

LICENSING COMMITTEE

Date: Tuesday 17 September 2019
Time: 5.30 pm
Venue: Rennes Room, Civic Centre, Paris Street, Exeter

Members are invited to attend the above meeting to consider the items of business.

If you have an enquiry regarding any items on this agenda, please contact Mark Devin, Democratic Services Officer (Committees) on 01392 265477 or email mark.devin@exeter.gov.uk

Entry to the Civic Centre can be gained through the Customer Services Centre, Paris Street.

Membership -

Councillors Owen (Chair), Buswell (Deputy Chair), Begley, Branston, Henson, D, Mitchell, K, Newby, Oliver, Quance, I, Vizard, Warwick, Wood and Wright

Agenda

Part I: Items suggested for discussion with the press and public present

1 **Apologies**

To receive apologies from Committee members.

2 **Minutes**

To approve and sign the minutes of the meeting held on 16 July 2019.

(Pages 3 -
4)

3 **Declarations of Interest**

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item. Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

4 **Local Government (Access to Information) Act 1985 - Exclusion of Press and Public**

To pass the following resolution:

RECOMMENDED that, under Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting for item 6 on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part I of Schedule 12A of the Act.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

5 Proposed Hackney Carriage (Taxi) Fare Tariff Changes

To consider the report of the Environmental Health and Licensing Manager.

(Pages 5 -
30)

Part II: Items suggested for discussion with the press and public excluded

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1982

6 Application for Consent to Street Trade in Glasshouse Lane

To consider the report of the Environmental Health and Licensing Manager.

(Pages 31
- 44)

Individual reports on this agenda can be produced in large print on request to Democratic Services (Committees) on 01392 265107.

LICENSING COMMITTEE

16 July 2019

Present:

Councillor Keith Owen (Chair)

Councillors Buswell, Branston, Henson, D, Oliver, Vizard, Warwick and Wood

Apologies:

Councillors Begley, Mitchell, K, Newby, Quance, I and Wright

Also present:

Environmental Health and Licensing Manager, Litigation Solicitor and Democratic Services Officer (MD)

12 **Minutes**

The minutes of the meeting held on 28 May 2019 were taken as read, approved and signed by the Chair as correct.

13 **Declarations of Interest**

No declarations of interest were made by Members.

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

LICENSING ACT 2003

14 **Consultation on the Licensing Act 2003 - Statement of Licensing Policy**

The Environmental Health and Licensing Manager presented the report which identified the need review the Council's current Statement of Licensing Policy, following the legislative requirements. The report provided a draft proposal of the policy which would need to go out for a 12 week consultation. The responses of the consultation would be brought back to the Licensing Committee on the 29 October, to allow Members to consider the suggested amendments or variations received during the consultation period.

He referred Members to the timetable, outlined in the report, stating that the policy would need to be approved by January 2020. The policy contained some conditions and amendments, which had been assembled, following collaborative discussions with other Local Authorities across the whole of Devon, to ensure that there was a more consistent policy across the region.

Members were informed that Devon and Cornwall Constabulary had also submitted a request to maintain the Cumulative Impact Area in the City and had submitted statistical information to the Licensing Authority, justifying their reasoning, following legislative requirements. The Environmental Health and Licensing Manager asked for Member approval for the commencement of the 12 week consultation.

The Chair informed Members that the Devon and Cornwall Constabulary had been invited to the Licensing Committee to answer questions from Members, but had been unable to attend.

