

Tuesday, 8 February 2022

LICENSING COMMITTEE

A meeting of **Licensing Committee** will be held on

Thursday, 17 February 2022

commencing at **9.30 am**

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus,
Torquay, TQ1 3DR

Members of the Committee

Councillor Ellery (Chairman)

Councillor Amil	Councillor Kavanagh
Councillor Atiya-Alla	Councillor Kennedy
Councillor Barnby	Councillor Barbara Lewis (Vice-Chair)
Councillor Mandy Darling	Councillor Mills
Councillor Dart	Councillor Pentney
Councillor Douglas-Dunbar	Councillor Sykes
Councillor Foster	Councillor John Thomas

Together Torbay will thrive

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Governance Support, Town Hall, Castle Circus, Torquay, TQ1 3DR

Email: governance.support@torbay.gov.uk - www.torbay.gov.uk

LICENSING COMMITTEE AGENDA

1. **Apologies**
To receive any apologies for absence, including notifications of any changes to the membership of the Committee.

2. **Minutes** (Pages 4 - 5)
To confirm as a correct record the Minutes of the meeting of this Committee held on 2 September 2021.

3. **Declarations of interest**
 - (a) To receive declarations of non pecuniary interests in respect of items on this agenda
For reference: Having declared their non pecuniary interest members may remain in the meeting and speak and, vote on the matter in question. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.

 - (b) To receive declarations of disclosable pecuniary interests in respect of items on this agenda
For reference: Where a Member has a disclosable pecuniary interest he/she must leave the meeting during consideration of the item. However, the Member may remain in the meeting to make representations, answer questions or give evidence if the public have a right to do so, but having done so the Member must then immediately leave the meeting, may not vote and must not improperly seek to influence the outcome of the matter. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.

(**Please Note:** If Members and Officers wish to seek advice on any potential interests they may have, they should contact Governance Support or Legal Services prior to the meeting.)

4. **Urgent items**
To consider any other items that the Chairman decides are urgent

5. **Hackney Carriage Tariff Increase** (Pages 6 - 32)
To consider a report requesting an increase to the Hackney Carriage fare tariff in Torbay.

Meeting Attendance

Whilst national Covid-19 restrictions were lifted on 19 July 2021, Torbay Council has taken the decision to continue operating in a Covid-19 secure manner in order to protect staff and visitors entering Council buildings and to help reduce the spread of Covid-19 in Torbay. This includes social distancing and other protective measures (e.g. wearing a face covering (unless exempt), signing in and using hand sanitiser). Our public meetings will continue to operate with social distancing measures in place and as such there are limited numbers that can access our meeting rooms. Also, to help prevent the spread of the virus, anyone attending meetings is asked to take Covid lateral flow test the evening before - if you have a positive test result please follow the Government's guidelines and do not attend the meeting.

If you wish to attend a public meeting please contact us to confirm arrangements for your attendance.

Minutes of the Licensing Committee

2 September 2021

-: Present :-

Councillor Ellery (Chairman)

Councillors Barnby, Dart, Douglas-Dunbar, Foster, Kavanagh, Barbara Lewis (Vice-Chair), Sykes and John Thomas

86. Apologies

Apologies for absence were received from Councillors Amil, Atiya-Alla, Mandy Darling, Kennedy, Mills and Pentney.

87. Minutes

The Minutes of the meeting of the Licensing Committee held on 28 August 2020 and 11 March 2021 were confirmed as a correct record and signed by the Chairman.

88. Urgent items

The Chairman advised that the urgent item in respect of Peregrine Retail Limited, 119 Newton Road, Torquay would be considered by a Licensing Sub-Committee upon the rising the Licensing Committee.

89. Gambling Act 2003 - Draft Licensing Statement of Principles 2022 to 2025

Members considered the draft 'Gambling Act 2005, Statement of Principles 2022-25' which had been released for public consultation. The Environmental Health Manager (Commercial) informed Members that the Council was required to review and publish the Gambling Act 2005, Statement of Principles 2022 -25 every three years. Members were advised that the document forms part of the Council's Policy Framework with final ratification of the policy being a full Council function, the Licensing Committee in this instance was a consultee.

The Environmental Health Manager (Commercial) provided details of advice that had been received from Philip Kolvin QC, Cornerstone Barristers and the Gambling Commission which had resulted in changes being made to the policy. The Environmental Health Manager (Commercial) also responded to Members questions.

Resolved:

That the Licensing Committee recommends the approval of the Gambling Act 2003 – Draft Licensing Statement of Principles 2022 to 2025.

Chairman/woman

Briefing Report
No:

Public Agenda Item: **Yes**

Title: **Hackney Carriage Tariff Increase**

Wards
Affected: **All**

To: **Licensing Committee** On: **17 February 2022**

Contact
Officer: **Steve Cox**

☎ Telephone: **01803 208025**

✉ E.mail: **Steve.cox@torbay.gov.uk**

1. What we are trying to achieve

- 1.1 This report concerns a request to increase the Hackney Carriage fare tariff in Torbay. We have received two requests, one from the newly formed Torbay United Licensed Drivers Association and the second from the existing Torbay Licensed Taxi Association.

2. Recommendation(s) for decision

- 2.1 That the appropriate Public Notices are placed to advertise the requested increase in the Hackney Carriage Fare Scale, as set out in the letter from the Torbay Licensed Taxi Association (TLTA), See Appendix 3, and reproduced in Appendix 5.
- 2.2 That any responses to the Public Notice be considered by the Licensing Sub-Committee.
- 2.3 In the event that no objections are received, the new tariff will take effect from the 22nd March 2022.

3. Key points and reasons for recommendations

- 3.1 Under the terms of the Local Government (Miscellaneous Provisions) Act 1976, a Local Licensing Authority may determine the maximum level of charges to be levied by all Hackney Carriages operating under its control.
- 3.2 A letter was received from the Torbay United Licensed Drivers Association (TULDA) requesting that an increase be considered. TULDA currently represents 43 Licensed drivers, 21 of which are from the Hackney Carriage trade.
- 3.3 An additional request was received from the TLTA requesting that an increase also be considered. TLTA currently represents 62 Licensed drivers, all of whom are from the Hackney Carriage trade.
- 3.4 The two requested Hackney Carriage fare increases differed and both TULDA and

TLTA were asked if a compromise could be made. A compromise could not be made and the final request from TULDA can be found at **Appendix 1** and the final request from TLTA can be found at **Appendix 2 & 3**.

