehicle that the owner of the vehicle had completed all the necessary paperwork for the vehicle to be licensed. Members were reminded that any sanction had to be proportionate. Various sanctions were discussed and it was proposed and seconded that a suspension be given for a defined period. There was some uncertainty as to the defined suspension period and both 31 and 14 days were proposed, however on being put to the vote a suspension of 14 days was **AGREED**.

(11:16 the Licensing Officers and Councillor Robert Leadenham returned to the meeting)

The Legal Advisor read out the Committee's decision. The Committee had taken into consideration the report, appendices, the Council's Hackney Carriage and Private Hire Licensing Policy, legislation, Department for Transport Statutory Taxi and Private Hire Standards and the Councillor Handbook for Taxi and Private Hire Vehicle Licensing.

Public safety was paramount and that was why there are rules, regulations, conditions and policies which the driver should be abiding by. It was the driver's responsibility to adhere to the rules and abide by them.

The Committee considered the use of an unlicensed vehicle to be a serious matter and more care should have been taken to check the vehicle plate which showed that the vehicle licence had expired.

The Committee took a stepped approach, considering all sanctions available to them, including revocation.

The Committee had due regard to the fact that the driver has been a licensed driver since June 2014, and therefore fully aware of the rules, procedures and checks the Authority required drivers to comply with. They also noted that the driver had a clear record up until the issue of penalty points in 2017 and 2023.

The Committee decided to suspend the driver's licence for a period of 14 days. The aim of the sanction was to protect the public and was used as a corrective measure operating as an individual deterrent against future misconduct by the driver.

There was a right to appeal against the decision to the Magistrates Court within 21 days of receiving written notice of the decision.

34. Any other business which the Chairman, by reason of special circumstances, decides is urgent.

The Licensing Manager informed the Committee that the feedback requested in respect of the new Hackney Carriage and Private Hire Licensing Policy would be brought to the December meeting of the Committee to allow for a full four months of data to be compiled.

The Licensing Manager also referred to some concerns that were being received in respect of aspects of the new policy, specifically in respect of the written English exam and she advised Members that if they received contact from the media, they should be forwarded to the Comms Team. If drivers had specific concerns they wished to raise, these should be put in writing to the Chairman of the Licensing Committee.

35. Close of meeting

The meeting closed at 11:26.

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Agenda Item 5

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 6

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**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Licensing Committee

Friday 20 December 2024

ENV 892

Report of Councillor Philip Knowles,
Cabinet Member for Corporate
Governance and Licensing

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 & TOWN POLICE CLAUSES ACT 1847

Report Author

Heather Green, Licensing Manager

 licensing@southkesteven.gov.uk

Purpose of Report

To provide an update following the implementation of the new Hackney Carriage and Private Hire Licensing Policy as requested by the Licensing Committee.

Recommendations

That the Licensing Committee:

- 1. Notes the report and the impact of the implementation of the Council's new Hackney Carriage and Private Hire Licensing Policy.**
- 2. Considers any amendments to the existing Policy it may wish to recommend to Full Council for approval.**

Decision Information

Does the report contain any exempt or confidential information not for publication?	No
What are the relevant corporate priorities?	Effective Council Sustainable South Kesteven Enabling Economic Opportunity
Which wards are impacted?	All wards

1. Implications

Taking into consideration implications relating to finance and procurement, legal and governance, risk and mitigation, health and safety, diversity and inclusion, staffing, community safety, mental health and wellbeing and the impact on the Council's declaration of a climate change emergency, the following implications have been identified:

Finance and Procurement

- 1.1 There are no specific financial implications associated with this report, however, in the event of the applicant making an appeal against a decision which was then subsequently upheld the council may incur additional legal costs.

Legal and Governance

- 1.2 There are no significant legal or governance implications arising from this report which are not already referenced in the body of the report. Any amendments to the Council's Hackney Carriage and Private Hire Licensing Policy require approval by Full Council.