In response to questions from Members, the Environmental Health and Licensing Manager explained that:-

- The Cumulative Impact Area was the same area and shape as the one in the existing Policy. Potential changes to the area were considered when the data was reviewed, but the data suggested that the area should remain the same;
- The consultation process would involve writing a letter to all responsible authorities, with a link, directing them to the consultation. Other Licensees are informed, but not specifically written to and the consultation will be highlighted on the Exeter City Council website;
- An Equality Impact Assessment (EQIA), would be undertaken, following completion of the consultation and would include positive contributions to the final policy;
- The Environmental Health and Licensing Manager highlighted that a number of positive changes in the city had taken place since the current statement of licensing policy was adopted which included, having more restaurants and a higher footfall in the city between shops closing and the commencement of the night time economy. However the Licensing Authority had concerns about crime and disorder being caused by preloading;
- Police resources were stretched, but they couldn't predict the demand on them. The Police would respond to different call outs, and some nights were busier than others across the region, impacting their resource allocation. Exeter is exceptionally lucky to have a dedicated group of Police Special Constables, who had provided a great means of support to the city in a voluntary capacity;
- The day and night offences shown in the report, highlighting a rise in the early hours of a Sunday, would in actuality be for the late Saturday evening time period.

The Chair proposed to recommend the request of the Environmental Health and Licensing Manager, to authorise the consultation process, outlined in the report. Members voted unanimously in favour.

RESOLVED that the Licensing Committee supported the recommendation to undertake a 12 week consultation on the Statement of Licensing Policy.

The meeting commenced at 5.30 pm and closed at 5.51 pm

Chair

REPORT TO LICENSING COMMITTEE

Date of Meeting: 16 July 2019 (PART 1 Matter)

Report of: ENVIRONMENTAL HEALTH AND LICENSING MANAGER

TITLE: PROPOSED HACKNEY CARRIAGE (TAXI) FARE TARIFF CHANGES

Is this a Key Decision?

No

Is this an Executive or Council Function?

Council

1. What is the report about?

- 1.1 The purpose of this report is to inform Members that a request has been made via the Chair of Exeter St David's Hackney Carriage Association, for an increase to the Hackney Carriage Fare Tariff.
- 1.2 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 permits Licensing Authorities to set the fares tariff for Hackney carriages (taxis) licensed in the district. The tariff sets the maximum fares that taxis can charge the public when using their vehicles. Exeter City Council, in common with most other Councils, have used this power for many years and the last tariff increase was agreed by this Committee in June 2013. A copy of the proposed tariff table and a comparison with the existing tariff table is found at **Appendix A** to this report.
- 1.3 Included in **Appendix A** are details of the extra charges that apply to taxi proprietors having to valet and clean vehicles when soiled by customers for which the cost is passed to the customer concerned. It is proposed to increase this charge from £50 to £100. 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. In addition, the additional charge for carrying dogs (excluding assistance dogs which travel free of charge), is proposed to rise from 60p per dog to £1.00. The extra charges for luggage and additional persons have been removed and are proposed to be replaced with a separate tariff for over 4 passengers.
- 1.4 A comparison between the existing and the proposed fares calculated on a per mile basis appears at **Appendix A**.
- 1.5 All changes to the hackney carriage tariff table in use in Exeter must be approved by the Licensing Committee. 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 it is proposed a public notice will be published in a local newspaper explaining the changes and inviting observations.
- 1.6 Since the 2013 increase the subject of fare increases has been regularly discussed at the quarterly Taxi Forum meetings. Through 2016 and 2017 the taxi trade's opinion was generally divided in view of the economic situation that some did not wish to see a fare increase as the costs for fares are met by the public using taxis.

However, at the meetings held in 2018 the Hackney carriage Trade Representatives were generally in agreement that they wished to see an increase in the fares tariff and in January 2019 they conducted a survey of the Hackney carriage proprietors/ drivers. Of the 77 Hackney carriage trade members surveyed, some 9 drivers were against an increase to the Tariff 1 fare, while 68 were in favour of an increase. A copy of the survey appears at **Appendix B** to this report.

