

BEST ACHIEVING
COUNCIL OF THE YEAR



Barry Keel
Chief Executive

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Date: 23 August 2011

Please ask for: Ross Johnston, Democratic Support Officer
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LICENSING COMMITTEE (HACKNEY CARRIAGE)

Date: Friday 2 September 2011

Time: 10am

Venue: Council House

Members:

Councillor Reynolds, Chair

Councillor Delbridge, Vice Chair

Councillors Bowie, Churchill, Haydon, Mrs Nicholson and Rennie.

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

Members and officers are requested to sign the attendance list at the meeting.

Please note that unless the chair of the meeting agrees, mobile phones should be switched off and speech, video and photographic equipment should not be used in meetings.

Barry Keel
Chief Executive

LICENSING COMMITTEE (HACKNEY CARRIAGE)

AGENDA

PART I – PUBLIC MEETING

1. APOLOGIES

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

2. DECLARATIONS OF INTEREST

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

3. CHAIR'S URGENT BUSINESS

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

4. HACKNEY CARRIAGE AND PRIVATE HIRE FEES (Pages 1 - 8) 2011-2012

The Director for Community Services will submit a report on the Hackney Carriage and Private Hire fees for 2011-2012.

5. PROPOSAL FOR A HACKNEY CARRIAGE TARIFF INCREASE (Pages 9 - 20)

The Director for Community Services will submit a report on the Proposal for a Hackney Carriage Tariff Increase.

6. EXEMPT INFORMATION

To consider passing a resolution under Section 100A(4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in paragraph 3 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 Panel is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

7. PROPOSAL FOR A HACKNEY CARRIAGE TARIFF INCREASE (Pages 21 - 26)

The Director for Community Services will submit a report on the Proposal for a Hackney Carriage Tariff Increase.

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Subject: Hackney Carriage and Private Hire Fees for 2011-2012

Committee: Licensing Committee (Hackney Carriage)

Date: 2 September 2011

Cabinet Member: Councillor Jordan

CMT Member: Director for Community Services

Author: Andy Netherton,

Contact: Tel; 01752 304742
e-mail: andy.netherton@plymouth.gov.uk

Ref: PPS/AN

Part: 1

Executive Summary:

Plymouth City Council regulates the Hackney Carriage and Private Hire industry through the licensing framework set out in the Plymouth City Council Act 1975. Fees for licences should be set at a figure which will recover the full cost of the licensing administration including enforcement. The budgets are operated as two trading accounts, one for Private Hire and the other for Hackney Carriage.

A review of the current fees has been undertaken to balance the two trading accounts. A new fees structure has been constructed following consultation and legal advice. The recommended fees structure has been designed to achieve: -

- A more accurate reflection, in the fee, of the true cost of the administration of different licence types.
- Bringing the accounts into balance by 2013/14

Corporate Plan 2011-2014:

This report links to the delivery of the corporate improvement priorities, in particular:

- Delivering sustainable growth – The trades employ a significant number of people and support local businesses through their activity. Hackney carriages and private hire form part of the successful public transport system and visitor experience.
- Providing more and better culture and leisure activities – Visitors views of the City may be influenced by a well presented vehicle or driver. These vehicles form an essential part of the public transport system.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The Hackney Carriage and Private Hire accounts have been subject to periods of both excessive surplus and deficit over the last 10 years. This fee report is the third in a series of reviews designed to ensure that both accounts come into an acceptable level of balance by 2013/14.

The fee levels in this report have been set to continue in achieving this aim. Future annual reviews will ensure that any changes in projected income or expenditure are identified and appropriate action taken to adjust fee levels.

Both accounts are separate trading accounts and should have no affect on general fund accounts.

Other Implications: e.g. Section 17 of the Crime Disorder Act 1998, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:

Section 17 of the Crime and Disorder Act 1998 puts a statutory duty on every Local Authority to exercise its various functions with due regard to the need to do all that it reasonably can do to prevent crime and disorder in its area.

Lower income groups are a significant user of the hackney carriage and private hire trade. Increases in fee levels have an influence on fare levels. Fee levels should be reasonable so as not to adversely affect fares charged.

Recommendations & Reasons for recommended action:

The Committee resolve to:

Agree for the new fee structure as set out in the Fees Table (Appendix I) to be advertised in accordance with statutory requirements.