- 3.5 As no compromise could be found between the two Associations, the Licensing Authority has determined that the request from the Association with the largest Hackney Carriage membership (TLTA) be recommended as they represent 62 Licensed drivers and vehicle owners.
- 3.6 It will be necessary to advertise the proposals by way of Public Notice for 14 days and in the event that objections are received, these responses must be considered by the Licensing Sub-Committee before any increase can take effect. If no objections are received, the new fares tariff will commence from the 22nd March 2022.

For more detailed information on this proposal please refer to the Supporting Information.

Steve Cox
Environmental Health Manager (Commercial)

Annex 1 - Supporting information

A1. Introduction and history

- A1.1 Under the terms of the Local Government (Miscellaneous Provisions) Act 1976, a Local Licensing Authority may determine the maximum level of charges to be levied by all Hackney Carriages operating under its control. Fares have been so determined for many years, with regular reviews.
- A1.2 A letter was received from the Torbay United Licensed Drivers Association (TULDA) requesting that an increase be considered. TULDA currently represents 43 Licensed drivers, 21 of which are from the Hackney Carriage trade.
- A1.3 An additional request was received from the Torbay Licensed Taxi Association (TLTA) requesting that an increase be considered. TLTA currently represents 62 Licensed drivers, all of whom are from the Hackney Carriage trade.
- A1.4 The two requested Hackney Carriage fare increases differed and both TULDA and TLTA were asked if a compromise could be made. A compromise could not be made and the final request from TULDA can be found at **Appendix 1** and the final request from TLTA can be found at **Appendix 2 & 3**.
- A1.5 As no compromise could be found between the two Associations, the Licensing Authority has determined that the request from the Association with the largest Hackney Carriage membership (TLTA) be recommended as they represent 62 Licensed drivers and vehicle owners.
- A 1.6 TULDA's proposed request found at **Appendix 1** has three options, however they declared they preferred option 3. This is, Tariff 1 journeys will be charged at a £3.50 pull off, an increase of 20p, however, the distance this applies to is reduced from the first 470 yards (430 metres) or part thereof to the first 450 yards (411 metres) or part thereof. That each subsequent 130 yards (119 metres) is still charged at 15p, though the distance is reduced from 135 yards (123 metres). Tariff 1 is applicable for all hiring's made between 7 am and 11 pm on any day except Sundays and Bank Holidays..
- A1.7 TULDA's proposed Tariff 2 journeys to be charged at £4.00 pull off, an increase of 40p but also as in Tariff 1, the proposed charges apply to a shorter distance. The distance this applies to is reduced from the first 470 yards (430 metres) or part thereof, to the first 450 yards (411 metres) or part thereof. That each subsequent 130 yards (119 metres) is still charged at 20p, though the distance is reduced from 135 yards (123 metres). Tariff 2 relates to journeys at all other times, including night times, Sundays, Bank Holidays, Christmas Eve and New Year's Eve.
- A1.8 The TLTA request found at **Appendix 2 & 3 and reproduced at Appendix 5** which is recommended, is as follows. Tariff 1 journeys will be charged at £3.60 pull off, an increase of 30p, however the distance from the original tariff remains the same for the first 470 yards (430 metres). Then, each subsequent 135 yards (119 metres) be charged at 17p, an increase of 2p, but the distance has remained the same from the original tariff. Tariff 1 is applicable for all hiring's made between 7 am and 11 pm on any day except Sundays and Bank Holidays.

A1.9 TLTA's recommended Tariff 2 journeys will be charged at £4.00 pull off, an increase of 40p, but also as in Tariff 1, the distance remains the same as the original tariff. The distance this applies to is for the first 470 yards (430 metres) or part thereof. Then, each subsequent 135 yards (123 metres) be charged at 22p, an increase of 2p, but the distance has remained the same from the original tariff. Tariff 2 relates to journeys at all other times, including night times, Sundays, Bank Holidays, Christmas Eve and New Year's Eve.

A1.10 TLTA are also requesting that the Tariff 2 wording be amended to be able to charge Tariff 2 between the hours of 7pm on Christmas Eve until 7am on Boxing Day, then again from 7pm on New Years Eve until 7am on the 2nd January. At present Tariff 2 can only be charged on Christmas Eve and New Years Eve from 7pm until 11pm.

A1.11 TLTA are also requesting an additional extra of a £1.00 surcharge on each hiring between the hours of 7pm on Christmas Eve until 7am on Boxing Day, then again from 7pm on New Years Eve until 7am on the 2nd January.

A1.12 The price increase on Tariff 2 may help with the difficulties being experienced in recruiting enough drivers to work the night time economy shifts.

A1.13 Torbay Council has increased Hackney Carriage fares following requests from the TLTA in 2011, 2013, 2016, with the last increase being set on the 1st October 2019. Fuel prices at the time of fares being considered and set through Licensing Committee are as follows:

01/07/2011	Unleaded per Litre 133.9p	Diesel per litre 137.9p
15/07/2013	Unleaded per Litre 134.9p	Diesel per litre 139.9p
01/07/2016	Unleaded per Litre 111.9p	Diesel per litre 112.9p
01/10/2019	Unleaded per Litre 126.9p	Diesel per litre 131.9p
2022(current)	Unleaded per Litre 145.9p	Diesel per litre 149.9p

(Information taken from Gov.uk National Statistics weekly road fuel prices)

Details of the current Hackney Carriage fares and charges are shown in **Appendix 6** and the new proposed charges in **Appendix 5**.

A1.14 Torbay is currently ranked 59th out of 358 in the National rankings based on a Tariff 1, 2-mile Hackney Carriage journey, priced at £6.75. The increase would see this rise to £7.15. 15 of the top 100 Local Authorities have increased Hackney Carriage fares since 2021. Other Neighbouring Local Authorities 2-mile Tariff 1 fares are as follows:

National position	Local Authority	2-mile Tariff 1 price	Last increase
46	East Devon	£6.80	2020
59	Torbay	£6.75	2019
74	Exeter	£6.60	2014
81	Plymouth	£6.60	2022
87	Teignbridge	£6.60	2020

A1.15 It will be necessary to advertise the proposals by way of Public Notice for 14 days and in the event that objections are received, these responses must be considered

by the Licensing Sub-Committee before any increase can take effect. If no objections are received, the new fares tariff will commence from 22nd March 2022.

A1.8 There is no right of appeal to the decision.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

There are no significant risks.

