

Taxi Licensing Committee
REVIEW OF TAXI TABLE OF FARES (TAXI TARIFF)



Date: 07 July 2022
Title of Report: **Review of Hackney Carriage Taxi Table of Fares (Taxi Tariff)**
Lead Member: Councillor Richard Bingley (Leader of the Council)
Lead Strategic Director: Ruth Harrell Director of Public Health
Author: Graham Hooper
Contact Email: graham.hooper@plymouth.gov.uk
Your Reference: TAXILIC/GH/July22Tariff
Key Decision: No
Confidentiality: Part I - Official

Purpose of Report

For Members of the Committee to consider the review of the Taxi Table of Fares (Taxi Tariff) and to determine whether to accept the proposal detailed in the following report and send the proposal out to consultation as set out in the prescribed process under Section 23 of the Plymouth City Council Act 1975.

Recommendations and Reasons

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

1. Consider and resolve to adopt the Taxi Table of Fares (Taxi Tariff) fee setting policy for setting future taxi fares in Plymouth as set out in Appendix 2 to this report.
2. Approve, amend or reject if necessary, the proposed Tariff set out in Appendix 5 to this report, as proposed by Officers, for the reasons given in this report.
3. Resolve to authorise the advertising of the Tariff set out in Appendix 5, as required by the Plymouth City Council Act 1975, and to allow the Tariff to come into effect four weeks after the period allowed for objections should no objections be received.

Alternative options considered and rejected

None

Relevance to the Corporate Plan and/or the Plymouth Plan

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

Unlocking the Cities Potential:

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

Caring for People and Communities:

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

Implications for the Medium Term Financial Plan and Resource Implications:

Not Applicable

Financial Risks

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

Carbon Footprint (Environmental) Implications:

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

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

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

Appendices

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

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)						
	1	2	3	4	5	6	7

Sign off:

Fin	pl.22 .23.5 0	Leg	3874 9/ag/ 24.6. 22	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 Date agreed: by Email 27/06/22											
Cabinet Member approval: Councillor Shayer Date approved: 4.7.22											

Appendix I: Briefing Report

The report provides details of the review and proposed fare increase in relation to Hackney Carriage fares.

1.0 Background

- 1.1 The common term for Hackney Carriages is 'taxis' and this term is used throughout this report. A customer can flag down a taxi in the street or at taxi ranks without booking unlike private hire vehicles that must always be booked in advance of the journey.
- 1.2 Under section 23 (1) of the Plymouth City Council Act 1975 (PCCA 1975), the Council is responsible for setting the maximum fares and other costs that drivers may charge a customer for using taxis in the City. The Council does not have powers to set fares for journeys in private hire vehicles. Members should note that drivers may charge a lower fare or offer a discount if they wish and negotiate fares for travel outside of the City boundaries. The meter does not need to be used for hiring of over an hour or for contracts with a public authority.
- 1.3 Taxi fares are made up of an initial hiring charge (flag fall) and a mileage rate, both of which are expressed in terms of distance and or time. This is because when a hired taxi is stationary or moving at less than 6mph in traffic the meter continues charging by time instead of distance. It can never charge both time and distance at the same time.
- 1.4 The Table of Fares (Tariff) should be set to enable sustainable income for drivers, future investment in vehicles and to clearly set rates that minimise the opportunity for overcharging or confusion.
- 1.5 The Tariff has to be displayed within all taxis to allow passengers to calculate the approximate cost of their journey. The PCCA 1975 requires taximeters to be fitted in every licensed vehicle. Once set, all drivers must display the maximum fare on their taximeter. This ensures consistency across all taxis and provides public confidence that the fare they are charged is correct.
- 1.6 In accordance with the statutory procedure set out in Section 23 of the PCCA 1975, the Council is required to undertake a public consultation prior to making any amendment to the Tariff.

A notice must be published in at least one local newspaper circulating in the City setting out the variation and specifying the period, which cannot be less than 14 days from the date of the first publication of the notice, within which and the manner in which objections can be made.

If no objection to the variation of the Tariff, or if all objections are withdrawn, the revised Tariff will come into operation on the date of the expiration of the consultation period.

However, if any objections are made and not withdrawn, the Committee will consider the objections and set a further date, not later than two months after the first specified date, on which the Tariff shall come into force with or without further modifications.

