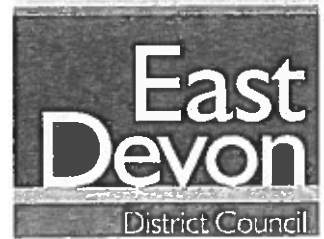


Date 21 August 2012
Contact number: 01395 517544
E-mail: clane@eastdevon.gov.uk
Our Ref: Chris Lane



To:
Members of the Licensing & Enforcement Committee
(Councillors David Atkins, Roger Boote, Peter Burrows, Bob Buxton,
Madeleine Chapman, Christine Drew, Steve Gazzard, Pat Graham,
Steve Hall, John Jeffery, Jim Knight, Ken Potter, Pauline Stott,
Tom Wright, Mark Williamson)

East Devon District
Council
Knowle
Sidmouth
Devon
EX10 8HL

Corporate Legal & Democratic Services Manager
Solicitor
Licensing Manager
Licensing Officer

DX 48705 Sidmouth
Tel: 01395 516551
Fax: 01395 517507

**Meeting of the Licensing & Enforcement Committee
Tuesday 28 August 2012 at 9.30am in the Council Chamber, Knowle,
Sidmouth**

Members of the public are welcome to attend this meeting when items listed under Part A of the agenda are being considered. For the benefit of Councillors and members of the public a hearing loop system will be in use in the Council Chamber.

Councillors and members of the public are reminded to switch off mobile phones during the meeting. If this is not practical due to particular circumstances, please advise the Chairman in advance of the meeting.

A G E N D A

	Page/s
1 To confirm the minutes of the meeting held on 12 June 2012.	3 - 5
2 To receive any apologies for absence.	
3 To receive any declarations of interests relating to items on the agenda.	
4 To consider any items which, in the opinion of the Chairman, should be dealt with as matters of urgency because of special circumstances. (Note: Such circumstances need to be specified in the minutes; any Member wishing to raise a matter under this item is requested to notify the Chief Executive in advance of the meeting).	
5 To agree any items to be dealt with after the public (including the press) have been excluded. (There are no items which the Officers recommend should be dealt with in this way).	
6 Committee Update - Licensing Act 2003, Gambling Act 2005, Taxis & General Licensing.	6 - 20
7 Proposed Hackney Carriage Fare Tariff Changes	21 - 32

Decision making and equality duties

The Council will give due regard under the Equality Act 2010 to the equality impact of its decisions.

An appropriate level of analysis of equality issues, assessment of equalities impact and any mitigation and/or monitoring of impact will be addressed in committee reports.

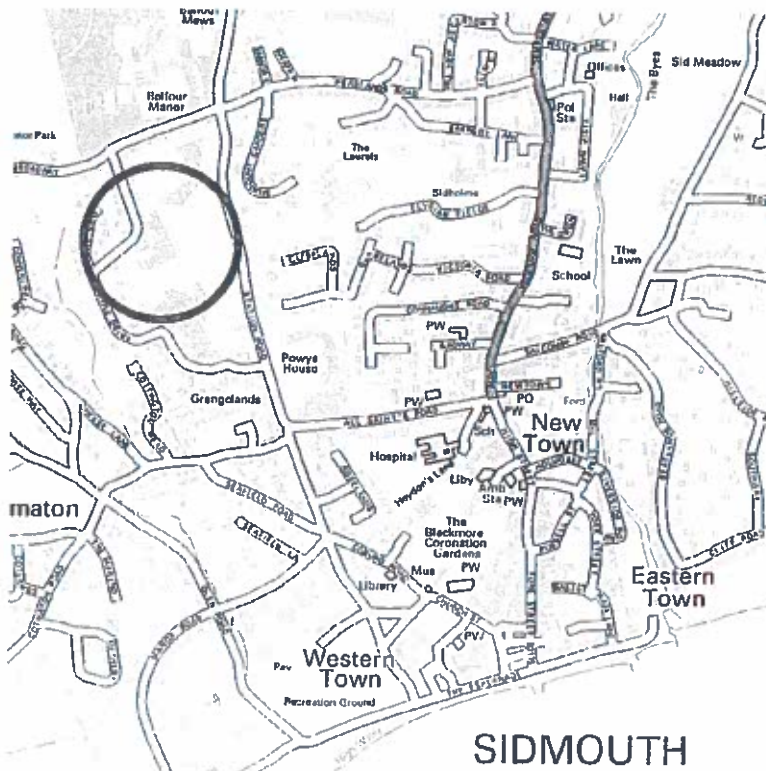
Consultation on major policy changes will take place in line with any legal requirements and with what is appropriate and fair for the decisions being taken.

Members will be expected to give reasons for decisions which demonstrate they have addressed equality issues

Members and co-opted members remember!

- You must declare the nature of any disclosable pecuniary interests. [Under the Localism Act 2011, this means the interests of your spouse, or civil partner, a person with whom you are living with as husband and wife or a person with whom you are living as if you are civil partners]. You must also disclose any personal interest.
- You must disclose your interest in an item whenever it becomes apparent that you have an interest in the business being considered. Make sure you say what your interest is as this has to be included in the minutes. [For example, 'I have a disclosable pecuniary interest because this planning application is made by my husband's employer'.]
- If your interest is a disclosable pecuniary interest you cannot participate in the discussion, cannot vote and must leave the room unless you have obtained a dispensation from the Council's Monitoring Officer or Standards Committee.

Getting to the Meeting – for the benefit of visitors



The entrance to the Council Offices is located on Station Road, Sidmouth. **Parking** is limited during normal working hours but normally easily available for evening meetings.

The following **bus service** stops outside the Council Offices on Station Road:
From Exmouth, Budleigh, Otterton and Newton Poppleford – 157

The following buses all terminate at the Triangle in Sidmouth, From the Triangle, walk up Station Road until you reach the Council Offices (approximately ½ mile).
From Exeter – 52A, 52B
From Honiton – 52B
From Seaton – 52A
From Ottery St Mary – 379, 387
Please check your local timetable for times.

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Information for Visitors:

Please note that the doors to the civic suite (meeting rooms) will be opened ¼ hour before the start time of the meeting. Councillors are reminded to bring their key fobs if they wish to access the area prior to that time. The Committee Suite has a separate entrance to the main building, located at the end of the visitor and Councillor car park. The rooms are at ground level and easily accessible; there

EAST DEVON DISTRICT COUNCIL
Minutes of a Meeting of the Licensing & Enforcement
Committee held at Knowle, Sidmouth on Tuesday, 12
June 2012

Present: Councillors:

Jim Knight (Vice Chairman in the Chair)	
David Atkins	Steve Gazzard
Roger Boote	Ken Potter
Peter Burrows	Pauline Stott
Bob Buxton	Mark Williamson
Madeleine Chapman	Tom Wright
Christine Drew	

Officers: John Tippin, Licensing Manager
Chris Lane, Democratic Services Officer
Neil McDonald – Licensing Officer

Apologies: Councillors:
Pat Graham
Steve Hall
John Jeffery

The meeting started at 9.30 am and ended at 10.55 am.

***1 Minutes**

The minutes of the meeting of the Licensing & Enforcement Committee held on 28 February 2012, were confirmed and signed as a true record.

***2 Committee update – Licensing Act 2003, Gambling Act 2005 and General Licensing**

Consideration was given to the report of the Licensing Manager, which provided Members with an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005 and Taxi Legislation together with other general licensing matters. Members noted that Officers had completed all the visits to premises listed as high risk under the risk rating system. A review of the risk rating criteria for all licenced premises in East Devon would now be undertaken to compile a current list of high risk rated premises for targeted visits for the year 2012/13.

