



**Oversight and Governance**

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

Please ask for Democratic Advisor  
T 01752 305155  
E [democraticsupport@plymouth.gov.uk](mailto:democraticsupport@plymouth.gov.uk)  
[www.plymouth.gov.uk/democracy](http://www.plymouth.gov.uk/democracy)  
Published 05/01/22

## Taxi Licensing Committee

Thursday 13 January 2022  
10.00 am  
Council House

**Members:**

Councillor Singh, Chair

Councillor Salmon, Vice Chair

Councillors Mrs Aspinall, Corvid, Derrick, Jordan, Partridge 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. 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. Minutes** **(Pages 1 - 2)**

To confirm the minutes of the meeting held on 16 December 2021.

**4. Chair's Urgent Business**

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

**5. Review of Taxi Table of Fares (Taxi Tariff):** **(Pages 3 - 20)**

**6. Hackney Carriage and Private Hire Licence Fees:** **(Pages 21 - 30)**

**7. 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.

**8. Confidential Minutes** **(Pages 31 - 32)**

To confirm the confidential minutes of the meeting held on 16 December 2021.

## **Taxi Licensing Committee**

**Thursday 16 December 2021**

### **PRESENT:**

Councillor Singh, in the Chair.  
Councillor Salmon, Vice Chair.  
Councillors Mrs Aspinall, Corvid, Partridge and Tuffin.

Apologies for absence: Councillors Derrick and Jordan.

Also in attendance: Sharon Day (Lawyer), Steve Forshaw (Senior Enforcement Officer) and Helen Rickman (Democratic Advisor).

The meeting started at 10.00 am and finished at 10.40 am.

*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.*

56. **Declarations of Interest**

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

57. **Minutes**

The Committee agreed that the minutes of the meeting held on 25 November 2021 were confirmed as a correct record.

58. **Chair's Urgent Business**

There were no items of Chair's urgent business.

59. **Appeal Cases**

The Committee noted that there has been no new appeal cases since the last meeting.

60. **Exempt Information**

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.

61. **Confidential Minutes**

The Committee agreed that the confidential minutes of the meeting held on 25 November 2021 were confirmed as a correct record.

62. **Initial Application Request for a Private Hire Vehicle Driver's Licence**

The Committee heard from the Licensing Officer that the applicant had contacted him on the 15 December 2021 to say that he was unable to attend committee.

It was therefore agreed that the matter would be adjourned until such time as the applicant felt ready to proceed.

63. **Initial Application Request for a Private Hire Vehicle Driver's Licence**

The Committee heard from the Licensing Officer that the applicant had contacted him on the 15 December 2021 to say that could not attend.

It was therefore agreed that the matter would be adjourned until such time as the applicant was able to attend.

64. **Initial Application Request for a Private Hire Vehicle Driver Licence**

The Committee –

- (a) considered the report from the Director for Public Health;
- (b) heard from the applicant;
- (c) took into account –
  - all facts, law and policy as detailed in the report;
  - all that the applicant said.

The Committee agreed to act outside of the Council's policy and accept the application without the need to produce a certificate of good conduct due to the length of time the applicant had resided in the country.

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

Taxi Licensing Committee



Date: 13 January 2022

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

Lead Member: Councillor John Riley (Cabinet Member for Governance, Human Resources, IT and Community Safety)

Lead Strategic Director: Ruth Harrell Director of Public Health

Author: Graham Hooper

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

Your Reference: ERS/LIC/GH/Jan13 Tariff

Key Decision: No

Confidentiality: Part I - Official

**Purpose of Report**

Under Section 23 of the Plymouth City Council Act 1975 (PCCA 1975), Plymouth City Council (the Council) has the power, although not obliged, to set the maximum Table of Fares (Fares Tariff) for Taxis.

On 28 October 2021 the Taxi Licensing Committee recommended the proposed variation of the table of fares for the hiring of Taxis within the City. In accordance with the PCCA 1975, the variations were advertised in the Plymouth Herald on 03 November 2021 (Appendix 1) 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 Table of Fares notice and were given until 18 November 2021 to make objections. Any objections received must be duly considered, prior to the Table of Fares coming into effect.

A number of objections were received which are listed in Appendix 2.

**Recommendations and Reasons**

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

- 1) Taking into account representations received, either approve the table of fares as advertised or specify amendments to be made to the table of fares
- 2) Approve a date by which the new Table of Fares shall come into force, which must be no later than the 18 January 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.

**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:**

Not Applicable

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

\* *When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

**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
A	Briefing report (mandatory)	X						
B	Equalities Impact Assessment (mandatory)							

**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.						
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

**Sign off:**

Fin	djn.21 .22.21 9	Leg	3744 0/ag/2 3.12.2 1	Mon Off		HR		Asset s		Strat Proc	
-----	-----------------------	-----	-------------------------------	------------	--	----	--	------------	--	---------------	--

Originating Senior Leadership Team member: Rob Nelder

Please confirm the Strategic Director(s) has agreed the report? Yes, Approved by email

Date agreed: 23/12/2021

Cabinet Member approval: Councillor John Riley (Cabinet Member for Governance, Human Resources, IT and Community Safety)

Approved via email

Date approved: 04/01/2022

## Report

### 1.0 Background Information

- 1.1 The proposed Table of Fares was agreed to go out to public consultation at the Taxi Licensing Committee on 28 October 2021 and was published in the Herald on 03 November 2021. (Appendix 1). All Taxi drivers and vehicle proprietors were written to and provided with a copy of the proposed table of fares and were given until 18 November 2021 to make objections.

### 2.0 Legal Framework

- 2.1 Under section 23 (1) of the 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.
- 2.2 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.
- 2.3 The Council does not have powers to set fares for journeys in private hire vehicles.
- 2.4 The Table of Fares must be advertised in accordance with the provisions of the Act and if any objections are received these must be considered by the Committee for a final decision to be taken as to whether the advertised fare table will be modified in light of objections, or whether they will be implemented as advertised. The Table of Fares approved by the Committee would come into effect not later than two months from the closing date of the advertised consultation. (18 January 2021).

### 3.0 Comments and Objections

- 3.1 Fifteen response comments and objections were received, one of these comprised of a petition of thirty four named current licensed Hackney Carriage drivers. A table showing the objections and responses provided can be seen in Appendix 2 of this report.
- 3.2 There were no comments or objections received about the reduction of the Table of Fares structure from five individual tariffs to three, or the increase in fuel surcharge and relocation of the reference service station from Exeter Street to Milehouse.
- 3.3 General comments received were centred around the amount of time between tariff reviews; a request to ensure the date the tariff is implemented is added to the table of fares; the time it has taken to review the tariff since the last review in 2017 and one comment that the increase in soil charge up to £100 has the potential to be abused.
- 3.4 The date the agreed tariff comes in to effect will be included in the Table of Fares once agreed by Committee. The table of fares shown in Appendix five has been amended to reflect this.
- 3.5 Historically, tariff reviews have been prompted by requests or proposals received from the Taxi Trade. Prior to this current review the tariff was last reviewed, by Trade request, in 2017.



In August 2019 every licensed Hackney Carriage driver was contacted by email to establish if they wanted a review of the Tariff. 12 response were received with only 5 drivers requesting an increase.

The length of time between Tariff reviews was considered by Committee on 28 October 2021 where by it was resolved that Taxi Licensing Officers explore a policy for regularly reviewing and setting future taxi fares in Plymouth.