2.0 Reason for the Review

- 2.1 The Tariff was last reviewed and agreed by Committee on 8 January 2022 after consideration of objections. Prior to this the Tariff had not been reviewed since October 2017.

The January review can be considered as 'interim' to cover the hiatus experienced over the Covid 19 pandemic period and this was made clear at the time. Since that review throughout this year the Consumer Price Index (CPI), which represents inflation through the change in the cost of living, has risen sharply. The most recent information obtained from the Office of National Statistics shows that:

- The CPI rose by 9.0% in the 12 months to April 2022, up from 7.0% in March.
- On a monthly basis, CPI rose by 2.5% in April 2022, compared with a rise of 0.6% in April 2021.

<https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/consumerpriceinflation/april2022>

The drivers of inflation such as energy, fuel, food and consumer goods along with the impact on the economy from world events such as the Covid-19 pandemic and the Ukraine conflict have hit all business sectors hard not least the taxi trade.

In addition, direct overheads, such as vehicle replacement, servicing and insurance are also significant cost factors for the trade. The general hospitality and evening and night time economy trade has opened up post pandemic and the taxi trade is experiencing a steady increase in users, however what remains unclear is the ongoing impact that the trade will experience financially moving forward in these uncertain times.

The provision of taxis are also an important part of women's safety, especially late at night when there are less bus routes. Officers have considered the need to keep late night fares fair for both the drivers and the general public so that it remains affordable whilst high enough to encourage drivers to work at night.

- 2.2 In accepting the last Tariff, Taxi Licensing Committee also resolved to implement a fair and robust methodology for determining future Tariffs. Licensing Officers have subsequently reviewed a number of different policies from around the country and a method has been devised that can be used to determine whether any fare increase is necessary and balanced. Any methodology agreed will need to be kept under review and updated as the sources of information change. The proposed methodology shown in Appendix 2, page 11, has been created to provide a transparent process for calculating taxi fares and seeks to measure the true costs of providing taxis and the 'cost per mile' figure necessary to safeguard the sustainability for this valuable public service. The information provided in this document is supported by factual evidence. If statistical data is not available the calculations are based on reasoned argument. Appendix 3, page 15, shows the calculations for the current running costs per mile.

3.0 Proposed Changes

- 3.1 The current Tariff is shown in Appendix 4, page 17 and the proposed Tariff is set out in Appendix 5, page 18. The proposed changes are summarised below:
- 3.2 During the last Tariff review the Tariff structure was reduced from five time controlled Tariffs to three.

During recent talks with trade representatives a request was made that a fourth time controlled Tariff is introduced with an increase in charges for Friday and Saturday nights between the hours of 10pm and 6am to encourage more drivers to work these hours, reduce incidents of 'overcharging' and give some recompense for the associated issues that they face such as verbal abuse and aggression.

After discussion and further consideration it is the view of Licensing Officers that the introduction of the fourth Tariff will not encourage more drivers to work these hours as the proposed uplift already provides a substantial increase across these hours.

Furthermore Plymouth's evening and night time economy is not limited to Friday and Saturday nights but is vibrant throughout the week especially during Summer months and a drivers 'journey' rate is increased providing more income.

Incidents of overcharging are increasing but this will not stop by introducing a fourth Tariff and needs to be addressed through targeted enforcement such as test purchase operations.

A fourth Tariff will not address the incidents of violence and aggression that are faced by the drivers and Taxi Licensing are working with Devon and Cornwall Police and other stakeholders/interested parties in the ENTE to explore ways to reduce this.

There are no proposals to alter the Tariff structure further after this review.

- 3.3 The mandatory ability to pay by card was introduced with the last taxi policy change and is due to come into force on 1 July 2022. A cost of 1.5% and 3% is incurred by the driver for every transaction. This only needs to be considered in this review and not future reviews and therefore it is suggested that 2% is added to the total increase in Fares at this time which has been included in the calculations.
- 3.4 Using the fee setting methodology shown in Appendix 2 and the calculations shown in Appendix 3, it can be seen that the current cost to operate a taxi in Plymouth is calculated at £1.73 per mile.

Under the current Tariff 1, the running mile running mile, which does not include the initial charge or any extras applied is set at £1.80 per mile.

Taking into account cost of living and inflation it is proposed to apply an uplift of up to 18% dependant on the time of the day and length of journey made with an average uplift of 14% across the three tariff structures.