During the quarter, officers had chaired five pre-review meetings for premises across the area involving the Police and Environmental Health. Late night multi agency visits continued to be carried out with the Police Licensing Section. These visits were targeted at problem premises or premises that had been the subject of complaint. It was reported that there had been 56 TENs served between 1 June and 5 June 2012 (Queen's Diamond Jubilee Celebrations).

The Licensing Team had continued the education-based enforcement and monitoring approach to the Hackney Carriage and Private Hire Drivers and Vehicles

*2 **Committee update – Licensing Act 2003, Gambling Act 2005 and General Licensing (Cont)**

as used with the Licensing Act. Close liaison was maintained with partner agencies and the taxi trade to ensure that the principles of consistency, transparency and proportionality were maintained. Discussions continued with Devon County Highways Engineers over possible improvements to the Exmouth Taxi Rank.

Members noted that two consents had been issued for street trading permits in Bath Road, Exmouth. The majority of Street Trading consents for Sidmouth Folk Festival had now been granted. In answer to a question about increasing the number of Street Trading sites. John Tippin, Licensing Manager replied that Councillors and Town Councils should in the first instance approach the Licensing Service to request streets be made Consent Streets for Street Trading. Members noted that other local authorities had made the whole of their area as a Consent area for Street Trading. This allowed greater control of Street Trading activities.

With regard to Street Collections, Members were reminded that street collectors should not approach the public for donations.

RESOLVED that the report be noted;

*3 **Gambling Act 2005 – Tri-annual Review of the Council's Licensing Policy**

Consideration was given to the report of the Licensing Manager on the tri-annual review of the Council's Licensing Policy for the Gambling Act 2005. Members noted that under the Gambling Act 2005, it was the responsibility of the Council to develop and publish a Statement of Licensing Policy. The published policy provided the framework for all decisions on applications relating to the Gambling Act 2005 and the way the Local Authority carried out its functions in relation to the legislation.

Licensing authorities were also required to review their policy at least every three years. The Council's first Policy was adopted by the Council on 6 December 2006. The policy was then reviewed three years later in 2009 and expires on the 31 January 2013. The Council therefore needed to start the review/consultation process to enable a new policy to be in place by January 2013. Members noted that no problems had been experienced with the policy for the Gambling Act 2005 and that there was no reason to make major changes to its contents. The proposed minor changes to the Policy were contained in Appendix B to the report.

RESOLVED that the report be noted.

*4 **An update on the implementation of the Police Reform and Social Responsibility Act 2011**

Consideration was given to the report of the Licensing Manager on an update on the implementation of the Police Reform and Social Responsibility Act 2011. Members noted that the Act would have fairly considerable changes to the Licensing Act 2003.

*4 **An update on the implementation of the Police Reform and Social Responsibility Act 2011 (Cont)**

The first set of regulations from the Act had been implemented on 25 April 2012 and the remaining provisions would be commencing either in the autumn of 2012 or early 2013. In view of the considerable changes proposed to the Licensing Act 2003, John Tippin, Licensing Manager agreed to consider a further refresher training course to be arranged for Councillors on the Licensing & Enforcement Committee.

RESOLVED that the report be noted.

Chairman Date

Agenda Item 6

Licensing & Enforcement Committee

28 August 2012

JT/NM/DJ/JL/ES

Committee Update -

Licensing Act 2003, Gambling Act 2005, Taxis & General Licensing

Summary

The report provides an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005 and Taxi legislation together with other general licensing matters.

Recommendation

That the report be noted

a) Reasons for Recommendation

To keep the Council's statutory committee up to date with current arrangements and statistics relating to the Licensing Service.

b) Alternative Options

Not Applicable

c) Risk Considerations

Failure to provide an efficient licensing service may result in complaints or legal challenges being made against the Licensing Authority.

d) Policy and Budgetary Considerations

None

e) Date for Review of Decision

Not Applicable

1 Licensing Act 2003

1.1 Licences Issued and Notices Given

1.1.1 The numbers of licences issued and notices given since the last update report to the Committee are set out in Appendix A.

1.2 Premises Risk Ratings

1.2.1 Following a review of the licensing risk rating system high risk premises in our area for the year 2012/13 have now been identified and listed.

1.2.2 Licensing Officers will continue with routine visits to licensed premises in our area as well as the priority visits to those premises identified as high risk.

1.3 Enforcement

1.3.1 During this quarter officers have chaired two pre-review meeting for premises in the Axminster area. One premise has ongoing issues with loud live music and 'people noise' outside the premises late at night. The second premise has issues of noise and disorder on and off the premises but have now agreed to employ doorstaff in an effort to rectify their problems.

1.3.2 An officer accompanied by the police licensing officer attended a licensed premise in our area where the police had recently executed a drugs warrant. The licensee was spoken to and confirmed that the warrant concerned a member of his family and who was in his private quarters and did not involve the public part of the premises. Suitable advice was given.

1.3.3 During May officers attended the Devon County Show at WestPoint in order to inspect the numerous temporary event notices in force and WestPoint's own licensed bar areas. The officers found that the show was well run with no licensing issues to report. A letter of appreciation has since been received from the Show Secretary thanking these officers. The Secretary states: "thank you for your support, commitment and hard work given to make sure the Devon County Show is the best in the United Kingdom". A lot of the officers' work is done before the show starts, liaising with the Show Secretary and exhibitors/suppliers to ensure that the likelihood of issues developing during the show are minimised.

1.3.4 During July officers attended 'Dub fest' held at Bicton College initially accompanied by an Environmental Health Officer on the Friday afternoon to check the site set up and a later visit on the Saturday night. This is an annual festival organised by the Volkswagen Club and had over 1,000 attendees including people camping on site and day visitors. Again the officers found the festival to be well organised with no licensing issues to report.

1.3.5 At the request of the management committee of Ottery St Mary Football Club an officer attended the club together with the police licensing officer during an evening in July to give training and advice to a number of staff who operate the club bar. The officers also answered a number of questions at the end of the session that helped to clarify the role of the staff present at the meeting.

1.3.6 Officers continue to attend licensees meetings across the district in order to support the meetings and to give advice on current issues and answer any questions the licensees may have. These meetings are a very good forum for meeting the local licensees and for the exchange of information and ideas. Officer attendance is very much appreciated by all the licensees associations.

1.4 Hearings

- 1.4.1 The numbers of hearings held since the last update report to Committee are set out in **Appendix A**.

1.5 Applications Received and Notices Given

- 1.5.1 The numbers of applications received and notices given are set out in **Appendix A**.

1.6 Changes to the Licensing Act 2003

- 1.6.1 Members will recall that the Licensing Manager prepared a report for the Committee meeting held on the 12 June 2012 that outlined the implementation of many of the licensing aspects of the Police Reform & Social Responsibility Act 2011. Other parts of the act will be introduced later this year and will relate in particular to – late night levies; early morning restriction orders (EMROs) and locally set licensing fees.

1.7 Update on the Government's Alcohol Strategy

- 1.7.1 Earlier this month the Head of the Drugs and Alcohol department at the Home Office wrote to all Councils to provide an update on the government's alcohol strategy. A copy of that letter appears on this report at **Appendix F**.

