

South Hams Licensing Committee



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|--|---|--------------|--------------|-------------|------------|-----------|--------------|------------------|-------------|--------------|-------------|
| Title: | Agenda | | | | | | | | | | |
| Date: | Wednesday, 8th June, 2022 | | | | | | | | | | |
| Time: | 2.30 pm | | | | | | | | | | |
| Venue: | Council Chamber - Follaton House | | | | | | | | | | |
| Full Members: | <p style="text-align: center;">Chairman Cllr Brown</p> <p style="text-align: center;">Vice Chairman Cllr Rowe</p> <p><i>Members:</i></p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Cllr Hodgson</td> <td>Cllr Pringle</td> </tr> <tr> <td>Cllr Holway</td> <td>Cllr Reeve</td> </tr> <tr> <td>Cllr Kemp</td> <td>Cllr Smerdon</td> </tr> <tr> <td>Cllr O'Callaghan</td> <td>Cllr Sweett</td> </tr> <tr> <td>Cllr Pannell</td> <td>Cllr Thomas</td> </tr> </table> | Cllr Hodgson | Cllr Pringle | Cllr Holway | Cllr Reeve | Cllr Kemp | Cllr Smerdon | Cllr O'Callaghan | Cllr Sweett | Cllr Pannell | Cllr Thomas |
| Cllr Hodgson | Cllr Pringle | | | | | | | | | | |
| Cllr Holway | Cllr Reeve | | | | | | | | | | |
| Cllr Kemp | Cllr Smerdon | | | | | | | | | | |
| Cllr O'Callaghan | Cllr Sweett | | | | | | | | | | |
| Cllr Pannell | Cllr Thomas | | | | | | | | | | |
| Interests – Declaration and Restriction on Participation: | Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest. | | | | | | | | | | |
| Committee administrator: | Democratic.Services@swdevon.gov.uk | | | | | | | | | | |

1. Apologies for absence

2. Minutes of last meeting

1 - 2

3. Division of Agenda

to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information;

4. Declarations of interest

In accordance with the Code of Conduct, Members are invited to declare any Disclosable Pecuniary Interests, Other Registerable Interests and Non-Registerable Interests including the nature and extent of such interests they may have in any items to be considered at this meeting;

5. Proposed Amendment to the South Hams Hackney Carriage Fare Tariff

3 - 26

MINUTES OF THE MEETING OF THE LICENSING COMMITTEE HELD AT FOLLATON HOUSE, TOTNES ON THURSDAY 31 MARCH 2022

MEMBERS

- * Cllr D Brown - Chairman
- * Cllr R Rowe - Vice-Chairman

- | | |
|--------------------|--------------------|
| * Cllr R Foss | * Cllr K Pringle |
| * Cllr J M Hodgson | * Cllr H Reeve |
| * Cllr T R Holway | * Cllr P C Smerdon |
| ∅ Cllr K Kemp | * Cllr B Taylor |
| ∅ Cllr G Pannell | * Cllr D Thomas |

* Denotes attendance

∅ Denotes apology for absence

Officers in attendance and participating:

Monitoring Officer; Licensing Manager (via Teams); Licensing Contractor; Licensing Specialist; and Democratic Services Specialist

L.05/16 **MINUTES**

The minutes of the meeting of the Licensing Committee held on 30 June 2021 and the Licensing Sub-Committee meetings held during the period 7 January 2021 to 4 August 2021 were all confirmed as a correct record and approved for signage by the Chair.

L.06/16 **DECLARATIONS OF INTEREST**

Members were invited to declare any interests in the items of business to be considered during the course of the meeting. There were no declarations made.

L.07/16 **PROPOSED AMENDMENT TO THE SOUTH HAMS HACKNEY CARRIAGE FARE TARIFF**

Consideration was given to a report that informed Members of a request that had been made to review the Hackney Carriage Fare Tariff. The report advised that, in accordance with the Local Government (Miscellaneous Provisions) Act 1976 Section 65, the Council had the power to set the fares charged within its area by Hackney Carriage (taxi) drivers, and that fares were last reviewed in 2016, coming into effect early in 2017. As it had been some time since the last review, together with the current rises in the cost of living, particularly fuel price increases, it was deemed an appropriate time to review the options open to the Council. However, the report also recognised that too large an increase could adversely impact the ability of vulnerable users to be able to afford this essential service.

Five potential options were outlined in the report, and during discussion, reference was made to:-

- (a) The number of electric and hybrid vehicles operating as hackney carriages currently, which was small, with the majority still using diesel.
- (b) Most local authorities in Devon were also in the process of reviewing their charges.
- (c) It was agreed to thank Totnes Taxis for their comprehensive representation and to ensure that representatives from Totnes Taxis were invited to any future meeting relating to charges.
- (d) It was agreed to review the fares again in two years' time, however it was acknowledged that normally it was the Trade who requested a review of taxi fares.