Community Safety

- 1.3 Community Safety implications will be considered in accordance with Section 17 of the Crime and Disorder Act 1998.

2. Background to the Report

- 2.1 The Department for Transport (DfT) issued updated Taxi and Private Hire Guidance in November 2023. The updated Hackney Carriage and Private Hire Licensing Policy ("the new policy") was reviewed and approved by Full Council on 23 May 2024.
- 2.2 Notification was issued to all licence holders outlining the main changes to the policy prior to its scheduled implementation date. The following six points reflect the main feedback received at that time:

- 1) The overall cost of both the new requirements and renewals could lead to drivers obtaining licenses elsewhere and result in competitive disadvantage.
- 2) The new testing requirements should only apply to new applicants and not existing drivers in relation to renewals.
- 3) A question as to why existing drivers, without any complaints about their driving, should be required to undertake a driver proficiency test when the DVLA do not require the same for a standard driving licence.
- 4) A question as to why someone who has lived in England all their life needs to demonstrate they have a qualification or undertake an English test.
- 5) Requests for compensation for those drivers who have invested in vehicles to match the previous age criteria associated with vehicles.
- 6) The environmental impact and requirement for daily walkaround checks.

2.3 A response to these points was considered at the meeting of the Licensing Committee on Friday 28 June 2024 and three drivers attended to outline their concerns.

2.4 In summary, the main points outlined by the drivers at the meeting were::

- The taxi trade is struggling. The increase in costs is having a detrimental effect on the trade and it is difficult to attract new drivers into the trade as a result.
- It is difficult for the taxi operators to remain competitive with increased costs.
- Of significant concern were the extra costs that had been introduced with all the additional tests that are required. From 1 August 2024 an application would cost £738.
- Drivers and operators were very supportive of the changes introduced in relation to the age of vehicles.
- A question as to why experienced drivers, who had held a licence and been driving for a number of years, needed to undertake a proficiency test. Tests for new drivers was an understandable requirement, but not for those who are renewing their licenses. This was especially the case for the English test.
- Tests were facilitated by companies outside of South Kesteven, so the money was not even contributing to the local economy.

2.5 Taking these comments into account, the Licensing Committee agreed that the implementation of the new Policy would be reviewed, allowing for it to be embedded for at least three months. It was agreed that the review would focus on the requirement of undertaking the daily walk around check and the English language test, as well as evaluate the charges applied by other local authorities.

2.6 Since the Licensing Committee last met to consider this Policy, a driver recently made representations objecting to the requirement to take an English test as part of their renewal. This resulted in coverage in regional and local media. The Council was unable to deviate from the Policy agreed by Full Council.

3. Key Considerations

3.1 With regard to the feedback that has been received, the Licensing Team do not have discretion to deviate from the approved Policy. Whilst a Hackney Carriage and

Private Hire Licensing Policy may make definite statements, known as 'bright lines' it can never fetter a Licensing Committees discretion when making an individual determination. Licensing authorities can depart from their own policy where they consider there are exceptional circumstances which warrant the departure. Therefore such cases that do not meet the existing policy requirements or an applicant cannot meet application requirements can be referred to committee for consideration.