- 1.7 Specific details of the proposed changes to the fares tariff were forwarded to the Licensing Authority on 14th July by the Chair of St David's Hackney Carriage association.
- 1.8 Officers have researched and produced a comparison table of current fares set by this and other authorities in Devon (**Appendix C**) The comparison takes into account the position of highest to lowest fares set by all 362 licensing authorities in England and Wales based upon costs of the first two miles journey prepared by the national Private Hire and Taxi Monthly magazine. The present Exeter Tariff 1 cost for a two mile journey is £6.60.
- 1.9 Also Included within **Appendix C** is a comparison table with other Devon Authorities. The table confirms that Exeter currently has the second most expensive 2 mile fare level in Devon and is the 59th most expensive fare in the UK over that distance. If the proposed increases are implemented then Exeter would have the most expensive 2 mile fare level in Devon, and would move to approx. 12th position in the national list.
- 1.10 Although this Council has not reset its fares since 2013 that is not the longest period for an increase in Devon as Mid Devon District Council have not reviewed fares since 2010. Exeter is currently the second most expensive tariff fare in the Devon comparison. Other factors that are evident from the comparison include;
 - Plymouth and South Hams Councils have reset their taxi fares in 2017 yet both tariffs remain lower than the present Exeter fare charges;
 - East Devon DC are in the process of increasing their tariff fare and propose to equal Exeter's current fare level;
 - Although Exeter City Council has not been recalculated fares since 2013, this Council still sits within the top third of all council charging fares being 59th out of 362 Council tariffs.
- 1.11 Members may find it useful for an explanation of the tariff structure operated in this district and there are three Tariff levels:
 - Tariff 1: Applies to any hiring begun between 0700 and 1900 on any day other than Sunday, Public Holidays or Bank Holidays;
 - Tariff 2: Applies to any hiring begun on any day (other than Christmas Day, New Year's Day, Good Friday, and Easter Sunday. Public and Bank Holidays) between 1900 and 0700 the following day AND for any hiring on a Sunday from Midnight. This tariff also applies between 0700 and 1900 on Christmas Eve and New Year's Eve;
 - Tariff Three: Applies to any hiring begun on Christmas Eve and New Year's Eve between 1900 and Midnight. This Tariff also applies on Christmas Day (24 hours), Boxing Day, (24 hours) New Year's Day (24 hours), Good Friday (24 hours), Easter Monday (24 hours) Public and Bank Holidays (24 hours)

2. Recommendations:

2.1 Members will note from the contents of this report that the current fare tariff table in Exeter has not actually fallen significantly behind although an increase has been requested from a majority of the taxi trade that responded to the survey. If members are minded to agree the option to increase Tariff 1 it will mean that an increase of 50p for the first mile (some 11.5%), and an increase of 20p (9%) for subsequent miles.

2.2 When considering the proposal members are reminded that the tariff that is set should be regarded as the maximum fares that can be charged. Taxi proprietors are not tied to charging the maximum fare, but are not permitted to charge more than the tariff price shown on the meter. Market forces are known to come into play, and for instance because of the level of competition in Exeter the driver/ proprietor may decide to charge less than the maximum tariff.

2.3 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.

2.4 Alternatively if adverse comment/objection is received then the matter must be returned to allow this Committee to consider the representation(s).

2.5 It is recommended that the Committee give consideration to the draft tariff table to be consulted upon as attached and either:

- a) Consider the request by the Taxi Trade to increase the fares by authorising the consultation process as outlined above; or
- b) Reject the request submitted by Taxi trade to increase the fare.

3. Reasons for the recommendation:

3.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 sets out the public notice requirements, but it is for the Licensing Committee to determine whether or not such a consultation should be undertaken based on the proposed tariff table.

4. What are the equality and diversity impacts of this decision?

A completed EqIA is attached at Appendix E.

5. What are the resource implications including non financial resources:

5.1 There will be a cost in the public consultation of the proposed tariff table as we would be required to place an advert in a local newspaper. However this cost will be met from the existing budgetary provision.

6. Section 151 Officer comments:

6.1 There are no additional financial implications for the Council to consider in this report.

7. What are the legal aspects?

These are set out in Paragraph 3 of this report

8. Monitoring Officer Comments:

Provided the consultation process set out in this report is followed, the Monitoring officer has no concerns to raise about the content of this report.