It was then:

RESOLVED:

That the Licensing Committee **RESOLVES** that:

1. Option 2 of the attendant report, that being: a 12.1% rise across the fare table based on the current CPI inflation figure (4.9%), plus the estimated inflationary rise since January 2018 (7.2%) be the preferred Committee option.
2. in the event that the current table of fares were to be modified, the date upon which the modifications to the maximum fares would take effect one month after the end of the fourteen-day minimum statutory consultation period, if no representations are received.
3. the departure, in this instance, from the previously adopted Maximum Chargeable Fare Setting Policy (2016), be approved on the basis that not all of the information required by that policy, for the calculation of the maximum fare, was currently readily available, and instead use the Consumer Price Index inflation rate.

(Meeting commenced at 12:00 noon and concluded at 12:40 pm).

Chairman

Report to: **Licensing Committee**
Date: **8 June 2022**
Title: **Proposed Amendment to the South Hams
Hackney Carriage Fare Tariff**

Portfolio Area: **Health and Wellbeing – Cllr Hawkins**

Wards Affected: **All**

Urgent Decision: **Y** Approval and clearance obtained: **Y**

Date next steps can be taken: The amended Taxi Fare Tariff would come into effect on 21 June 2022

Author: **Anita Kidby** Role: **Environmental Health Specialist**

Contact: **Email: anita.kidby@swdevon.gov.uk**

RECOMMENDATION

It is RECOMMENDED that the Licensing Committee:

- 1. consider whether to:**
 - (a) modify the table of maximum fares approved for consultation on 31 March 2022, as a result of the consultation responses received; or**
 - (b) make no modification to the table of maximum fares approved for consultation on 31 March 2022;**
- 2. in the event that modification of the table of maximum fares is considered acceptable, indicate their preferred option from those set out below and the detailed summary in the appendix; and**
- 3. approves that, in the event that the current table of fares is modified, the date upon which the modifications to the maximum fares take effect shall be 21 June 2022.**

1. Executive summary

- 1.1 The purpose of this report is to inform members of the results of a consultation into a proposed amendment to the table of maximum fares following the meeting of 31st March at which a consultation was approved. The consultation was undertaken between 7th April and 21st April, and the responses received are attached at Appendix A.
- 1.2 Under the Local Government (Miscellaneous Provisions) Act 1976 Section 65, the Council has the power to set the fares charged within its area by Hackney Carriage (taxi) drivers. Section 65 (4), further states that "If objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections".
- 1.3 As objections to the proposed tariff amendment were received and not withdrawn during the consultation period, the Council is therefore required to consider the responses and any proposed amendments, and to approve a new table of maximum fares to come into effect not more than two months after the end of the consultation period (in this case 21st June).

2. Background

- 2.1 South Hams District Council have set a maximum chargeable fare for taxis under the Local Government (Miscellaneous Provisions) Act 1976 Section 65. This in effect caps the salary of taxi drivers.
- 2.2 There has been no review of the taxi fares since 2016, and as such the meeting of 31st March considered a number of options for amendment of the table of maximum fares and approved an option for a 12.1% rise that reflected rises in inflation over a number of preceding years.
- 2.3 Following the meeting a consultation exercise was undertaken in-line with statutory requirements for a 14-day period. A copy of the statutory consultation notice outlining the proposed fare changes is included at Appendix E. Some 13 objections were received within the consultation period, with comments focused primarily on 3 areas:
 - The use of a percentage increase leading to a proposed fare increase in pence as opposed to rounding up or down to the nearest 5p or 10p;
 - Equality of increase with that implemented in Torbay;
 - Questions as to why the proposal for Tariff 3 was less than that for tariff 3 (this was clarified as an error in an email to the taxi trade in-advance of the statutory consultation, and subsequently corrected in the consultation notice).

A summary of the statutory consultation responses, including Officer comments is included at Appendix D.

- 2.4 Four potential options for the table of maximum fares have been developed following the consultation exercise. The options presented are:
- i. The figures from the 12.1% rise rounded to the nearest five pence with the flag rate set at £3.00 for tariff 1. (**Option one**)
 - ii. A 12.1% rise across the fare table based on the CPI inflation figures (the scheme approved for consultation on 31st March) (**Option two**)
 - iii. The figures from the 12.1% rise rounded to the nearest five pence with the flag rate set at £3.10 for tariff 1 (**Option three**)
 - iv. The figures from the 12.1% rise rounded to the nearest five pence with the flag rate set at £3.20 for tariff 1. (**Option four**)
- 2.5 A detailed summary of the four potential options is attached at Appendix B along with a copy of the current table of maximum fares at Appendix C.