A3. Options

A3.1 To accept the recommendation for a Hackney Carriage fare increase as submitted by Torbay Licensed Taxi Association (TLTA).

A3.2 To refuse the recommendation for a Hackney Carriage fare increase from TLTA and accept the proposal of Option 3 as submitted by the Torbay United Licensed Drivers Association (TULDA).

A3.3 To refuse both the recommended Hackney Carriage fare increase from TLTA and the proposal from TULDA and continue with the existing charges.

A4. Summary of resource implications

A4.1 There are no resource implications for the Council

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 There are no equalities, environmental sustainability or crime and disorder issues.

A6. Consultation and Customer Focus

A6.1 There has been no public consultation, to date, but one is required as part of the procedures before the fare increase can come into effect.

A7. Are there any implications for other Business Units?

A7.1 There are no significant implications for other business units.

Appendices

Appendix 1 Hackney Carriage Tariff increase request letter from Torbay United Licensed Drivers Association (TULDA)

Appendix 2 Hackney Carriage Tariff increase request letter from Torbay Licensed Taxi Association (TLTA)

Appendix 3 Hackney Carriage Tariff charges proposed by Torbay Licensed Taxi Association (TLTA)

Appendix 4 National Hackney Carriage fares for 2-mile journey

Appendix 5 Proposed New Hackney Carriage fares and charges

Appendix 6 Existing Hackney Carriage fares and charges

Documents available in members' rooms

None

Background Papers:

The following documents/files were used to compile this report:

None



To Torbay Licensing Department 30th January 2022

Some of the Private Hire Companies have already increased their prices (*an option not available to Hackney carriage drivers without first preparing a case and seeking permission from the Torbay Licensing Department*). To address this issue, I was approached by many Hackneys to put forward a tariff rise on their behalf as the TLTA were not open to discussing this point or even allowing me as secretary to add it to the committee agenda despite being requested by some of their own members.

TULDA's original proposals back in November 2021 for a rise to tariff 1 and tariff 2 were very carefully calculated with due regard to all basic economic principles and cross referenced with the Halcrow Formula a widely recognized methodology formula used by some local authorities to check tariff rises. This takes into account:

- Vehicle Costs (inc. Vehicle Excise Duty);
- Parts;
- Tyres;
- Insurance;
- Servicing costs;
- Fuel;
- Licence fees; and
- Average Earnings (inc NI).

The exceptional high cost of electric vehicles was not fully included in our use of the Halcrow Formula as the running costs of an electric vehicle would also alter other economic considerations like ongoing fuel costs licensing fees etc. The majority of Torbay hackneys are not currently fully electric so we used standard average running costs for the equation. We did however increase vehicle replacement to reflect higher market prices as this trend is likely to continue due to the national move to electric vehicles.

In addition, to the factors above the current economic climate, inflation rate and the consumer price index were also taken into consideration. Figures below we captured on 24th January 2022 this confirms the earlier forecast remains valid.

*(The BoE has forecast inflation to reach in excess of 5% while chancellor Rishi Sunak expects inflation to remain **above 4%** during 2022. The inflation rate recorded for December 2021 was driven by the increasing costs of food, non-alcoholic drinks, fuel and energy, after the energy price cap hike.*

The Consumer Price Index (CPI) shows that the cost of living has risen for a fifth month in a row to 5.4% - its highest levels since March 1992.

We also consulted with **Cab Serve (01803 607611)** and the agent who works out tariff rises on their behalf and compared the proposals against recent private hire price increases and neighbouring hackney tariffs to ensure our proposals were competitive.



Finally, we considered the general public who are our customer base while the taxi industry was exceptionally impacted by COVID restrictions they are also experiencing financial pressures with escalating domestic fuel prices and inflation etc so we have to be mindful of the impact too high a rise will have on them. Supply and demand market forces dictates customers after some resistance will still have to use taxis but they will object if we raise fares too steeply in one leap. That is why we would like to ask for an automatic annual tariff review with licensing and major stakeholders to avoid the need for extreme rises in the future. Some especially the seasoned experienced hackneys are aware that this is an important factor to consider. This is also acknowledged by the Halcrow Formula I quote;

“Local authorities have a duty to balance a hackney carriage proprietors need to make a financially viable profit that allows them to provide for their dependants after covering expenses including maintaining vehicles to required fleet standards, but does not deter the public use of hackney carriages due to cost of fares.”

Since the original objection by TLTA based on a genuine mistake by licensing in difficult working conditions due to staff shortages and Covid measures some drivers have been encouraged to ignore economic principles and give less regard to the impact on the public and push for a 10% or above price rise. A complete turnaround from the reasons put forward as to why there should be NO rise when the TLTA believed they were the only group able to ask for a rise.

Steve Cox asked us to meet and work out a compromise therefore TULDA put Option 3 which is a fair compromise between both TULDA and TLTA on the table to keep it on target for the January Licensing Committee meeting. Despite it being slightly higher than our original preferred option this compromise was rejected by TLTA. Since then, to reflect the changing opinions of as many drivers as possible this compromise option has been refined. Unfortunately, there is a lot of misconception over the recent private hire rate increases. I have compared the actual private hire rates and they are NOT as high as people are claiming these figures were taken into account when we calculated our proposals. One driver was claiming 211611 prices were £5.00 higher for a 2.5-mile journey. They have increased their prices but this sort of fallacy is fuelling the drive for a 10% increase on Tariff 1.

After further consultation in January 2022 with as many Hackney drivers as possible as on various social media platforms in two open public meetings and by personally talking to drivers on ranks in all 3 towns option 2 and the compromise option 3 were very popular.



The things EVERYONE who responded to consultation agreed on was:

- not to return to odd pennies on the fare as this can easily be done by adjusting the yardage as 211611 have just done.
- Raise the fares on Tariff 2 to give drivers an incentive to work late shift
- Increase the waiting time component by reducing the seconds per 15p and 20p for tariff 1 and 2. This has not been adjusted for a considerable time.
- Need for an automatic annual review with input from major stakeholders. This would reassure drivers of long-term sustainability while avoiding excessive increases for the public.

Adding a surcharge had a mixed reaction of fairly equal proportions although proposed by the TLTA we have no strong objections to this element. However, it should be via a tariff 3 as in many other authorities for transparency as it makes monitoring and regulating this much easier and less confrontational for the driver and the public as the fixed pull off is clearly stated on the Tariff sign that should be prominently displayed in each vehicle.