1.8 Temporary Event Notices for the Olympic Games Period

Members may be interested to note the comparison chart below showing the number of TENs received in the District during the Olympic Games period as compared with the same period in 2011.

TENs for events between 28 July 2012 – 12 August 2012 Olympic Games Period	
TEWA - TEN with alcohol	61
TENA - TEN no Alcohol	6
Late TENs with alcohol	3
Late TENs no alcohol	0
Total	70
TENs for events between 28 July 2011 – 12 August 2011	
TEWA - TEN with alcohol	36
TENA - TEN no Alcohol	5
Total	41

2 Gambling Act 2005

2.1 Licences Issued and Notices Given

- 2.1.1 The numbers of licences issued and notices given since the last update report to Committee are set out in **Appendix B**.

2.2 Enforcement

- 2.2.1 A programme of visits to licensed premises and other premises where gaming is permitted continues. I am pleased to report that no Gambling Act offences have been detected, a result which is pleasing and confirms that regular inspections are a valuable tool to ensure compliance.

2.4 Hearings

- 2.4.1 The numbers of hearings held since the last update report to Committee are set out in **Appendix B**.

2.5 Applications & Notifications received

- 2.5.1 The numbers of applications and notifications received since the last update report to Committee are set out in **Appendix B**.

2.6 Gambling Act Policy Consultation

- 2.6.1 The legislation requires the Council to review its Licensing Policy under the Gambling Act 2005 at least every three years. The Committee received a report on this from the Licensing Manager at your last meeting. The policy was last reviewed in 2009 and the current three year policy will expire on the 30 January 2013. The revised draft policy has been prepared and distributed to responsible authorities, a wide range of stakeholders and other interested parties for consultation. The draft policy is available for viewing on the council website. The last day for receipt of comments is 17 September 2012. The results of the consultation together with a new draft policy will be presented to the Committee's November meeting.

3. Taxis

3.1 Licences Issued

- 3.1.1 The numbers of Licences issued since the last update report to Committee are set out in **Appendix C**.

3.2 Enforcement

- 3.2.1 The Licensing Team has continued the education based enforcement and monitoring approach to the Hackney Carriage and Private Hire drivers and vehicles as we have used with the Licensing Act. Close liaison is maintained with partner agencies and the taxi trade to ensure that the principles of consistency, transparency and proportionality are maintained.
- 3.2.2 There have been no combined operations involving the police and the Vehicle Inspectorate in relation to taxi and private hire enforcement although as explained in paragraph 3.2.1 Council Licensing officers have been carrying out enforcement inspections throughout the District.
- 3.2.3 The officers from the team did attend the Exmouth Community College Summer Proms night at the Exmouth Pavilion in July, with the Exmouth School staff and the Devon and Cornwall Constabulary. This is an event where there are

a large number of novelty and stretch limousines in attendance carrying large numbers of students to the venue, with potential for large scale traffic disruption and other associated problems. A good liaison was maintained with the other agencies and the event was a success, with no problems or issues relating to licensing.

3.3 Hearings

- 3.3.1 There have been two Sub Committee hearings during the past quarter in relation to two separate hackney carriage driver licence holders. In the first hearing the Sub Committee suspended a hackney carriage driver's licence for a short period of time. The second Sub Committee hearing was a little more complex as it involved a licensed driver who also held a hackney carriage vehicle licence. The person had failed to appear at two previous Sub Committee hearings to answer questions relating to insurance cover. On failing to appear for the second time the hackney carriage driver's licence was immediately suspended. The vehicle licence was allowed to continue, pending the proprietor's appearance at the next available Sub Committee hearing. At the final Sub Committee hearing on 7 August 2012 the proprietor/driver again failed to appear. As a result both the hackney carriage driver and vehicle licences were revoked. There is a right of appeal to the Magistrates Court, if the licensed driver wishes to appeal the Sub Committee' decision. They have 21 days to do so.

3.4 Applications received

- 3.4.1 The number of applications received since the last update report to Committee is set out in **Appendix C**.

3.5 Licensing Fees

- 3.5.1 On the 11 July 2012 Cabinet considered a report from the Licensing Manager recommending increases to the taxi licensing fees that this Authority levies. These increases were recommended to Council and were agreed on the 25 July 2012. Following this approval there is a legal requirement for the proposals to be advertised within the District. Should there be representations received against the increases there is a further requirement for the proposed fees to be reconsidered in the light of those representations. It is intended that the increases will take effect from Monday 3 September 2012. The setting of licensing fees is the function of Cabinet and full Council.
- 3.5.2 With the intention of recovering the costs of issue, administration, control and enforcement of the Private Hire and Hackney Carriage licensing process the fees have been increased by 6%.

3.6 Taxis Fares

- 3.6.1 The District Council as the Licensing Authority has responsibility for setting the maximum fare tariff for all Hackney Carriages licensed by this Council. The last time this was set was in November 2010. Following discussions with the taxi trade the Licensing Manager has prepared a report for consideration by this committee proposing an increase in the maximum fare tariff from a date to be fixed in December 2012. The setting of this tariff is a function of the Licensing and Enforcement Committee.

3.7 Taxi Rank Update

- 3.7.1 Exmouth – As the Committee has been aware the Taxi Association and some taxi drivers from the Exmouth area have been unhappy with the Strand rank. Whilst there has been no real positive developments since your last meeting District Council officers have been led to understand that County is minded to lower the kerbs on each end on the Strand rank to allow better access and egress to the rank. This does go some way to meet the taxi trade's requests. We will continue to press the County Council to complete this work, and at the time of this report there was no further up date from Devon County Council.

4. General Licensing including Animal Licensing and Skin Piercing

4.1 Animal, Skin Piercing and Scrap Metal Dealers Licensing Statistics

- 4.1.1 The statistics relating to animal, skin piercing and scrap metal dealer licensing since the last update report to Committee are set out in **Appendix D**. These statistics include, where relevant, the numbers of licences issued, the number of hearings held and the number of applications received.

4.2 Licensing Fees

- 4.2.1 On the 11 July 2012 Cabinet considered a report from the Licensing Manager recommending increases to the Animal and Skin Piercing licensing fees that this Authority levies. These increases were recommended to Council and were agreed on the 25 July 2012. It is intended that the increases will take effect from 1 September 2012. These fees were last increased in 2006. The setting of licensing fees is the function of Cabinet and full Council.
- 4.2.2 The processes involved with each of the licensing regimes were considered carefully and the recommended fees are designed to more accurately reflect the true cost to the Council of providing the service.

4.3. Street Trading

- 4.3.1. The statistics relating to street trading since the last update report to Committee are set out in **Appendix E**. These statistics include, where relevant, the numbers of permits issued, the number of hearings held and the number of applications received.
- 4.3.2 The majority of consent permits for the Sidmouth Folk Festival were issued before the Folk Festival started; a number of consents were issued on a daily basis for traders on four pitches reserved for itinerant traders or to vacant pre-booked pitches which had not been occupied by the consent holders by 11.45 am on any day.
- 4.3.3 Following increasing interest in street trading across the District the Licensing Manager is currently in the process of preparing a report for your next Committee meeting in November. The report will propose changes including modernisation of the Council's approach to the whole street trading issue whilst still retaining robust controls.

5. Consultations and Partnership Working

5.1 Meeting between Members, Taxi Proprietors and Officers

5.1.2 The next liaison meeting with the taxi trade has been arranged for Wednesday 31 October 2012 (during the Autumn half term) commencing at 1400 hour in the Council Chamber, Knowle, Sidmouth. The Committee's Chairman and Vice Chairman normally attend these meetings.