Reason

The Hackney Carriage taxi reserve account is in deficit by £129,099. The Private Hire taxi reserve account is in surplus by £186,944. Balancing the accounts by 2013/14 enables the Hackney Carriage trade to absorb the costs of the fees increase over a medium term period whilst addressing the deficit. A shorter period would produce much larger initial fee increase. Increasing the period would reduce the initial fee increases but would extend the period that the account deficit had to be supported by the council.

Alternative options considered and reasons for recommended action:

Consideration was given to a single increase in fees. This was rejected as the single step increase would have produced a larger increase in fee for the trade to absorb in one year. Consideration was given to a recommendation that the accounts be brought into balance over a longer period. This was rejected because the council would not continue to support the deficit over a longer period.

Background papers:

None.

Sign off:

Head of Fin	CoSF ED1112 002	Head of Leg	AG/12203/ 6.7.2011	Head of HR	Head of AM	Head of IT	Head of Strat. Procur.
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Originating CMF Member

1.0 Background Information

Plymouth City Council regulates the Hackney Carriage and Private Hire industry through the licensing framework set out in the Plymouth City Council Act 1975. Fees for licences should be set at a figure that will recover the cost of the licensing administration including enforcement. The budgets for taxi licensing are operated as two trading accounts, one for Private Hire and the other for Hackney Carriage.

- 1.1 A major review of the fee structure and levels was undertaken over 2007 and 2008, which resulted in a new fees structure which came into effect on the 3rd January 2009. It was proposed that an annual fee review be undertaken to ensure that the accounts came into balance by 2013/14.

An annual review during 2010 led to the current fees coming into effect in August 2010.

- 1.2 In preparation for this fee annual review meetings have been held with the Plymouth Licence Taxi Association (PLTA). It is hoped that any major objections have been resolved. All private hire operators were written to in order to notify them of the proposal for no change in private hire fees.

Appendix I contains the current fees and proposed fees levels for 2011/12.

2.0 Legal Framework

2.1 Drivers Licences

The Council may make a charge for the grant of the licences for drivers of Hackney Carriages and Private Hire vehicles by virtue of Section 11(2) of the Plymouth City Council Act 1975. The fees must be considered reasonable with a view to recovering the costs of issue and administration (including enforcement) of the licence.

2.2 Vehicle Licences

The Council may make a charge for the issue of a vehicle licence for a Hackney Carriage or a Private Hire vehicle by virtue of sections 5A and 28 of the Plymouth City Council Act 1975.

These fees can include the: -

- Reasonable costs of inspection of vehicles
- Reasonable cost of providing ranks for Hackney Carriage vehicles, and;
- Any reasonable or other costs connected with the administration and enforcement of Hackney Carriage and Private Hire vehicle licensing.

2.3 Operators Licences

The Council may make a charge for the issue of Private Hire Operators licences by virtue of section 28 of the Plymouth City Council Act 1975. The Operators fee should relate to the costs for grant, renewal and of administering the licensing scheme and should be reasonable.

- 2.4 It is considered that all reasonably incurred legal expenses and professional charges incurred in taking or defending proceedings which are directly related to the control, supervision, administration and / or enforcement of all parts of the Hackney Carriage and Private Hire trade should be charged to the relevant part of the taxi reserve accounts.

3.0 Process to increase fees

- 3.1 To be able to vary the fee structure there is a statutory process required under s.28 Plymouth City Council Act 1975 which is as follows:

1. An advertisement will need to be placed in the Evening Herald giving a minimum of 14 days from publication for objections to be received.
2. If no objections are received within that time limit then the date the fee increase comes into effect is the date specified in the notice as being the end of the period for objections (which would also be the case if any objections are received but withdrawn before the end of that period)
3. Any objections received will be fed back to this Committee for consideration once the consultation period has elapsed.
4. At this time Members will be required to consider the objections and decide whether to amend the increase in fees in line with objections or to continue with the increase as proposed.
5. The earliest any increase could be effective, if there were no objections, would be 14 days after the date the advertisement appeared in the press.
6. The latest any increase could become effective would be 2 months after the initial advertisement is placed.