The proposed uplift would see the running mile costs rise to £2.10 which is an uplift of 17%.

- 3.5 To facilitate the proposed uplift across the 3 Tariffs, the mileage distance rate fractions will change to the following:

	Current	Proposed
Tariff 1	1/6	1/7
Tariff 2	1/7	1/8
Tariff 3	1/6	1/7

With the proposed uplifts, the flag fall (initial charge) would rise to the following costs:

	Current	Proposed
Tariff 1	£3.30	£3.60
Tariff 2	£3.80	£4.20
Tariff 3	£6.60	£7.20

Mileage rates will remain as the existing Tariff:

	Pence Per Applicable Distance
Tariff 1	£0.30
Tariff 2	£0.30
Tariff 3	£0.60

- 3.6 For members ease the table shown below shows the current cost per part/full mile to the travelling public and the proposed costs should an average 14% (Tariff 1 & 3) and 18% (Tariff 2) uplift be applied.

The figures do not take into account waiting time or any extras that maybe charged.

Journey (Miles)	Tariff 1				Tariff 2				Tariff 3			
	Current	Proposed	% Increase	Difference	Current	Proposed	% Increase	Difference	Current	Proposed	% Increase	Difference
1	£5.10	£5.70	12%	£0.60	£5.40	£6.60	22%	£1.20	£10.20	£11.40	12%	£1.20
2	£6.90	£7.80	13%	£0.90	£7.50	£9.00	20%	£1.50	£13.80	£15.60	13%	£1.80
3	£8.70	£9.90	14%	£1.20	£9.60	£11.40	19%	£1.80	£17.40	£19.80	14%	£2.40
4	£10.50	£12.00	14%	£1.50	£11.70	£13.80	18%	£2.10	£21.00	£24.00	14%	£3.00
5	£12.30	£14.10	15%	£1.80	£13.80	£16.20	17%	£2.40	£24.60	£28.20	15%	£3.60
6	£14.10	£16.20	15%	£2.10	£15.90	£18.60	17%	£2.70	£28.20	£32.40	15%	£4.20
7	£15.90	£18.30	15%	£2.40	£18.00	£21.00	17%	£3.00	£31.80	£36.60	15%	£4.80
8	£17.70	£20.40	15%	£2.70	£20.10	£23.40	16%	£3.30	£35.40	£40.80	15%	£5.40
9	£19.50	£22.50	15%	£3.00	£22.20	£25.80	16%	£3.60	£39.00	£45.00	15%	£6.00
10	£21.30	£24.60	15%	£3.30	£24.30	£28.20	16%	£3.90	£42.30	£49.20	16%	£6.90
Average % Increase			14%	£1.95			18%	£2.55			14%	£3.93

- 3.7 When comparing the proposed uplift to other Devon local authorities and the neighbouring Cornwall Taxi Zones it can be seen that Plymouth would rise to 1st in the rankings.

It must be taken into consideration when making comparisons with these local authorities that **only** Plymouth operate a 100% wheelchair accessible vehicle taxi fleet and therefore the

investment and running costs in vehicles that meet this specification is considerably more than a standard vehicle operated in the other areas.

It must also be taken into consideration that under PCC's Taxi Licensing policy all vehicles will need to meet the Governments ULEV criteria by 2030 and therefore drivers will need to start considering investment in new, cleaner and more efficient vehicles requiring substantial investment.

Local Authority	Proposed Tariff 1 (2 Miles)
Plymouth C. C.	£7.80
Torridge (not exact mile)	£7.20
East Devon D. C.	£6.80
Caradon Zone	£6.80
Torbay (not exact mile)	£6.75
South Hams D. C.	£6.66
Exeter C. C.	£6.60
Teignbridge B C (not exact mile)	£6.60
North Devon D. C.	£6.55
Mid Devon D. C.	£5.70
West Devon	Not Known
Devon Average	£6.75

- 3.8 In terms of the national context, out of the 363 local authorities that regulate taxi fares as at June 2022, Plymouth is currently ranked joint 64th at £6.90 for 2 miles shared with four other local authorities.

At £7.80 for 2 miles, Plymouth would be joint 13th with two other local authorities (Source Private Hire and Taxis Monthly).