During the extended consultation process the waiting time was an idea proposed by a TULDA member in a social media discussion it was a previously overlooked factor. Some drivers admitted to sometimes swapping to Tariff 2 mid job while waiting in order to push the fare up as they feel the waiting on Tariff 1 is too low. This behaviour is NOT acceptable as it is a disregard of licensing regulations.

A rise will help to prevent this type of behaviour thereby safeguarding the more vulnerable public from financial manipulation of fares.

It has come to our attention that as there is no bylaw to govern Hackney meters be updated as tariff changes occur there is quite a wide variability across the bay. As the government are looking to create a flatter playing field in the taxi industry perhaps this is an issue that should be considered by the authority as it can cause confusion for the public when comparing prices, they are charged for a regular job. It also makes monitoring any deliberate or unintentional manipulation much easier for the licensing department. TULDA and the NPHTA are keen to promote a professional best practice approach as this ultimately helps to reduce risk to drivers and passengers.

Nationally 18 other Local Authorities have already increased fares in 2021. Many citing they hope higher fares will help to address the national licensed driver shortages by



making it financially more attractive to remain or enter the trade. While the national living wage has recently been increased the hackney driver has seen their profits drop.

Just the escalating cost of fuel, garage bills, spare parts and commercial insurances has had a monumental impact on a driver's financial viability consequently forcing some to seek alternative employment. It is important that this trend to leave the industry is addressed. In addition to increasing running costs drivers will also need to invest more capital when replacing their current vehicles over the next decade as diesel and petrol vehicles are phased out in order to achieve the government's ambition to achieve zero emission by 2030.

Nationally it is commonly believed the unprecedented shortage of licensed drivers especially at night is putting the public at risk.

There is a strong argument for offering a financial incentive to motivate drivers to structure their working shifts to include some of these hours, as being self-employed they are profit driven. There is a much higher risk of aggression to drivers or damage and soiling of vehicles late at night, as far more passengers have probably consumed a degree of alcohol which can lead to reduced inhibitions and challenging behaviours. By the end of an evening drinking and socialising, less people are respecting social distancing or other COVID precautions like using masks.

Some Drivers are still a little reluctant to put themselves in this situation.

It is widely agreed locally and nationally a rise is needed in the majority of cases specially to Tariff 2 to encourage drivers to work the late shift. This tariff also tends to impact most on those going out for leisure purposes who can budget for the fare better than some of the less affluent going about their essential daily lives. We are aware that many of the vulnerable or economically struggling rely on taxis to attend appointments, get to work or go shopping etc during the day.

TULDA directors and members have engaged in many discussions with the wider trade across a variety of social media platforms and in open members and by visiting the ranks across all 3 towns to talk to individuals in person. We try to ensure we can accurately put forward as collective a representation on behalf of the Taxi Industry in Torbay as possible. We are newly formed but membership is growing on a daily basis. Our members join of their own free will. Torbay Cab Co (292 292) Drivers are forced to pay for membership to the TLTA many resent this and a significant amount of TLTA members have chosen to also join TULDA.



All TULDA member meetings are open to anyone working in the taxi industry as we are transparent and everyone is welcome to see how we operate and what issues we are currently working on. However, on some issues only members can vote or take advantage of member discounts. In fact, the TLTA photographed me doing so on the Haldon rank and were very about my disparaging motives. I have been subjected to some very derogatory, at times of a sexual nature, personal comments from certain TLTA committee members. This type of behaviour is not becoming of a trade body as such we should set an example of good practice and professionalism at all times. TULDA members are reminded we are supportive of each other and not to provoke negative comments.

Everyone should be working for the good of the Taxi Industry not engaging in petty rivalry. Tulda has members from across all sectors Hackney, Private Hire, Preferred Contract Providers and Airport /Ferry transfers. In fact, 4 out of 6 of our committee are in fact working Hackney Drivers. We do not have a Chair because the best person suited to the occasion will be nominated for each meeting. Our legal governance is over seen by the directors with the committee attending to action points as identified and directed by our members.

We believe every one's opinion is as important as the next only legitimate expenses agreed in advance can be claimed by an individual on presentation of a valid receipt.

We are registered as a not-for-profit social enterprise company limited by guarantee (company number 13712269) we are registered for corporation tax and our accounts are handled by [REDACTED] from Eazitax Group.

TULDA strongly believes as a trade body we should set a good example and value all sectors of the industry as Licensed Drivers we should all unite to promote a first-class service across the Bay which will help to raise standards and promote public confidence in our service.

We hope you will look favourably at the following options and put forward the tariff rise you feel is most appropriate on behalf of the hackney drivers at the next meeting of the Licensing Committee. If you require further input or clarification on any of our points, please contact me:

Mobile: [REDACTED]

Email: [REDACTED]

Yours faithfully Jacqui Nickels



Proposed Tariff rise for Torbay Hackney vehicle carriage November 2021 on behalf of independent drivers.

Torbay (CURRENT TARIFF)

1st mile 4.80
2nd mile 6.75
3rd mile 8.70
4th mile 10.65
5th mile 12.60

This works out as £1.95.5 a mile thereafter

Hackney Tariff Waiting time is 15p per 40 seconds.

OPTION 1 (*Adding 30p on the face value plus 30p mile thereafter*)

1st mile 5.10
2nd mile 7.35
3rd mile 9.60
4th mile 11.85
5th mile 14.10

This works out as £2.25 a mile thereafter in 15p clicks

Hackney Tariff Waiting time increased to 15p per 30 seconds

OPTION 2 (*originally preferred by TULDA members and others*)

gives Drivers a slightly better return per mile but still affordable for the general public.

No change to the face value but cutting the yards to 450 & 130

1st mile 4.95
2nd mile 6.90
3rd mile 9.00
4th mile 10.95
5th mile 13.05

This works out as £2.05 a mile thereafter Hackney

Tariff Waiting time increased to 15p per 30 seconds



OPTION 3 (now preferred by a large percentage of TULDA members and others)

gives Drivers a slightly better return per mile but still affordable for the general public.

20 p increase to the face value and cutting the yards to 450 & 130

Pull Off £3.50

1st mile £5.15

2nd mile 7.10

3rd mile 9.20

4th mile 11.15

5th mile 13.25

This works out as £2.05 a mile thereafter in 15p clicks

Hackney Tariff Waiting time increased to 15p per 30 seconds

Change to Tariff 2 rate.