- 3.6 The one comment received that the increase in soiling charge may be open to abuse is acknowledged however, this potentially could happen at the current rate and all complaints received of this nature are fully investigated by Taxi Licensing Officers.
- 3.7 All of the objections received related to proposed increase and that it was not considered substantial enough to cover increased costs and overheads since the last review. In addition to the objections there were requests that:
- the 'Flag fall' or start-up fee is increased to £5 for Tariffs 1 and 2, or
  - Tariff 1 flag fall is set to £3 and the mileage rate is increased to £2 per mile and Tariff 2 the flag fall is increased to £2.50 flag fall and £4.80 flag per mile.

There has been no request that Tariff 3 is increased or altered from that advertised.

- 3.8 The tables shown in Appendix 3 show the monetary increase and the overall percentage increase for the advertised tariff and those suggested in consultation responses.

The tables in Appendix 3 also show the monetary and percentage increase resulting from comments and suggested increases from the consultation

- 3.9 When comparing the cost for a 2 mile journey nationally it can be seen from the tables in Appendix 4 that out of 359 local authorities, Plymouth would rise from a current position of 126 to 39 should the proposed advertised Tariff be implemented.

- 3.10 When considering the 'Flag Fall' or start-up charge, the rule of thumb when setting fares is that it is ideally not more than double the mileage rate. This means that for a 1 mile journey where the driver then returns to the rank they will actually receive in effect 3 miles money.

To increase the flag fall excessively while clearly of benefit to the driver has the potential to penalise elderly, vulnerable and some low income earners such as Care Workers and Cleaners who make regular short journeys by Taxi. An increase of the flag fall to £5 is nearly triple the mileage rate and would see a 1 mile journey increase by £2 from £4.80 to £6.80 an increase of 42% and a 2 mile journey increase by £2.30 from £6.30 to £8.60 an increase of 37%.

The greater the distance travelled on the outward journey the further it is to return to the rank. This means for a 10 mile outward journey the driver will receive 12 miles money but will have driven 20 miles. This is how it has always worked and it is not for the passenger to pay for

the return journey. While a taxi driver cannot refuse a fare, a high flag fall has the potential for drivers to concentrate/prefer quicker shorter journeys to the longer journeys and this may impact on getting evening and night time economy customers' home across the City.

- 3.11 Should the proposed/advertised Table of Fares be implemented an additional line will be added to the table to show the flag fall at Tariff 2 is set at 1/7 of a mile and not 1/6 of a mile as it currently shows. (Appendix 5).

#### **4.0 Conclusion**

- 4.1 Following consultation with the public and the Taxi Trade, Committee members need to consider the objections in Appendix 2 and decide whether the Table of Fares will remain as published or whether amendments are required.
- 4.2 The Committee are able to amend the table of fares as they see fit, and the determined table of fares will come into force on a date as agreed by the Committee, which must be no later than 2 months after the original date (18 January 2022).

Appendix I

Advertised Table of Fares

PLYMOUTH HERALD WEDNESDAY, NOVEMBER 3, 2021

**Public Notices**

**HACKNEY CARRIAGE FARES**

Notice is hereby given that Plymouth City Council have in pursuance of section 23 of the Plymouth City Council Act 1973, made the following table in respect of Hackney Carriages within the City.

**HACKNEY CARRIAGE TABLE OF FARES**  
Made by virtue of Section 23 of the Plymouth City Council Act 1973

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 6am to 7pm  
**Tariff 2** - Applies Monday to Saturday from 7pm to 6am, Sundays/Bank Holidays from 6am to 6am the following day  
**Tariff 3** - Applies from 7pm Christmas Eve to 6am 27 December and from 7pm 31 December to 6am 1 January

Distance	Tariff 1	Tariff 2	Tariff 3
For any distance up to 1/6th of a mile	£3.30	£3.80	£8.80
For each subsequent 1/6th of a mile or part thereof	30p	-	80p
For each subsequent 1/7th 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	-	80p

**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 MCO establishments, booking fee, or from Plymouth Railway Station (subject to permit)	50p
For each uncaged animal except guide, hearing or other assistance dogs	80p
In the event of an extra public holiday 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 bank holiday	50p
Fuel - to be added to each hiring if and when fuel oil is £1.50 at Home Park Service Station (Outland Road) with a further 10p for each subsequent increase of 10p per litre	10p
For any ejection of any vehicle, inside or out	Up to £100.00
Toll charges incurred at current rate for return journey	-

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 18th November 2021 on our website [www.plymouth.gov.uk/about/council/legislation](http://www.plymouth.gov.uk/about/council/legislation) 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)

If no objections are received, or if received are withdrawn, the fees will be implemented 28 days after the close of the consultation or if received not later than 2 months after the date of this Notice.

Dated this 03rd day of November 2021.

Plymouth City Council, Licensing Department, Windsor House, Tavistock Road, Plymouth, PL6 5UF

[www.plymouth.gov.uk](http://www.plymouth.gov.uk)

Appendix 2

	Comment	Response																																																	
1	<p>It is not April 1st? This is a very bad joke. I propose you rethink this.</p> <p>The email about fares did not include any explanation or justification for the rates listed. What was the rate rise based on? I can't query your decision if I don't know why you made it.</p> <p>Please send me the explanation and justification, that a professional would have included, so that I can comment. I will include one simple point though. The group of taxi drivers hit most by Covid was drivers working at night. The biggest demand for drivers is after 12pm on Friday and Saturday. You are proposing removing the night rate. The basics of business is that price increases when the demand exceeds the supply.</p>	<p>I am emailing in response to your objection/comments to the proposed tariff change. I have provided the link for the report that went to Taxi Licensing Committee that went to attached the report that went to Committee on Thursday 28 October that should contain the information you require. <a href="https://democracy.plymouth.gov.uk/ieListDocuments.aspx?CId=566&amp;MId=9787&amp;Ver=4">https://democracy.plymouth.gov.uk/ieListDocuments.aspx?CId=566&amp;MId=9787&amp;Ver=4</a> The attached amendment sheet shows corrections made to section 3 of the report and shows the increase that will be realised should the proposed Table of Fares be approved for Tariff 2 which covers the evening and night rate during the week, Sundays and bank holidays.</p>																																																	
2	<p>I am Hackney Carriage driver. I am contacting you in regards the New taxi tariffs that has been published on 3rd Of November 2021 in Herald. I would like to raise my Objection. I do not agree with this tariffs increase because of : 🙄 Thank You for your understanding.</p>	<p>I am emailing with regard to your objection to the proposed change to tariff. Please could you advise me of the details of your objection. Your original email had an arrow did not contain the reason.</p> <p>No reply received</p>																																																	
3	<p>As you can see in the picture attached there is no price where it says 1/6th of a mile for tarif 2 so there's no possible calculation there for. Can you please send me a revised version of it so i can know if i will ever work evenings/nights again.</p>	<p>There is no figure in the column for Tariff 2 for 1/6 of a mile as Tariff 2 is calculated solely on 1/7 of a mile so in effect there are more 'metre drops' over the mile for this Tariff. I have added a table which shows the increase from the current tariff to the new which shows the increase for some set distances. Please do not hesitate to contact should you require further information.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="2">Tariff 1</th> <th colspan="2">Tariff 2</th> <th colspan="2">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>Current</th> <th>Proposed</th> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>5.30</td> <td>5.90</td> <td>9.60</td> <td>10.20</td> </tr> <tr> <td>2 miles</td> <td>6.30</td> <td>6.90</td> <td>6.80</td> <td>8.00</td> <td>12.60</td> <td>13.80</td> </tr> <tr> <td>3 miles</td> <td>7.80</td> <td>8.70</td> <td>8.30</td> <td>9.80</td> <td>15.60</td> <td>17.40</td> </tr> <tr> <td>5 miles</td> <td>10.80</td> <td>12.30</td> <td>11.10</td> <td>14.30</td> <td>21.60</td> <td>24.60</td> </tr> <tr> <td>10 miles</td> <td>18.30</td> <td>21.30</td> <td>18.80</td> <td>24.80</td> <td>36.60</td> <td>42.60</td> </tr> </tbody> </table>		Tariff 1		Tariff 2		Tariff 3		Journey	Current	Proposed	Current	Proposed	Current	Proposed	1 mile	4.80	5.10	5.30	5.90	9.60	10.20	2 miles	6.30	6.90	6.80	8.00	12.60	13.80	3 miles	7.80	8.70	8.30	9.80	15.60	17.40	5 miles	10.80	12.30	11.10	14.30	21.60	24.60	10 miles	18.30	21.30	18.80	24.80	36.60	42.60
	Tariff 1		Tariff 2		Tariff 3																																														
Journey	Current	Proposed	Current	Proposed	Current	Proposed																																													
1 mile	4.80	5.10	5.30	5.90	9.60	10.20																																													
2 miles	6.30	6.90	6.80	8.00	12.60	13.80																																													
3 miles	7.80	8.70	8.30	9.80	15.60	17.40																																													
5 miles	10.80	12.30	11.10	14.30	21.60	24.60																																													
10 miles	18.30	21.30	18.80	24.80	36.60	42.60																																													