Legal Implications

There are no legal implications contained within the report.

Financial Implications

Any financial implications are contained in the report.

Appendices

- Appendix A - Licensing Act 2003 Licensing Statistics
- Appendix B - Gambling Act 2005 Licensing Statistics
- Appendix C - Taxis Licensing Statistics
- Appendix D - Animal, Skin Piercing and Scrap Metal Dealers Licensing Statistics
- Appendix E - Charitable Collections and Street Trading Licensing Statistics
- Appendix F - Home Office letter - Update on the Government's Alcohol Strategy

John Tippin Ext. 2787
Licensing Manager

Licensing & Enforcement Committee
28 August 2012

Licensing Act 2003Number of Issued Licences and Notices Given

	Jul-12	Apr-12	Changes
Premises Licences	604	607	-3
Club Premises Certificates	58	59	-1
Personal Licences	1,654	1,638	16
Temporary Event Notices including sale or supply of alcohol	4,522	4,296	226
Temporary Event Notices Entertainment and/or Late Night Refreshment only	418	406	12

Hearings

	May-12	Jun-12	Jul-12
Hearings where no agreed position has been reached	2	0	1
Hearings held to approve an agreed position	4	1	5

Applications Received and Notices Given

	May-12	Jun-12	Jul-12
Grant of a Premises Licence	2	1	0
Variation of a Premises Licence	7	1	0
Transfer of a Premises Licence	3	1	5
Change of Designated Premises Supervisor	7	7	8
Minor Variations	0	1	0
Grant of a Personal Licences	8	7	8
Personal Licence Change of name or address	5	1	5
Temporary Event Notices given	106	98	115

Gambling Act 2005Number of Issued Licences and Notices Given

	Jul-12	Apr-12	Changes
Premises Licences	13	13	0
Small Society Lotteries	172	173	-1

Hearings

	May-12	Jun-12	Jul-12
Hearings held	0	0	0

Applications Received and Notices Given

	May-12	Jun-12	Jul-12
Applications for a Permit	0	0	0
Application for a Licence	0	0	0
Notification of Intent to have Gaming Machines	0	2	0
Occasional Use Notices (Point to Point Betting)	1	0	0
Small Society Lotteries	2	2	1

TaxisNumber of Issued Licences

	Jul-12	Apr-12	Changes
Hackney Carriages	6	6	0
Private Hire Vehicles	1	1	0
Hackney Carriage Drivers	5	5	0
Private Hire Drivers	1	1	0
Private Hire Operators	1	1	0

Hearings

	May-12	Jun-12	Jul-12
Hearings	2	0	0

Applications Received

	May-12	Jun-12	Jul-12
Hackney Carriage Licence (including renewals, transfers & vehicle changes)	1	4	5
Hackney Carriage Drivers Licence (including renewals)	1	4	7
Private Hire Vehicle Licence	16	5	2
Private Hire Vehicle Drivers Licence	20	2	2
Private Hire Operators Licence	10	3	1

EH LicensingNumber of Issued Licences

	Jul-12	Apr-12	Changes
Animal Home Boarding	17	17	0
Kennels/Catteries	20	20	0
Pet Shops	13	13	0
Dangerous Wild Animals	1	1	0
Zoo	4	4	0
Ear-Piercing	16	15	1
Electrolysis	14	14	0
Riding Establishments	10	9	1
Tattooing	11	11	0
Motor Salvage Operators	5	5	0
Scrap Metal Dealers	7	7	0
<u>TOTAL</u>	118	116	2

Hearings

	May-12	Jun-12	Jul-12
Hearings	0	0	0

Applications Received

	May-12	Jun-12	Jul-12
	3	4	6

General Licensing

Permits Issued

Between	Jul-12	Apr-12	Changes
Street Collections	26	24	2
Street Collection cancellations	3	2	1
House to House	3	2	1
Street Trading	46	42	4
Street Trading (Charitable)	3	0	3

Hearings

	May-12	Jun-12	Jul-12
Hearings	0	0	0

General LicensingPermits Issued

Between	Jul-12	Apr-12	Changes
Street Collections	26	24	2
Street Collection cancellations	3	2	1
House to House	3	2	1
Street Trading	46	42	4
Street Trading (Charitable)	3	0	3

Hearings

	May-12	Jun-12	Jul-12
Hearings	0	0	0



Gus Jasper
 Deputy Director, Head of Drugs and Alcohol
 4th Floor Fry Building, 2 Marsham Street, London, SW1P 4DF
 E-mail: alcoholstrategy@homeoffice.gsi.gov.uk www.homeoffice.gov.uk

6 August 2012

UPDATE ON THE GOVERNMENT'S ALCOHOL STRATEGY

As you are aware, the Government published its Alcohol Strategy in March, setting out a range of action to tackle the harms associated with excessive drinking. We have already made significant progress on delivering the key commitments within the Strategy and are grateful for your support to date on this.

In particular, I am keen to highlight that the majority of alcohol measures within the Police Reform and Social Responsibility Act 2011 were introduced on 25 April. This included doubling the fine for persistent underage sales to £20,000, lowering the evidential threshold on licensing authorities and removing the vicinity test for licensing representations to allow wider local community involvement in licensing decisions and reforming the system of temporary event notices. In addition we intend, from 31st October, that licensing authorities will be able to make use of new powers in the form of the late night levy to help cover the cost of policing the late night economy and more flexible early morning alcohol restriction orders. The Government will issue revised statutory guidance to licensing authorities and separate guidance on the levy to coincide with these legislative changes in October, as well as the changes to the Licensing Act 2003 that the Government expects to bring in to force as a result of the Live Music Act 2012. The Government is also working with industry to help foster a culture of more responsible drinking. We are already seeing a greater choice of lower strength alcohol products and reductions in the strength of existing products as over 30 major alcohol companies, who have committed to removing a billion units from the market by 2015, put their plans into action. Over 60% of cans and bottles in shops are already displaying clear labelling on units, NHS guidelines and the pregnancy messages as more than 90 alcohol companies put their plans into action to make sure that over 80% of labels have this information by the end of next year.

However, there is still much to do. The Government committed to consult in a number of areas in the Strategy. These include the level at which a minimum unit price for alcohol should be set, the introduction of a ban on multi-buy promotions in the off-trade, and the introduction of a new health-related objective for alcohol licensing related specifically to cumulative impact. The Strategy also sets out that we will consult on whether the Mandatory Code for Alcohol sufficiently targets problems such as irresponsible promotions in pubs and clubs, and whether the code should be applied to all sectors, where relevant. Finally, as the Strategy makes clear we are committed to removing unnecessary regulation and to exploring how it can make the day-to-day process of licensing as easy as possible for responsible businesses and intend seek views on a number of proposals to cut red tape in the licensing system. The Home Office, working closely with the Department of Health and other Government Departments, is leading work in these areas and I am writing to inform you of our intention to publish a single public consultation on these key proposals soon after the start of parliamentary business in the autumn.



INVESTOR IN PEOPLE

WORKING TOGETHER TO PROTECT THE PUBLIC

APPENDIX F

We are keen to ensure that the consultation gathers as many points of view as possible and therefore want to give you, our partners, as much notice as possible that we will be inviting you to respond. I would like to encourage all those with an interest to participate in this forthcoming consultation and so contribute to the development of these proposals. We will be supporting the public consultation with a number of technical working groups with more information to follow on this over the coming weeks. Please pass this letter on to anyone else that may have an interest.