3. Outcomes/outputs

- 3.1 In addition to the options set out above for amendment to the table of maximum fares, it was also approved on 31 March 2022 that an exceptional fuel price figure be included within the list of applicable extra charges. It is proposed that an extra charge of 10p be added to the fare price when the price of fuel oil exceeds £1.75 per litre based on the latest available AA Fuel Price Report (UK average fuel price published by the AA monthly for many years), with a further 10p for each subsequent increase of 10p per litre. This measure has already been successfully adopted by two other Devon Authorities, and received no objections during the consultation period.
- 3.2 Delegated authority was previously approved by the Committee on 24 November 2016 for the Community of Practice Lead for Environmental Health to instigate the review mechanism, propose the fares to be set and commence the statutory consultation period. As objections to the proposed table of maximum fares were received during the statutory consultation period, the matter has been brought back to the Licensing Committee to review the objections and make a determination of the table of maximum fares to be set.

Adoption Procedure

- 3.3 Legislation prescribes that the Council is empowered to set the fares charged within its area by hackney carriage (taxi) drivers for various distances over which paying passengers are conveyed, as well as associated charges.
- 3.4 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 enables the council to undertake this function and requires that before any alteration to the tariff table can take effect a public notice explaining the changes must be placed in a local newspaper. The public then must be provided with a period of at least 14 calendar days to make comment on the proposals. If no adverse comment/objection is received, the approved changes must take effect. Alternatively, if adverse comment/objection is received then the matter must be returned to allow the Committee to consider the representations as is the case in this instance. A new table of maximum fares shall then be approved and come into effect not more than two months after the end of the consultation period (in this case 21st June).

4. Alternative Options Considered and Rejected

- 4.1 Legislation requires that the Council consider the consultation responses and approve a new table of maximum fares not more than two months after the end of the consultation period.
- 4.2 The mechanism for reviewing the maximum chargeable fares must be both fair and transparent or the Council may face legal challenge. It is considered by Officers that the departure from the approved Maximum Chargeable Fare Setting Policy set out in the report of 31 March 2022 was both necessary and timely, and did not compromise the fairness or transparency of the process.

5. Proposed Way Forward

- 5.1 That the Committee indicates its preference for one of the proposed options for fare amendment, and approves a new table of maximum fares to come into effect on 21st June or before.

6. Implications

| Implications | Relevant to proposals Y/N | Details and proposed measures to address |
|------------------|------------------------------|--|
| Legal/Governance | Y | The legal background is that Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 enables a district council to set the fares charged within its area by hackney carriage (taxi) drivers for various distances over which paying passengers are conveyed, as well as associated charges, as explained below. |

| | | |
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| | | <p>In accordance with those legal provisions, proposed taxi fare increases must be advertised in the local press - and made available in the Council Offices - for a period of 14 days to allow for any objections to be made. If no objections are received, or any that are made are subsequently withdrawn, the proposed new fares become effective from the date specified in the notice.</p> <p>If any objections are received which are not withdrawn, the new fares will not automatically take effect. In that case, to allow time for consideration of the objections, a new operative date for the fares must be set, which shall be no later than two months after the date of the close of the statutory objection period stated in the public notice. During this period objections would be considered and, if appropriate, the proposed fare tariff modified accordingly.</p> <p>The Committee needs to make its decision taking into account relevant information and disregarding irrelevant information. The statutory process was undertaken which resulted in objections which are described in this report and which have informed the Officer recommendations to Committee.</p> |
| Financial implications to include reference to value for money | | There are no financial implications to the Council from this report. |
| Risk | | Should we set the fare too low this may adversely affect the supply of taxis in the area. Whilst setting the fare too high may have a negative impact on the vulnerable users of this essential service. |
| Comprehensive Impact Assessment Implications | | |
| Equality and Diversity | | There is a potential negative impact on protected groups including the disabled who rely on taxis as a principal form of transport. This impact is mitigated by the fact that the baseline (previous) taxi fare formula was based in part on local conditions, and the proposed changes simply incorporate nationally applicable inflation rises since that time (albeit rounded to the nearest five pence for practicality of programming the taxi meters). |

| | | |
|--------------------------------------|--|---|
| | | In addition, failure to amend Hackney carriage fares in light of rises in living costs may impact the financial viability of the taxi trade in the area, thus reducing access to this valuable local transport service for both vulnerable and non-vulnerable groups alike. |
| Safeguarding | | There is a potential negative impact on vulnerable adults and children who rely on taxis as a principle form of transport. This impact is mitigated by the fact that the baseline (previous) taxi fare formula was based in part on local conditions, and the proposed changes simply incorporate nationally applicable inflation rises since that time (albeit rounded to the nearest five pence for practicality of programming the taxi meters). In addition, failure to amend Hackney carriage fares in light of rises in living costs may impact the financial viability of the taxi trade in the area, thus reducing access to this valuable local transport service for both vulnerable and non-vulnerable groups alike. |
| Community Safety, Crime and Disorder | | Failure to adjust taxi fares in the face of significant cost of living rises may lead to a reduction in the number of licenced vehicles, which may in turn have implications for community safety via members of the public not being able to access taxis to take them home safely. Conversely, too large an increase may discourage customers from using taxis. |
| Health, Safety and Wellbeing | | The taxi service is used by different groups at different times, including where the public transport is limited or inadequate at certain times, for example early in the morning or late at night. It can therefore be part of a safer option for certain people at certain times. |
| Other implications | | N/A |

