



**Oversight and Governance**

Chief Executive's Department  
Plymouth City Council  
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Plymouth PL1 3BJ

Please ask for Democratic Advisor  
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Published 23/08/22

## TAXI LICENSING COMMITTEE

Thursday 1 September 2022  
10.00 am  
Council House

**Members:**

Councillor Churchill, Chair  
Councillor Tofan, Vice Chair  
Councillors Finn, Haydon, Partridge, Rennie and Tuffin.

Members are invited to attend the above meeting to consider the items of business overleaf.

For further information on webcasting, attending Council meetings and how to engage in the democratic process please follow this link <http://www.plymouth.gov.uk/accesstomeetings>

**Tracey Lee**

Chief Executive

## **Taxi Licensing Committee**

### **AGENDA**

**1. Change of Vice Chair**

For the Committee to note Councillor Tofan's appointment of Vice Chair (replacing Councillor Salmon).

**2. Apologies**

To receive apologies for non-attendance submitted by Committee Members.

**3. Declarations of Interest**

Members will be asked to make any declarations of interest in respect of items on this agenda.

**4. Minutes**

**(Pages 1 - 6)**

To confirm the minutes of the meeting held on 7 July 2022.

**5. Chair's Urgent Business**

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

**6. Appeal Cases**

The Committee will be provided with the results of the judgement on appeal cases that went to Court.

**7. Number of Certificates of Good Conduct Exemptions Granted**

The Committee will be provided with an update on the number of certificates of good conduct exemptions granted.

**8. Review of Taxi Table of Fares (Taxi Tariff):**

**(Pages 7 - 16)**

**9. Exempt Information**

To consider passing a resolution under Section 100A(4) of the Local Government Act, 1972 to exclude the press and the public from the meeting for the following items of business, on the grounds that they involve the likely disclosure of exempt information, as defined in paragraph 1 of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

## **Part II (Private Meeting)**

### **Agenda**

#### **Members of the Public to Note:**

That under the law, the Committee is entitled to consider certain items in private. Member of the public will be asked to leave the meeting when such items are discussed.

#### **10. Application for the Grant of a Private Hire Vehicle Driver Licence (Pages 17 - 26)**

The Director for Public Health will submit a report on the Application for the Grant of a Private Hire Vehicle Driver Licence.

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## **Taxi Licensing Committee**

**Thursday 7 July 2022**

### **PRESENT:**

Councillor Churchill, in the Chair.  
Councillor Salmon, Vice Chair.  
Councillors Finn, Haydon, Partridge and Tuffin.

Apologies for absence: Councillor Rennie

Also in attendance: Graham Hooper (Senior Officer Intelligence and Licensing), Rachael Hind (Licensing Service Manager, Intelligence and Licensing), Ann Gillbanks (Senior Lawyer) & Helen Rickman (Democratic Advisor).

The meeting started at 10.00 am and finished at 12.00 pm.

*Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.*

#### **10. Declarations of Interest**

There were no declarations of interest in accordance with the code of conduct.

#### **11. Minutes**

The committee agreed that the minutes of the meeting held on 09 June 2022 were confirmed as a correct record.

#### **12. Chair's Urgent Business**

There were no items of Chair's urgent business.

#### **13. Appeal Cases**

There committee noted that there had been no appeal cases submitted since the last meeting.

#### **14. Review of Hackney Carriage Taxi Table of Fares (Taxi Tariff) - To Follow**

The Committee having –

- a) considered the report from the Director of Public Health;
- b) heard Graham Hooper's (Senior Officer Intelligence and Licensing) presentation of the report which highlighted the following key areas –

Background:

- Section 1, page 4 of the report sets out the legislative background and reason for setting fees for taxis in Plymouth.
- Section 1.6, page 4, details the statutory procedure and timeline for this process. For further information, should members resolve to advertise the tariff as shown in Appendix 5 or an amended version, then the timeline is as follows:
  - The 14 day consultation commences on Tuesday 26 July and ends on 9 August.
  - Should objections be received these will be heard at Committee on 1 September with proposed or amended tariff commencing the day after.