4.0 Allocation of expenses and income

- 4.1 In setting its fees the authority should seek to recover the total cost of the administration of that licence or process. The fees for the five licence types, Hackney Carriage driver and vehicle, Private Hire driver, vehicle and operator, will be set at a level to recover the costs of all control, supervision, administration and/or enforcement associated with the licence type.
- 4.2 Where specific expenditure can be associated with a particular trade the amount is allocated to that trade budget, e.g. postage costs, vehicles plate costs etc. Where generic expenditure is incurred, including reasonable central support service recharges, this is allocated on a 35% (Hackney Carriage) and 65% (Private Hire) basis. An example would be printer consumables and salaries.
- 4.3 The basis for this split was agreed in the December 2008 Committee meeting and is still an accurate reflection based on;

Split of licences

Hackney Carriage Vehicles 367 (31%) Private Hire Vehicles 810 (69%)

Hackney Carriage Drivers 467 (36%) Private Hire Drivers 836(64%)

Licence Administration

A total of 3416 applications were received for new licences or for the renewal, transfer, cancellation or surrender of existing licences. Of these 31% were related to the hackney carriage trade and 69% to the private hire trade.

Level of enforcement activity

Total vehicle checks undertaken were 526, with 26% being hackney carriage and 74% private hire

These checks revealed 329 vehicles with one or more non conformities with the vehicle specification, with 32% being hackney carriage and 68% private hire

A total of 86 Committee Reports were presented in 2010/11 involving drivers, vehicles or operators of these 36% were Hackney carriage and 64% were Private Hire.

Hackney carriage licensing does however have unique requirements which add costs;

- The current process of limiting the number of Hackney Carriage vehicle licences

- Rank reviews and maintenance
- Taxi tariff reviews

3.4 It is felt that the current allocation of 35% hackney carriage and 65% private hire is still valid, but will be reviewed as part of each fee review.

3.5 The factors that determine fee levels are: -

- the principal of full cost recovery,
- fees should be set at a rate to cover the cost of administering that specific licence type.
- fees should not cross subsidise other licence types.
- the number of licences of the different types.
- basing operator's annual fees on a cost per driver.
- the cost of administration, including enforcement, associated with the licence types.
- level of reserves.

Fees Structure Changes for 2011/12

4.0 Fee Increases

4.1 A major issue in previous fee reviews concerned expenses incurred as a result of court costs. These expenses were incurred in 2005/2006 as a result of the council's defence of its policy to limit the number of Hackney Carriage vehicle licences. The original Court hearing for this matter was held in Plymouth in 2006 and the Court ordered that one vehicle licence should be issued and the Council should pay 60% of the Operators Costs. The Costs element of the order was reviewed shortly after the initial hearing and revised to payment of 20% of the operators costs (which had been estimated at £285k). Both of these decisions have been the subject of appeal to the Administrative Court in London. Hearings on both of these matters took place in the High Court in London in November 2007. At these hearings the Council was successful in defending the decision to grant only one vehicle licence, but the fees order was set at the original level of 60%. A legal challenge was made by the Council in respect of the fees order but the action was withdrawn following an agreed settlement of costs to be paid. No costs associated with these cases were contained in the accounts or previous fees. Appropriate amounts were removed from the budgets in 2008/09.

4.2 The recovery of these costs from a third party has been pursued and an out of court settlement agreed. The out of court settlement included a confidentiality clause which limits the level of detail that can be disclosed in this report. In summary, however, the settlement resulted in an unrecoverable amount totalling £30,431, this represents the recovery of 85% of the original costs claimed by the Council. External legal advice was sought during the negotiations and advice received was that further litigation would be unlikely to improve the final settlement given additional costs in pursuing the claim through the courts. This amount has been added to the 2010/11 accounts. It should be noted that the Council has offset some of its own internal costs associated with the negotiations and this sum reflects only externally incurred costs.

The burden of paying the unrecoverable amount must be met by vehicle proprietors. The costs were associated with the numbers of licensed vehicles and not connected with the licensing of drivers.

The accounts therefore show an increase of £30 per vehicle per annum for the next 3 years.

4.3 In order to meet the balanced account by 2013/14 it is proposed that some fees for the Hackney Carriage licences are increased by 5%. Due to the current level of surplus it is proposed for no increase to the private hire fees for 2011/12. The level of account deficit

and limited number of licenses determines that the fees for Hackney Carriage trade will be significantly higher than those for the Private Hire trade until 2013/14.

4.4 The original fee review in 2008 concluded that it was likely that an annual increase of 10% for Hackney Carriage fee would be required to bring the accounts into balance by 2013/14. More accurate projections and the reduction in expenditure now allow for a smaller annual increase.

4.5 The private hire account is still in surplus and consideration has been given to a reduction in fees to address this situation. Given the prospect of increased central support recharges for 2012/13 it is considered appropriate to review the situation again for the 2012/13 fee review.