Rank	Council	2 Mile Fare
1	LONDON (HEATHROW)	£13.40
2	EPSOM & EWELL	£9.80
3	LONDON	£9.80
4	LUTON AIRPORT	£9.70
5	WATFORD (X)	£8.40
6	UTTLESFORD	£8.30
7	CARRICK	£8.20
8	WOKINGHAM	£8.20
9	BRECKLAND	£8.00
10	READING	£8.00
11	ISLE OF MAN	£7.90
12	RESTORMEL	£7.90
13	BRIGHTON & HOVE	£7.80
14	PLYMOUTH	£7.80
15	SURREY HEATH	£7.80
16	GUERNSEY	£7.70
17	WEALDON	£7.70
18	BASINGSTOKE & DEANE	£7.60
19	EAST AYRSHIRE	£7.60
20	GUILDFORD	£7.60
21	KERRIER	£7.60
22	OXFORD CITY	£7.60
23	RUSHMOOR	£7.60
24	SOUTHAMPTON	£7.60
25	JERSEY	£7.43

The national average two-mile hackney fare on Tariff one is £6.27. The Devon average is currently £6.75.

4.0 Extra Charges

4.1 All of the extra charges were considered during the last tariff review and there are no proposals to uplift or make changes to these charges.

4.2 Fuel Escalation Surcharge

The fuel charge is an extra charge added to the fare according to the fluctuation of fuel costs outside the existing fare adjustment mechanism.

The fuel surcharge threshold is currently set for when fuel oil (diesel) reaches £1.50 per litre at Outland Road Service Station at which point 10p is added to the fare and with a further 10p for each subsequent increase of 10p per litre.

The price of diesel at the outland Road Service Station at the time this report is 191.9 pence per litre. Therefore an additional 50 pence charge is added to each journey currently made.

During recent talks with trade representatives it was agreed that due to the proposed percentage increase across the three Tariffs that the threshold is raised to £1.80 per litre with a further 10p for each subsequent increase of 10p per litre and that this is reviewed again during the next tariff review.

5.0 Conclusion

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

Appendix 2

Tariff Setting Methodology

Taxi Licensing Sub Committee resolved to regularly review the maximum taxi fares for the City and to have a fair and robust method for doing so. Licensing Officers have subsequently reviewed a number of different policies from around the country, a method has been devised that can be used to determine whether any fare increase is necessary and balanced.

The proposed methodology has been created to provide a transparent process for calculating taxi fares and seeks to measure the true costs of providing taxis and the 'cost per mile' figure necessary to safeguard the sustainability for this valuable public service. The information provided in this document is supported by factual evidence. If statistical data is not available the calculations are based on reasoned argument.

The proposed calculation uses the relevant factors shown in the following table:

1	The annual average earnings figure for a full time employee for Plymouth (£)
2	Average of the AA pence per mile total for standing charges and running costs (pence)
3	Vehicle Insurance costs (£)
4	The cost of a council taxi driver badge and vehicle licence, and an allowance for: training, medicals, and DBS checks.
5	The average annual earnable mileage of a licensed Plymouth taxi

The relevant factors used in the calculation are explained in more detail below.

1. Annual Average Earnings

The economic cost of running a hackney carriage includes the drivers' earnings and this factor must be taken into account when setting the fare tariff. There is no reliable information on the earnings of taxi drivers and it is therefore proposed that the government's annual average earnings figure should be used.

The annual average earnings figure for a full time employee for Plymouth is sourced from The Office of National Statistics (ONS) found at:

<https://www.ons.gov.uk/datasets/ashe-tables-11-and-12/editions/time-series/versions/2>

The filters applied to obtain the information are shown in the table below:

ONS Filters

Statistics	Mean Average
Geography	Geography-England, South West, Plymouth
Hours and earnings	Hours and Earnings-Annual Pay Gross
Sex	All
Time	2021 (or most recent available year)
Working Time	All (Full & Part Time)
Workplace or Residence	Both

I. Vehicle Costs

The average costs of running a diesel vehicle are calculated without taking individual or differing business practices into account.

Until recently the Automobile Association (AA) provided the most accurate data available for the costs of running a diesel vehicle based upon the fuel type and average mileage of a vehicle. This is a detailed index and consists of costs for road tax, insurance, depreciation, subscriptions, fuel, oil, tyres, servicing, repairs and replacements for a variety of vehicle types and distances travelled.