	<p>Applies to <b>ALL</b> journeys within the City boundary, and to journeys outside the City boundary unless agreed otherwise between driver and hirer. <b>PRIOR</b> to the hiring being commenced. Fares detailed below are the <b>MAXIMUM</b> 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  <b>Tariff 2</b> Applies Monday to Saturday from 7pm to 6am, Sundays/Bank Holidays from 6am to 6am the following day  <b>Tariff 3</b> Applies from 7pm Christmas Eve to 6am 27 December and from 7pm 31 December to 6am 1 January</p> <table border="1"> <thead> <tr> <th>Distance</th> <th>Tariff 1</th> <th>Tariff 2</th> <th>Tariff 3</th> </tr> </thead> <tbody> <tr> <td>For any distance up to 1/6<sup>th</sup> of a mile</td> <td>£3.30</td> <td>£3.80</td> <td>£6.60</td> </tr> <tr> <td>For each subsequent 1/6<sup>th</sup> of a mile or part thereof</td> <td>30p</td> <td>-</td> <td>60p</td> </tr> <tr> <td>For each subsequent 1/7<sup>th</sup> of a mile or part thereof</td> <td>-</td> <td>30p</td> <td>-</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Waiting Time</th> <th>Tariff 1</th> <th>Tariff 2</th> <th>Tariff 3</th> </tr> </thead> <tbody> <tr> <td>For each completed period of 60 seconds</td> <td></td> <td>30p</td> <td></td> </tr> <tr> <td>For each completed period of 90 seconds</td> <td>30p</td> <td></td> <td>60p</td> </tr> </tbody> </table> <p><b>Extra Charges</b></p> <p>Each additional passenger after the second (accompanied children under the age of 3 are not charged, two children between 3 &amp; 12 to be charged as one). 20p</p>	Distance	Tariff 1	Tariff 2	Tariff 3	For any distance up to 1/6 <sup>th</sup> of a mile	£3.30	£3.80	£6.60	For each subsequent 1/6 <sup>th</sup> of a mile or part thereof	30p	-	60p	For each subsequent 1/7 <sup>th</sup> 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																																										
Distance	Tariff 1	Tariff 2	Tariff 3																																																																				
For any distance up to 1/6 <sup>th</sup> of a mile	£3.30	£3.80	£6.60																																																																				
For each subsequent 1/6 <sup>th</sup> of a mile or part thereof	30p	-	60p																																																																				
For each subsequent 1/7 <sup>th</sup> 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																																																																				
<p>4</p>	<p>Regarding the proposed fares I would like the one that proposed them to answer me, if possible, at one question. The inflation is raising more than your proposed fares. The fares at private hire raised over the proposed fares. The fuel raised over 30%, a lot more than the "raised" fare proposed. Your taxes on taxis are more than doubled since last time the fares has changed. A new car in 2016 was starting at £24,000 now is starting from £38,000 (hybrid starting from £64,000, have no place to charge fast and the price of kWh doubled in last months) Now if you take that costs can you explain how can we survive? Not considering a new car that would be catastrophic for a taxi driver.</p>	<p>It is recognised that the Trade as a whole is going through extraordinary times, ultimately in setting taxi fares, the Council has to balance any increase of taxi fares against the needs of the travelling public. Please find attached a table which shows the increase from the current to the proposed tariff for some example reference mileage.</p> <table border="1"> <thead> <tr> <th rowspan="2">Journey</th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td>2 miles</td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td>3 miles</td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td>5 miles</td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td>10 miles</td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table>	Journey	Tariff 1			Tariff 2			Tariff 3			Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
Journey	Tariff 1			Tariff 2			Tariff 3																																																																
	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																														
1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																														
2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																														
3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																														
5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																														
10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																														
<p>5</p>	<p>In response to Proposed changes to Table of Fares, I would like to point out that during night time all private hire companies has a minimum start of £5 just today I received an e-Mail from taxi first saying that starting tonight the start fare will be £6 .</p>	<p>I acknowledge your comments and these will be taken into consideration along with the other comments and objections made during the consultation period to be presented to Committee. Please find attached a table which shows the increase from the current to the proposed tariff for some example reference mileage.</p>																																																																					