Supporting Information

Appendices:

- Appendix A – Consultation responses
- Appendix B – Tariff Comparison Table
- Appendix C – Current South Hams Taxi Tariff Sheet
- Appendix D – Consultation Summary

Appendix E – Consultation Notice

Appendix F – Totnes Taxis Ltd Consultation Response

Background Papers:

- Private Hire and Taxi Monthly National Fare Table
- Office for National Statistics Consumer Prices Index
<https://www.ons.gov.uk/economy/inflationandpriceindices#datasets>
- The AA monthly fuel price report <https://www.theaa.com/driving-advice/driving-costs/fuel-prices>

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OBJECTION 1

Having now considered the proposed changes and consulted a number of other Taxi Drivers, we feel we must object to the new rates. We look forward to being invited to a meeting with the Committee, to discuss alternative measures as outlined in your earlier email, and hope this can be at your earliest convenience. How many of us would the Committee find acceptable to attend the meeting.?

OBJECTION 2

The only objection I have to the option chosen for the fare increase is:

In order to charge full fare on meter, drivers will now have to carry 1p's, 2p's and 5p's in addition to regular coinage. This is impractical and will simply lead to driver operators to round down to nearest 10p and subsequently, over a period of time, reduce potential takings.

Solution: Keep the standing charge and subsequent increments at round figures based on a yardage reduction formula. E.g Tarff 1

Currently:

800 yds is £2.80
+170 yds is £3.00
+170 yds is £3.20

Total 1220 yds is £3.20

Option:

Reduce yardage by 12.1%

773.52 yds at £3.00
+149.43 yds at £3.20
+149.43 yds at £3.40
+149.43 yds at £3.60

Total 1221.81 yds is £3.60

Difference between the 2 prices is 12.5%

Difference between the 2 distances is 0.15%

Hope this may be considered as an alternative practical solution.

OBJECTION 3

We now have 8 seater we pay more in fuel and are insurance costs a lot more than the six seater so when I spoke to the guy who have bigger cabs they all said it would be better. + the 12% increased

out to 10% not 12%. We as taxis companies would like an increase to be the same as Torbay how as had a 20% increase..

OBJECTION 4

Thank you for all the additional time and effort you are having to put in to review our taxi license fares. I do take in to consideration the difficulties that covid has placed on yourself and your team. I'm grateful for any increase. Whilst I appreciate all the time put in to come up with a swift resolution, I feel some extra time to mediate and consult could have come up with a simpler solution for everyone including our customers.

Firstly, I'm disappointed Councillor Rowe released to the BBC what the increase was going to be before we were informed. Now I feel we have no recourse.

My greatest concern is simplicity of understanding for our customers, especially the elderly and vulnerable. Using percentages as an increase forces us into using pennies on the charges.

Looking at the proposed chart for charges, would it not have been much simpler to bring tariff 1 down to £3.10 & take tariff 2 up to £4.50? Then letting the meter continue to run at increments of 20/30p over the journey? Talking to meter companies I don't think we can implement pennies..

Equally, I fully accept that a 20% increase is too big at once, but maybe a negotiated time period could have been opened? As an example, a 2 year phased implementation could have been discussed. (Even with the knowledge that each meter adjustment would cost us £35).

Finally, I'd like to point out a couple of things that may not have been floored before. The uniqueness of the South Hams for the Taxi industry and why this makes fuel prices more detrimental to profitability here. We are all aware of our status as an area of outstanding natural beauty. We are incredibly rural with rural infrastructure, particularly public transport. The limited amount of this indicates that it simply isn't viable to run it.

The distances we travel on our smaller roads, gives us much poorer fuel economy. The biggest implication for fuel is, for one way on these journeys we are empty. It is incredibly rare to get a fare both ways on a trip across the South Hams and we are seldom flagged down.

All these issues make it a much tighter margin for running costs in the South hams for taxis.

It was mentioned that taxis in the South Hams should be electric. I have done a feasibility test on this. Economically, it's a long way off. Commercially, the initial cost of purchase is 3 times greater, and they have limited range. Most of us would do more than one charge's range in a shift (decreased massively by our type of roads). There is a lack of charging points, and there is the time whilst charging. Long haul such as Heathrow would be impossible without 2 stops of an hour each. Finally, the life of the batteries. In my estimation, they would need replacing in 3 years of Taxi use.