- 3.2 The costs relating to driver proficiency training (£87) and English language skills testing (£46.50) will not usually be required to be completed again. Unless reasonable grounds arise, which identified through enforcement activity or a substantiated complaint that this was required.
- 3.3 There is not a national Hackney Carriage or Private Hire Licensing Policy and as such there is not a national fee charging mechanism. Each Licensing Authority sets its own fees and charges, taking account of legislation and government guidance. For Hackney Carriage and Private Hire licensing, the fees and charges are set on a cost recovery basis. This means that no profit should be made from it, nor can it subsidise another area of the Council.
- 3.4 Local authorities and organisations such as the Local Government Association have previously considered cost recovery and charging models. Councils should take a holistic approach to costs and think about the total cost of the service provided and not just officers' salary costs. Other elements should be considered when setting licence fees, such as the following:
- **Administration** – covering the costs to process the licence applications, resources such as photocopying, postage, handling fees and engagement with other service areas of the Council. This can also include the cost of specialist licensing software to maintain an effective database and printing of licences.
 - **Initial visits/attendance** – covering the average officer time to attend premises/meetings as part of the authorisation process (such as attending Knowledge/English tests).
 - **Third party costs** –examples include DBS costs, equipment costs such as driver badges wallets, clips, badge templates/holograms and National Anti-Fraud Network costs (NR3 registration).
 - **Local democracy costs** – necessary expenditure in arranging committee meetings/hearings to consider applications/licences.
 - **On costs** – including recharges for payroll, accommodation, heating, lighting, IT hardware, supplies and services connected to the licensing function.
 - **Development, determination and production of licensing policies** – the cost of consultation and publishing policies can be fully recovered.
 - **Advice and Guidance** – this includes advice in person, via the telephone, via email or letter and the production of documents and leaflets such as the drivers' guidance packs which sit alongside the application documentation.

- **Setting and reviewing fees** – this includes the cost of time associated with the review, as well as the cost of taking to committee for approval.
- **Additional monitoring and inspection** – during the life of a licence there are additional checks such as DBS/DVLA/Immigration (if appropriate) licence checks that are accounted for as these incur additional administrative costs/management time.
- **Enforcement costs** - Taxi and Private Hire vehicle licensing case law is clear that driver enforcement costs cannot be covered by vehicle licences, they should be covered by driver licence fees. This was established by the R (Rehman) v Wakefield case.
- **Registers and national reporting** – legislation requires the publishing of registers for taxi and private hire vehicles, drivers and operators throughout the year and the submission of data to the DfT annually.

3.5 As part of annual fee setting, the Council reviews each category of licence to ensure that the hourly rate and time spent per activity is reflective of the above charging elements.

3.6 Attached in Appendix 1 is a spreadsheet outlining research that has been carried out of fees charged by other local authorities (as at October 2024). It identifies that the SKDC application cost is £588.25. Having spoken to other local authorities within Lincolnshire, they have all confirmed that they undertake the same fee setting method. However, it was acknowledged by some that either their fees do not reflect their current costs and/or they are expecting fee increase recommendations in the near future.

3.7 As can also be seen from the spreadsheet, the requirements of each licensing authority vary and not all policies have been reviewed since the updated Taxi and Private Hire Guidance in November 2023 was issued by the DfT.

3.8 Below is a table showing the number of Drivers, Vehicles and Operators at six monthly intervals since September 2022 and then from June 2024 (when the new policy was implemented for new drivers and existing drivers from 1 August 2024) to date:

	Sept 2022	Mar 2023	Sept 2023	Mar 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024
Drivers	362	354	368	379	383	381	381	371	364	365
Vehicles	314	319	320	324	323	322	325	338	321	317
Operators	22	22	23	25	25	28	30	31	31	32

3.9 Since 1 August 2024, of the 21 drivers having renewed their SKDC drivers licences, only one has been required to undertake an English test.

3.10 There have been 12 non-renewals. The reason for non-renewal has never been requested, therefore, the Council does not know the reason for non-renewal.

- 3.11 There has been no further feedback regarding the vehicle walkaround check. The guidance remains per the DfT updated guidance issued in November 2023.

4. Other Options Considered

- 4.1 The Licensing Committee may decide to take on board the feedback but agree to leave the Policy as currently implemented.
- 4.2 The Licensing Committee may wish to request that the Policy be reviewed again after an agreed period of time to understand whether the changes have had any further impact on new and/or renewal applications.
- 4.3 The Licensing Committee may wish to provide recommendations to Full Council to amend all or some of the changes implemented.