	<p>I would also like to remind that during night time it's much harder than day time due to alcohol consumption (for instance, one of my cab doors has been damaged and the customer got away with it without paying, people getting sick and never paying fines and the list goes on) not to mention that the fuel price has gone ballistic, and it's not just the fuel price that has gone up lately . The proposed changes especially for night time are simply not encouraging at all, if any it makes you to rethink your job.</p>	<table border="1"> <thead> <tr> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td>2 miles</td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td>3 miles</td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td>5 miles</td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td>10 miles</td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table>			Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
		Tariff 1			Tariff 2			Tariff 3																																																																	
		Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																														
		1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																														
		2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																														
		3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																														
5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																																
10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																																
6	<p>As a hackney carriage driver licensed in Plymouth I would like to object to the new fares proposal. First of all I will say that this has been left way too long, last increase being in 2017 is ridiculous. The new rates proposed are way too low and I have not been asked my opinion on this by anybody, and all the other drivers that I have spoken to have said the same. Our expenses are now crazy amounts, and the increase will do next to nothing to help that. I can honestly say, if these new rates come into effect without being any higher, that will be me forced out of the taxi trade, I am not willing to work for less than minimum wage any longer. The PLTA have not communicated with drivers at all, not even their own members, so I really don't understand how they can speak for us, surely we should have some kind of voting system for increase proposals. I cannot stress enough how important an increase is for us and how they need to be higher than what has been proposed, many drivers have said they will be leaving along with myself. Also tariff 1 waiting time of 30p every 90 seconds is not enough and should be every 60 seconds across the board in line with private hire. I really hope you realise this needs to be changed.</p>	<p>Historically review of the Table of Fares (TOF) have been made at the request of the Taxi Trade, you are correct in saying the last review was in 2017. Consequently, Taxi Licensing with this review have proposed to Committee that the TOF is reviewed on a regular basis (annually/biannually) and to explore a review process similar to other Councils where factors such as increases in vehicle purchase and maintenance costs, fuel costs etc are taken into consideration. The proposal was agreed at Committee. The proposed changes were not put forward by the PLTA but by at the time an independent driver, the PLTA supported the proposed changes. The Licensing Authority do not have any influence over PLTA decision making process but any changes to the Tariff legally have to be advertised and consulted with the wider trade to provide an opportunity to comment and all comments are taken into consideration. It is recognised that the Trade as a whole is going through extraordinary times, ultimately in setting taxi fares, the Council has to balance any increase of taxi fares against the needs of the travelling public. I have taken note of your comment that more of an increase is needed including the reduction in waiting time from 90 seconds to 60 seconds for Tariff 1 and these will be considered along with other proposals put forward during the consultation period. Please find attached a table which shows the increase from the current to the proposed tariff for some example reference mileage.</p>																																																																							
		<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="2">Tariff 1</th> <th colspan="2">Tariff 2</th> <th colspan="2">Tariff 3</th> </tr> <tr> <th>Journey</th> <th></th> <th>Current</th> <th>Proposed</th> <th>Current</th> <th>Proposed</th> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td></td> <td>4.80</td> <td>5.10</td> <td>5.30</td> <td>5.90</td> <td>9.60</td> <td>10.20</td> </tr> <tr> <td>2 miles</td> <td></td> <td>6.30</td> <td>6.90</td> <td>6.80</td> <td>8.00</td> <td>12.60</td> <td>13.80</td> </tr> </tbody> </table>									Tariff 1		Tariff 2		Tariff 3		Journey		Current	Proposed	Current	Proposed	Current	Proposed	1 mile		4.80	5.10	5.30	5.90	9.60	10.20	2 miles		6.30	6.90	6.80	8.00	12.60	13.80																																	
		Tariff 1		Tariff 2		Tariff 3																																																																			
Journey		Current	Proposed	Current	Proposed	Current	Proposed																																																																		
1 mile		4.80	5.10	5.30	5.90	9.60	10.20																																																																		
2 miles		6.30	6.90	6.80	8.00	12.60	13.80																																																																		

			<b>3 miles</b>	7.80	8.70	<b>8.30</b>	9.80	<b>15.60</b>	17.40																																																																							
			<b>5 miles</b>	10.80	12.30	<b>11.10</b>	14.30	<b>21.60</b>	24.60																																																																							
			<b>10 miles</b>	18.30	21.30	<b>18.80</b>	24.80	<b>36.60</b>	42.60																																																																							
7	I wish to object to the new proposed tariffs change because due to the increase fuel costs and taxi licences cost and general upkeep of my vehicle. I would like to see the first pull on the meter £5.00. On tariffs 1 and 2. Tariff 3 to stay has it is.	I have noted your request that the initial charge/flag fall is increased to £5.00 for tariffs 1 & 2 and that Tariff 3 3 mains as proposed. Taxi Licensing are now considering the objections and proposals received during the consultation process of which yours will be included. All comments and changes will be presented to Taxi Licensing Committee for consideration at a date to be considered for implementation on the final Table of Fares.																																																																														
8	I am writing regarding of new fare tariff that has been sent out via e mail. It is hard to accept this fare as, the price for everything has increased and this is not what we're looking for. We are quite not happy with this tariff and as you may be aware about the private hire prices cheapest one is £5 to start. If we don't get a good fair tariff price than it will be hard to keep hackney drivers as most of them will be heading to private hire companies. Hope this will be taken into consideration and vet us with fair and reasonable fare tariff. My request is tariff one £4 to start and £ 2 per mile and Tariff 2 £5 to start and £2.50 per a mile.	<p>It is recognised that the Trade as a whole is going through extraordinary times, ultimately in setting taxi fares, the Council has to balance any increase of taxi fares against the needs of the travelling public. I have taken note of your comment that more of an increase is needed and these will be considered along with other proposals put forward during the consultation period.</p> <p>I also acknowledge the petition that you have sent with a number of drivers names on that proposes Tariff 1 to start at £3.80 and at £2.00 per mile and Tariff 2 to start at £4.80 per mile and at £2.50 per mile with Tariff 3 to remain as proposed. I assume this is now your preferred option to that proposed by you individually?</p> <p>For information I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the 2 Tariffs.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td>2 miles</td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td>3 miles</td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td>5 miles</td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td>10 miles</td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table>										Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
	Tariff 1			Tariff 2			Tariff 3																																																																									
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																																							
1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																																							
2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																																							
3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																																							
5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																																							
10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																																							
9	Can you please ensure that when a new Fare Table is produced the date is included at the bottom as has been historically the case. It was left off the current Fare Table. The reason is that when a member of the public looks at a "Taxi Post" there is currently, no indication of whether it is the current Fare Table; likewise while sitting in a vehicle it is not always easy to read the Fare Table but the date can show if it is current.	We will ensure the date is added to the final table. Our designers didn't add it last time and it was not picked up before the signs were printed. However, we did get the date added when we needed another print run of the cardboard fare tables for the vehicles. This has already been included in the draft design and once the consultation has been finalised, any new tariff sign and sheet issued will be dated.																																																																														
10	I would like to object to the proposal of changes to the Hackney Fares, On a couple of issues as this seems to been proposed only by a couple of PLTA individuals without a general consultation among the trade, My thoughts on the starting price needs to be looked at also a later end time on tariff 2 , also the soiling charge of up to £100 is wide	Your comments that the starting price needs to be looked at, a later end time for tariff 2 and that the proposed soiling charge is open to abuse have been noted and will be considered along with the other responses and proposals received. The proposed changes were not put forward by the PLTA but by at the time an independent driver, the PLTA supported the proposed changes. The Licensing Authority do not have any influence over PLTA decision making process but any changes to the																																																																														

	<p>open for abuse ! I would like to be more involved in the next conversations about this as I am probably more invested in the Plymouth Hackney trade than most and have genuine concerns for its future.</p> <p><b>Reply received on 25 November 2021</b> Thank you for the reply, the table of fares you have sent me seems to be incorrect, I will attach another we have been given. I understand this proposal wasn't from the Councils and trying to be pushed through by an individual who happens to re-program meters and is asking people to withdraw their objections.</p> <p>I do not wish the tariff to be too expensive but also drivers should not be leaving ranks after maybe an hour or so of being sat there for a potential job worth £3.90 especially when private hire now have a minimum of £5.00.</p> <p>I have asked Rachel Hinds about being more involved as I'm heavily invested in the Hackney trade and she has kindly invited me to the next trade meeting which I look forward too.</p>	<p>Tariff legally have to be advertised and consulted with the wider trade to provide an opportunity to comment and all comments are taken into consideration.</p> <p>For information, I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the 2 Tariffs.</p> <table border="1" data-bbox="981 316 2130 675"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td>2 miles</td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td>3 miles</td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td>5 miles</td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td>10 miles</td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table> <p><b>Reply on 25 November 2021:</b></p> <p>The table changed since the report was produced. It was amended after a very long discussion and debate on at what stage a taxi meter clicks on to the mile. Essentially it was conceded that the table showed a 30p shortfall on each mile. I have attached for information the amended section 3. The table I sent you in my previous email I added the % increase for illustrative purposes. I can advise that no objections have been withdrawn and all comments and objections will be considered and presented to Committee at a date to be determined.</p> <p>I am aware you have a keen interest in the Hackney Trade and have been invited to the next meeting. We all want a safe and thriving taxi trade in Plymouth but as we are all aware of there are many challenges that the trade are facing. I look forward to meeting you at the meetings and to and having fresh new input into these matters.</p>		Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
	Tariff 1			Tariff 2			Tariff 3																																																																	
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																															
1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																															
2 miles	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																															
3 miles	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																															
5 miles	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																															
10 miles	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																															
11	<p>I'm writing to object to the proposed tariff change as I don't feel this falls in line with increasing running cost and cost of living or current rate of inflation. As a member of the PLTA I don't feel I was consulted about this proposed change.</p>	<p>I am emailing to acknowledge your objection to the proposed changes to the Table of Fares for the reason that it is not enough to meet the increase in vehicle running costs, living costs or current rate of inflation (4.2%) Your comments have been noted and will be considered along with the other responses and proposals received.</p> <p>The proposed changes were not put forward by the PLTA but by at the time an independent driver, the PLTA supported the proposed changes. The Licensing Authority do not have any influence over PLTA decision making process but any changes to the Tariff legally have to be advertised and consulted with the wider trade to provide an opportunity to comment and all comments are taken into consideration.</p> <p>I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the 2 Tariffs.</p> <table border="1" data-bbox="981 1174 2130 1327"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td>1 mile</td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> </tbody> </table>		Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																								
	Tariff 1			Tariff 2			Tariff 3																																																																	
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																															
1 mile	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																															