Yours sincerely,



Gus Jaspert
Deputy Director, Head of Drugs and Alcohol



WORKING TOGETHER TO PROTECT THE PUBLIC

Agenda Item 7

Licensing and Enforcement Committee

28 August 2012



Proposed Hackney Carriage Fare Tariff Changes

Summary

The Licensing and Enforcement Committee is asked to approve a proposed increase to the Hackney Carriage Fare Tariff.

Recommendation

1. That the Committee consider the contents of this report and the proposed Hackney Carriage Tariff increase options set out in Appendix D including the Waiting Time and the extras charges and approve a tariff to be adopted as the maximum fare tariff and used by Hackney Carriage vehicles licensed in the East Devon District from a date to be fixed in December 2012.

a) Reasons for Recommendation

To enable the Hackney Carriage trade within the District to continue to operate economically whilst still maintaining an efficient, safe and cost effective service for those residents of and visitors to East Devon who need to use the services of a Hackney Carriage.

b) Alternative Options

Not to adopt a tariff increase, to adopt a different tariff structure, or to adopt some parts of the proposed tariff structure.

c) Risk Considerations

None known

d) Policy and Budgetary Considerations

No direct financial implications

e) Date for Review of Decision

N/A

1 Background Information

- 1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 permits District Councils to set the fares tariff for Hackney Carriages licensed in the District. This

Council, in common with most other Councils, have used this power for many years. The last tariff increase was agreed by this Committee on the 23 November 2010 and came into use on the 8 December 2010. The percentage increase at the time for Tariff 1 started at 16.67%, Tariff 2 at 20% and Tariff 3 at 27.78%. The increase then reduced the longer the journey. For example for a 10 mile journey the percentage increase was Tariff 1 – 10.10%, Tariff 2 – 8.20% and Tariff 3 – 8.33%.

- 1.2 A copy of the tariff table approved in November 2007 appears at **Appendix A** to this report.
- 1.3 All changes to the Hackney Carriage tariff table in use in East Devon must be approved by the Licensing and Enforcement Committee. However the legislation 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 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 representation(s). Providing members agree a new fare tariff table at today's meeting a public notice will be published in local newspapers explaining the changes and inviting observations.
- 1.4 Since the 2010 increase the subject of fare increases have been kept under review and have been discussed at the twice yearly meetings held between taxi proprietors, the chairman and vice chairman of this committee and Licensing Officers. The taxi trade's opinion has generally been that in view of the economic situation they did not wish to see a fare increase. However at the meeting held on the 15 February 2012 it was the general view of the members of the taxi trade present that the time had come for a fare increase to be considered.
- 1.5 As a result of that request a meeting was arranged between representatives of the trade and Licensing Officers in order to put together a proposal for the Licensing and Enforcement Committee to consider. The meeting was facilitated by the Licensing Manager and held on the 3 August 2012.

2 Evidence to Support a Fare Tariff Increase

- 2.1 The Licensing Manager has researched the following supporting evidence for a tariff increase:
 - (i) The National Statistic's All Items Retail Price index shows that the index has risen in the first 7 months of 2012 by 3.4%, during 2011 by 5.2% and in the last 5 months of 2010 by 4.7%. Whilst this is a good guide to show how general costs have risen over the period since the last tariff increase this index may not relate directly to the increases experienced by the taxi trade.
 - (ii) The National Statistic's RPI figures show that petrol costs rose by 16.8% in 2010 and 14.5% in 2011. The Consumer Price Index figures for all fuels for the past 12 months shows that their costs rose by 9.2%. It will be appreciated that the cost of fuel is a significant part of the trade's out goings.
 - (iii) The Private Hire and Taxi Monthly magazine is published nationally and carries a number of detailed national and

regional taxi tariff league tables. Taxi fare tariffs tend to be quite complex and are made up of various permutations meaning that they are difficult to compare like for like. As a result it is normal practice to compare in each case the cost of a two-mile journey on Tariff 1 (the lowest tariff). The editor of the Private Hire and Taxi Monthly magazine has kindly provided a table which compares this Council with eleven Licensing Authorities located in Devon or very close to the Council's eastern border. A chart depicting of these figures is available at **Appendix B**. Data from the fare tariff league table shows that over the past fourteen years East Devon had normally been ahead of the local area averages for a two-mile journey until 2006. However in the past 7 years (except 2008 and 2011) the East Devon two mile fare has fallen behind the average 2 mile fare. Currently Taunton Deane Borough Council leads the table with a 2 mile fare of £6.20. It also should be remembered that many of the tariffs that appear in the league table were agreed by the respective authorities in some cases well over 12 months ago and will be due for review at any time.

- (iv) On the 25 July 2012 with the intention of the Council recovering the costs of issue, administration, control and enforcement of the Private Hire and Hackney Carriage licensing process Council approved a 6% increase across all Private Hire and Hackney licence fees. As there had been no fee increase since May 2010 the 6% increase amounts to 3% in each of the two years since.

3 Explanation of the Normal Fare Tariff Structure

- 3.1 Members may find it useful for an explanation of the tariff structure operated in the District. There are three Tariff levels:

Tariff 1

This is a daytime tariff operative between 7 am and 7 pm on all weekdays with the exception of the days covered by Tariff 3.

Tariff 2

This is an evening/night and Sunday tariff operated between 7 pm and 7 am on all weekdays with the exception of the days covered by Tariff 3. It is also operative all day on Sundays with the exception to the days covered by Tariff 3.

Tariff 3

This is a Bank Holiday, Christmas and New Year tariff operative on all Bank Holidays (24 hours) and from 7 pm on Christmas Eve until 7 am on 27 December and from 7 pm on New Year's Eve until 7 am on 2 January.

- 3.2 The normal fare structure provides within each tariff band for an upfront charge for an initial set distance or part of that distance. This distance varies according to the fare structure approved by the authority but is usually a distance of between a quarter and half mile. Currently for example on Tariff 1 a customer in East Devon would pay £2.80 for the first half a mile travelled (approximately 880 yards) or part of that distance. The taxi trade call this the "Flag" (the point when the 'for hire' flag would be dropped on the original manual style meters). Thereafter the customer would pay 20 pence for each 176 yards covered or part of that distance. On the occasions the taxi is stationary, for example at traffic lights, the meter changes from charging by distance to charging by time and the current Tariff 1 'Waiting Time' is 20 pence for each period of 25.71 seconds. Meaning that currently the fee for an hour's waiting equals £28.