9. Report details:

As detailed in section 1.

10.1 How does the decision contribute to the Council's Corporate Plan?

10.1 The appropriate setting of a taxi tariff table will contribute to a healthy and safe city, and lend support to a robust, business friendly economy.

11. What risks are there and how can they be reduced?

11.1 The publication of a proposal to increase taxi fare levels may lead to criticism by members of the public who rely on such services and are adverse to such changes. However, the proposed tariff table has been developed by the taxi trade rather than the Licensing Authority, and in the event of adverse consultation responses this matter would be referred back to the Licensing Committee for further consideration.

12. What is the impact of the decision on health and wellbeing; safeguarding children, young people and adults with care and support needs, economy, safety and the environment?

As listed in the EqIA, attached at Appendix E

13. What other options are there, and why have they been dismissed?

13.1 The Licensing Committee may reject the request for consultation on the proposed tariff and instead maintain the existing tariff table. However, this may lead to the taxi trade in Exeter becoming economically unattractive to new taxi drivers/ proprietors and hence affect the trade as a public transport service.

Lee Staples
Principal Licensing Officer

Local Government (Access to Information) Act 1972 (as amended)

Background papers used in compiling this report:

Local Government (Miscellaneous Provisions) Act 1976

Contact for enquiries:
Democratic Services (Committees)
Room 2.3
01392 265115

LIST OF APPENDICIES:

APPENDIX A: Existing and Proposed Tariff Tables

APPENDIX B: Hackney carriage Driver survey

APPENDIX C: National and Devon Fare Comparison Table

APPENDIX D: 2013 Tariff Table

APPENDIX E: Equality Impact Assessment

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FARES FOR HACKNEY CARRIAGES

Effective from – Date to be Agreed

	TARIFF 1	TARIFF 2	TARIFF 3
	Applies to any hiring begun between 07.00 and 19.00 on any other day other than Sunday or Bank Holidays.	Applies to any hiring begun (other than Easter Sunday and Bank Holiday's) between 19.00 and 07.00 the following day AND for any hiring on a Sunday. Also a hiring between 07.00 and 19.00 on Christmas Eve and New Years Eve.	Applies to any hiring begun on Christmas Eve and New Year's Eve between 1900 and Midnight. This Tariff also applies on Christmas Day (24 hours), Boxing Day, (24 hours) New Year's Day (24 hours), Good Friday (24 hours), Easter Monday (24 hours) Public and Bank Holidays (24 hours)
FARES FOR DISTANCE (Up to 4 Passengers)	1st mile: £4.80 subsequent miles £2.40	1st mile: £5.60 subsequent miles £2.80	1st mile: £7.20 subsequent miles £3.60
FARES FOR DISTANCE (over 4 passengers)	1st mile: £6.60 subsequent miles £3.30	1st mile: £7.80 subsequent miles £3.90	1st mile: £10.00 subsequent miles £5.00

Additional Charges – Applies to all tariffs

	TARIFF 1	TARIFF 2	TARIFF 3
Waiting Time (applied automatically by the meter)	30p per minute	40p per minute	50p per minute
Dogs (Except Assistance Dogs)	£1.00	£1.00	£1.00
Fouling inside or outside cab	£100	£100	£100