		<table border="1"> <tr> <td><b>2 miles</b></td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td><b>3 miles</b></td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td><b>5 miles</b></td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td><b>10 miles</b></td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </table>	<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																														
<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																															
<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																															
<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																															
<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																															
12	<p>I wish to object to the new tariff proposal. I object as this increase is not enough. All of the drivers overheads have increased, such as fees, fuel &amp; garage bills. This new tariff needs increase and to include a minimum charge of £5.00.</p>	<p>I acknowledge your request that there is a further increase and that the flagfall/start-up fee is increased increase to be sufficient to £5.00 for tariffs 1 and 2. Your comments along with others received during the consultation process will be taken into consideration and put before Committee at a date to be determined. For information, I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the current and proposed tariffs.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td><b>1 mile</b></td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td><b>2 miles</b></td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td><b>3 miles</b></td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td><b>5 miles</b></td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td><b>10 miles</b></td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table>		Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
	Tariff 1			Tariff 2			Tariff 3																																																																	
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																															
<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																															
<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																															
<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																															
<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																															
<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																															
13	<p>I wish you to accept this email as my objection to the proposed tariff change. I agree with a lot of my fellow drivers that feel more of an increase is needed especially with fuel costs rising daily. All of our overheads have increased and this needs to be reflected in a fair increase to our tariff. I along with others feel that a minimum fare should be set at £5.00.</p>	<p>I acknowledge your request that there is a further increase and that the flagfall/start-up fee is increased increase to be sufficient to £5.00 for tariffs 1 and 2. Your comments along with others received during the consultation process will be taken into consideration and put before Committee at a date to be determined. For information, I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the current and proposed tariffs.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td><b>1 mile</b></td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td><b>2 miles</b></td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> </tbody> </table>		Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																														
	Tariff 1			Tariff 2			Tariff 3																																																																	
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																															
<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																															
<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																															

		<table border="1"> <tr> <td><b>3 miles</b></td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td><b>5 miles</b></td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td><b>10 miles</b></td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </table>	<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																								
<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																															
<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																															
<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																															
14	<p>I am answering your email with regard taxi increase and would like to put on record my objections to your proposal, it is not enough, prices for my job and for other bills have rocketted in the last couple of years, fuel, insurance, council fees, and many other every day fees. I object to this pitifull rise it is nowhere near enough. Please think again.</p>	<p>I acknowledge your request and your comments along with others received during the consultation process will be taken into consideration and put before Committee at a date to be determined. For information, I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the current and proposed tariffs.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> <tr> <th>Journey</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> <th>Current</th> <th>Proposed</th> <th>% Increase</th> </tr> </thead> <tbody> <tr> <td><b>1 mile</b></td> <td>4.80</td> <td>5.10</td> <td>6.25</td> <td>5.30</td> <td>5.90</td> <td>11.32</td> <td>9.60</td> <td>10.20</td> <td>6.25</td> </tr> <tr> <td><b>2 miles</b></td> <td>6.30</td> <td>6.90</td> <td>9.53</td> <td>6.80</td> <td>8.00</td> <td>17.65</td> <td>12.60</td> <td>13.80</td> <td>9.52</td> </tr> <tr> <td><b>3 miles</b></td> <td>7.80</td> <td>8.70</td> <td>11.55</td> <td>8.30</td> <td>9.80</td> <td>18.07</td> <td>15.60</td> <td>17.40</td> <td>11.54</td> </tr> <tr> <td><b>5 miles</b></td> <td>10.80</td> <td>12.30</td> <td>13.9</td> <td>11.10</td> <td>14.30</td> <td>28.83</td> <td>21.60</td> <td>24.60</td> <td>13.89</td> </tr> <tr> <td><b>10 miles</b></td> <td>18.30</td> <td>21.30</td> <td>16.4</td> <td>18.80</td> <td>24.80</td> <td>31.91</td> <td>36.60</td> <td>42.60</td> <td>16.39</td> </tr> </tbody> </table>		Tariff 1			Tariff 2			Tariff 3			Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase	<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25	<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52	<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54	<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89	<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39
	Tariff 1			Tariff 2			Tariff 3																																																																	
Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase																																																															
<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25																																																															
<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52																																																															
<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54																																																															
<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89																																																															
<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39																																																															
15	<p>Hello, A letter is attached with 34 drivers signature on regarding the e mail has been sent out for a new tariff. We will be handling the original letter to the taxi licensing too. With Regards On behalf of the drivers who sign the letter.</p> <p style="text-align: center;">Letter below minus drivers names/contact details</p>	<p>It is recognised that the Trade as a whole is going through extraordinary times, ultimately in setting taxi fares, the Council has to balance any increase of taxi fares against the needs of the travelling public. I have taken note of your comment that more of an increase is needed and these will be considered along with other proposals put forward during the consultation period. I also acknowledge the petition that you have sent with a number of drivers names on that proposes Tariff 1 to start at £3.80 and at £2.00 per mile and Tariff 2 to start at £4.80 per mile and at £2.50 per mile with Tariff 3 to remain as proposed. I assume this is now your preferred option to that proposed by you individually? For information I have attached a table which shows the increase from the existing tariff to the proposed for some reference mileage distances and also the percentage increase for the 2 Tariffs.</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Tariff 1</th> <th colspan="3">Tariff 2</th> <th colspan="3">Tariff 3</th> </tr> </thead> </table>		Tariff 1			Tariff 2			Tariff 3																																																														
	Tariff 1			Tariff 2			Tariff 3																																																																	

<p style="text-align: center;">To whom it may concern</p> <p>We as Plymouth hackney taxi drivers are responding with regards to the email that we have received from the Taxi licensing department about the new tariff price.</p> <p>We believe the New tariff is very unfair, todays price rise on labour/parts/fuel/insurance/food/rent etc... has not been considered, we are facing so much cost and other issues and we need to have a fair tariff as all private hire companies has increased their price and the lowest one is £5 start and night time is £6 start. We are requesting that you should review this decision and re consider a fairer price for tariff 1 and 2.</p> <p>We feel                  Tariff 1 start £3.80 and £2 per mile and Tariff 2 to start £4.80 and £2.50 per mile. The other option can still remain the same.</p> <p>Hope this will be taken into consideration by the licensing and updated regarding the prices.</p> <p>Your sincerely</p> <p>Name of Driver.                      Badge No.                      Contact no.                      <i>Signature</i></p>	Journey	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase
	<b>1 mile</b>	4.80	5.10	6.25	5.30	5.90	11.32	9.60	10.20	6.25
	<b>2 miles</b>	6.30	6.90	9.53	6.80	8.00	17.65	12.60	13.80	9.52
	<b>3 miles</b>	7.80	8.70	11.55	8.30	9.80	18.07	15.60	17.40	11.54
	<b>5 miles</b>	10.80	12.30	13.9	11.10	14.30	28.83	21.60	24.60	13.89
	<b>10 miles</b>	18.30	21.30	16.4	18.80	24.80	31.91	36.60	42.60	16.39

### Appendix 3

Tables to show the monetary increase and the overall percentage increase for the advertised tariff and those suggested in consultation responses.