A few guys are using hybrid and this does look like it's more feasible for lighter work.

Lastly, I understand your use of the CPI to gauge inflation but I'd like to point out that both Councillor Rowe and your email refers to the last review being in 2016. Yet the increase is being reviewed from 2018. Inflation in 2017 was 2.7.

In reality, our profitability has been eroded in far greater terms than estimated.

I fear as we are unable to even implement a rise in line with historic inflation, the near future will tell us whether taxis will be viable in the South Hams.

OBJECTION 5

Thank you for looking at the increase for Taxi Meter's but I just like to bring one thing to your attention, and that is the Taxi Meter extra button goes up by 10p not pennies, so would like to ask you just to look at that again because if it does Penneys

1, no one carries a lot of change around with them and I don't think members of the public would like it to be the odd pence

2, if we had a lot of extras like £2 we have to sit for a long time adding 1p on the extra button and it just takes too long and too much hassle.

I hope this makes sense and thanks again for looking at the increase it will be a great help but I just think a couple of tweaks is needed.

OBJECTION 6

But I still believe we should be on par with Torbay. We breathe the same air drive the same roads.

OBJECTION 7

Many thanks, sorry I'm not really that impressed with what's being proposed as fuel has all ready hit £1.80 a litre in parts of the the southams also torbay and teignbridge councils have all ready implemented a far bigger increase. We also need to leave the odd numbers ie coppers out of the equation, round up in tens would be far easier.

OBJECTION 8

Thank you for your email regarding the tariff change. I 98% support the proposed option . My only gripe is going back to small change whereas up until now we have worked to the nearest 10p, although this might be offset by the high volume of card payments I take.

OBJECTION 9

just wondering why the tariffs are messing around with odd pence, why were they not rounded up or down accordingly ,? As now we have to carry one , two and five pence pieces. The number of customers that will want the exact change is surprising

OBJECTION 10

Thanks for the information. I think it will be useful if you can round the price up or down to a round figure. I have spoken to the meter man and it would be best for him and us..

OBJECTION 11

I would like to point out that having odd 4p and 8p will make life difficult with all the loose change we would have to carry. Can you round up or down the tariffs and change the yards to match .
IE tariff 1 £3.10 & 870 yards tariff 2 £4.50 same yards and similar with following yards and waiting times. This would make life a lot easier

OBJECTION 12

Thanks for this, only one query really why is tariff 3 less than tariff 2 (not that it involves me as I only have a six passenger taxi) and are there any changes to the extras regarding passengers carried in excess of one or luggage carried outside the passenger compartment and any increase regarding accidental spillage inside or on the bodywork of the vehicle currently £100 ?

OBJECTION 13

My only question is on the standing charges should be rounded up otherwise we will need to be carrying more change ie 1p 2p and 5p coins therefore would this not be better

T1 £3.14 to £3.20

T2 £4.48 to £4.50

T3 £4.15 to £4.20

Also just realised T3 between 11pm and 7am for a 7-8 seater vehicle is cheaper than T2 ?