While the AA currently do not publish recent information of this nature they do provide a detailed explanation as to how a vehicle proprietor can estimate their vehicle standing which captures the above information and is still considered appropriate to use. Therefore the most recent data provided by the AA is used to provide an average figure but is adjusted to allow for the percentage inflation rise along with the cost of fuel since the data was obtained.

The formula below takes the average of the total of standing charges and running costs in pence per mile for diesel cars costing over £36,000 on purchase. This factor was chosen as Plymouths Taxi fleet is not mixed, is all wheel chair accessible and predominantly diesel fuelled.

AA Vehicle Motoring Costs (Adjusted for Inflation Rise 19.29%)		
Inflation rise from 2014 to 2022	19.29% adjusted where figures not available	CPI Inflation Calculator
* indicates Adjusted		
Standing Charges Per Year, £	Over £36K	Adjusted for 2022
VED (Road Tax)	361	X
Insurance	771	X
Cost of Capital*	823	X
Depreciation*	5197	X
Breakdown Cover	50	X
Standing Charges Only:£	7202	X
Standing Charges as Pence Per Mile		
At 30000 miles per year	24	X
Running Costs Pence Per Mile		
Diesel Fuel*	17	X
Tyres*	3	X
Service Labour Costs*	3	X
Replacement Parts*	3	X
Parking and Tolls*	2	X
Running Costs Only	28	X
*nb Fuel at 137.0 pence per litre		
Fuel Oultand Road 14/06/22 191.9 pence per litre		
For each penny more or less add or take away 0.09 pence (54.9)		
Total of standing and running costs as pence per mile		
at 30,000 miles	54	X

2. Vehicle Insurance Costs

All insurance policies are different and some proprietors/drivers pay more than others depending on individual circumstances. In addition taxi drivers incur additional insurance premiums for the 'hire and reward' element of driving. The calculation is based on the average premium for a licensed 50 year old driver who has been driving over 7 years and with no current endorsements.

4. Costs of maintaining driver and vehicle licence with Plymouth City Council

This calculation takes in to account the cost of maintaining driver and vehicle licences with additional allowances for DBS checks, medicals and attending appropriate training.

5. Earnable mileage figure

Dead mileage is the term used to describe the amount of mileage spent driving without a passenger in the vehicle i.e. non-earnable mileage. HMRC generally consider dead mileage is set at 40% for rural areas whereas 50% is considered suitable for urban areas.

This is further supported through discussions with the local taxi trade and given the nature of Taxi work in an urban area such as Plymouth the earnable mileage and dead mileage should be set at an even 50/50 % split.

Figures obtained from the last Unmet Demand Survey undertaken in Plymouth put the average annual mileage figure in Plymouth at around 30000 miles therefore the earnable mileage is set at 15000 miles.

6. Calculation Results

Once the data has been obtained it is input into the below equation to provide a figure showing the cost per mile to run a taxi in Plymouth.

1	The annual average earnings figure for a full time employee for Plymouth (£)	x
2	Average of the AA pence per mile total for standing charges and running costs (pence)	x
3	Vehicle Insurance costs (£)	x
4	The cost of a council taxi driver badge and vehicle licence, and an allowance for: training, medicals, and DBS checks.	x
5	The average annual earnable mileage of a licensed Plymouth taxi	x
Cost per mile Calculation $(1+2+3+4) \div 5 =$		x

Running Costs per Mile = £ X

Appendix 3

Current running costs – Worked Example

1. Average Earnings

The most up to date data shows that the Plymouth average earnings for 2021 is **£24,212.5**

2. Cost of Running a Diesel Vehicle

The calculations are based on the cost of a new representative vehicle in the fleet licensed by Plymouth City Council above £36k, namely:

- Ford Tourneo Custom l2 Diesel 2.0 Eco Blue l30ps 9 Seater Zetec Auto £36,995. (Source: The Taxi Centre), or:
- Mercedes-Benz Vito Taxi £42,500

Current prices have been inputted where this is possible and prices have been adjusted by the cumulative price increase of 19.29%. along with the cost of fuel since the data was obtained.