#### Reason for Review:

- After a 5 year period since the tariff was previously reviewed in 2017, which was largely delayed due to the advent of Covid, members resolved to approve the new tariff at Committee on 13 January 2022.
- The tariff has been reviewed again at this time due to the impact of Covid and the onset of the cost of living crisis the details of which are set out in Section 2, page 5 of the report

#### Fare Setting Methodology:

- In accepting the last Tariff, Taxi Licensing Committee also resolved to implement a fair and robust methodology for determining future Tariffs.
- Licensing Officers have subsequently reviewed a number of different policies from around the country and a method has been devised, set out in Appendix 2, page 11 of the report, that can be used to determine whether any fare increase is necessary and balanced.
- If agreed this methodology will need to be kept under review and updated as the sources of information change.

#### Proposed Changes:

- Section 3 page 6 of the report sets out the proposed changes and discussions that took place with representatives of the taxi trade over them.
- The tables in this section 3.5 page 7 of the report show the proposed changes to the tariff and the table in section 3.6, page 7, shows the existing costs to the travelling public and the costs should the proposed tariff be implemented.
- There are no proposed changes to the extra charges other than the fuel escalation surcharge. All extra charges were challenged and considered in the last review and are considered still valid and appropriate.

- Due to the modest proposed increases across the tariff it was agreed with trade representatives to raise the fuel surcharge threshold to £1.80 per litre with further 10p for each subsequent increase of 10p per litre and that this is reviewed again during the next tariff review.
- A balance needs to be struck between the legitimate right of the trade to a viable livelihood and the needs of the travelling public. The cost of living crisis has hit the taxi trade hard most notably through the escalating fuel costs. These costs are no longer absorbed through the existing tariff which was considered an interim tariff when set.
- The proposed Tariff increase is modest with an overall rise of 17% for the running mile and an average 14% increase across the tariffs 1 and 3 and 18% for tariff 2, dependent on the time of the day and length of journey made.
- It is considered that the proposed uplift will assist those taxi drivers licensed through the Council to face the significant cost of living rises and support Plymouth's taxi trade to make a viable living, therefore reducing the number of drivers leaving the trade for better remunerated work and encouraging consideration of investment in newer environmentally friendly vehicles

The Committee –

- c) heard representations from interested parties from the taxi trade and the PLTA which included the following main points –
  - That the proposal put forward by licensing officers was commended to all the members of the committee
  - Presented a spreadsheet to the Committee detailing one proposal to increase the proposed figure for tariff 1 from £3.60 to £3.80 with each subsequent 1/7<sup>th</sup> of a mile rather than the 1/6<sup>th</sup> mile proposed
  - Presented a spreadsheet for a second proposal to increase tariff 2 from £4.20 to £4.40 with each subsequent 1/8<sup>th</sup> of a mile rather than the 1/7<sup>th</sup> mile proposed
  - Commented that the compulsory requirement for every driver to have a card reader would incur a cost to the driver ranging from 1.5% to 3% of every transaction.
  - Presented a third spreadsheet with figures for a proposed fourth tariff
  - Presented the figures for the fourth tariff as a means of encouraging drivers to work of an evening, particularly Friday or Saturday night; and providing additional income to compensate for working in the evening when drivers could experience extra abuse and the potential for damage to vehicles.

The Committee raised the following key areas which included:

- The 2% increase on fares for card reader is expensive for public to bear; officer response was that this cost has been incorporated in methodology of setting fees and is a one off charge this year to help with the initial outlay. With regard to the question about card readers not working, officers had been inspecting on the

ranks and the drivers questioned confirmed they had no problems with the reader working.

- Discussed the calculation of the running cost per mile of £1.73 and it was confirmed that this calculation is as accurate as can be achieved as set out in the report
- Acknowledged that the Council have to consider the affordability of any increase in addition to the additional income it would provide to the drivers and need to work with the trade on this to encourage more drivers into the trade to be available in the Evening and Night Time Economy and to support the Council's pledge for women
- Discussed the number of drivers in Plymouth and whether a 50p increase on one of the tariffs would make a difference to their income; discussed that we need to work to encourage drivers to enter the trade; were advised that there is a national shortage of taxi drivers.
- Heard from officers of the work being done with the Council's communications team/job centre/veterans groups to encourage people to become drivers
- Have a large fleet of taxis compared with other authorities, but the problem is not the number of vehicles, but the number of drivers willing to work of a night time; the Council do not employ drivers, they are self-employed so the Council cannot stipulate working hours.
- Commented that the consultation on the fee should seek views from the members of the public in addition to the trade
- Heard that this was a request to consult on the fixing of the taxi tariff and that perhaps a wider consultation could be considered on the wider issues on attracting drivers to the trade

The Committee rejected the proposal to:

1. To consider and resolve to adopt the Taxi Table of Fares (Taxi Tariff) fee setting policy for setting future taxi fares in Plymouth as set out in Appendix 2 of the report.