Appendix B: Tariff Comparison Table

| | Existing tariff | | | Option 1 (rounded from 12.1%) | | | | | | Option 2 (12.1 % as agreed on 31st March) | | | | | | Option 3 (rounded from 12.1%) | | | | | | Option 4 (rounded from 12.1%) | | | | | |
|--|-----------------|--------|--------|-------------------------------|--------|--------|--------|--------|--------|---|--------|--------|--------|--------|--------|-------------------------------|--------|--------|--------|--------|--------|-------------------------------|--------|--------|--------|--------|--------|
| | Cost 1 | Cost 2 | Cost 3 | Cost 1 | % rise | Cost 2 | % rise | Cost 3 | % rise | Cost 1 | % rise | Cost 2 | % rise | Cost 3 | % rise | Cost 1 | % rise | Cost 2 | % rise | Cost 3 | % rise | Cost 1 | % rise | Cost 2 | % rise | Cost 3 | % rise |
| DISTANCE AND TIME | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| For any distance up to 804.65m (880 yds) | £2.80 | £4.00 | £4.00 | £3.00 | 7.1% | £4.50 | 12.5% | £4.50 | 12.5% | £3.14 | 12.1% | £4.48 | 12.0% | £4.48 | 12.0% | £3.10 | 10.7% | £4.50 | 12.5% | £4.50 | 12.5% | £3.20 | 14.2% | £4.50 | 12.5% | £4.50 | 12.5% |
| For each subsequent 155.45m (170 yds) | £0.20 | £0.30 | £0.30 | £0.25 | 25.0% | £0.35 | 16.6% | £0.35 | 16.6% | £0.22 | 10.0% | £0.34 | 13.3% | £0.34 | 13.3% | £0.25 | 25.0% | £0.35 | 16.6% | £0.35 | 16.6% | £0.20 | 0.0% | £0.30 | 0.0% | £0.30 | 0.0% |
| Waiting time per min | £0.20 | £0.30 | £0.30 | £0.25 | 25.0% | £0.35 | 16.6% | £0.35 | 16.6% | £0.22 | 10.0% | £0.32 | 6.6% | £0.32 | 6.6% | £0.25 | 25.0% | £0.35 | 16.6% | £0.35 | 16.6% | £0.20 | 0.0% | £0.30 | 0.0% | £0.30 | 0.0% |
| 2 mile cost | £6.00 | | | £6.88 | | | | | | £6.86 | | | | | | £6.98 | | | | | | £6.30 | | | | | |
| 2 mile cost percentage increase | 0.00% | | | 14.60% | | | | | | 14.3% | | | | | | 16.3% | | | | | | 5.0% | | | | | |
| 5 mile cost | £12.21 | | | £14.62 | | | | | | £13.69 | | | | | | £14.72 | | | | | | £12.51 | | | | | |
| 5 mile cost percentage increase | 0 | | | 19.7% | | | | | | 12.1% | | | | | | 20.5% | | | | | | 2.4% | | | | | |
| National rank (2 mile fare) | 192 | | | 60 | | | | | | 82 | | | | | | 57 | | | | | | 146 | | | | | |
| Devon rank | 8th | | | 2nd | | | | | | 2nd | | | | | | 2nd | | | | | | 7th | | | | | |
| National average 2 mile fare | £6.24 | | | | | | | | | | | | | | | | | | | | | | | | | | |

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South Hams District Council - Motor Hackney Carriage (Taxi)
Fares (w.e.f. 1st May 2017)

The fares charged during motor hackney carriage (taxi) rides are set by the use of the meter. The costs show the **highest** amount which can be charged for a journey within the South Hams District Council area. Fares outside of this area, should be agreed with the driver before the start of the journey.

Cost 1

- From Monday to Saturday for journeys started between 7am and 11 pm.

Cost 2

- From Sundays and Bank Holidays where the journey starts between 7am and 11pm
- All times where the journey starts between 11pm and 7am
- Where the journey starts between 7pm on 24th December & 7am on 27th December
- Where the journey starts between 7pm on 31st December and 7am on 2nd January.

Cost 3

- For eight passenger seat cars where the customer has asked for this size of car. Each seat must have a three fixed point seat belt. These costs are for any time of the day.

| <u>DISTANCE AND TIME</u> | <u>COST 1</u> | <u>COST 2</u> | <u>COST 3</u> |
|--|---------------|---------------|---------------|
| For any distance up to 804.65m (880 yards) | <u>£2.80</u> | <u>£4.00</u> | <u>£4.00</u> |
| For each following distance of 155.45m (170 yards) | <u>20p</u> | <u>30p</u> | <u>30p</u> |
| Waiting time each minute | <u>20p</u> | <u>30p</u> | <u>30p</u> |

Note: The meter will show any waiting time in the total fare cost

EXTRA CHARGES

For each piece of luggage (or other item) carried in the boot of the car 40p

After one passenger, each additional passenger may be charged extra. Two children between the ages of 3 years and 6 years will be charged as one passenger. A child under 3 years will not be charged. 40p

For each animal carried (assistance/guide dogs – free) 60p

If the car needs cleaning inside or out, due to a passenger's accidental spillage or mishap £100.00

Booking Costs

If the booking involves the driver picking you up and this journey starts less than 2 miles from the nearest taxi rank they may charge you £1.00

If the booking involves the driver picking you up and this journey starts more than 2 miles from the nearest taxi rank they may charge you £5.00

Page 1 of 3

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APPENDIX D

South Hams Taxi Tariff Change Consultation Summary

13 responses were received within the consultation period.

| Consultation Comment | Additional Consultation Comments | Officer Comments and recommendations |
|--|---|---|
| <p>Numerous responses made reference to the use of a percentage increase leading to a proposed fare increase in pence as opposed to rounding up or down to the nearest 5p or 10p. This in the opinion of numerous respondents would be more complex to programme on the meter and would mean they have to carry more change.</p> | <p>In order to charge full fare on meter, drivers will now have to carry 1p's, 2p's and 5p's in addition to regular coinage. This is impractical and will simply lead to driver operators to round down to nearest 10p and subsequently, over a period of time, reduce potential takings.</p> <p>Using percentages as an increase forces us into using pennies on the charges... Looking at the proposed chart for charges, would it not have been much simpler to bring tariff 1 down to £3.10 & take tariff 2 up to £4.50?</p> <p>I 98% support the proposed option . My only gripe is going back to small change whereas up until now we have worked to the nearest 10p, although this might be offset by the high volume of card payments I take.</p> <p>Thanks for the information. I think it will be useful if you can round the price up or down to a round figure. I have spoken to the meter man and it would be best for him and us.</p> | <p>Officers acknowledge the practical difficulties outlined in the consultation responses and have provided options for the committee to consider based on rounding up and down from the 12.1% increase agreed at the last meeting.</p> <p>The options for amendment are set out in full in Appendix B.</p> |