TULDA - Tariff 2 Proposal						
(450 Yards & then 128yard @20p)						
Waiting time increased to 20p per 30 seconds						
	Pull Off	1st Mile	2nd Mile	3rd Mile	4th Mile	5th Mile
Tariff 2	£3.60	£5.51	£8.11	£10.71	£13.31	£15.91
Proposed	£4.00	£6.05	£8.80	£11.55	£14.30	£17.05
Difference	£0.40	£0.54	£0.69	£0.84	£0.99	£1.14

Drivers now prefer to request a rise of 40p to the pull off on Tariff 2. (Rather than the 30p increase put forward in Nov 22) However in addition we want to cutting the yards as in Option for tariff 1 above. This increases the fare in 5's or 10's the extensive canvassing of drivers highlighted they were all adamant they did not want odd pence. This is more difficult when recording their income for HMRC and it is inconvenient to have to carry copper change which drivers would be duty bound to do or reduce fares which is counterproductive to asking for a rise. It was felt this would be an adequate rise by our members as it gives them a significant increase over Tariff 1 over the smaller distances as the 40p to pull off is an incentive.

This would make the pull off for Tariff 2 a similar value to Teignbridge Hackneys and similar to rates set in many other authorities. This reasonable financial incentive may help alleviate the unprecedented current issue to increase drivers willing to cover unsociable hours.

As Chairman of Torbay Licensed Taxi Association (TLTA) I have been asked to submit a proposal for a Hackney Tariff rate increase on behalf of TLTA members and drivers of the trade.

The members of TLTA are all Hackney Drivers or proprietors and membership makes up almost 50% of the Hackney Trade. We have over 100 years' experience in the trade

We have consulted with the Hackney trade and spoke to most of the drivers and the general feedback is they are in favour of a minimum 10% increase factoring in the rate of inflation over the last 2/3 years is around 8/9%.

We are not looking for annual reviews as most felt this was time consuming and would be more cost to operators for the small increases it would bring.

Historically, we have left the yardage untouched as most felt this was already low as research showed us how low we are compared to neighbouring authorities.

The Private hire trade has already seen some companies increasing their tariffs, unfortunately the Hackney Trade can't do this without going through proper procedure.

The escalating cost of fuel, maintenance/repairs and insurances have had a monumental impact on a driver's financial viability with some drivers even choosing to leave the trade altogether. While the national living wage has recently been increased the hackney driver has seen his profits drop.

Our proposal considers many influencing factors, in 2021 the rate of inflation was 7.5% and in December 2021 alone the rate of inflation was 5.9%. House prices and rents have increased dramatically, and the average weekly costs are consistently increasing. We feel that an increase of around 10% may encourage more drivers into the trade and keep the existing drivers in the trade.

We hope you will look favourably at the proposal and put forward a rise on behalf of the trade at the next Licensing Committee meeting

If you require any further clarification, please contact me on



Many Thanks

Raymond Hall

TORBAY LICENCED TAXI ASSOCIATION
HACKNEY CARRIAGE TARIFF INCREASE PROPOSAL
JAN 2022

In preparation of this proposal, we have taken the below influencing factors into account

1. Consumer Price Index running at approx. 6% since 2019
2. Fuel increase in excess of 10% since 2019
3. Secondhand car market up by 25% on average. Consumer demand on that market up by 19%
4. New car market lead time, up to, 6 months.
5. Increasing electronic payments costing up to 3%.
6. Decreasing tips. Mostly due to electronic payments.

The below proposal benefits the trade by increasing the fares by around 10%-12%

TARIFF 1

CURRENT HACKNEY TARIFF

£3.30 or the first 470 yards (430 metres) or part thereof
£0.15 For each subsequent 135 yards (123 meters) or part thereof

PROPOSED INCREASE-

£3.60 for the first 470 yards (430 metres) or part thereof
£0.17 for each subsequent 135 yards (123 meters) or part thereof

There are no proposed changes to any additional extras/fouling or yardage

2-mile journey from £6.75 to £7.51
5-mile journey from £12.60 to £14.14
10-mile journey from £22.35 to £25.19
15-mile journey from £32.10 to £36.24

TARIFF 2

CURRENT HACKNEY TARIFF

£3.60 for the first 470 yards (430 metres) or part thereof
£0.20 For each subsequent 135 yards (123 meters) or part thereof

PROPOSED INCREASE

£4.00 for the first 470 yards (430 metres) or part thereof
£0.22 For each subsequent 135 yards (123 meters) or part thereof

There are no proposed changes to any additional extras/fouling or yardage

2-mile journey from £8.20 to £9.06
5-mile journey from £16.00 to £17.64

10-mile journey from £29.00 to £31.94
15-mile journey from £42.00 to £46.24

CHRISTMAS AND NEW YEAR

PROPOSAL TO ADD A SURCHARGE

It is proposed to add a £1.00 surcharge between the hours of 7pm on Christmas Eve and 7am on Boxing Day (26/12) and between the hours of 7pm on New Years Eve and 7am on 02nd January.

FEBRUARY 2022 - HACKNEY TAXI NATIONAL FARE TABLES

PHTM update the cost of a 2 mile hackney taxi fare on Tariff 1 nationally every month and below is the latest 'league table' of all 364 Councils.

We have included five councils (highlighted in green) at positions 359-364 that don't impose a compulsory fare and Hackneys can negotiate their own individual fare. For the purposes of this table we have inserted a fare of £0. There is another council, Broadstairs, which we have not listed as there are no hackneys or hackney ranks in the district

We have now added Northern Ireland to our table, currently at position 279 in September 2019's listing. Readers will also note that at positions 1 and 2 are two airports (Heathrow and Luton) which we have included in our table to cover anomalies in our listings as they are not councils...