5.0 Criminal Records Bureaux (CRB) Checks

CRB checks for drivers are required at three yearly intervals after the first application. Currently the costs associated with Enhanced CRB checks (£36) have been included with the various licence fees, i.e. 1 & 3 year driver's licence and initial application fees.

5.1 Changes to the legislative framework and guidance have led to drivers now only receiving a standard CRB check costing £26. The current fees are been reduced to reflect the reduction in the costs of undertaking a CRB check.

In order to allow for greater clarity in the accounts and to allow for more flexibility in future changes to CRB costs, this element of the licence fee has been removed and will be charged separately as and when required. This change is reflected in Appendix I.

6.0 **Future Budget Risks**

Central support recharges are currently allocated to the accounts on historic data. Corporately a more accurate level of central recharges are being developed, which are likely to significantly increase the amount charged to the accounts. Accurate figures were not available for this fee review, but hopefully will be included in the review for 2012/13.

6.1 The Hackney Carriage and Private Hire licensing system is frequently subject to challenges through the court systems, ombudsman and District Audit functions. In 2010 Guildford BC was heavily criticised for the management of their trade accounts which resulted in a significant repayment to the trade met by the Council's general funds. Officers have reviewed the findings of the District Audit and consider that there are no major implications for the current accounting system in place. As always, however, much of the law is subject to individual interpretation by judges and so officers will continue to monitor challenges to accounting systems in other councils to ensure that we have a defendable accounting system.

7.0 **Conclusion**

7.1 Having considered legal advice on the fees structure, the councils existing policies, officers have drawn up the fees structures for 2011/ 2012, shown in the fees table, Appendix I. The proposed fees if adopted will enable the accounts to come into balance by 2013/14 subject to a number of assumptions and predictions.

7.2 The impact of fee increases will be reviewed annually and any necessary alterations will be approved as set out in the Council's scheme of delegation.

8.0 **Recommendations & Reasons for recommended action**

8.1 The Committee resolve to:

Agree for the new fee structure as set out in the Fees Table (Appendix I) to be advertised in accordance with statutory requirements.

Reason

The Hackney Carriage taxi reserve account is in deficit by £129,099. The Private Hire taxi reserve account is in surplus by £186,944. Balancing the accounts by 2013/14 enables the Hackney Carriage trade to absorb the costs of the fees increase over a medium term period whilst addressing the deficit. A shorter period would produce much larger initial fee increase. Increasing the period would reduce the initial fee increases but would extend the period that the account deficit had to be supported by the council.

APPENDIX I

Proposed Fees for Hackney Carriage and Private Hire Licences 2011/12

Hackney Carriage Fees

Licence	Proposed Fee	Current Fee	Fee set in 2009
Vehicle Licence	£318.75	£275.00	£250.00
1 Year Drivers Licence	£164.10	£168.30	£153.00
3 Year Drivers Licence	£354.90	£374.00	£340.00
Duplicate Licence	£5.00	£5.00	£5.00
Vehicle Transfer	£27.00	£27.00	£27.00
Drivers Test	£63.00	£63.00	£63.00
Competency Test	£60.00	£60.00	£60.00
Driver Application Fee	£16.00	£52.00	£52.00
Replacement ID Card Fee	£10.00	£10.00	£10.00
Replacement Plate	£11.00	£11.00	£30.00
DVLA Licence Check	£18.00	£18.00	£18.00
Transfer from HC to PH/ Admin fee for refunds by cheque	£37.00	£37.00	£37.00
Transfer from HC to PH/ Admin fee for refunds by electronic transfer	£20.00	£20.00	NA
Temporary licence for replacement vehicle	£39.00	£39.00	NA
CRB Check	£26.00	NA	NA