| | | |
|--|---|---|
| <p>Three of the respondents made reference to a desire for the increase in the South Hams tariff being equal to that implemented in Torquay.</p> | <p>We as taxis companies would like are increase to be the same as Torbay how as had a 20% increase.</p> <p>But I still believe we should be on par with Torbay. We breathe the same air drive the same roads.</p> | <p>Officers have reviewed the recent fare increase in the Torbay and can confirm that the increase is 9% on the standard tariff and 11% on tariff 2. Officers therefore believe that the options for tariff amendment presented in Appendix B represent a comparable percentage increase.</p> |
| <p>Two respondents made a comment about tariff 3 (8-seater vehicles rate) being less than tariff 2 (bank holiday and post 7pm rate)</p> | <p>Thanks for this, only one query really why is tariff 3 less than tariff 2 (not that it involves me as I only have a six passenger taxi)?</p> <p>Also just realised T3 between 11pm and 7am for a 7-8 seater vehicle is cheaper than T2 ?</p> | <p>Following the committee meeting on 31st March, an email was sent to all taxi licence holders notifying them of the forthcoming 14-day consultation period, and providing them with an advance copy of the proposed fare table being consulted upon. Unfortunately, there was an error in the fare table sent in that email which showed tariff 3 to be a lower price than tariff 2.</p> <p>Officers responded to this when it was pointed out, and resent the email with the correct fare table. The correct fare table was published formally as part of the consultation (tariff 2 and 3 equal).</p> <p>The proposals for consideration in Appendix B all involve equal increases in tariff 2 and 3 respectively.</p> |

PUBLIC NOTICE



South Hams
District Council

Appendix E

Hackney Carriage Fares

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976

NOTICE is hereby given that South Hams District Council has been requested to vary the Hackney Carriage tariff fares as follows:

| | Current charge | New proposed charge |
|--|------------------------|----------------------------|
| For any distance up to 804.65m (880 yds) | Tariff 1 - 2.80 | Tariff 1 - £3.14 |
| | Tariff 2 - 4.00 | Tariff 2 - £4.48 |
| | Tariff 3 - 4.00 | Tariff 3 - £4.48 |
| For each following distance of 155.45m (170 yards) | Tariff 1 – 20p | Tariff 1 – 22p |
| | Tariff 2 – 30p | Tariff 2 – 34p |
| | Tariff 3 – 30p | Tariff 3 – 34p |
| Waiting time | Tariff 1 – 20p per min | Tariff 1 – 22p per min |
| | Tariff 2 – 30p per min | Tariff 2 – 34p per min |
| | Tariff 3 – 30p per min | Tariff 3 – 34p per min |
| Fuel to be added to each hiring if and when fuel oil is at £1.75 per litre (UK average-Source AA), with a further 10p for each subsequent increase of 10p per litre | N/A | 10p |

Any person wishing to object to the increase in Hackney Carriage tariff fares should do so in writing to: Licensing, South Hams District Council, Follaton House, Plymouth Rd, Totnes TQ9 5NE. Or by email to: licensing@swdevon.gov.uk

Any objections must be received not later than 14 days from the date of publication of this notice.