Filter by last rise:

2022 2021 2020 2019 2018 2017 2016 2015 2014 2013 2012 2011 2010
2008

POS	COUNCIL	2 ML. FARE	+ / -
1	LONDON (HEATHROW)	£11.40	●
2	LUTON AIRPORT	£9.70	●
3	EPSOM & EWELL	£8.60	●
4	LONDON	£8.60	●
5	WATFORD (X)	£8.40	●
6	UTTLESFORD	£8.30	●
7	READING	£8.00	●
8	GUILDFORD	£7.60	●
9	KERRIER	£7.60	●
10	OXFORD CITY	£7.60	●
11	JERSEY	£7.43	●
12	BRIGHTON & HOVE	£7.40	●
13	CHELTENHAM	£7.40	●
14	MAIDSTONE	£7.40	●
15	MID SUSSEX	£7.40	●
16	CARRICK	£7.30	●
17	GUERNSEY	£7.30	↑ £0.20
18	BATH & NORTH EAST SOMERSET	£7.20	●
19	BCP	£7.20	●
20	TORRIDGE	£7.20	●
21	TUNBRIDGE WELLS	£7.20	●
22	YORK	£7.20	●
23	CHELMSFORD	£7.10	●
24	DARTFORD	£7.10	●
25	DOVER	£7.10	●
26	MOLE VALLEY	£7.10	●
27	PENWITH	£7.10	●
28	SEVENOAKS	£7.06	●

29	EAST LOTHIAN	£7.00	●
30	EDINBURGH	£7.00	●
31	HARROGATE	£7.00	●
32	HERTSMERE	£7.00	●
33	STROUD	£7.00	●
34	TONBRIDGE & MALLING	£7.00	●
35	WELWYN HATFIELD	£7.00	●
36	WILTSHIRE	£7.00	●
37	RESTORMEL	£6.95	●
38	COLCHESTER	£6.90	●
39	EASTBOURNE	£6.90	●
40	VALE OF WHITE HORSE	£6.90	●
41	WEALDON	£6.90	●
42	WEYMOUTH & PORTLAND	£6.90	●
43	ADUR	£6.80	●
44	CARADON	£6.80	●
45	CARMARTHENSHIRE	£6.80	↑ £0.60
46	EAST DEVON	£6.80	●
47	FIFE	£6.80	●
48	GLASGOW	£6.80	●
49	GRAVESHAM	£6.80	●
50	HART (X)	£6.80	●
51	MENDIP	£6.80	●
52	NORTH CORNWALL	£6.80	●
53	NOTTINGHAM	£6.80	●
54	SEDGEMOOR	£6.80	●
55	SOMERSET WEST & TAUNTON	£6.80	●
56	SWALE	£6.80	●
57	WEST BERKSHIRE	£6.80	●
58	NUNEATON & BEDWORTH	£6.75	●
59	TORBAY	£6.75	●
60	CHESTER	£6.70	●
61	CRAWLEY	£6.70	●
62	EASTLEIGH	£6.70	●
63	NORTH SOMERSET	£6.70	●
64	ROTHER	£6.70	●
65	SWINDON	£6.70	●
66	HARBOROUGH	£6.68	●
67	ARUN	£6.60	●
68	BASINGSTOKE & DEANE	£6.60	●
69	BRACKNELL FOREST	£6.60	●
70	BRENTWOOD	£6.60	●
71	CAMBRIDGE CITY	£6.60	●
72	EAST DORSET	£6.60	●
73	EAST SUFFOLK (NORTH)	£6.60	●
74	EXETER	£6.60	●
75	HARLOW	£6.60	●
76	HIGH PEAK	£6.60	●
77	MEDWAY	£6.60	●

78	MORAY (X)	£6.60	●
79	NORTH HERTS	£6.60	●
80	NORWICH	£6.60	●
81	PLYMOUTH	£6.60	↑ £0.30
82	RUNNYMEDE	£6.60	●
83	SCARBOROUGH	£6.60	●
84	SHETLAND ISLES	£6.60	●
85	SOUTH CAMBRIDGE	£6.60	●
86	SOUTH GLOUCESTER	£6.60	●
87	TEIGNBRIDGE	£6.60	●
88	NORTH DEVON	£6.55	●
89	ASHFORD	£6.50	●
90	DURHAM COUNTY COUNCIL	£6.50	●
91	HUNTINGDONSHIRE	£6.50	●
92	LUTON	£6.50	●
93	SOUTH SOMERSET	£6.50	●
94	WORTHING	£6.50	●
95	BRISTOL	£6.40	●
96	CANTERBURY	£6.40	●
97	COUNTY OF HEREFORD	£6.40	●
98	CREWE & NANTWICH	£6.40	●
99	EAST HAMPSHIRE	£6.40	●
100	EAST LINDSEY	£6.40	●
101	HASTINGS	£6.40	●
102	IPSWICH	£6.40	●
103	LEEDS	£6.40	●
104	LINCOLN	£6.40	●
105	MALVERN HILLS	£6.40	●
106	MELTON	£6.40	●
107	MID SUFFOLK	£6.40	●
108	NORTH KESTEVEN	£6.40	●
109	PURBECK	£6.40	●
110	RUSHMOOR	£6.40	●
111	SHEFFIELD	£6.40	●
112	SHROPSHIRE	£6.40	●
113	SOUTH LAKELAND	£6.40	●
114	SOUTHEND ON SEA	£6.40	●
115	STEVENAGE	£6.40	●
116	SURREY HEATH	£6.40	●
117	TENDRING	£6.40	●
118	WAVERLEY	£6.40	●
119	WINDSOR & MAIDENHEAD	£6.40	●
120	WOKING	£6.40	●
121	WOKINGHAM	£6.40	●
122	NEWARK & SHERWOOD	£6.32	●
123	BLACKBURN	£6.30	●
124	BURY	£6.30	●
125	COTSWOLD (Y)	£6.30	●
126	COVENTRY	£6.30	●
127	DACORUM	£6.30	●

128	ISLE OF MAN	£6.30	●
129	LEWES	£6.30	●
130	PEMBROKESHIRE	£6.30	●
131	SOUTH HOLLAND	£6.30	●
132	FOREST OF DEAN	£6.27	●
133	BABERGH	£6.26	●
134	MIDLOTHIAN	£6.22	●
135	ARGYLL & BUTE	£6.20	●
136	BIRMINGHAM	£6.20	●
137	BRAINTREE	£6.20	●
138	CHICHESTER	£6.20	●
139	DAVENTRY	£6.20	●
140	DERBY	£6.20	●
141	EAST CAMBRIDGESHIRE	£6.20	●
142	EAST SUFFOLK (SOUTH)	£6.20	●
143	FOLKESTONE & HYTHE	£6.20	●
144	HORSHAM	£6.20	●
145	NORTH EAST LINCOLNSHIRE	£6.20	●
146	NORTHAMPTON	£6.20	●
147	PORTSMOUTH UA	£6.20	●
148	ROCHFORD	£6.20	●
149	SOLIHULL	£6.20	●
150	SOUTHAMPTON	£6.20	●
151	SPELTHORNE	£6.20	●
152	ST ALBANS	£6.20	●
153	STRATFORD ON AVON	£6.20	●
154	WEST OXFORD	£6.20	●
155	WINCHESTER	£6.20	●
156	CENTRAL BEDFORDSHIRE	£6.13	●
157	ABERDEENSHIRE	£6.10	●
158	CARDIFF	£6.10	●
159	CLACKMANNAN	£6.10	●
160	EAST HERTS	£6.10	●
161	ELMBRIDGE	£6.10	●
162	FYLDE	£6.10	●
163	NEW FOREST	£6.10	●
164	NORTH WARWICK	£6.10	●
165	SOUTH AYRSHIRE	£6.10	●
166	TAMWORTH	£6.10	●
167	SELBY	£6.06	●
168	CHARNWOOD	£6.05	●
169	SCOTTISH BORDERS	£6.05	●
170	ABERDEEN CITY	£6.00	●
171	BASILDON	£6.00	●
172	BLACKPOOL	£6.00	●
173	BOSTON	£6.00	●
174	BROXTOWE	£6.00	●
175	BUCKINGHAMSHIRE	£6.00	●
176	CASTLE POINT	£6.00	●