The Committee agreed the proposals to:

2. Approve the proposed Tariff set out in Appendix 5 of the report, as proposed by Officers
3. Resolved to authorise the advertising of the Tariff set out in Appendix 5 of the report, as required by the Plymouth City Council Act 1975, and to allow the Tariff to come into effect four weeks after the period allowed for objections should no objections be received.

15. **Request for Delegated Authority to Deal with Initial Driver Applications with no Certificate of Good Conduct**

The Committee having –

- a) considered the report from the Director of Public Health;



- b) heard Rachael Hind's (Licensing Service Manager, Intelligence and Licensing) submission to the Committee to consider the report and the two options presented

The Committee raised the following key areas which included:

- legal advice that if the delegation was granted and the Officers and nominated members of the Committee could not reach agreement, then the decision would be returned to the Committee for consideration and final decision.
- the methodology of considering such applications was set out in the report and would be considered in detail for every case
- the criteria would cover the largest part of the applicant's adult life
- A report of the number of exemptions dealt with would be noted at each Committee meeting.

The Committee agreed to adopt Option I in the report as amended as follows:

- Delegate to the Strategic Director of Public Health, in consultation with the Chair and Vice Chair of the Taxi Licensing Committee and lead Taxi Licensing Committee opposition member, the authority to exempt an applicant from the requirement to produce a Certificate of Good Conduct, which would be a departure from the Hackney Carriage and Private Hire Licensing Policy 2022, where there are exceptional, clear and compelling cases to do so, as set out in the report at paragraph 11.
- This delegation would only be for the remainder of this municipal year.

16. **Exempt Information**

The committee agreed that under Section 100A(4) of the Local Government Act, 1972 to exclude the press and the public from the meeting for the following items of business, on the grounds that they involve the likely disclosure of exempt information, as defined in paragraph 1 of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

17. **Confidential Minutes**

The committee agreed that the confidential minutes from the meeting on 9 June 2022 were a correct record.

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**REVIEW OF TAXI TABLE OF FARES (TAXI TARIFF)**

Taxi Licensing Committee



Date: 01 September 2022

Title of Report: **Review of Hackney Carriage Taxi Table of Fares (Taxi Tariff)**

Lead Member: Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport)

Lead Strategic Director: Ruth Harrell Director of Public Health

Author: Graham Hooper

Contact Email: graham.hooper@plymouth.gov.uk

Your Reference: TAXILIC/GH/Sept22Tariff

Key Decision: No

Confidentiality: Part I - Official

**Purpose of Report**

On 07 July 22 the Taxi Licensing Committee considered the review of the Taxi Table of Fares (T.O.F) otherwise known as the Taxi Tariff and resolved to send the proposed T.O.F as set out in the accompanying report for public consultation, as set out in the prescribed process under Section 23 of the Plymouth City Council Act 1975. The original Committee report and details can be viewed online at the following link:

<https://democracy.plymouth.gov.uk/ieListDocuments.aspx?CId=566&MId=10147&Ver=4>

In accordance with the PCCA 1975, the variations were advertised in the Plymouth Herald on 26 July 2022 (Appendix I) which included providing an opportunity and details for objections to be made. All Taxi drivers and vehicle proprietors were written to and provided with a copy of the T.O.F notice and were given until 09 August 2022 to make objections. Any objections received must be duly considered, prior to the T.O.F coming into effect as advertised or with amendments.

Only two responses were received, one in favour of the proposal and one in favour of the proposal but with the request that a 4<sup>th</sup> tariff for the night time on weekends and bank holidays is added in to the T.O.F structure.

**Recommendations and Reasons**

That the Licensing Committee consider the objection received by the Licensing Authority in relation to their statutory consultation on the proposed Taxi fares, and

- 1) Taking into account the representation received, either approve the Taxi Table of Fares as advertised or specify amendments to be made.
- 2) Approve a date by which the new Taxi Table of Fares shall come into force, which must be no later than the 04 October 2022.