If no objections are received these increases will come into effect on the DATE

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Appendix F

Notes for Council Meeting

- 1) Whilst we understand the Council's reluctance in accepting our original proposal, we ask the Council understands our reason for not readily accepting their counter proposal. We hope some middle ground can be agreed with our latest suggestions.
- 2) The cost of living is estimated to have risen by nearly 3% per annum since 2016, therefore we believe our request is not disproportionate given the additional cost of fuel during the past six months as well as the spike in the cost of living we are now all facing.
- 3) I will start with the main point which is the main stay of our businesses, Tariff 1. Your proposal, which you believe to be a 12.1% increase, is in fact only 12.1% on the Flag Fall of currently £2.80. When applied to the industry standard of a 2 mile trip, it actually equates to 11%. This gives us an increase of .56p over a 2 mile journey. As a lot of drivers work on a 60-40 split with the Taxi provider, this means those drivers get an extra .22p per 2 mile trip.
- 4) We strongly believe the meter rates should be in increments of .20p and not .14p, .22p or .34p. such increments would mean the drivers have to carry bags of change to include 1p and 2p coins as some customers insist on the exact change.
Exactly the same fare can be achieved by leaving the increment at .20p and varying the yardage which is also the preferred method of Cabserve who adjust our meters.
- 5) Tariff 2 was set slightly too high at the last review and our latest proposal addresses that fact by reducing it again. However we strongly believe our suggestion of starting Tariff 2 at 19.00hrs instead of 23.00hrs should be adopted. No other business works after 19.00hrs without additional remuneration.
- 6) Tariff 3 which was suspended in the last review should be reinstated. This is the Tariff for 8 Seater vehicles which are requested or needed during unsociable hours. Otherwise Drivers of 8 seater vehicles get no advantage and therefore no incentive to work the unsocial hours.
- 7) Waiting Time is currently .20p per 60 seconds (£12 per hour) Your suggested increase takes this to £13.20, an increase of 10%. Torbay Drivers get £13.90 per hour waiting time. We suggest .20p for every 52 seconds which equates to £13.85 per hour, an increase of 15.5%.
- 8) Your proposed fuel Tariff is disproportionate as it doesn't take into account the distance travelled. As it stands we can add .10p per trip if the cost of fuel is a UK average of £1.75 per litre, regardless of the distance travelled. i.e. .10p on a 1 mile trip and .10p on a 40 mile trip.
We can also add a further .10p per trip for each .10p fuel increase over the UK average. This means each driver has to check on a daily basis, the UK average fuel price as stated by the AA. Not really workable. If the new proposal be adopted we would be happy for the fuel surcharge to be dropped.
- 9) To avoid being in a similar situation in the future where drivers are requesting a large increase we respectfully suggest we return to a general meeting of all drivers every year, after which the council reviews the rates.

Accompanying Notes For New Proposal

WHAT THESE CHANGES MEAN

- 1) On Tariff 1 we currently get £6.00 for a 2 mile journey.
With the new proposal we would get £6.80 for the same trip. (An increase of 13.5%)
For this same journey Torbay Drivers get £7.44 and Plymouth Drivers get £6.60.
- 2) On Tariff 2 we currently get £8.65 for a 2 mile journey.
With the new proposal we would still get £8.65 for this trip.
On longer trips we would actually get less than the current Tariff 2 rate.
- 3) Tariff 3. Currently 8 seater vehicles, where specifically requested or needed, use Tariff 2 during normal hours. When other vehicles change to Tariff 2 for unsociable hours, (currently 23.00 – 07.00 and Sundays and Bank Holidays), 8 seater drivers receive no additional benefit for working these unsocial hours.
We suggest a Tariff 3, which used to be in place up until the last review, be reinstated and expanded upon. We request it is extended to cover 6 & 7 seater vehicles as well as 8 seaters where specifically requested or needed. No “Additional Passenger” extras to be charged on Tariff 3.

We would also like to match Plymouth in starting Tariff 2 & 3 at 19.00 instead of 23.00 until 06.00. No other profession is expected to work after 19.00 without additional remuneration. I believe the going rate for factory workers is at least time and half if not double time.

NEW PROPOSAL FOR SOUTH HAMS TAXI SERVICES 2022

Tariff 1

From Monday to Saturday for journeys started between 6am and 7pm

Tariff 2

Where the journey starts between 7pm and 6am and at all times on Sundays and Bank Holidays. This rate also applies to 6, 7 and 8 seater vehicles where they are requested or needed between the hours of 6am and 7pm..

Tariff 3

Where a 6, 7 or 8 seater vehicle has been requested or is needed between the hours of 7pm and 6am and at all times on Sundays and Bank Holidays.

Extra Charges.

For each piece of luggage or other item carried in the boot of the car.
60p

After one passenger, each individual passenger may be charged extra, except in the case of 6, 7, or 8 seater vehicles when allowed to charge Tariff 2 or Tariff 3. Two children between the ages of 3 and 6 years may be charged as one passenger. A child under 3 years will not be charged.
60p

| DISTANCE & TIME | TARIFF 1 | TARIFF 2 | TARIFF 3 |
|---|-------------|-------------|-------------|
| For any distance up to 804.65m (880 yards) | £3.40 | £4.40 | £5.00 |
| For each following distance of 141.73 m (155 yards) | .20p | .25p | .30p |
| Waiting time per 52 seconds | .20p | .25p | .30p |

For each animal carried.

(Assistance/Guide Dogs Free).60p

If the car needs cleaning due to the passengers accidental spillage or soiling.
 £120

Booking Costs

Passengers picked up and dropped off less than 2 miles from a Taxi Rank may be charged an extra.
 £1.20

Passengers picked up More than 2 miles from a Taxi Rank and dropped off more than 2 miles from a Taxi Rank may be charged an extra.
 £6.00

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