

REVIEW OF HACKNEY CARRIAGE TABLE OF FARES

Consultation Responses and Objections

Taxi Licensing Committee



Date: 05 October 2022

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

Lead Member: Councillor Sally Haydon (Cabinet Member for Community Safety, Libraries, Cemeteries & Crematoria)

Lead Strategic Director: Ruth Harrell Director of Public Health

Author: Graham Hooper

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

Your Reference: TAXILIC/GH/Sept23Tariff

Key Decision: No

Confidentiality: Part I - Official

Purpose of Report

On 10 August 2023 the Taxi Licensing Committee Sub Committee considered the review of the Hackney Carriage Table of Fares otherwise known as the Taxi Tariff (tariff) and resolved to send the proposed tariff set out in the accompanying report for public consultation, as prescribed under Section 23 of the Plymouth City Council Act (PCCA) 1975. The original Committee report and details can be viewed online at the following link:

[Tariff Review - August 2023.pdf \(plymouth.gov.uk\)](#)

In accordance with the PCCA 1975, the variations were advertised in the Plymouth Herald on 16 August 2023 (Appendix 2) which included providing an opportunity and details for comments and objections to be made. All Hackney Carriage drivers and vehicle proprietors were written to and provided with a copy of the tariff public notice and were given until 31 August 2023 to make objections. Any objections received must be considered, prior to the tariff remaining as it is, implemented as advertised or with further amendments made.

Six responses were received, one in favour of the proposed tariff and there were five objections.

Recommendations and Reasons

The Taxi Licensing Committee consider the objections received by the Licensing Authority in relation to the statutory consultation on the proposed Hackney Carriage fares, and:

1) Taking into account the consultation responses and objections received the options are:

- Keep the tariff that is currently in operation. (Appendix 1)
- Approve the tariff as advertised and consulted on (Appendix 2) or,
- Specify other amendments to be made.

2) Approve a date by which the new tariff shall come into force, which must be no later than the 16 October 2023.

Alternative options considered and rejected

None

Relevance to the Corporate Plan and/or the Plymouth Plan

There are links to community safety in ensuring an adequate supply of properly licensed taxis as a safe mode of transport for the public, particularly when other public transport is unavailable. If taxi fares are set too high, then members of the public are less likely to use them.

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:

None Identified

Financial Risks

While there are costs associated with the review of the taxi tariff for example advertising and consultation this will be met through the existing Taxi Trade account. The cost of re-calibrating individual meters would be met by licensed drivers and operators, therefore there are no direct costs or 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:

An unreasonable increase in the level of fares could be a source of resentment amongst the travelling public. Equally an unreasonably low increase or no increase could be a source of resentment amongst the trade.

The provision of adequate, affordable taxi journeys is necessary to ensure the safety of children, young people and vulnerable adults.

There are no other implications to the Council identified 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) <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

Sign off:

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Originating Senior Leadership Team member: Ruth Harrell											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: by email, 25/09/23											
Cabinet Member approval: Councillor Sally Haydon (Cabinet Member for Community Safety, Libraries, Cemeteries & Crematoria)											
Councillor Date approved: by email, 22/09/23											

Briefing Report

1.0 Background Information

- 1.1 The current tariff is shown in Appendix 1, page 7.
- 1.2 On 10 August 23 the Taxi Licensing Sub Committee resolved to advertise and consult on the amended Hackney Carriage tariff as proposed in Appendix 3, page 12 of the briefing report found at the following link: [Tariff Review - August 2023.pdf \(plymouth.gov.uk\)](#)
- 1.4 The proposed tariff was published in the Plymouth Evening Herald on Wednesday 26 August 2023. A copy of the public notice can be seen in Appendix 2, page 8 of this report.
- 1.5 The details were placed on the Council's Public Notices website and all taxi drivers and vehicle proprietors were contacted by email or written to with a copy of the proposed tariff and a link to the supporting Committee report.
- 1.6 The consultation ran until 31 August 2023 to allow for comments and objections to be made.

2.0 Legal Framework

- 2.1 Under section 23 (1) of the Plymouth City Council Act 1975 (PCCA 1975), the Council is responsible for setting the maximum fares and other costs that drivers may charge a customer for using taxis in the City. The Council does not have powers to set fares for journeys in private hire vehicles. Members should note that drivers may charge a lower fare or offer a discount if they wish and negotiate fares for travel outside of the City boundaries.
- 2.2 The meter does not need to be used for hiring of over an hour or for contracts with a public authority. Taxi fares are made up of an initial hiring charge (flag fall) and a mileage rate, both of which are expressed in terms of distance and or time. This is because when a hired taxi is stationary or moving at less than 6mph in traffic the meter continues charging by time instead of distance. It can never charge both time and distance at the same time.
- 2.3 The 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.
- 2.4 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.
- 2.5 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.
- 2.6 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.
- 2.7 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.

- 2.8 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 closing date of the advertised consultation on which the tariff shall come into force with or without further modifications.
- 2.9 The tariff approved by the Committee would come into effect not later than 31 October 2023.