#### Proposed advertised Tariff

Journey	Tariff 1			Tariff 2			Tariff 3		
	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase
1 mile	4.8	5.1	6	5.3	5.9	11	9.6	10.2	6
2 miles	6.3	6.9	10	6.8	8	18	12.6	13.8	10
3 miles	7.8	8.7	12	8.3	9.8	18	15.6	17.4	12
5 miles	10.8	12.3	14	11.1	14.3	29	21.6	24.6	14
10 miles	18.3	21.3	16	18.8	24.8	32	36.6	42.6	16

#### Consultation suggested Tariff structure with £5 flag fall

Journey	Tariff 1			Tariff 2			Tariff 3		
	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase
1 mile	4.8	6.8	42	5.3	7.1	34	9.6	10.2	6
2 miles	6.3	8.6	37	6.8	9.2	35	12.6	13.8	10
3 miles	7.8	10.4	33	8.3	11.3	36	15.6	17.4	12
5 miles	10.8	14	30	11.1	15.5	40	21.6	24.6	14
10 miles	18.3	23	26	18.8	26	38	36.6	42.6	16

#### Consultation suggested Tariff structure with £3 flag fall and £2 per mile Tariff 1, and £2.50 flag fall and £4.80 per mile for Tariff 2

Journey	Tariff 1			Tariff 2			Tariff 3		
	Current	Proposed	% Increase	Current	Proposed	% Increase	Current	Proposed	% Increase
1 mile	4.8	5	4	5.3	7.33	38	9.6	10.2	6
2 miles	6.3	6.99	11	6.8	12.16	79	12.6	13.8	10
3 miles	7.8	8.99	15	8.3	16.99	105	15.6	17.4	12
5 miles	10.8	12.99	20	11.1	26.65	140	21.6	24.6	14
10 miles	18.3	22.98	26	18.8	50.8	170	36.6	42.6	16


## Appendix 4

### National Hackney (Taxi) Fare Tables

Proposed/Advertised Tariff		Consultation Response £5 Flag Fall Tariff 1 & 2		Consultation Response, change to Flag fall and increased mileage rate Tariffs 1 & 2				
30	HARROGAT	£7.00	1	LONDON (HEATHROW)	£11.40	30	HARROGATE	£7.00
31	HERTSMERE	£7.00	2	LUTON AIRPORT	£9.70	31	HERTSMERE	£7.00
32	STROUD	£7.00	3	EPSOM & EWELL	£8.60	32	STROUD	£7.00
33	TONBRIDGE	£7.00	4	LONDON	£8.60	33	TONBRIDGE & MALLING	£7.00
34	WELWYN H.	£7.00	5	PLYMOUTH	£8.60	34	WELWYN HATFIELD	£7.00
35	WILTSHIRE	£7.00	6	WATFORD (X)	£8.40	35	WILTSHIRE	£7.00
36	RESTORMEL	£6.95	7	UTTLESFORD	£8.30	36	PLYMOUTH	£6.99
37	COLCHESTE	£6.90	8	READING	£8.00	37	RESTORMEL	£6.95
38	EASTBOURN	£6.90	9	GUILDFORD	£7.60	38	COLCHESTER	£6.90
39	PLYMOUTH	£6.90	10	KERRIER	£7.60	39	EASTBOURNE	£6.90
39	VALE OF WH	£6.90	11	OXFORD CITY	£7.60	40	VALE OF WHITE HORSE	£6.90
40	WEALDON	£6.90	12	JERSEY	£7.43	41	WEALDON	£6.90
41	WEYMOUTH	£6.90	13	BRIGHTON & HOVE	£7.40	42	WEYMOUTH & PORTLAND	£6.90
42	ADUR	£6.80	14	CHELTENHAM	£7.40	43	ADUR	£6.80
43	CARADON	£6.80	15	MAIDSTONE	£7.40	44	CARADON	£6.80
44	EAST DEVON	£6.80	16	MID SUSSEX	£7.40	45	EAST DEVON	£6.80
45	FIFE	£6.80	17	CARRICK	£7.30	46	FIFE	£6.80
46	GLASGOW	£6.80	18	BATH & NORTH EAST SOMERSET	£7.20	47	GLASGOW	£6.80
47	GRAVESHAM	£6.80	19	BCP	£7.20	48	GRAVESHAM	£6.80
48	HART (X)	£6.80	20	TORRIDGE	£7.20	49	HART (X)	£6.80
49	MENDIP	£6.80	21	TUNBRIDGE WELLS	£7.20	50	MENDIP	£6.80
50	NORTH CO	£6.80				51	NORTH CORNWALL	£6.80
51	NOTTINGH.	£6.80						
52	SEDGEMOO	£6.80						
53	SWALE	£6.80						
54	WEST BERKS	£6.80						
55	EDINBURGH	£6.75						
56	NUNEATON	£6.75						
57	TORBAY	£6.75						

## Appendix 5

**Amended Table of Fares to reflect date of implementation and addition of line for 1/7 distance of a mile flag fall.**

<b>HACKNEY CARRIAGE</b>			
<b>TABLE OF FARES</b>			
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 <b>ALL</b> journeys within the City boundary, and to journeys outside the City boundary unless agreed otherwise between driver and hirer. <b>PRIOR</b> to the hiring being commenced. Fares detailed below are the <b>MAXIMUM</b> 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.			
<b>Tariff 1</b>	Applies Monday to Saturday from 6am to 7pm		
<b>Tariff 2</b>	Applies Monday to Saturday from 7pm to 6am, Sundays/Bank Holidays from 6am to 6am the following day		
<b>Tariff 3</b>	Applies from 7pm Christmas Eve to 6am 27 December and from 7pm 31 December to 6am 1 January		
<b>Distance</b>	<b>Tariff 1</b>	<b>Tariff 2</b>	<b>Tariff 3</b>
For any distance up to 1/6 <sup>th</sup> of a mile	£3.30	-	£6.60
For any distance up to 1/7 <sup>th</sup> of a mile	-	£3.80	-
For each subsequent 1/6 <sup>th</sup> of a mile or part thereof	30p	-	60p
For each subsequent 1/7 <sup>th</sup> of a mile or part thereof	-	30p	-
<b>Waiting Time</b>	<b>Tariff 1</b>	<b>Tariff 2</b>	<b>Tariff 3</b>
For each completed period of 60 seconds		30p	
For each completed period of 90 seconds	30p		60p
<b>Extra Charges</b>			
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 £1.50 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.			
<b>Effective from Date</b>			

# Taxi Licensing Committee



Date of meeting:	13 January 2022
Title of Report:	<b>Hackney Carriage and Private Hire Licence Fees</b>
Lead Member:	Councillor John Riley (Cabinet Member for Governance, HR, IT & Community Safety)
Lead Strategic Director:	Ruth Harrell (Director of Public Health)
Author:	Rachael Hind
Contact Email:	<a href="mailto:Rachael.hind@plymouth.gov.uk">Rachael.hind@plymouth.gov.uk</a>
Your Reference:	RH/Fees 2022/23
Key Decision:	No
Confidentiality:	Part I - Official

## Purpose of Report

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, in so far as is consistent with the particular provisions which allow licence fees to be charged. The budgets for licensing 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 and ensure there is no cross-subsidy.