	TARIFF 1	TARIFF 2	TARIFF 3
	Applies to any hiring begun between 07.00 and 19.00 on any other day other than Sunday or Bank Holidays.	Applies to any hiring begun (other than Easter Sunday and Bank Holiday's) between 19.00 and 07.00 the following day AND for any hiring on a Sunday. Also a hiring between 07.00 and 19.00 on Christmas Eve and New Years Eve.	Applies to any hiring begun on Christmas Eve and New Year's Eve between 1900 and Midnight. This Tariff also applies on Christmas Day (24 hours), Boxing Day, (24 hours) New Year's Day (24 hours), Good Friday (24 hours), Easter Monday (24 hours) Public and bank holidays
FARES FOR DISTANCE Current Tariff	1st mile: £4.30 subsequent miles £2.20	1st mile: £5.40 subsequent miles £2.80	1st mile: £6.60 subsequent miles £3.20
FARES FOR DISTANCE (Up to 4 Passengers) Proposed Tariff	1st mile: £4.80 subsequent miles £2.40	1st mile: £5.60 subsequent miles £2.80	1st mile: £7.20 subsequent miles £3.60
PROPOSED FARE INCREASE	1st mile: 50p (+11.5%) subsequent miles 20p (+9%)	1st mile: 20p (+4%) subsequent miles 40p (+14%)	1st mile: 60p (+9%) subsequent miles 40p (12.5%)

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Exeter St. Davids Taxi ASSOCIATION

Survey 2nd January 2019

We haven't had increase of fare since 2013. We wish to have increase of fare *only* for *Tariff 1*.

Please write agree or disagree on the relevant box.

No	Drivers' Name & Surname	Plate No.	Agree	Disagree
1	Said Masood Baha	H001	Agree	
2	Aka Shiriyu Nori	H002		Disagree
3	Ibrahim Moradi	H003	Agree	
4	Sobir Ahmed	H004	Agree	Disagree
5	Faruk Yelsali	H005	Faruk	
6	Ali Reza Rezaie	H006	Agree	
7	Ahmad Mahbub Al-nozir	H007	Agreed	
8	Nooryalay Hakimi	H008		Disagree
9	Ibrahim Ahmadi	H009	Agree	
10	Mohammad Numan	H010	Agree	
11	Dawood Rahimi	H011	Agree	
12	Mehedi Hassan	H012	Agreed	
13	M.S.Sadiqi	H013	Agreed	
14	Trevor Tickner	H014		DISAGREE
15	Zaman Nazari	H015	Agree	
16	Syed Mishkat Alam	H016	Agree	
17	Dr. Hassan Al-Seaidy	H018	Agree	

No	Drivers' Name & Surname	Plate No.	Agree	Disagree
18	Jawid Rahimi	H019	Agree	
19	M. Asef Hedari	H020	Agree	
20	Nick Holladay	H021	Agree	
21	Isaac Safari	H022	agree	
22	Abdul Malik Haydari	H023	Agree	
23	Abbas Shirzad	H024	Agree	Disagree
24	Abass Omrani	H025	Agree	
25	Kawjasidq Sidiki	H026		Disagree
26	Ahmed Al- Jannati	H027		Disagree
27	Khalil Shefahi	H028	agree	
28	Darren Pike	H030		
29	Asif Ebrahimi	H031	Agree	
30	Fasihulla Hakimi	H032		
31	Najmuddin Ahmad	H033	Agree	
32	Steve Hill	H034	Agree	SAH
33	Ali Mohammad	H035		Disagree
34	Hamza Khalil	H036	Agree	
35	Mehdi Issa Mohammad	H037	Agree	
36	Aziz JAFARI	H038	Agree	CS
37	Abdul Rahman Shinwari	H039	Agree	
38	Miragha Ahmadi	H040	Agree	
39	Mohamad Sardi Horsravie	H042	agree	
40	Barat Rehem	H043	agree	ctw
41	M. Ghazi Kurashi	H045	agree	
42	Abuzar Changuizi	H046	Agree	
43	Ruhallah Maitar	H047	agree	