3.0 Consultation Responses

- 3.1 A table showing the 6 consultation responses received can be seen in Appendix 3, pages 9 to 13 of this report.
- 3.2 Three of the objections received stated the proposed uplift to the tariff was unwarranted and that this would penalise regular customers driving some of these customers away from using taxis.

Taxi Licensing Department considered this point of view throughout the first report and acknowledges that if taxi fares are set too high, then members of the public are less likely to use them. However, when weighing up all the factors discussed in the first report, it is the continuing view of officers that the proposed small uplift will not penalise the travelling public but 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.

- 3.3 Two objections raised related to the timings of the individual tariff structures. The comments centred around the view that tariff 1 should commence at 7am and not 6am to allow for the Evening and Night Time Economy trade and tariff 3 should run all day on Christmas Eve and all day on New Year's day.

Historically tariff 1 (the day rate) has not started until 6am and finished at 7pm so that those workers i.e. shop workers, care workers, hospital workers etc. are not penalised by the tariff 2 rate (night time rate).

In addition, Christmas Eve is not a UK public/bank holiday and considered a normal day. tariff 3 (double time) starts at 7pm on Christmas Eve where most workers listed above have finished for the day.

Members may wish to consider the fact that there are no regular bus services run on new Year's Day and taxis will for many be the only source of transport. However, tariff 3 (double rate) runs on New Year's Eve from 7pm and finishes at 6am when, as New Year's day is a bank/public holiday, it then runs on tariff 2 (Sunday/bank holiday rate) until 6am the following day.


It is therefore officers continuing view that to avoid unnecessary financial burden on those workers travelling to and from work by taxi that the timings of the tariff structure remain as current and as advertised.

4.0 Conclusion

- 4.1 Licensing Officers recommend that Taxi Licensing Committee resolve to approve the tariff as advertised and put out to public consultation on 16 August 2023.
- 4.2 Taxi Licensing Committee are able to amend the tariff as they see fit and following the consultation with the public and the Taxi Trade, Committee members need to consider the objections in Appendix 3 and decide whether the tariff will remain as it currently stands, as put out to consultation or whether amendments are required.
- 4.3 The determined tariff will come into force on a date as agreed by the Committee, which must be no later than 2 months after the original date of advertisement (16 October 2023).

Appendix I

Current Taxi 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 on 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 one seventh of a mile	£3.60	-	£7.20
For any distance up to one eighth of a mile	-	£4.20	-
For each subsequent seventh of a mile or part thereof	30p	-	60p
For each subsequent eighth 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 £1.80 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 the vehicle, inside or out	Up to £100		
Toll charges at current rate for return journey			
Effective from 19 September 2022			

Appendix 2

Proposed and Advertised Table of Fares

WEDNESDAY, AUGUST 23, 2023

Public Notices

Public Notices

**PUBLIC NOTICE
HACKNEY CARRIAGE
FARES**

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

**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 1/8th of a mile	£3.60	-	£7.20
For any distance up to 1/9th of a mile	-	£4.20	-
For each subsequent 1/8th of a mile or part thereof	30p	-	60p
For each subsequent 1/9th 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 2023

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 31 August 2023 on our website at: www.plymouth.gov.uk/aboutcouncil/legalnotices or a copy will be provided on request from the Taxi Licensing Department. Please contact 01752 304141 or Email: 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.

www.plymouth.gov.uk



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Appendix 3

Name/Contact/Date Received & by Email or Letter	In Favour/Objection	Comments	PCC Response
<p>From: Sent: 30 August 2023 21:02 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: Re: Taxi Table of Fares Consultation 2023</p>	<p>Objection</p>	<p>An unnecessary and unwelcome increase in my opinion, diesel prices are well down since last year's fare increase and we run the risk of losing regular customers if you persist with this reckless policy of yearly fare hikes regardless of financial considerations. It should be left to drivers themselves to decide if and when a price rise is needed and an application could then be made to pcc and passed or declined on a majority decision of drivers responding yes or no. The meter agents must be delighted with this yearly offering of low hanging fruit.</p>	<p>Dear.....</p> <p>Thank you for your response and comments for the consultation on the proposed change to the taxi tariff.</p> <p>With regards to the decision to whether a rise is needed. Taxi Licensing Committee have previously determined that the Tariff is reviewed on an annual basis. This does not mean that this will lead to an automatic rise. In addition a request was received from the PLTA earlier this year that the slight raise was made. The consultation exercise gives all drivers and the public the opportunity to comment on any proposed changes.</p> <p>Your comments and objection that the proposed rise is unwelcome and that this penalises regular customers risk have been noted and will be considered by Taxi Licensing Committee.</p>
<p>From: Sent: 17 August 2023 12:42 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: Re: Taxi Table of Fares Consultation 2023</p>	<p>Objection</p>	<p>I am 100% against another fare increase, we had 2 last year, the second one being well over the rate of inflation, now fuel prices have come down considerably another increase certainly isn't required and will only push even more of the dwindling day time trade away.</p>	<p>Dear</p> <p>Thank you for your response and comments for the consultation on the proposed change to the taxi tariff.</p> <p>The reasoning behind the proposed uplift in the taxi tariff is shown in the Committee report that can be accessed at: Tariff Review - August 2023.pdf (plymouth.gov.uk)</p>