**Alternative options considered and rejected**

None

**Relevance to the Corporate Plan and/or the Plymouth Plan**

This report links to the delivery of the City and Council priorities. In particular:

### **Unlocking the Cities Potential:**

By ensuring Plymouth: is a clean and tidy city and a green and sustainable city that cares for its environment; has a wide range of homes; has a vibrant economy offering quality jobs and skills; is an exciting, cultural and creative city and has a varied, efficient and sustainable transport network.

### **Caring for People and Communities:**

By ensuring Plymouth is a friendly, welcoming city, reducing health inequalities, making sure people feel safe in the city, focusing on prevention and early intervention, protecting children, young people and adults and improving schools and ensuring pupils achieve better outcomes.

### **Implications for the Medium Term Financial Plan and Resource Implications:**

Not Applicable

### **Financial Risks**

There are no financial risks to the Council by increasing the Taxi Tariff

### **Carbon Footprint (Environmental) Implications:**

There are no negative carbon footprint or other environmental implications resulting from amending/uplifting the Taxi Tariff. The proposed uplift should encourage members of the trade to invest in cleaner more efficient vehicles.

### **Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

There are no other implications to the Council by increasing the Taxi Tariff

### **Appendices**

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
1	Briefing Report (mandatory)							
2	Advertised Table of Fares							
3	Consultation Responses							
4	PLTA Proposed Tariff Structure							

### **Background papers:**

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of background paper(s)	Exemption Paragraph Number (if applicable)						
	If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.						
	1	2	3	4	5	6	7

**Sign off:**

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Originating Senior Leadership Team member: Rob Nelder 16/08/22											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 16/08/22 by Email											
Cabinet Member approval: Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport) Date approved: 16/08/22 by Email											

## Appendix I: Briefing Report

### 1.0 Background Information

- 1.1 The proposed T.O.F was agreed to go out to public consultation at the Taxi Licensing Committee on 07 July 2022 and was published in the Herald on 26 July 2022. (Appendix 2) and details placed on the Council website. All Taxi drivers and vehicle proprietors were written to with a copy of the proposed T.O.F and a link to the supporting Committee report and were given until 09 August 2022 to make any comments and objections.

### 2.0 Legal Framework

- 2.1 Under section 23 (1) of the Plymouth City Council Act 1975 (PCCA 1975), the Council is responsible for setting the maximum fares and other costs that drivers may charge a customer for using taxis in the City. The Council does not have powers to set fares for journeys in private hire vehicles. Members should note that drivers may charge a lower fare or offer a discount if they wish and negotiate fares for travel outside of the City boundaries. The meter does not need to be used for hiring of over an hour or for contracts with a public authority.

Taxi fares are made up of an initial hiring charge (flag fall) and a mileage rate, both of which are expressed in terms of distance and or time. This is because when a hired taxi is stationary or moving at less than 6mph in traffic the meter continues charging by time instead of distance. It can never charge both time and distance at the same time.

The T.O.F should be set to enable sustainable income for drivers, future investment in vehicles and to clearly set rates that minimise the opportunity for overcharging or confusion.

The T.O.F has to be displayed within all taxis to allow passengers to calculate the approximate cost of their journey. The PCCA 1975 requires taximeters to be fitted in every licensed vehicle. Once set, all drivers must display the maximum fare on their taximeter. This ensures consistency across all taxis and provides public confidence that the fare they are charged is correct.

In accordance with the statutory procedure set out in Section 23 of the PCCA 1975, the Council is required to undertake a public consultation prior to making any amendment to the T.O.F.

A notice must be published in at least one local newspaper circulating in the City setting out the variation and specifying the period, which cannot be less than 14 days from the date of the first publication of the notice, within which and the manner in which objections can be made. If no objection to the variation of the T.O.F, or if all objections are withdrawn, the revised T.O.F will come into operation on the date of the expiration of the consultation period.

However, if any objections are made and not withdrawn, the Committee will consider the objections and set a further date, not later than two months after the closing date of the advertised consultation on which the T.O.F shall come into force with or without further

modifications. The T.O.F approved by the Committee would come into effect not later than 09 October 2022.