AA Vehicle Motoring Costs		
	AA Figures	
Adjusted where figures are not available. Cumulative price increase of 19.29% from 2014 to 2022		
Standing Charges Per Year, £	Over £36K	Inflation Adjusted for 2022
VED (Road Tax) Avg of £290 & £490	361	390
Insurance	771	1300
Cost of Capital	823	982
Depreciation	5197	6200
Breakdown Cover	50	60
Standing Charges Only:£	7202	8591
Standing Charges as Pence Per Mile		
At 30000 miles per year	26	31
Running Costs Pence Per Mile		
Diesel Fuel*	17	23
Tyres	3	3
Service Labour Costs	3	3
Replacement Parts	3	4
Parking and Tolls	2	2
Buisness Costs (Card Machine this review only)	3	3
Running Costs Only	28	36
*nb Fuel at 137.0 pence per litre		
Fuel Oultand Road 14/06/22 191.9 pence per litre		
For each penny moreor less add or take away (36.9 pence)	0	7
Total of standing and running costs as pence per mile		
at 30,000 miles	54	68

The figure obtained is vehicle running costs of **68 pence per mile**.

3. Vehicle Insurance Costs

This figure is set at **£1300 per annum**.

4. Costs of maintaining driver and vehicle licence with Plymouth City Council

For this current year this is set at **£500**.

5. Calculations

1	The annual average earnings figure for a full time employee for Plymouth (£)	£24,212.50
2	Average of the AA pence per mile total for standing charges and running costs (pence)	£0.68
3	Vehicle Insurance costs (£)	£1300
4	The cost of a council taxi driver badge and vehicle licence, and an allowance for: training, medicals, and DBS checks.	£500
5	The average annual earnable mileage of a licensed Plymouth taxi	15000
Cost per mile Calculation (1+2+3+4) ÷ 5 =		£1.73

Running Cost per Mile = £1.73

Appendix 4

Current Table of Fares (Tariff)

HACKNEY CARRIAGE TABLE OF FARES



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

The driver must not refuse, without reasonable excuse, to take a hirer or would be hirer to any place within the licensing district, Section 53, Town 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 one	Tariff two	Tariff three
For any distance up to 1/6th of a mile	£3.30	-	£6.60
For any distance up to 1/7th of a mile	-	£3.80	-
For each subsequent 1/6th of a mile or part thereof	30p	-	60p
For each subsequent 1/7th of a mile or part thereof	-	30p	-
Waiting time	Tariff one	Tariff two	Tariff three
For each completed period of 60 seconds		30p	
For each completed period of 90 seconds	30p		60p

Extra charges	
Each additional passenger after the second (accompanied children under the age of 3 are not charged, two children between 3 and 12 to be charged as one).	20p
Entrance to MOD establishments, booking fee, or from Plymouth Railway Station (subject to permit).	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 the vehicle, inside or out.	Up to £100
Toll charges at current rate for return journey.	

Effective from: 18 January 2022

Appendix 5

Proposed Table of Fares (Tariff)

HACKNEY CARRIAGE			
TABLE OF FARES			
Made by virtue of Section 23 of the Plymouth City Council Act 1975			
The driver must not refuse, without reasonable excuse, to take a hirer or would be hirer to any place within the licensing district, Section 53, Town 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 1/7 th of a mile	£3.60	-	£7.20
For any distance up to 1/8 th of a mile	-	£4.20	-
For each subsequent 1/7 th of a mile or part thereof	30p	-	60p
For each subsequent 1/8 th of a mile or part thereof	-	30p	-
Waiting Time	Tariff 1	Tariff 2	Tariff 3
For each completed period of 60 seconds		30p	
For each completed period of 90 seconds	30p		60p
Extra Charges			
Each additional passenger after the second (accompanied children under the age of 3 are not charged, two children between 3 & 12 to be charged as one).			20p
Entrance to MOD establishments, booking fee, or from Plymouth Railway Station (subject to permit).			50p
For each uncaged animal except guide, hearing or other assistance dogs.			50p
In the event of extra public holidays being announced within the life of this tariff, the tariff stands with an additional charge to be added to the meter for each hiring on the new public holiday.			50p
Fuel - to be added to each hiring if and when fuel oil is £1.80 per litre at Home Park Service Station (Outland Road) with a further 10p for each subsequent increase of 10p per litre.			10p
For any soiling of a vehicle, inside or out.			Up to £100.00
Toll charges incurred at current rate for return journey.			
Effective from Date: TBC 2022			