Appendix 3

			<p>Your comments and objection that the proposed rise is above the rate of inflation and that there is a danger that this will see a reduction in customers using taxis is noted and will be included in the report for Taxi Licensing Committee to consider.</p>
<p>From: Sent: 16 August 2023 20:03 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: Your Ref: MM/GH/HCTOF</p>	<p>Objection</p>	<p>I object to the proposed increase in fares as in this current economic climate, it is unfair and will deter a lot of people from using public transport especially taxis. Furthermore, minor increase doesn't justify having the meter recalibrated.</p>	<p>Dear</p> <p>Thank you for your response and comments for the consultation on the proposed change to the taxi tariff.</p> <p>The reasoning behind the proposed uplift in the taxi tariff is shown in the Committee report that can be accessed at: Tariff Review - August 2023.pdf (plymouth.gov.uk)</p> <p>Your comments and objection that the proposed rise is not justified in this current economic climate and that there is a danger that this will see a reduction in customers using taxis is noted and will be included in the report for Taxi Licensing Committee to consider.</p>
<p>From: Sent: 16 August 2023 12:41 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: Proposed table of fares</p>	<p>Objection</p>	<p>Hello,</p> <p>Just some thoughts on the proposed table of fares.</p> <p>I think the starting price on the tariffs are too low, especially with tariff one starting on £3.60.</p>	<p>Dear</p> <p>Thank you for your response and comments for the consultation on the proposed change to the taxi tariff.</p> <p>As you know the Council is responsible for setting the maximum fares and other costs that drivers may charge a customer</p>

Appendix 3

		<p>If a customer is not going very far, then the fare could end up being £4 odd which could end up being what that driver has earned in an hour.</p> <p>When you look at what private hire companies are starting on now, it is a huge difference.</p> <p>I think that we should be at least in line with the private hire prices on the shorter journeys.</p> <p>I am sure you are aware, but for example, Needacab starts at £5.80 for their tariff 1 and £6.50 for tariff 2. Also tariff 2 starts at 3pm on a Friday and runs all day on a Saturday. Hackney prices are now falling behind private hire prices which I have never seen in my 10 years in this job.</p> <p>With tariff 2 reverting back to tariff 1 at 6am, this causes a problem specifically on a Saturday morning. The reason for this is because a couple of night clubs don't kick out until 6am, then they can't get a taxi because the driver's go home as it then begins running on a lower tariff. I have seen with my own eyes that this then causes trouble with people fighting in the street etc and I believe changing it to 7 a.m instead would reduce the problems.</p>	<p>for using taxis in the City however, the Council does not have powers to set fares for journeys in private hire vehicles. While your comments are noted regarding the lower starts then private hire, the change in the mileage distance fraction rates increases the cost for shorter distances but also encourages drivers to accept longer distance journeys.</p> <p>With regard to the timings of the tariffs and tariff 1 commencing at 6am. Your comments and reasoning are noted and will be considered by taxi licensing committee. However, it is considered that extending tariff 2 to 7am will penalise shop, care and hospital workers and other customers travelling to work while the majority of the Evening and Night time customers have left the City Centre.</p> <p>Similarly, your comments regarding working Christmas Eve all day on tariff 2 and New Year's day of tariff 3 are also noted and will be considered by taxi licensing committee. Please note that Christmas Day is not a bank holiday and therefore is a normal day. Also New Year's day does not revert to a standard day, as a bank holiday it runs on tariff 3 (Bank holiday/Sunday rate).</p>
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Appendix 3

		Also tariff 2 doesn't start until 7pm on December 31st. I don't think this is fair and should be running all day just as all the private companies do and always have done. Kind regards	
From: Sent: 16 August 2023 19:25 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: follow on from last email	Objection	Hi, I also forgot to mention that new year's day runs on a normal daily tariff (I believe this was a mistake when the new tariffs came in last year). I think that the whole day should be run on tariff 3 as the private hire companies run on fare and a half all day. I am also pretty sure the hackney tariff used to run on fare and a half all day up until the tariff changes last year. Kind regards	Response as above.
From: Sent: 16 August 2023 11:47 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk> Subject: Re: Taxi Table of Fares Consultation 2023	In Favour	Many thanks for this.	No response required.
From: Sent: 16 August 2023 11:06 To: Taxi Licensing <Taxi.Licensing@plymouth.gov.uk>	Objection	I do not agree to this new tariff. We should have a different weekend rate. Also you yourself as the council would not work new year's Day for standard pay. This is an	Dear Thank you for your response and comments for the consultation on the proposed change to the taxi tariff.

Appendix 3

Subject: Re: Taxi Table of Fares Consultation 2023		absolute joke. Your idea of looking after hackney drivers is really not there. Once again you show you don't understand are trade.	Your comments about the separate weekend rate are noted but it is considered that the timings and tariff structure adequately cover the working week. With regards to your comments that New Year's day should be at a higher rate, I can advise that new year's day as a bank/public holiday is run on tariff 2 and therefore is not run on standard pay.