### 3.0 Consultation Responses

3.1 A table showing the two consultation responses received can be seen in Appendix 3 of this report.

3.2 The first comment was received from a driver/proprietor who was in full support of the advertised proposal and the second response was received from the Plymouth Licensed Taxi Association (PLTA) who are in support of the proposal, but with the additional proposal that a fourth tariff is added to the T.O.F structure which in effect is a separate night time tariff.

3.3 The PLTA propose that the fourth tariff would run from:

- 22:00hrs to 06:00hrs on Friday to Saturday and Saturday to Sunday as well as Sunday to Monday when the Monday is a Bank Holiday, the flag fall should be enhanced by 50p. Also when this Tariff is in operation the Mileage Rate should, for any distance up to 2 miles be 30p for each 1/8 of a Mile, but from the 2 Mile point onward should be 30p for 1/10 Mile.

3.4 Appendix 4 shows the PLTAs proposal in table format.

3.5 The PLTA suggest that the introduction of a fourth tariff which adds a night time tariff to the structure provides recompense for drivers working the Evening and Night Time Economy (ENTE) and will encourage more drivers to work at unsociable hours providing a better service for customers and improving the safety of the public.

3.6 Licensing Officers do not support this proposal from the PLTA for the reasons set out in 3.7 to 3.9.

3.7 The structure of the T.O.F was reduced from 5 individual tariffs to 3 during the last review as the existing 5 tariff structure was considered unwieldy, complicated and not user friendly for the travelling public and drivers alike. Reintroducing a fourth tariff sees a return to a complicated structure and is considered to be a backwards step.

3.8 Following the previous 'interim review' in January this year. The current advertised proposal was calculated taking into account the sharp rises seen in recent months with inflation, fuel and the cost of living. The proposed increase is considered substantial with up to 22% increase on some journey distances that take place at night.

The following table summarises the cost for journeys for 1 to 10 miles for the current tariff, the proposed advertised tariff and the additional 4<sup>th</sup> tariff proposed by the PLTA which is taken from the spreadsheet submitted with their objection. The PLTAs proposal for a 4<sup>th</sup> night time tariff would see an average increase of 34% on journeys taking place at night with some journey distances increasing more.

Journey (Miles)	Price Per Journey Excluding Extras (Night Time)				
	Current Tariff	Advertised Tariff	% Increase from Current Tariff	PLTA Proposed 4th Tariff	% Increase from Current Tariff
1	£5.40	£6.60	22%	£7.10	31%
2	£7.50	£9.00	20%	£9.50	27%
3	£9.60	£11.40	19%	£12.50	30%
4	£11.70	£13.80	18%	£15.50	32%
5	£13.80	£16.20	17%	£18.50	34%
6	£15.90	£18.60	17%	£21.50	35%
7	£18.00	£21.00	17%	£24.50	36%
8	£20.10	£23.40	16%	£27.50	37%
9	£22.20	£25.80	16%	£30.50	37%
10	£24.30	£28.20	16%	£33.50	38%
Average % Increase			18%		34%

There is less competition at night compared to the day and there will always be plenty of people looking for transport home after a night out. Therefore drivers already have the ability to earn a good living due to the supply and demand issue at night and the proposed increase across the existing T.O.F structure will already provide a driver to be suitably recompensed for working unsociable hours. A further increase on top of that already proposed may be perceived by the public as excessive and render the cost of Hackney Carriages prohibitive to use at night.

- 3.9 Licensing Officers accept that there are driver shortages in the Taxi Trade however, this is not unique to Plymouth but a nationwide problem. There is no evidence to suggest that creating a 4<sup>th</sup> tariff will do anything to increase driver availability at night, conversely, it may have the adverse effect by being so expensive that it negatively impacts on the ENTE and the public's ability to pay during a time of economic constriction.

#### 4.0 Conclusion

- 4.1 Licensing Officers recommend that Taxi Licensing Committee resolve to approve the T.O.F as advertised and put out to consultation on 26 July 2022.
- 4.1 The Committee are able to amend the T.O.F as they see fit. Following the consultation with the public and the Taxi Trade, Committee members need to consider the objection in Appendix 3 and decide whether the T.O.F will remain as published or whether amendments are required.
- 4.2 The determined T.O.F will come into force on a date as agreed by the Committee, which must be no later than 2 months after the original date (09 October 2022).