4 Fare Tariff Pricing Proposals

- 4.1 The meeting held on the 3 August with the Hackney Carriage trade was not well attended although apologies were set by two of the District's larger operators. Despite the lack of numbers good progress was made. The operators proposed that an increase of between 8% and 5% should be considered by the Council together with an increase in the 'flag' fare amounting to an additional 20 pence on Tariff 1 which would mean a £3 initial 'flag' charge rather than the current £2.80 – a 7.14% increase.
- 4.2 Taxi tariff tables are very complicated especially as they need to be set to enable them to work correctly and evenly in meters fitted to hackney carriages. This means that it is impossible to set a fixed increase across the whole distance range. Fortunately this Council has a very good relationship with one of the country's experts on this subject, Bryan Rolands of the National Private Hire Association who has worked closely in the past with East Devon officers. Using Mr Rolands' knowledge and his software we were able to 'number crutch' three draft tariffs referred to as Option 1, 2 and 3 and which appear on this report as **Appendix C**. Option 1 in the appendix best mirrors the request made by the trade at the 3 August meeting and was the first choice of the members of the trade that were present at the meeting.
- 4.3 A more detailed analysis of the three tariff options are contained in **Appendix D**. This compares the current pricing structure and the three options (Options One, Two and Three) in **Appendix C**. Column A and B shows the current tariff in place in the District. Columns C & D shows the figures associated with Option 1 (the trades preferred option) and Columns E to H show two alternative options that the Committee may wish to consider. Next to each of the proposed fare columns is a second column denoting the percentage rise that would be involved if the tariff was increased to the tariff shown.
- 4.4 Members will note that for all three Options in Tariff 1 the 'Flag' increase is 20 pence or 7.25%. In the case of a 'running mile' in Option 1 the increase is 10 pence or 5%, for Option 2 there is no increase and for Option 3 the increase is 20 pence or 10%. In the case of the 'first complete mile' (including the 'Flag') in Option 1 the increase is 40 pence or 10.53%, for Option 2 the increase is 20 Pence or 5.26% and for Option 3 the increase is 40 pence or 10.53%.
- 4.5 The Private Hire and Taxi Monthly magazine is published every monthly nationally and regularly carries a number of detailed national and regional taxi tariff league tables. One of these tables shows that currently the East Devon District Council tariff is the 106 highest fare tariff for a two mile journey in the country. However in August 2010 (before the 2010 fare rise) we were at position 122 and rose to position 48 with the rise agreed that November. Should Members be minded to agree **Option 1** it would place this Council around position 26 in the national table. There are 363 Councils listed in the table. The table shows that currently the most expensive Hackney Carriage tariff in the country is that relating to Hackney Carriages operating in and around Luton including the airport. There are five southwest councils which appear in the top 25 of the table – Salisbury at 5, Bath and North East Somerset at 14, South Gloucester at 18, Stroud at 19 and Weymouth and Portland at 21. Taunton Deane currently appears at 53 with a 2 mile fare of £6.20, South Somerset at 65 with a fare of £6.08 and Exeter

at 74 with a 2 mile fare of £6.00. Exeter City Council has not approved a fare increase since November 2008.

- 4.6 Also included in **Appendix D** are details of the waiting time referred to in paragraph 3.2 together with the extra charges that apply to the fare tariff. Whatever the tariff approved the proposal is to amend the waiting time from 25.71 seconds to 25 seconds for 20 pence. Meaning the hourly rate would increase by 80 pence per hour from £28.00 to £28.80 per hour - a 2.8% increase.
- 4.7 There is no proposal to increase the extras charges relating to baggage, additional passengers and carriage of dogs which remains at 20 pence per item. However it is proposed that all tolls, ferry and car parking fees should be included as extras. This will permit an operator to charge for these additional costs associated with a taxi journey. Finally it has been the practice to permit an operator charge a customer a 'soiling' fee where a customer, for example is sick in the taxi. This fee is intended to compensate the operator for the cost of cleaning the vehicle's interior and for the loss of earnings while the taxi is off the road. Currently the soiling fee is £50. The proposal is that the fee should be retained at £50 whilst the vehicle is being used on Tariff 1 but for Tariff 2 and 3 the charge should be increased to £80. This increase is proposed because as the two latter tariffs cover evenings and bank holidays the financial consequences of the vehicle being soiled and having to be taken off the road would be greater than during the normal working day.
- 4.8 There is no proposal to amend the current permitted booking fee which would remain at £12. The booking fee is a discretionary charge imposed by the operators and only becomes payable when a customer books a taxi and is told at the time of the booking what the fee will be. This enables the customer to go elsewhere if he/she does not want to pay the fee. Experience shows that operators seldom levy this charge. The need for the ability to make such a levy occurs a lot in rural areas. Taxi proprietors are unable to charge for the journey taken to collect a passenger and the journey back to base. In an urban area the distances between pickups are usually not great and operators are able to absorb these extra costs. The difficulty comes in the more rural areas when these 'dead' journeys are reasonably long. Without the ability to make a booking fee a taxi operator may feel he would make a loss over the total journey and therefore could decline to transport the customer. Obviously that situation benefits no one. I am aware that an operator in the east of the District has had to take this action in the past.

5 Recommendation

- 5.1 Members will note from the contents of this report that the current fare tariff table in the District has fallen behind and an increase is due. If members are minded to agree **Option 1** it will mean that the maximum permitted 'Flag' fee (first 880 meters) will increase by 20 pence or 7.14%. The first mile fee will increase by 40 pence or 10.53%. There after percentage increase reduces so the first 2 miles will increase by 50 pence but that will only be an 8.62% increase. A 10 mile journey would increase by £1.30 but that will be a 5.96% increase.
- 5.2 **Option 2** if preferred will mean that although providing for an initial increase at the 'flag' of 7.14% the increase thereafter reduces quickly. **Option 3** on the other hand whilst providing an identical 'flag' increase of 7.14% the option also provides for a general 10% increase across all distances.

- 5.3 When considering these proposals members are reminded that whatever the tariff they set the figures should be regarded as the maximum. The taxi proprietors are not tied to charging the maximum fare. They are merely not permitted to charge more than the maximum tariff. Market forces come into play. For instance because of the competition in Exmouth the charges levied in that area are often less than the permitted maximum tariff.
- 5.4 It is the trade's request that the new changes come into use before the Christmas period begins. As explained earlier in this report Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 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 have 14 days to make comment on the proposals. If no adverse comment/objection is received the approved changes can take effect and it is planned that they should come into use in early December. Alternatively if adverse comment/objection is received then the matter must be returned to allow the Committee to consider the representation(s).

Legal Implications

The legal framework is set out within the report and requires no further comment

Financial Implications

There is a budget of £1,790 available to cover the cost of the public notice.

Appendices

- Appendix A Current EDDC Fare Tariff
- Appendix B Local Fare Tariff League Table (12 Local Councils)
- Appendix C Fare Tariff Comparison Table showing three options
- Appendix D Fare Comparison Sheets showing options in detail

Background Papers


- The Private Hire and Taxi Monthly magazine's national fare tariff league tables

John Tippin Ext. 2787
Licensing Manager

Licensing and Enforcement Committee
28 August 2012

Appendix A

Fares for Hackney Carriages Approved in November 2010

FARES FOR HACKNEY CARRIAGES			
Effective from 8 December 2010			
FARES FOR DISTANCE OR TIME	TARIFF 1	TARIFF 2	TARIFF 3
	Daytime Rate	Evening & Night Rate	Bank Holiday, Christmas and New Year Rate
	Applies on weekdays between 7 am and 7 pm	Applies on weekdays between 7 pm and 7 am and on Sundays	All Bank Holidays (12mn to 12mn) and from 7 pm on 24 December to 7 am on 27 December; and from 7 pm on 31 December to 7 am on 2 January
TO HIRE THIS TAXI FOR THE FIRST HALF OF A MILE	£2.80	£3.60	£4.60
FOR THE FIRST WHOLE MILE	£3.80	£4.80	£6.00
FOR EACH MILE THEREAFTER	£2.00	£2.40	£2.80
WAITING TIME PER 25.71 SECONDS	20p	20p	20p
PRICE GUIDE			
1 mile	£3.80	£4.80	£6.00
2 miles	£5.80	£7.20	£8.80
3 miles	£7.80	£9.60	£11.60
5 miles	£11.80	£14.40	£17.20
10 miles	£21.80	£26.40	£31.20
EXTRAS	Maximum Booking Fee *		£12.00
* Must inform customer at time of booking	Baggage Fee per Bag		20 pence
	Each Additional Passenger after the first		20 pence
	Carriage of Dogs		20 pence
	Assistance Dogs and Wheelchairs		Free of charge
	Soiling Charge		To a minimum of £50.00