Private Hire Fees

Licence	Proposed Fee	Current Fee	Fee set in 2009
Vehicle Licence	£120.00	£120.00	£120.00
1 Year Drivers Licence	£91.60	£103.67	£103.67
3 Year Drivers Licence	£185.00	£221.00	£221.00
Duplicate Licence	£5.00	£5.00	£5.00
Vehicle Transfer	£27.00	£27.00	£27.00
Drivers Test	£63.00	£63.00	£63.00
Competency Test	£60.00	£60.00	£60.00
Driver Application Fee	£16.00	£52.00	£52.00
Operator Application Fee	£140.00	£140.00	£140.00
Operator Fee (per driver)	£4.00	£4.00	£4.00
Replacement ID Card Fee	£10.00	£10.00	£10.00
Replacement Plate / Door Sticker	£11.00	£11.00	£30.00
DVLA Licence Check	£18.00	£18.00	£18.00
Transfer from PH to HC/ Admin Fee for refunds by cheque	£37.00	£37.00	£18.00
Transfer from PH to HC/ Admin fee for refunds by electronic transfer	£20.00	£20.00	£37.00
Temporary licence for replacement vehicle	£39.00	£39.00	NA
CRB Check	£26.00	NA	NA

CITY OF PLYMOUTH

Subject: Proposal for a Hackney Carriage Tariff Increase

Committee: Licensing Committee (Hackney Carriage)

Date: 2 September 2011

Cabinet Member: Councillor Jordan

CMT Member: Director for Community Services

Author: A. Netherton – Safety, Health & Licensing Manager

Contact: Tel 01752 304742
e-mail: andy.netherton@plymouth.gov.uk

Ref: ERS/LIC/AN/hct

Part: 1

Executive Summary:

There have been negotiations between officers and members of the Plymouth Licensed Taxi Association (PLTA) concerning proposals put forward by the PLTA for an increase in the hackney carriage tariff.

This report outlines the proposed changes to the tariff. The new tariff must be subject to a public notice in accordance with the Plymouth City Council Act 1975 prior to coming into effect.

Corporate Plan 2011-2014:

This report links to the delivery of the corporate improvement priorities, in particular:

- Delivering sustainable growth – The hackney carriage trade employ a significant number of people and support local businesses through their activity. Hackney carriages form part of the successful public transport system and visitor experience.
 - Providing more and better culture and leisure activities – Visitors views of the City may be influenced by a well presented vehicle or driver. These vehicles form as essential part of the public transport system.
-

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The costs of advertising and implementing the proposed increase, will met from the hackney carriage trade account.

Additional costs of printing and signage at the taxi ranks will also be met from the hackney carriage trade account

Other Implications: e.g. Section 17 of the Crime Disorder Act 1998, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:

Any increase in the hackney carriage tariff, may have an impact on the lowest income group using hackney carriage services, but this should be considered against the need for a hackney carriage proprietor or driver to be able to earn a living wage and allow for investment in replacement vehicles from the provision of those services.

Recommendations & Reasons for recommended action:

It is recommended that Members consider the information contained in this report and

1. Approve, or amended if necessary, the Hackney Carriage Tariff in Appendix 3 to this report, as proposed by officers, for the reasons given in this report.
2. That Members resolve to authorise the advertising of the Tariff agreed in recommendation 1 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.

Alternative options considered and reasons for recommended action:

Not to approve a fare increase – There has been no tariff increase, except a 10p fuel surcharge, since 2008. Given the increase in the cost of living an increase at this time is reasonable.

Increase more than requested – The trade must balance any increase with any negative affect on taxi usage by the public. Additionally any increase will affect low income earners as they form a significant user of taxis.

Background papers:

None

Sign off:

Head of Fin	CoSF EDIII 2 003	Head of Leg	AG/124 34/2.8.1 I	Head of HR		Head of AM		Head of IT		Head of Strat. Procur.
Originating CMF Member										

Report

1. The Hackney Carriage tariff of fares are fixed and from time to time amended by this Authority. The last increase was approved by this Committee on 16th June 2008. This has no effect on private hire charging which is not set by the Council. The current tariff is contained in Appendix 1
2. The power to enable the Council to fix the rates of fares for the hire of Hackney Carriages within the City is provided for in section 23(1) of the Plymouth City Council Act 1975.
3. The remainder of Section 23 of the Plymouth City Council Act is concerned with the advertising and bringing into effect the table of fares after the fourteen day period permitted for the receipt of objections. If objections are received and not withdrawn, Members after considering those objections can set a further date for implementation of the Tariff, either with or without modification.
4. The tariffs set by the Council are the maximum fares that can be charged. Drivers are able to request lower amounts and negotiate fares for travel outside of the City boundaries. The tariff table should be set to enable:
 - Sustainable income for drivers
 - Future investment in vehicles
 - Clearly set rates that minimise the opportunity for over charging or confusion
5. The tariff table has to be displayed within all hackney carriage vehicles to allow passengers to calculate the approximate cost of their journey.