## Appendix 2



## Advertised Table of Fares

TUESDAY, JULY 26, 2022 **PLYMOUTH HERALD** 27

### Public Notices

Public Notices

#### HACKNEY CARRIAGE TABLE OF FARES

**PLYMOUTH CITY COUNCIL**

Notice is hereby given that Plymouth City Council have in pursuance of section 23 of the Plymouth City Council Act 1975, made the following table in respect of Hackney Carriages within the City.

Made by virtue of Section 23 of the Plymouth City Council Act 1975

The driver must not refuse, without reasonable excuse, to take a hirer or would be hirer to any place within the licensing district, Section 53, Town and Police Clauses Act 1847.

Applies to ALL journeys within the City boundary, and to journeys outside the City boundary unless agreed otherwise between driver and hirer, PRIOR to the hiring being commenced. Fares detailed below are the MAXIMUM fares that may be charged. Hiring's may be undertaken without the use of the meter where there is a prior contract with a public authority or for a period in excess of one hour. No other charges may be made.

**Tariff 1** Applies Monday to Saturday from 8am to 7pm

**Tariff 2** Applies Monday to Saturday from 7pm to 8am, Sundays/Bank Holidays from 8am to 8am the following day

**Tariff 3** Applies from 7pm Christmas Eve to 8am 27 December and from 7pm 31 December to 8am 1 January

Distance	Tariff 1	Tariff 2	Tariff 3
For any distance up to 1/7th of a mile	£3.60	-	£7.20
For any distance up to 1/8th of a mile	-	£4.20	-
For each subsequent 1/7th of a mile or part thereof	30p	-	60p
For each subsequent 1/8th of a mile or part thereof	-	30p	-

Waiting Time	Tariff 1	Tariff 2	Tariff 3
For each completed period of 60 seconds	-	30p	-
For each completed period of 90 seconds	30p	-	60p

#### Extra Charges

Each additional passenger after the second (unaccompanied children under the age of 3 are not charged, two children between 3 & 12 to be charged as one).	20p
Entrance to MCD establishments, booking fee, or from Plymouth Railway Station (subject to permit).	50p
For each uncaged animal except guide, hearing or other assistance dogs.	50p
In the event of extra public holidays being announced within the life of this tariff, the tariff stands with an additional charge to be added to the meter for each hiring on the new public holiday.	50p
Fuel - to be added to each hiring if and when fuel oil is £1.80 per litre at Home Park Service Station (Outland Road) with a further 10p for each subsequent increase of 10p per litre.	10p
For any sitting of a vehicle, inside or out.	Up to £100.00
Toll charges incurred at current rate for return journey.	


Effective from Date: TBC 2022

Any person wishing to object to the above table of fares should do so in writing to the Licensing Service Manager at the address below. All objections must be received not later than 14 days from the date of the publication of this notice.

A copy of the publication of this notice may be viewed until 9 August 2022 on our website [www.plymouth.gov.uk/about/council/legal/notices](http://www.plymouth.gov.uk/about/council/legal/notices) or a copy will be provided on request from Licensing Department, Windsor House, Tavistock Road, Plymouth, PL6 5UF on any week day, during the usual office hours. Please contact 01752 304141 or Email: [taxi.licensing@plymouth.gov.uk](mailto:taxi.licensing@plymouth.gov.uk)

**www.plymouth.gov.uk**

marketplace@plymouth.gov.uk  
taxi and public hire only



Any item  
any price  
free online

## Appendix 3

**Consultation Responses**

<b>Date Received</b>	<b>Consultation Response</b>
27 July 2022	<b>Support</b>  Good afternoon,  I have no objections over the new tariff sheet and I expect that on the 9th of August the changes will be applied.  Thank you
27 July 2022	PLTA Response next page

OFFICIAL

**Plymouth Licensed Taxi Association**

317 Fort Austin Avenue, Eggbuckland, Plymouth, PL6 5TQ

Mobile: 07775883365

Email: [plta.martinleaves@yahoo.com](mailto:plta.martinleaves@yahoo.com)

Licensing Service Manager,  
Licensing Department,  
Windsor House,  
Tavistock House,  
Plymouth.  
PL6 5UF  
(By email)

27<sup>th</sup> July 2022**Objection to Proposed Tariff**

Dear Sir,

I have been instructed by the Membership attending the Annual General Meeting of the Association to make the following objection.