5. Reasons for the Recommendations

- 5.1 The policy supports the Council in fulfilling its statutory duties associated with the licensing of hackney carriage and private hire trades and takes into account the latest government guidance from the DfT.

6. Consultation

- 6.1 No consultation has taken place.

7. Background Papers

- 7.1 [Taxi Policy June 2024.pdf \(southkesteven.gov.uk\)](#)
- 7.2 [Department for Transport Statutory Taxi and Private Hire Vehicle Standards](#)
- 7.3 [Taxi and Private Hire Vehicle Licensing Best Practice Guidance](#)
- 7.4 [Councillor Handbook: Taxi and PHV Licensing](#)
- 7.5 [Licensing Committee on Friday, 28th June, 2024, 10.00 am | South Kesteven District Council](#)

8. Appendices

- 8.1 Appendix 1 – Comparison of neighbouring authority application fees

Appendix 1 - Comparison of driver licence application fees

Authority	Own GP	Other provider (with access to records)	Knowledge test	Tackling Exploitation and Modern Slavery in Lincolnshire	Introduction to Safeguarding Everyone in Lincolnshire or similar	Driver assessment	In house	External	Cost	Qualification requirement	English test if cannot provide evidence	DVLA check - Cost	Other training	3yr licence application cost	Potential cost of a new application - excluding medical	Policy last updated
Peterborough City	x	x	see Driver Competency Test	x	x	Blue Lamp - £87.00 Green Penny - £90.00		x	£38.00	see Driver Competency Test		N/A	Taxi General Competency Certificate - from Peterborough College - £140	£496.00	£761.00	Jun-22
Lincoln City	x	x	£40.00	x	x	Lincolnshire Road Safety Partnership - £80.00	x		£38.00	N/A		N/A	1) BTEC Level 2 Certificate and an additional module Safeguarding Driver 2) Lone workers Essentials and Driver and Vehicle Standards Agency's (DVSA) wheelchair handling assessment	£269.00 (including a £6.00 badge deposit refundable when no longer driving)	£427 + additional training cost detailed in column O	Mar-16
South Kesteven	x	x	£78.25	x	x	Blue Lamp - £87.00 or LRSP £80	x		£38 + £35 Admin fee	x	£46.50	N/A	Disability Awareness training £40	£310.00	£588.25 + english fee test if necessary	Jun-24
Newark & Sherwood		Newarks medical advisor	£45.00	Safeguarding vulnerable passengers		Revolution Driving Training for combined (dual licence)	x		£38.00	Part of knowledge test		N/A	N/A	£240.00	£323.00	Dated 2023 - takes effect December 2022
West Lindsey	x		£42 for 1st attempt & £40 thereafter	x	x	N/A		x	£48.00	N/A		N/A	N/A	£211.00	£301.00	Apr-23
North Kesteven	x	x	£25.00	x	x	Only if 6pts on DVLA licence		x	£40.00	N/A		£9.00	N/A	£214.42	£288.42	Jun-24
Rutland County Council (Operated by Peterborough City Council)	x	x	£45	x	x	Blue Lamp - £87.00 Green Penny - £90.01		x	£38.00	see Driver Competency Test		N/A	Taxi General Competency Certificate - from Peterborough College - £141	£111.00	£281.00	Adopted Nov 23 Implemented Nov 24
South Holland	x		N/A	x	x	Blue Lamp - £87.00		x	£48.80	x	Separate fee	N/A	N/A	£118.00	£253.80 + english fee test if necessary	Nov-23

East Lindsey	x	x	price - but need	x	x	Blue Lamp - £87.00 or LRSP - £80.00		x	N/A	Communication test - included in the application fee or £10	N/A	N/A	£90.00	£177.00 + DBS cost + Knowledge test	Apr-21
Wolverhampton	x	X	£50.00	Part of Knowledge test		Worcester County Council - £80 & a specified vehicle		x	£38.00	Part of knowledge test	N/A	Part of knowledge test	£98.00	£186.00	Jul-24