The Plymouth Licensed Taxi Association (PLTA) at their AGM on the 7th June 2011 agreed to request an increase to the current tariff. The PLTA suggested tariff is contained in Appendix 2.

6. As part of the tariff review the layout of the table has been reviewed. Appendix 2 contains a revised layout designed by the Council's design studio and contains the increases requested by the PLTA. This will be resized and formatted as necessary to match the existing dimensions. The final version will conform to the corporate visual identify and publications requirements.
7. In principle officers have no objections to the proposed increase in the flag fall levels proposed by the PLTA. Other matters, in particular the numbers of extra charges are a matter of concern and have been discussed at previous tariff setting meetings. It was certainly the recommendation of officers to remove unnecessary extras. Extra charges should be completely justifiable and reflect additional costs associated with the passenger's journey.
8. The primary role of the new tariff layout should be one of clarity of use and the changes are given below with explanation for each. These matters for debate are as follows:

Extra Charges - Plymouth Railway Station

9. The present arrangements are that First Great Western requires providers of taxi services from its main line station to tender for the contract to work the rank at the station entrance.

Plymouth Taxis Limited is the current provider of that service, after successfully bidding for that contract. The costs incurred by winning that contract are then passed on to individual drivers who apply for a station permit that allows them to work the rank at the station. Drivers have been permitted to charge an extra on the fare meter for every journey from the railway premises. Officers consider this extra fee could present a less than favourable image of the city to visitors; a passenger should not have to pay to protect a driver's potentially advantaged market position.

10. The rank at the Railway Station is the second busiest rank in the city, but unlike the other ranks operating in the city only 95 (numbers will vary) vehicles are permitted to obtain fares from this stand (figures taken from the 2007 survey of unmet demand). During the last unmet demand survey there were 3700 hackney carriage departures taking 5650 passengers from the station during the survey period. This would indicate that this is a lucrative rank with a greater earning potential for drivers operating within this restricted market.
11. Further information for Members to consider on this point will be considered in the Part 11 (Private Meeting) which is to follow on the Agenda. The information to be considered is not for publication by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972

Extra Charges - River Tamar Toll

12. There has been an inclusion on the existing tariff of a "River Tamar Toll" of £1.00. This was considered necessary for transparency. Passengers wishing to undertake journeys out of the Plymouth Licensing district have two options. They can either negotiate a fare for the journey with the driver before commencement of the journey, or run the journey on the meter. If the meter is used, the tariff applies.
13. The last tariff did not make reference to the tag which allows discounted travel over the bridge. The Committee should again consider both the need for the extra charge and if justified whether it should be set at the full cost of £1.50 or the tag reduced rate of £0.75, or marked on the tariff as "CURRENT RATE FOR A RETURN JOURNEY". Matters to consider are:
 - The tag is available free of charge, only the credit amount is payable upfront
 - The tag is available to all who apply
 - Some vehicles are shared by multiple drivers and they will need to come to an amicable arrangement regarding transferring money to the tag and between each other.
 - Where a tag is present passengers may be overcharged.
14. It may be argued that the Toll is not a legitimate charge as the toll is incurred after the completion of a journey outside the City boundary and the passenger journey had ended prior to toll being required.
15. Other Authorities near major bridges have a mixture of approaches. Those Authorities surrounding the Severn Crossing remain silent on the matter leaving the journey to be negotiated. One Authority (Dartford) uses the current advertised rate approach.

Extra Charges - Any legitimate charges incurred during or as a result of the journey to be charged as extras

16. This was proposed by the PLTA in 2008 but not accepted in the final tariff. This would completely challenge the aim of the tariffs by reducing the transparency of the fares and

allowing greater opportunity for over charging.

Extra Charges - Carriage of luggage

17. This extra was removed in the last tariff as part of the aim to reduce the number of extras and improve consistency and transparency of the charging system. The PLTA have proposed the following extra charge (30p):

For each parcel carried outside the passenger compartment and for each other item larger than 61cm x 45cm x 15cm (2' x 1'6" x 6") 4.2 litre

Environmental Levy

18. The current licensing policy contains provision for a levy to be added in order to allow vehicle owners to financially assist in the provision of newer vehicles in order to comply with the policy requirements on meeting vehicle emission standards. The PLTA have not requested this separate fee at this time.

Fuel Surcharge

19. The PLTA have requested that the next fuel surcharge be added when fuel reaches £1.40 per litre. The Committee should consider whether the surcharge is likely to come into effect too soon given the frequent increase in fuel rises. Members may wish to consider whether a higher fuel price should be used.