There is no objection to the 3 Tariffs as shown in the Public Notice, Plymouth Herald, 26 July 2022, the PLTA support their introduction. We look to include a 4<sup>th</sup> Tariff in addition.

From 2200 to 0600 on Friday to Saturday and Saturday to Sunday as well as Sunday to Monday when the Monday is a Bank Holiday, the flag fall should be enhanced by 50p. Also when this Tariff is in operation the Mileage Rate should, for any distance up to 2 miles be 30p for each 1/8 of a Mile, but from the 2 Mile point onward should be 30p for 1/10 Mile.

For clarity I attach a copy of a revised Tariff including our objection, and, to aid further, a spreadsheet to estimate Fare/Distance as previously provided to the Taxi Committee in Hard Copy.

Yours faithfully,

*Martin Leaves*

Martin Leaves (PLTA Secretary).



**ALWAYS USE A LICENSED TAXI, BE SAFE**  
.....**LOOK FOR THE LIGHT!**  
Registered in England No: 05444446



## Appendix 4

## PLTA proposed Tariff Structure

HACKNEY CARRIAGE TABLE OF FARES				
<p>Made by virtue of Section 23 of the Plymouth City Council Act 1975</p> <p>The driver must not refuse, without reasonable excuse, to take a hirer or would be hirer to any place within the licensing district, Section 53, Town and Police Clauses Act 1847.</p> <p>Applies to ALL journeys within the City boundary, and to journeys outside the City boundary unless agreed otherwise between driver and hirer, PRIOR to the hiring being commenced. Fares detailed below are the MAXIMUM fares that may be charged. Hiring's may be undertaken without the use of the meter where there is a prior contract with a Public Authority or for a period in excess of one hour. No other charges may be made.</p> <p><b>Tariff 1</b> Applies Monday to Saturday from 6am to 7pm</p> <p><b>Tariff 2</b> Applies Monday to Saturday from 7pm to 6am, Sundays/Bank Holidays from 6am to 6am the following day Except when Tariff 3 is operative</p> <p><b>Tariff 3</b> Applies Friday and Saturday and Sunday when the Eve of a Bank Holiday from 10pm to 6am following day</p> <p><b>Tariff 4</b> Applies from 7pm Christmas Eve to 6am 27 December and from 7pm 31 December to 6am 1 January</p>				
Distance	Tariff 1	Tariff 2	Tariff 3	Tariff 4
For any distance up to 1/7 <sup>th</sup> of a mile	£3.60	-		£7.20
For any distance up to 1/8 <sup>th</sup> of a mile	-	£4.20		-
For any distance up to 1/8 <sup>th</sup> of a mile			£4.70	
For each subsequent 1/7 <sup>th</sup> of a mile or part thereof	30p	-		60p
For each subsequent 1/8 <sup>th</sup> of a mile or part thereof	-	30p		-
For each subsequent 1/8 <sup>th</sup> of a mile or part thereof to 2 miles			30p	
For each subsequent 1/10 <sup>th</sup> of a mile or part thereof from 2 miles			30p	
Waiting Time	Tariff 1	Tariff 2	Tariff 3	Tariff 4
For each completed period of 60 seconds		30p	30p	
For each completed period of 90 seconds	30p			60p
Extra Charges				
Each additional passenger after the second (accompanied children under the age of 3 are not charged, two children between 3 & 12 to be charged as one).				20p
Entrance to MOD establishments, booking fee, or from Plymouth Railway Station (subject to permit).				50p
For each uncaged animal except guide, hearing or other assistance dogs.				50p
In the event of extra public holidays being announced within the life of this tariff, the tariff stands with an additional charge to be added to the meter for each hiring on the new public holiday.				50p
Fuel - to be added to each hiring if and when fuel oil is £1.80 per litre at Home Park Service Station (Outland Road) with a further 10p for each subsequent increase of 10p per litre.				10p
For any soiling of a vehicle, inside or out.				Up to £100.00
Toll charges incurred at current rate for return journey.				
Effective from Date: TBC 2022				

The following relates to exempt or confidential matters (Para(s) 1 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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