No	Drivers' Name & Surname	Plate No.	Agree	Disagree
44	Ziya Haydari	H048	Agree	
45	Ahmad Wali Ahmadi	H049	Agree	
46	Shakib Amin	H050	Agree	
47	Habibulah Nabizadeh	H052	Agree	
48	M. Aqel Rasoli	H053	Agree	
49	Amir Mossadegh	H054	Agree	
50	Masood Sidiqi	H055	✓ Agree	
51	Seckin Karaaslan	H056	Agree	
52	Salimon Chafyee	H057		disagree
53	Suleyman Guvenc	H058	✓ Agree	
54	Jonathan Kellaway	H059	disagree	
55	S. Monavari	H060	Agree	
56	Habibi Babak	H061	Agree	
57	Reza Soltani	H063		disagree
58	Dawood Yaweri	H064	Agree	
59	Noorhassan Jawad	H065	Agree	
60	Dr. Mujibalam Khalil	H066		
61	KHALIL SHEFAHI	H080	agree	
62	Amanallah Rezaei	H062	agree	
63	B. Teymuni	H041	agree	
64	N KAKAR	H068	Agree	
65	Jalil Haidari	H051	Agree	
66	JAMIL CHOWDHURY	H071	AGREE	
67	Huseyin Sanbulat	H077	AGREE	
68	Firas Fakhouri	H036	Agree	
69	Sayed Rahmani	H074	Agree	

No	Drivers' Name & Surname	Plate No.	Agree	Disagree
	Mohammad Safo	82	agree	
70	M. F. CHOWDHURY	78	agree	
71	SHAHED MIAH	69	agree	
72	Q. ALI. B. F. ...	67	Agree	
73	STEPHEN Hill	H089	AGREE	
74	Ali Shah Raza	044	Agree	
75	Barnab Singh	4070	Agree	
76	Nasrullah Saif	H083	Agree Agree	
77	ALI Rehimi	H043	Agree	
78	Anshu Tagin	H085	Agree	
79	Barat Rehimi	H043	Agree	
80	DILWAR KHAN	H004	AGREE	
81				
82				
83				
84				
85				

APPENDIX C:

	Two Mile Fare (Tariff 1)	National Position (of 362 local authorities)
Exeter (Existing)	£6.60	59
Exeter (Proposed)	£7.20	approx 12
Torridge	£6.62	52
North Devon	£6.55	69
Torbay	£6.39	94
East Devon	£6.30	98
Teignbridge	£6.20	127
Plymouth	£6.00	164
South Hams	£6.00	167
Mid Devon	£5.70	223