Tariffs

20. In order to attract more drivers to support the evening and night time economy an additional tariff band has been suggested that operates after midnight. This now breaks the day into 3 bands further broken down by different days of the week. This makes the tariff complex but can be more easily understood by way of a table, where numbers 1-5 relate to tariffs 1-5 respectively:

Period	6am – 7 pm	7 pm – Midnight	Midnight – 6 am
Weekdays			
Monday - Saturday	1	2	3
Sunday	2	3	4
Bank Holidays	2	3	4
Christmas Eve	1	5	5
Christmas day	5	5	5
Boxing Day	5	5	5
31st December	1	5	5
1st January	5	5	6

Recommendations

It is recommended that Members consider the information contained in this report and

1. Approve, or amended if necessary, the Hackney Carriage Tariff in Appendix 3 to this report, as proposed by officers, for the reasons given in this report.
2. That Members resolve to authorise the advertising of the Tariff agreed in Recommendation 1 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

Appendix I

Effective from: 14.07.2008

Hackney Carriage Table of Fares

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 Police Clauses Act 1847. **A refusal to pay the metered or negotiated fare is an offence and may lead to prosecution.**

Tariff 1 (Day) - Applies Mon - Sat between 6am & 7pm (excluding bank holidays)

Tariff 2 (Night) - Applies Mon - Sat between 7pm & 6am (excluding bank holidays)

Distance *200 yards = approximately 182.88 metres

For any distance up to 200 yards

For the next 200 yards or part thereof

For each subsequent 400 yards or part thereof

Tariff 1 (Day)

£2.50

30p

30p

Tariff 2 (Night)

£3.00

30p

30p

Example 1 mile journey no waiting time / extras

£4.00

£4.50

Example 2 mile journey no waiting time / extras

£5.30

£5.80

Note that fares may be higher than shown if there are delays or heavy traffic.

Waiting Time

For each completed period of 90 seconds

30p

For each completed period of 60 seconds

30p

Extra Charges (All Tariffs)

For carriage of each additional passengers in excess of 2

20p

Entrance to MoD property or booking fee

40p

For each un-caged animal (excluding assistance dogs)

20p

From Plymouth Railway Station (subject to permit)

40p

River Tamar Toll

£1.00p

For any soiling of the vehicle inside or out, a charge of

£50 + Metered fare

No fare shall be taken for: any child under 3 years, one carer escorting a wheelchair passenger, or one child passenger between 3 and 12 years old.

Fuel: A 10p surcharge will be added to each fare once fuel oil reaches £1.30 a litre at Exeter Street Garage with a further 10p added for each subsequent increase of 10p per litre.

Destinations Outside of Licensing District.

The fare for any hiring outside the Licensing Area can be negotiated with the driver **before the commencement of the journey**, or run on the meter. Hirings may be undertaken without the use of a meter where there is a prior contract with a Public Authority or for a period in excess of an hour.

Sunday & Bank Holiday Surcharges

Sundays & Bank Holidays = + 50p

Christmas Season

7pm 24/12 until 6am 27/12 & 7pm
until midnight 31/12 & 6am 01/01 until
6am 02/01 = **Tariff 1 + 50%**

New Years day

Midnight until 6am = **Tariff 1 + 100%**

Want to Comment or Complain?

If you want to comment or complain about your journey in this taxi, please contact Plymouth City Council on (01752) 304141. Please ensure you have the vehicle licence number or driver badge number.

**Thank you for using a
Licensed Plymouth Taxi**

Appendix 2

PLTA suggested Table of Fares

Made by virtue of the Plymouth City Council Act 1975

Notice is hereby given that Plymouth City Council have in pursuance of section 23 Plymouth City Council Act 1975, made the following table given in respect of Hackney Carriages within the city. 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 Police Clauses Act 1847.

Tariff One Applies on Monday to Saturday from 6am to 7pm

Tariff Two Applies on Monday to Saturday from 7pm to midnight, and Sundays and bank holidays from 6am to 7pm

Tariff Three Applies on Monday to Saturday from midnight to 6am, and Sundays and bank holidays from 7pm to Midnight.

Tariff Four Applies on Sundays and Bank Holidays from midnight to 6am on the following day.

Tariff Five Applies from 7pm on Christmas Eve to 6am on 27 December; and from 7pm to midnight on 31 December and from 6am on 1 January to 6am on 2 January.