Local Fare Tariff League Table

LOCAL AVERAGE 13 YEAR RISE (11 Councils) £2.36
 South West Area 13 year average rise £2.60
 National 13 year average rise £2.33
EAST DEVON 13 year rise £2.30

COUNCIL LICENSING AREA	MAY 2012 FARE	MAY 2011 FARE	MAY 2010 FARE	MAY 2009 FARE	MAY 2008 FARE	MAY 2007 FARE	MAY 2006 FARE	MAY 2005 FARE	MAY 2004 FARE	MAY 2003 FARE	MAY 2002 FARE	MAY 2001 FARE	MAY 2000 FARE	MAY 1999 FARE	13YR PRICE RISE	13YR % RISE
Figures in green boxes in these columns indicate a fare level equal to or better than Area Averages																
Council name or Figures in red indicate a fare level lower than Area Averages																
TAUNTON DENE	£5.20	£6.00	£6.00	£5.40	£5.40	£5.20	£5.00	£4.80	£4.40	£4.20	£4.00	£3.80	£3.80	£3.80	£2.40	60.5%
SOUTH SOMERSET	£6.08	£6.08	£6.08	£5.20	£5.20	£5.20	£5.20	£4.24	£4.24	£4.24	£3.82	£3.44	£2.84	£2.84	£3.24	114.08%
EXETER	£6.00	£6.00	£6.00	£5.50	£5.50	£5.50	£4.75	£4.75	£4.75	£4.25	£4.25	£3.95	£3.75	£3.65	£2.35	80.28%
WEST DORSET	£6.00	£5.80	£5.80	£5.20	£5.20	£5.20	£4.45	£4.45	£4.45	£4.10	£4.10	£3.80	£3.20	£3.20	£2.80	97.50%
NORTH DEVON	£5.85	£5.75	£5.75	£5.75	£5.75	£5.75	£5.75	£4.60	£4.60	£4.60	£4.60	£4.60	£3.45	£3.45	£2.40	89.56%
EAST DEVON	£5.80	£5.80	£5.40	£5.40	£4.70	£4.70	£4.70	£4.70	£4.50	£4.50	£4.50	£3.90	£3.50	£3.50	£2.30	85.71%
TEIGNBRIDGE	£5.80	£5.80	£5.40	£5.40	£4.80	£4.70	£4.50	£4.50	£4.20	£4.10	£4.10	£3.70	£3.70	£3.70	£2.10	56.76%
TORBAY	£5.80	£5.65	£5.65	£5.24	£5.03	£5.03	£4.82	£4.20	£4.20	£4.20	£4.20	£4.00	£3.40	£3.40	£2.40	70.99%
MID DEVON	£5.70	£5.70	£5.40	£5.40	£5.00	£5.00	£4.60	£4.60	£4.00	£4.00	£3.70	£3.70	£3.20	£3.20	£2.50	78.13%
TORRIDGE	£5.50	£5.50	£5.10	£4.70	£4.70	£4.70	£4.70	£4.30	£4.10	£4.10	£3.75	£3.30	£3.05	£3.05	£2.45	80.00%
SOUTH HAMS	£5.30	£5.30	£5.20	£5.00	£4.60	£4.60	£4.40	£4.10	£4.00	£3.75	£3.75	£3.60	£2.80	£2.80	£2.50	89.20%
SOUTH WEST AVERAGES	£5.97	£5.84	£5.66	£5.56	£5.18	£5.00	£4.92	£4.54	£4.43	£4.20	£4.09	£3.85	£3.39	£3.37	£2.60	89.62%
LOCAL AVERAGES	£5.82	£5.76	£5.68	£5.62	£5.27	£5.05	£4.81	£4.48	£4.30	£4.19	£4.07	£3.80	£3.34	£3.33	£2.49	70.57%
EAST DEVON	£5.80	£5.80	£5.40	£5.40	£4.70	£4.70	£4.70	£4.70	£4.50	£4.50	£4.50	£3.90	£3.50	£3.50	£2.30	87.29%
Price differences (Local)	£0.02	£0.16	£0.28	£0.22	£0.13	£0.35	£0.11	£0.22	£0.20	£0.31	£0.43	£0.10	£0.16	£0.17		
% Differences	-0.34%	0.69%	-5.19%	-4.07%	2.47%	-6.93%	-2.29%	4.91%	4.65%	7.40%	10.57%	2.63%	4.78%	5.11%		



APPENDIX C (Option 1)

Proposed Hackney Carriage Fares - Option 1

TARIFF 1		TARIFF 2		TARIFF 3	
Name:		Name:		Name:	
Wait:	25 (secs)	Wait:	25 (secs)	Wait:	25 (secs)
Soiling charge:	£50	Soiling charge:	£80	Soiling charge:	£80
Flag fall:	£3.00 A	Flag fall:	£4.00 A	Flag fall:	£5.20 A
Initial yardage:	880 B	Initial yardage:	880 B	Initial yardage:	880 B
Unit thereafter	251.42857 C	Unit thereafter	176 C	Unit thereafter	251.42857 C
Price Unit:	0.3 D	Price Unit:	0.25 D	Price Unit:	0.4 D
Initial Waiting Time (secs)	88	Initial Waiting Time (secs)	125	Initial Waiting Time (secs)	88

Distance miles	TARIFF 1			TARIFF 2			TARIFF 3		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Flag	£2.80	£3.00	7.14%	£3.60	£4.00	11.11%	£4.60	£5.20	13.04%
1	£3.80	£4.20	10.53%	£4.80	£5.25	9.37%	£6.00	£6.80	13.33%
2	£5.80	£6.30	8.62%	£7.20	£7.75	7.64%	£8.80	£9.60	9.09%
3	£7.80	£8.40	7.69%	£9.60	£10.25	6.77%	£11.60	£12.40	6.90%
4	£9.80	£10.50	7.14%	£12.00	£12.75	6.25%	£14.40	£15.20	5.56%
5	£11.80	£12.60	6.78%	£14.40	£15.25	5.90%	£17.20	£18.00	4.65%
6	£13.80	£14.70	6.52%	£16.80	£17.75	5.65%	£20.00	£20.80	4.00%
7	£15.80	£16.80	6.33%	£19.20	£20.25	5.47%	£22.80	£23.60	3.51%
8	£17.80	£18.90	6.18%	£21.60	£22.75	5.32%	£25.60	£26.40	3.13%
9	£19.80	£21.00	6.06%	£24.00	£25.25	5.21%	£28.40	£29.20	2.82%
10	£21.80	£23.10	5.96%	£26.40	£27.75	5.11%	£31.20	£32.00	2.56%
Running mile	£2.00	£2.10	5.00%	£2.40	£2.50	4.17%	£2.80	£2.80	0.00%

APPENDIX C (Option 1)

APPENDIX C (Option 2)