It is recommended that the fees remain the same from 1 April 2022.

## Recommendations and Reasons

That Members consider the report and resolve to:

**Agree that the fees will remain the same and not have any changes for the financial year 2022/23.**

## Alternative options considered and rejected

All taxi accounts, for both Private Hire and Hackney Carriage, are due to be in credit by the end of the financial year 2023/24, however it would not be wise to reduce any of the fees at this stage as it is uncertain what the next year will bring due to the pandemic and the changes proposed as part of the Taxi Policy consultation.

## 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 city's potential:** By ensuring Plymouth: is a clean and tidy city and a green and sustainable city that cares for its environment; 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, making sure people feel safe in the city, protecting children, young people and adults.

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

The Hackney Carriage and Private Hire accounts have been reviewed.

This is the fourth year of a five year process to ensure that all of the Taxi Licensing accounts are out of deficit by the end of the financial year 2023/24 (subject to increases in subsequent years) and we are pleased that this is on track to being achieved. The Private Hire Driver, Vehicle and Operator Accounts all remain in a surplus position (subject to increases in subsequent years). The Hackney Carriage accounts are also in balance (subject to increases in subsequent years).

### Financial Risks

Both accounts are separate trade accounts and must be paid for from the licence fees and not from the Council's revenue funding.

### Carbon Footprint (Environmental) Implications:

Not applicable.

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

*\* When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

[Click here to enter text.](#)

### Appendices

*\*Add rows as required to box below*

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
A	Briefing report title	X						
B	Equalities Impact Assessment (if applicable)							



**Background papers:**

\*Add rows as required to box below

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 any 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:**

Fin	djn.21 .22.22 0	Leg	3786 3/23. 12.21	Mon Off	Click here to enter text.	HR	Click here to enter text.	Asset s	Click here to enter text.	Strat Proc	Click here to enter text.
Originating Senior Leadership Team member: Rob Nelder											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 22/12/2021											
Cabinet Member approval: Councillor Riley approved via email Date approved: 04/01/2022											

## Briefing Report

### 1.0 Background Information

- 1.1 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, in so far as is consistent with the particular provisions which allow licence fees to be charged. The budgets for taxi licensing are operated as two trading accounts, one for Private Hire and the other for Hackney Carriage. Within each account, the elements are separated into driver licence and vehicle licence, with an added operator element for the private hire account.
- 1.2 A review of the fee structure and levels was last undertaken on 21 January 2021 and the fees have not been increased since April 2020. This would be the fourth year of a five year process to ensure the Hackney Carriage Vehicle accounts are out of deficit by the end of the financial year 2023/24 (subject to further increases in subsequent years) and the Private Hire Driver, Vehicle and Operator Accounts all remain in a surplus position. Last year, because of the uncertainty of the pandemic on the trade, it was also agreed to provide an additional year for the Hackney Carriage Drivers accounts to balance by 2024/25 if needed. However additional savings have been made this year and all accounts for Hackney Carriage and Private Hire are on track to be in a balanced position by the end of 2022/23 and a surplus position by the end of 2023/24.
- 1.3 Appendix I contains the current fees, which are proposed to remain from 01/04/2022 to 31/03/2023.

### 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 compliance) 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 compliance 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 vary 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 local press giving a minimum of 14 days from publication for objections to be received. If no objections are received within that time limit then the date the fee change 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)
  2. Any objections received and not withdrawn will be fed back to this Committee for consideration, once the consultation period has elapsed.
  3. At that time Members will be required to consider the objections and decide whether to amend the fees in line with objections or to continue with the changes as proposed.
  4. The earliest any change could be effective, if there were no objections, would be 14 days after the date the advertisement appeared in the press.
  5. The latest any change could become effective would be 2 months after the completion of the period for objections

### **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 compliance associated with the licence type.
- 4.2 The cost of the licensing system can be divided into the processing of individual applications and the general administration and compliance monitoring of the system.
- 4.3 Where specific expenditure can be associated with a particular trade the amount is allocated to that trade budget, e.g. vehicles plate costs etc. Where generic expenditure is incurred, including general costs, this has been allocated on a 31% (Hackney Carriage) and 69% (Private Hire) basis. An example would be printer consumables and stationery.
- 4.4 It is proposed that for this next fee period the split for general costs should be on the basis of **Hackney Carriage 32% and Private Hire 68%**, based on the average of all licence administrative functions:

#### **Split of licences in 2020**

Hackney Carriage Vehicles 321 (33%) Private Hire Vehicles 663 (67%)  
Hackney Carriage Drivers 324 (31%) Private Hire Drivers 729 (69%)  
38 Private Hire Operators.

#### **Current split of licences in 2021 (on 6.12.21)**

Hackney Carriage Vehicles 306 (33%) Private Hire Vehicles 627 (67%)  
Hackney Carriage Drivers 314 (32%) Private Hire Drivers 673 (68%)  
There are currently 39 Private Hire Operators.

#### **Licence Administration**

In financial year 2020/21, a total of 2,177 applications were received for new licences or for the renewal, transfer, change of addresses, amendments, cancellation or surrender of existing licences. Of these 32% (689) were related to the hackney carriage trade and 68% (1488) to the private hire trade.

4.5 The costs associated with the general maintenance of the licensing system and enforcement relates mainly to taxi licensing officer staff salaries.

- In financial year 2020/21, the two Taxi Enforcement Officers undertook 205 vehicle inspections. Of these vehicle inspections, 101 (49%) were Hackney Carriage vehicles (HCV's) and 104 (51%) were Private Hire vehicles (PHV's).
- Nine stop notices were issued for HCV's and eight stop notices for PHV's. Vehicle Defects Notices were issued for 11 HCV's and six PHV's.
- Officers investigated a total of 116 Taxi Licensing complaints. 37 complaints were regarding HC drivers and 44 complaints were regarding PH drivers. There were 324 HC drivers and 729 PH drivers last year so we are getting complaints regarding 11% of the HC drivers compared to 6% of the PH drivers.
- Officers also investigated four complaints regarding HC vehicles, 14 complaints regarding PH vehicles; 12 complaints regarding PH operators and five general taxi licensing complaints.
- These complaints resulted in three HC drivers and eight PH drivers going to committee based on the complaints received. Five new Private Hire Driver applications were required to go to committee. Please refer to Table I below for the decisions that resulted at committee.

**Table I: Committee Decisions**

	NFA	Warning	Suspension	Revocation	Granted	Refused Application
HC Driver licence review	0	0	1	2	0	0
PH Driver Licence review	0	1	3	4	N/A	N/A
PH Driver New Apps	N/A	N/A	N/A	N/A	4	1

- One HC driver appealed to the Magistrates Court as a result of a revocation and the appeal was upheld by the Magistrates.
- Overall in the financial year 2020/21, the enforcement officers spent 40% of their time on the HC trade and 60% on the PH trade.