Tariff Six Applies on New Years Day from midnight to 6am.

Distance	Tariff one	Tariff two	Tariff three	Tariff Four	Tariff Five	Tariff Six
For any distance up to 200 yards	£3.00	£3.50	£4.00	£4.50	£4.50	£6.00
For the next 200 yards or part thereof	30p	30p	30p	30p	45p	60p
For each subsequent 400 yards or part thereof	30p	30p	30p	30p	45p	60p

Waiting time	Tariff one	Tariff two	Tariff three	Tariff four	Tariff five	Tariff Six
For each completed period of 60 seconds		30p	30p	30p		
For each completed period of 90 seconds	30p				45p	60p

Extra charges	
For each person over 12 years of age in excess of two	20p
Two persons over 3 years and under 12 years (count as one for the table of fares)	20p
Entrance to MOD establishments, booking fee, or from Plymouth Railway Station (subject to permit).	40p
For each parcel carried outside the passenger compartment and for each other item larger than 61cm x 45cm x 15cm (2' x 1'6" x 6") 4.2 litre	30p
For each uncaged animal (except working guide and hearing dogs)	30p
Fuel - to be added to each hiring if and when fuel oil is £1.40 at Exeter Street garage with a further 10p for each subsequent increase of 10p per litre	10p
For any soiling of the vehicle, inside or out	£50
No extra charge is to be charged for any child under 3 years or any child over 3 years and under 12 years not exceeding one.	

Out of city and extended period hirings

The fare for any hiring with a destination outside the licensing area can be negotiated with the driver before the commencement of the journey or run on the meter. Any legitimate charges incurred during or as a result of the fare paying customer's journey will be charged for. Hirings 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.

GOOD OR BAD SERVICE?

**Please let us know by calling 01752 304141
or email taxi.licensing@plymouth.gov.uk**

Please ensure you have the vehicle licence number or driver badge number and quote the date and time.

ADDITIONS: See Fare Table 20/03/2006

D Extra Charges

For each parcel carried outside the passenger compartment
and each other item larger than 61cm x 45cm x 15cm (2' x 1'6" x 6") 20p

E The fare for any hiring with a destination outside the Licensing Area, can be negotiated with the driver BEFORE the commencement of the journey or ran on the METER. Any legitimate charges incurred during or as a result of the fare paying customer's journey will be charged as extras. Hirings 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.

Appendix- 3

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 Police Clauses Act 1847.

Tariff One Applies on Monday to Saturday from 6am to 7pm

Tariff Two Applies on Monday to Saturday from 7pm to midnight, and Sundays and bank holidays from 6am to 7pm

Tariff Three Applies on Monday to Saturday from midnight to 6am, and Sundays and bank holidays from 7pm to Midnight.

Tariff Four Applies on Sundays and Bank Holidays from midnight to 6am

Tariff Five Applies from 7pm on Christmas Eve to 6am on 27 December; and from 7pm to midnight on 31 December and from 6am on 1 January to 6am on 2 January.

Tariff Six Applies on New Years Day from midnight to 6am.

Distance	Tariff one	Tariff two	Tariff three	Tariff Four	Tariff Five	Tariff Six
For any distance up to 200 yards	£3.00	£3.50	£4.00	£4.50	£4.50	£6.00
For the next 200 yards or part thereof	30p	30p	30p	30p	45p	60p
For each subsequent 400 yards or part thereof	30p	30p	30p	30p	45p	60p

Waiting time	Tariff one	Tariff two	Tariff three	Tariff four	Tariff five	Tariff Six
For each completed period of 60 seconds		30p	30p	30p		
For each completed period of 90 seconds	30p				45p	60p

Extra charges	
Each additional passenger after the second (accompanied children under the age of 3 are not charged, two children between 3 and 12 to be charged as one)	20p

Entrance to MOD establishments, booking fee, or from Plymouth Railway Station (subject to permit).	40p
For each uncaged animal (except working guide and hearing dogs)	30p
Fuel - to be added to each hiring if and when fuel oil is £1.50 at Exeter Street garage with a further 10p for each subsequent increase of 10p per litre	10p
For any soiling of the vehicle, inside or out	£50

Out of city and extended period hirings:

The fare for any hiring with a destination outside the licensing area can be negotiated with the driver **before the commencement of the journey** or run on the meter. Hirings 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.

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