177	CONWY	£6.00	●
178	EAST AYRSHIRE	£6.00	●
179	EAST STAFFORDSHIRE	£6.00	●
180	GLOUCESTER	£6.00	●
181	GREAT YARMOUTH	£6.00	●
182	GWYNEDD	£6.00	●
183	ISLE OF WIGHT	£6.00	●
184	KETTERING	£6.00	●
185	KINGS LYNN & WEST NORFOLK	£6.00	●
186	MILTON KEYNES	£6.00	●
187	NORTH DORSET	£6.00	●
188	PETERBOROUGH	£6.00	↑ £1.00
189	PRESTON	£6.00	●
190	RYEDALE	£6.00	●
191	SLOUGH	£6.00	●
192	SOUTH HAMS	£6.00	●
193	SOUTH TYNESIDE	£6.00	●
194	STOCKPORT	£6.00	●
195	TAMESIDE	£6.00	●
196	TEST VALLEY (X)	£6.00	●
197	THREE RIVERS	£6.00	●
198	THURROCK	£6.00	●
199	VALE OF GLAMORGAN	£6.00	●
200	WARWICK	£6.00	●
201	WEST DORSET	£6.00	●
202	WEST LINDSEY	£6.00	●
203	WIRRAL	£6.00	●
204	DARLINGTON	£5.95	●
205	BASSETLAW	£5.90	●
206	BROXBOURNE	£5.90	●
207	DUDLEY	£5.90	●
208	KINGSTON-UPON-HULL	£5.90	●
209	MANCHESTER	£5.90	●
210	NORTHUMBERLAND	£5.90	●
211	STAFFORD	£5.90	●
212	TANDBRIDGE	£5.90	●
213	WALSALL	£5.90	●
214	CALDERDALE	£5.85	●
215	TEWKESBURY	£5.85	●
216	BARNSELY	£5.80	●
217	BARROW IN FURNESS	£5.80	↑ £0.40
218	BEDFORD	£5.80	●
219	BRIDGEND	£5.80	●
220	BROMSGROVE	£5.80	●
221	CARLISLE	£5.80	●
222	EAST KILBRIDE (X)	£5.80	●
223	FAREHAM	£5.80	●
224	FLINTSHIRE	£5.80	●
225	HALTON	£5.80	●

226	HAVANT	£5.80	●
227	HIGHLAND (X)	£5.80	●
228	LANCASTER	£5.80	●
229	LEICESTER	£5.80	●
230	LICHFIELD	£5.80	●
231	NEWCASTLE-UPON-TYNE	£5.80	●
232	NORTH LINCOLNSHIRE	£5.80	●
233	NORTH NORFOLK	£5.80	●
234	NORTH TYNESIDE	£5.80	●
235	NORTHERN IRELAND	£5.80	●
236	ORKNEY (X)	£5.80	●
237	REIGATE & BANSTEAD	£5.80	●
238	RUGBY	£5.80	●
239	RUTHERGLEN (X)	£5.80	●
240	SEFTON	£5.80	↑ £0.10
241	SOUTH RIBBLE	£5.80	●
242	TRAFFORD	£5.80	●

243	WEST SUFFOLK	£5.80	●
244	WORCESTER	£5.80	●
245	WYRE	£5.80	●
246	YNS MON	£5.80	●
247	CHESTERFIELD	£5.75	●
248	DONCASTER	£5.75	●
249	NORTH EAST DERBYSHIRE	£5.75	●
250	ANGUS	£5.70	●
251	CANNOCK CHASE	£5.70	●
252	GEDLING	£5.70	●
253	MID DEVON	£5.70	●
254	MONMOUTHSHIRE	£5.70	●
255	RENFREWSHIRE	£5.70	●
256	STIRLING (X)	£5.70	●
257	SWANSEA	£5.70	●
258	WARRINGTON	£5.70	●
259	DUNDEE CITY	£5.66	●
260	BRADFORD	£5.60	●

261	BRECKLAND	£5.60	●
262	DENBIGHSHIRE	£5.60	●
263	GOSPORT	£5.60	●
264	HINCKLEY & BOSWORTH	£5.60	●
265	LIVERPOOL	£5.60	●
266	NEWPORT	£5.60	●
267	NORTH WEST LEICESTER	£5.60	●
268	RICHMONDSHIRE	£5.60	●
269	RUSHCLIFFE	£5.60	●
270	SANDWELL	£5.60	●
271	SUNDERLAND	£5.60	●
272	WEST LOTHIAN (X)	£5.60	●
273	WOLVERHAMPTON (X)	£5.60	●
274	WREXHAM	£5.60	●
275	CHERWELL	£5.56	●
276	NEWCASTLE-UNDER-LYME	£5.55	●