Proposed Hackney Carriage Fares - Option 2

Name:	TARIFF 1	Name:	TARIFF 2	Name:	TARIFF 3
Wait:	25 (secs)	Wait:	25 (secs)	Wait:	25 (secs)
Soiling charge:	£50	Soiling charge:	£80	Soiling charge:	£80
Flag fall:	£3.00 A	Flag fall:	£4.00 A	Flag fall:	£5.20 A
Initial yardage:	880 B	Initial yardage:	880 B	Initial yardage:	880 B
Unit thereafter	176 C	Unit thereafter	146.6666 C	Unit thereafter	125.7143 C
Price Unit:	0.2 D	Price Unit:	0.2 D	Price Unit:	0.2 D
Initial Waiting Time (secs)	125	Initial Waiting Time (secs)	150	Initial Waiting Time (secs)	175

APPENDIX C (Option 2)

Distance miles	TARIFF 1			TARIFF 2			TARIFF 3		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Flag	£2.80	£3.00	7.14%	£3.60	£4.00	11.11%	£4.60	£5.20	13.04%
1	£3.80	£4.00	5.26%	£4.80	£5.20	8.33%	£6.00	£6.60	10.00%
2	£5.80	£6.00	3.45%	£7.20	£7.60	5.56%	£8.80	£9.40	6.82%
3	£7.80	£8.00	2.56%	£9.60	£10.00	4.17%	£11.60	£12.20	5.17%
4	£9.80	£10.00	2.04%	£12.00	£12.40	3.33%	£14.40	£15.00	4.17%
5	£11.80	£12.00	1.69%	£14.40	£14.80	2.78%	£17.20	£17.80	3.49%
6	£13.80	£14.00	1.45%	£16.80	£17.20	2.38%	£20.00	£20.60	3.00%
7	£15.80	£16.00	1.27%	£19.20	£19.60	2.08%	£22.80	£23.40	2.63%
8	£17.80	£18.00	1.12%	£21.60	£22.00	1.85%	£25.60	£26.20	2.34%
9	£19.80	£20.00	1.01%	£24.00	£24.40	1.67%	£28.40	£29.00	2.11%
10	£21.80	£22.00	0.92%	£26.40	£26.80	1.52%	£31.20	£31.80	1.92%
Running mile	£2.00	£2.00	0.00%	£2.40	£2.40	0.00%	£2.80	£2.80	0.00%

APPENDIX C (Option 3)

Proposed Hackney Carriage Fares - Option 3

TARIFF 1		TARIFF 2		TARIFF 3	
Name:		Name:		Name:	
Wait:	25 (secs)	Wait:	25 (secs)	Wait:	25 (secs)
Soiling charge:	£50	Soiling charge:	£80	Soiling charge:	£80
Flag fall:	£3.00 A	Flag fall:	£4.00 A	Flag fall:	£5.20 A
Initial yardage:	880 B	Initial yardage:	880 B	Initial yardage:	880 B
Unit thereafter	160 C	Unit thereafter	135.3846 C	Unit thereafter	117.3933 C
Price Unit:	0.2 D	Price Unit:	0.2 D	Price Unit:	0.2 D
Initial Waiting Time (secs)	138	Initial Waiting Time (secs)	163	Initial Waiting Time (secs)	188

Distance miles	TARIFF 1			TARIFF 2			TARIFF 3		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Flag	£2.80	£3.00	7.14%	£3.60	£4.00	11.11%	£4.60	£5.20	13.04%
1	£3.80	£4.20	10.53%	£4.80	£5.40	12.50%	£6.00	£6.80	13.33%
2	£5.80	£6.40	10.34%	£7.20	£8.00	11.11%	£8.80	£9.80	11.36%
3	£7.80	£8.60	10.26%	£9.60	£10.60	10.42%	£11.60	£12.80	10.34%
4	£9.80	£10.80	10.20%	£12.00	£13.20	10.00%	£14.40	£15.80	9.72%
5	£11.80	£13.00	10.17%	£14.40	£15.80	9.72%	£17.20	£18.80	9.30%
6	£13.80	£15.20	10.14%	£16.80	£18.40	9.52%	£20.00	£21.80	9.00%
7	£15.80	£17.40	10.13%	£19.20	£21.00	9.37%	£22.80	£24.80	8.77%
8	£17.80	£19.60	10.11%	£21.60	£23.60	9.26%	£25.60	£27.80	8.59%
9	£19.80	£21.80	10.10%	£24.00	£26.20	9.17%	£28.40	£30.80	8.45%
10	£21.80	£24.00	10.09%	£26.40	£28.80	9.09%	£31.20	£33.80	8.33%
Running mile	£2.00	£2.20	10.00%	£2.40	£2.60	8.33%	£2.80	£3.00	7.14%

APPENDIX C (Option 3)

Fare Comparison Sheet showing options in detail

A		B		C		D		E		F		G		H		
FLAG				Option One		Option Two		Option Two		Option Two		Option Three		Option Three		
Existing Fare	Flag				Percentage Increase		Percentage Increase		Percentage Increase		Percentage Increase		Percentage Increase		Percentage Increase	
T1	£2.80	£3.00	800 yds	£3.00	7.14%	£3.00	800 yds	£3.00	7.14%	£3.00	800 yds	£3.00	7.14%	£3.00	800 yds	7.14%
Flag Distance in Yards	880 yds	£4.00	800 yds	£4.00	11.11%	£3.80	880 yds	£3.80	5.56%	£4.00	880 yds	£4.00	11.11%	£4.00	880 yds	11.11%
T2	£3.80	£5.20	800 yds	£5.20	13.04%	£4.80	880 yds	£4.80	4.35%	£5.40	880 yds	£5.40	17.39%	£5.40	880 yds	17.39%
Flag Distance in Yards	880 yds	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	2.80%
Waiting Time per 25.71 seconds - 20 pence		£50.00	0.00%	£50.00	0.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	60.00%
Selling Charge	£50.00	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	0.00%
Booking Fee **	£12.00															
RUNNING MILE																
Existing Fare	Running mile (to nearest 1p)															
T1	£2.00	£2.10	5.00%	£2.00	0.00%	£2.20	10.00%									
T2	£2.40	£2.50	4.17%	£2.40	0.00%	£2.60	8.33%									
T3	£2.80	£2.80	0.00%	£2.80	0.00%	£3.00	7.14%									
Waiting Time per 25.71 seconds - 20 pence		25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	2.80%
Selling Charge	£50.00	£50.00	0.00%	£50.00	0.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	60.00%
Booking Fee **	£12.00	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%	0.00%
FIRST COMPLETE MILE																
Existing Fare	First Complete Mile															
T1	£3.80	£4.20	10.53%	£4.00	5.26%	£4.20	10.53%									
T2	£4.80	£5.25	9.37%	£5.00	4.17%	£5.40	12.50%									
T3	£6.00	£7.60	13.43%	£6.90	2.99%	£7.80	16.42%									
Waiting Time per 30 seconds - 20 pence		25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	25 Seconds	2.80%	2.80%
Selling Charge	£50.00	£50.00	0.00%	£50.00	0.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	£80.00	60.00%	60.00%
Booking Fee **	£12	£12	0.00%	£12	0.00%	£12	0.00%	£12	0.00%	£12	0.00%	£12	0.00%	£12	0.00%	0.00%

EXTRAS CHARGES - Applies the same across all the proposed tariffs

Each passenger after the first 20 pence
 Each item of luggage 20 pence
 Each dog * 20 pence

* Not assistance dogs

Additional extras to include all toll, ferry and car parking fees

** Booking Fee is a maximum charge imposed at the discretion of the operator for each booking made by telephone and which requires the driver to drive to the hirer's designated pick up point. The hirer must be informed of the charge at the time of booking.