## 5.0 Fee Changes

### 5.1 Hackney Carriage Account

The predicted income and expenditure for the year has been reviewed. The reserve accounts are predicted to balance and, as such, it is proposed that there is no increase in fee to the Hackney Carriage Drivers Licence or Vehicle Licence fees this year.

It would not be wise to reduce any of the fees at this stage as it is uncertain what the next year will bring due to the ongoing pandemic, and the changes proposed as part of the Taxi Policy consultation.

Please refer to the summarised accounts in Appendix I.

### 5.2 Private Hire Account

The predicted income and expenditure for the year have been reviewed. The reserve accounts are currently in surplus and it is proposed that there is no increase in fee to the Private Hire Drivers Licence, Vehicle Licence or Operators fees this year.

It would not be wise to reduce any of the fees at this stage as it is uncertain what the next year will

bring due to the ongoing pandemic, and the changes proposed as part of the Taxi Policy consultation. Please refer to the summarised accounts in Appendix I.

#### **6.0 Consideration to the use of Direct Debits**

6.1 Last year we offered drivers and vehicle proprietors an option to pay by direct debit in advance for future one year licences. To date, no-one has taken up this offer.

#### **7.0 Cost savings this year**

7.1 The following savings against expenditure in the Taxi accounts have been made:

- We have not replaced the third Taxi Enforcement Officer, who left at end of November 2019.
- We have not replaced the NVQ Apprentice Administration officer since the end of February 2021.
- Legal costs have significantly reduced during the pandemic.

#### **8.0 Future Budget Risks and Management**

8.1 The Hackney Carriage and Private Hire licensing system is frequently subject to challenges through the court systems, ombudsman and external audit functions. 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.

#### **9.0 Conclusion**

9.1 Having considered legal and financial advice on the fees structure and reviewed projected fee incomes and expenditure officers propose that the fees remain the same for 2022/23. The fees are shown in Appendix I.

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

**APPENDIX I**

**Proposed that the fees for Hackney Carriage and Private Hire Licences for 2022/23 will remain the same.**

<b>Hackney Carriage</b>	
<b>Type</b>	<b>Proposed Fees (as current)</b>
Vehicle licence (1 year)	£369
1 Year Drivers licence	£190
3 Year Drivers Licence	£500
New Drivers Application Fee	£137
Replacement Plate	£13.50
Duplicate licence	£10
Admin fee for Change of Licence/transfer from HC to PH	£20
Vehicle Transfer	£35
Change of vehicle registration number	£35
Drivers Test	£85
KOP test	£72
Spoken English Test	£33
Replacement ID Card fee	£10
Refund Fee	£15

<b>Private Hire</b>	
<b>Type</b>	<b>Proposed Fees (as current)</b>
Vehicle licence (1 year)	£184
1 Year Drivers licence	£134
3 Year Drivers Licence	£336
Drivers Application Fee	£137
Replacement Plate	£13.50
Replacement Door Sticker	£5.25
Duplicate licence	£10
Admin fee for Change of Licence/transfer from PH to HC	£20
Vehicle Transfer	£35
Change of vehicle registration number	£35
Drivers Test	£85
KOP test	£72
Spoken English Test	£33
Replacement ID Card fee	£10
Refund Fee	£15
Operators annual application fee	£135
Operator fee per vehicle (annual)	£3.80
Operators 5 year application fee	£578
Operator fee per vehicle (5 year)	£19

## APPENDIX 2 – Summarised accounts for 2021/22

<b>Hackney Accounts</b>					
<b>Expenditure or Income</b>	<b>Groupings</b>	<b>2020/21 Hackney Carriage Total</b>	<b>Forecast 2021/22 Hackney Driver</b>	<b>Forecast 2021/22 Hackney Vehicle</b>	<b>Total Forecast 2021/22 Hackney Carriage</b>
<b>Expenditure</b>	Staffing	£99,794	£31,569	£64,803	£96,372
	Other Staff costs	£515	£127	£243	£370
	Legal Internal	£4,803	£8,378	£3,048	£11,426
	Supplies and services	£3,800	£1,235	£6,171	£7,406
	Vehicle Costs	£362	£0	£801	£801
	Rank Review	£1,540	£0	£500	£500
	Driver Training	£870	£400	£0	£400
<b>Expenditure Total</b>		<b>£111,684</b>	<b>£41,708</b>	<b>£75,566</b>	<b>£117,274</b>
<b>Income</b>	Driver Licence	(£45,749)	(£46,133)	£0	(£46,133)
	Licence Amendment	(£60)	(£20)	(£140)	(£160)
	Other Income	(£3,740)	(£1,553)	(£889)	(£2,442)
	Test Fee	(£85)	(£870)	£0	(£870)
	Vehicle Licence	(£113,728)	£0	(£105,859)	(£105,859)
	Staffing Recharges to Depts	(£7,401)	£0	£0	£0
<b>Income Total</b>		<b>(£170,763)</b>	<b>(£48,576)</b>	<b>(£106,888)</b>	<b>(£155,464)</b>
<b>Grand Total</b>		<b>(£59,079)</b>	<b>(£6,868)</b>	<b>(£31,322)</b>	<b>(£38,190)</b>

<b>Private Hire Accounts</b>						
<b>Expenditure or Income</b>	<b>Groupings</b>	<b>Total Private Hire 2020/21</b>	<b>Forecast 2021/22 Private Hire Driver</b>	<b>Forecast 2021/22 Private Hire Vehicle</b>	<b>Forecast 2021/22 Private Hire Operator</b>	<b>Total Forecast Private Hire 2021/22</b>
<b>Expenditure</b>	Staffing	£158,517	£59,758	£96,977	£5,083	£161,818
	Other Staff costs	£607	£408	£725	£34	£1,168
	Legal External	£1,598	£1,166	£0	£2,500	£3,666
	Legal Internal	£5,263	£9,649	£1,189	£2,607	£13,445
	Supplies and services	£11,270	£2,175	£11,132	£186	£13,493
	Vehicle Costs	£362	£0	£1,183	£0	£1,183
	Driver Training	£2,030	£1,540	£0	£0	£1,540
<b>Expenditure Total</b>		<b>£179,646</b>	<b>£74,696</b>	<b>£111,207</b>	<b>£10,410</b>	<b>£196,313</b>
<b>Income</b>	Driver Licence	(£70,599)	(£66,432)	£0	£0	(£66,432)
	Licence Amendment	(£2,910)	(£100)	(£2,400)	£0	(£2,500)
	Operator Fee	(£7,565)	£0	£0	(£6,246)	(£6,246)
	Other Income	(£2,125)	(£129)	(£2,152)	(£1)	(£2,282)
	Test Fee	(£2,522)	(£3,140)	£0	£0	(£3,140)
	Vehicle Licence	(£119,215)	£0	(£119,600)	£0	(£119,600)
	Staffing Recharges to Depts	(£11,101)	£0	£0	£0	£0
<b>Income Total</b>		<b>(£216,037)</b>	<b>(£69,801)</b>	<b>(£124,152)</b>	<b>(£6,247)</b>	<b>(£200,200)</b>
<b>Grand Total</b>		<b>(£36,391)</b>	<b>£4,895</b>	<b>(£12,945)</b>	<b>£4,163</b>	<b>(£3,887)</b>



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.

Document is Restricted

This page is intentionally left blank