277	DUMFRIES & GALLOWAY	£5.50	●
278	EAST DUNBARTONSHIRE	£5.50	●
279	EDEN	£5.50	●
280	EPPING FOREST	£5.50	●
281	EREWASH	£5.50	●
282	FALKIRK	£5.50	●
283	HAMBLETON	£5.50	●
284	MERTHYR TYDFIL	£5.50	●
285	OLDHAM	£5.50	●
286	TORFAEN	£5.50	●
287	CEREDIGION	£5.46	●
288	NEATH PORT TALBOT	£5.46	●
289	SALFORD	£5.46	●
290	ALLERDALE	£5.45	●
291	CAERPHILLY	£5.40	●
292	CLYDEBANK	£5.40	●
293	DUNBARTON & VALE OF LEVEN (X)	£5.40	●
294	ELLESMERE PORT	£5.40	●
295	MACCLESFIELD	£5.40	●
296	PERTH & KINROSS	£5.40	●
297	POWYS	£5.40	●
298	ROTHERHAM	£5.40	●
299	THANET	£5.40	●
300	WYCHAVON	£5.40	●
301	MANSFIELD	£5.35	●
302	INVERCLYDE	£5.34	●
303	CRAVEN (X)	£5.30	●
304	EAST RENFREW	£5.30	●
305	FENLAND (X)	£5.30	●
306	NORTH AYRSHIRE	£5.30	●
307	REDDITCH	£5.30	●
308	RIBBLE VALLEY	£5.30	●
309	SOUTH KESTEVEN	£5.30	●
310	SOUTH LANARKSHIRE (CLYDESDALE)	£5.30	●
311	ST HELENS	£5.30	●
312	VALE ROYAL	£5.30	●
313	WIGAN	£5.30	●
314	WYRE FOREST	£5.30	●
315	BLABY	£5.24	●
316	AMBER VALLEY	£5.20	●
317	BLAENAU GWENT	£5.20	●
318	BOLTON	£5.20	●
319	EAST RIDING	£5.20	●
320	HAMILTON (X)	£5.20	●
321	KNOWSLEY	£5.20	●
322	RHONDDA CYNON TAFF	£5.20	●
323	STAFFS MOORLANDS	£5.20	●
324	WAKEFIELD	£5.20	●
325	CHORLEY	£5.10	●
326	CONGLETON	£5.10	●

327	GATESHEAD	£5.10	●
328	SOUTH STAFFORDSHIRE	£5.10	●
329	COPELAND	£5.00	●
330	EAST NORTHANTS	£5.00	●
331	KIRKLEES	£5.00	●
332	NORTH LANARKSHIRE	£5.00	●
333	ROCHDALE	£5.00	●
334	ROSSENDALE	£5.00	●
335	SOUTH NORTHANTS	£5.00	●
336	STOKE-ON-TRENT UA	£4.95	●
337	CORBY	£4.90	●
338	MIDDLESBROUGH	£4.90	●
339	TELFORD & WREKIN	£4.90	●
340	WELLINGBOROUGH	£4.90	●
341	WESTERN ISLES (X)	£4.85	●
342	ASHFIELD	£4.80	●
343	DERBYSHIRE DALES	£4.80	●
344	HARTLEPOOL	£4.80	●
345	HYNDBURN	£4.70	●
346	WEST LANCASHIRE	£4.70	●
347	BOLSOVER	£4.60	●
348	BURNLEY	£4.50	●
349	REDCAR & CLEVELAND	£4.50	●
350	STOCKTON ON TEES	£4.50	●
351	OADBY & WIGSTON	£4.40	●
352	PENDLE	£4.40	●
353	MALDON	£0.00	●
354	RUTLAND	£0.00	●
355	SOUTH DERBYSHIRE	£0.00	●
356	SOUTH NORFOLK	£0.00	●
357	SOUTH OXFORDSHIRE	£0.00	●
358	WEST DEVON	£0.00	●

TORBAY COUNCIL – MOTOR HACKNEY CARRIAGE FARES – 22nd March 2022

Tariff 1 – For all hiring's commencing between 7am and 11pm from Monday to Saturday inclusive except those mentioned in Tariff 2.

DISTANCE shall be charge at £3.60 for the first 470 yards (430 metres), or part thereof, then **17p** for each subsequent 135 yards (123 metres), or part thereof.

WAITING TIME shall be charged at 15p for each 40 seconds or part thereof.

Tariff 2 – For all hiring's commencing between 11pm and 7am on any day, between 7am and 11pm on Sundays and Bank Holidays. Also, between 7pm on Christmas Eve until 7am on Boxing Day and between 7pm on New Years Eve until 7am on the 2nd January.

DISTANCE shall be charge at £4.00 for the first 470 yards (430 metres), or part thereof, then **22p** for each subsequent 135 yards (123 metres), or part thereof.

WAITING TIME shall be charged at 20p for each 40 seconds or part thereof.

Additional charges –

20p for each additional passenger in excess of one

50p for each hiring by which the driver is required to proceed to the hirer's designated pick-up point.

£50.00 for the fouling of the interior or exterior of a cab.

£1.00 for each hiring carried out between 7pm on Christmas Eve until 7am on Boxing Day and between 7pm on New Years Eve until 7am on the 2nd January.

For Charging Purposes only –

Two children between the ages of 3 years and 6 years shall be regarded as one person. A child under the age of 3 shall not be reckoned. The meter will be reset at the start of each journey, charges for distance and time registering automatically and additional charges being set by the driver.

No additional charges will be made for luggage, perambulators, pushchairs, wheeled trolleys or animals.

EXISTING TORBAY COUNCIL – MOTOR HACKNEY CARRIAGE FARES – 1st October 2019

Tariff 1 – For all hiring's commencing between 7am and 11pm from Monday to Saturday inclusive except those mentioned in Tariff 2.

DISTANCE shall be charge at £3.30 for the first 470 yards (430 metres), or part thereof, then 15p for each subsequent 135 yards (123 metres), or part thereof.

WAITING TIME shall be charged at 15p for each 40 seconds or part thereof.

Tariff 2 – For all hiring's commencing between 11pm and 7am on any day, between 7am and 11pm on Sundays and Bank Holidays and 7pm and 11pm on Christmas Eve and New Years Eve.

DISTANCE shall be charge at £3.60 for the first 470 yards (430 metres), or part thereof, then 20p for each subsequent 135 yards (123 metres), or part thereof.

WAITING TIME shall be charged at 20p for each 40 seconds or part thereof.

Additional charges –

20p for each additional passenger in excess of one

50p for each hiring by which the driver is required to proceed to the hirer's designated pick-up point.

£50.00 for the fouling of the interior or exterior of a cab.

For Charging Purposes only –

Two children between the ages of 3 years and 6 years shall be regarded as one person. A child under the age of 3 shall not be reckoned. The meter will be reset at the start of each journey, charges for distance and time registering automatically and additional charges being set by the driver.

No additional charges will be made for luggage, perambulators, pushchairs, wheeled trolleys or animals.