

Table 6: Detailed potential costs break (see summary below for details)

Item	Frequency	Cost on initial application	Cost on renewal/ (existing drivers)	Incurred by	Notes
National training provider for literacy, numeracy, knowledge and safeguarding	Initial application only / potential safeguarding refresher every other renewal (6 years)	£40:00 /£60:00 (estimate excludes opportunity and time costs of attending training)	£30 (estimate) every other renewal (6 years)	Drivers  LA, who will seek to recover cost from drivers.	Existing training costs already exist (not new costs)  Additional admin costs for checking / chasing compliance with this training requirement.
Enhanced DBS check with Barred List and Update Service	Initial application enhanced DBS required	£46:00 DBS + £13:00 update service fee = £59:00  (basic DBS £18)  £38 is the correct cost of Enhanced DBS check	£13:00 a year update service	Drivers  (operators/ vehicle proprietors only if not a driver)	All Welsh LA currently require enhanced DBS checks on initial application, some have started moving towards 6 monthly DBS checks (not new costs) potential cost saving £7 per driver for update service use  Actual £1 increase to use Update Service (in addition to the £38 initial cost of the first DBS)

Vehicle testing	Proposal for annual testing	£50:00 (estimate)	£50:00 (estimate)	Vehicle proprietors	<p>All LA currently have testing requirements for vehicles requiring an annual, six monthly or four monthly test.</p> <p>Annual testing throughout Wales will result in a cost saving for many vehicle proprietors/ businesses</p> <p>A taxi/PHV can travel significantly more miles than a standard passenger car, and it is common for vehicles to travel 40,000+ miles per year, driven by multiple drivers. Many vehicle components will wear significantly during this period (tyres, brakes, suspension components etc.) and we do not feel annual testing is sufficient.</p>
Improved information sharing (Database / register/ other)	Setup fee likely with WG. Potential renewal fees that could be paid by the LA and recovered	£0 see text below	£Unknown WG research on database and/or register required	LA who will seek to recover costs from drivers/ operators	<p>LA are currently required to maintain a register for some taxi licences and all use 8 different versions of database throughout Wales.</p> <p>Setup fees will be provided by WG. Renewal maintenance fees may be required from LA on a cost recovery basis from licence holders</p> <p>It is not clear whether this relates to a register, or a database that would include current suspension notices issued.</p>

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	in the licensing fees				
Vehicle Age/Emissions Standards	When a replacement is required/ desired by the vehicle proprietor / company	Variation in vehicle manufacturer costs. A second hand Euro 6 emission vehicle can be purchased for under £10,000:00	£0	Vehicle proprietors	<p>Many LA already have age limits for new vehicles and/or a maximum age limit for existing vehicles. There is only a potential cost for LA without any current age limits. Existing licence holders may be permitted to retain currently licensed vehicles only to be replaced with a newer vehicle when a replacement is required or have a phased approach to updating the current fleet</p> <p><b>“There is only a potential cost for LA without any current age limits” - not clear how there could be additional costs.</b></p>
Changes to Taxi roof light wording	Once	£30:00 / £40:00 (estimate)	£0:00	Vehicle proprietors	<p>Most Taxis already have a rooflight with the wording “Taxi” and/ or “Taksi” therefore no costs to most vehicle proprietors.</p> <p>Signage firms may be able to amend existing rooflights for a lower fee rather than purchase a new rooflight.</p>

				LA, who will seek to recover cost from drivers.	Unintended consequence – additional enforcement costs of checking compliance with new standard (checking and chasing non-compliant proprietors).
Allowing multiple driver licence with more than one Authority	Initial Application with each Authority	<p>Reduced costs when applying for the second licence. -£200:00 / -£300:00 (estimate)</p> <p>We dispute the £200 - £300 saving for a 2<sup>nd</sup> licence, as this cost appears to relate to the training. Once the training is completed, there are no additional cost to the driver as the national qualification is transferrable between authorities.</p> <p>.</p>	£0	<p>Drivers</p> <p>LA, who will seek to recover cost from drivers.</p>	<p>When applying for the second licence. The driver will not require a duplicate medical / DBS / All training requirements. *Price per medical GP will vary</p> <p>When applying for the second licence the driver will not be required to do additional training, nor a new DBS (as they will be subject to the Update Service). However, the driver will be required to pass the knowledge test and the local authority will need to verify documentation with the home authority. Each LA will be required to process, determine, and issue the licence which is the cost to the LA and would need to be passed on to the driver.</p> <p>This could also necessitate a committee hearing and there may be issues by accepting older medicals.</p>

					The cost of the administration and enforcement of the licence would be comparable for both the home and subsequent licensing authority and therefore would be no cost saving to the driver.
Requiring all Local Authorities to issue a	Initial Application	-£20:00 / -£30:00	£0	Drivers	Allowing PHV drivers to apply for a PHV drivers licence only will reduce

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PHV drivers licence only		(estimate)		LA, who will seek to recover cost from drivers.	the need to have a local area knowledge test and should reduce training costs to the driver  Unintended consequences to this proposal - additional enforcement costs as LA officers will be required to monitor compliance with PH only licences driving taxis.

					Potential setup administration costs to amend the issue of dual licence only – to PHV only driver's licence.
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