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£10.60	66	SCARBOROUGH	£6.60	131	WYCOMBE	£6.20
2	LUTON AIRPORT	£9.20	67	SOUTH GLOUCESTER	£6.60	132	CENTRAL BEDFORDSHIRE	£6.13
3	WATFORD	£8.40	68	WAVENEY	£6.60	133	CARDIFF	£6.10
4	EPSOM & EWELL	£7.80	69	NORTH DEVON	£6.55	134	CLACKMANNAN	£6.10
5	LONDON	£7.80	70	ASHFORD	£6.50	135	EAST HERTS	£6.10
6	GUILDFORD	£7.60	71	GLASGOW	£6.50	136	ELMBRIDGE	£6.10
7	BOURNEMOUTH	£7.40	72	MAIDSTONE	£6.50	137	FYLDE	£6.10
8	CHELTENHAM	£7.40	73	SOUTH CAMBRIDGE	£6.50	138	HASTINGS	£6.10
9	MID SUSSEX	£7.40	74	SOUTH SOMERSET	£6.50	139	NEW FOREST	£6.10
10	CARRICK	£7.30	75	WORTHING	£6.50	140	NORTH WARWICK	£6.10
11	READING	£7.20	76	BRISTOL	£6.40	141	SOUTH AYRSHIRE	£6.10
12	TUNBRIDGE WELLS	£7.20	77	COUNTY OF HEREFORD	£6.40	142	TAMWORTH	£6.10
13	JERSEY	£7.19	78	CREWE & NANTWICH	£6.40	143	SELBY	£6.06
14	DARTFORD	£7.10	79	EAST HAMPSHIRE	£6.40	144	CHARWOOD	£6.05
15	MOLE VALLEY	£7.10	80	HARLOW	£6.40	145	SHETLAND ISLES	£6.05
16	PENWITH	£7.10	81	LEEDS	£6.40	146	ABERDEENSHIRE	£6.00
17	SEVENOAKS	£7.06	82	LINCOLN	£6.40	147	BASILDON	£6.00
18	EAST LOTHIAN	£7.00	83	MALVERN HILLS	£6.40	148	BOSTON	£6.00
19	HERTSMERE	£7.00	84	OXFORD	£6.40	149	BRACKNELL FOREST	£6.00
20	POOLE	£7.00	85	PURBECK	£6.40	150	BROXTOWE	£6.00
21	STROUD	£7.00	86	RUSHMOOR	£6.40	151	CANTERBURY	£6.00
22	TONBRIDGE & MALLING	£7.00	87	SHEFFIELD	£6.40	152	CARMARTHENSHIRE	£6.00
23	WILTSHIRE	£7.00	88	SOUTH LAKELAND	£6.40	153	CASTLE POINT	£6.00
24	RESTORMEL	£6.95	89	STEVENAGE	£6.40	154	DOVER	£6.00
25	HARROGATE	£6.90	90	SURREY HEATH	£6.40	155	EAST AYRSHIRE	£6.00
26	VALE OF WHITE HORSE	£6.90	91	TENDRING	£6.40	156	EAST LINDSEY	£6.00
27	WEALDON	£6.90	92	WOKING	£6.40	157	GLOUCESTER	£6.00
28	WEYMOUTH & PORTLAND	£6.90	93	WOKINGHAM	£6.40	158	GREAT YARMOUTH	£6.00
29	ADUR	£6.80	94	TORBAY	£6.39	159	ISLE OF WIGHT	£6.00
30	BATH & NORTH EAST SOMERSET	£6.80	95	EDINBURGH	£6.35	160	KETTERING	£6.00
31	BRIGHTON & HOVE	£6.80	96	COVENTRY	£6.30	161	LUTON	£6.00
32	CARADON	£6.80	97	DACORUM	£6.30	162	MILTON KEYNES	£6.00
33	CHRISTCHURCH	£6.80	98	EAST DEVON	£6.30	163	NORTH DORSET	£6.00
34	COLCHESTER	£6.80	99	ISLE OF MAN	£6.30	164	PLYMOUTH	£6.00
35	GUERNSEY	£6.80	100	LEWES	£6.30	165	PRESTON	£6.00
36	HART (x)	£6.80	101	PEMBROKESHIRE	£6.30	166	SLOUGH	£6.00
37	NORTH CORNWALL	£6.80	102	SOUTH HOLLAND	£6.30	167	SOUTH HAMS	£6.00
38	NOTTINGHAM	£6.80	103	FOREST OF DEAN	£6.27	168	STOCKPORT	£6.00
39	SEDGEMOOR	£6.80	104	MIDLOTHIAN	£6.22	169	TAMESIDE	£6.00
40	SWALE	£6.80	105	ARGYLL & BUTE	£6.20	170	TEST VALLEY (x)	£6.00
41	WEST BERKSHIRE	£6.80	106	BIRMINGHAM	£6.20	171	THREE RIVERS	£6.00
42	YORK	£6.80	107	BRAINTREE	£6.20	172	THURROCK	£6.00
43	KERRIER	£6.75	108	CHICHESTER	£6.20	173	VALE OF GLAMORGAN	£6.00
44	NUNEATON & BEDWORTH	£6.75	109	DAVENTRY	£6.20	174	WARWICK	£6.00
45	CHELMSFORD	£6.70	110	DERBY	£6.20	175	WEST DORSET	£6.00
46	CHESTER	£6.70	111	EAST CAMBRIDGESHIRE	£6.20	176	WEST LINDSEY	£6.00
47	EASTLEIGH	£6.70	112	HORSHAM	£6.20	177	WIRRAL	£6.00
48	GRAVESHAM	£6.70	113	IPSWICH	£6.20	178	DARLINGTON	£5.95
49	ROTHER	£6.70	114	MENDIP	£6.20	179	BABERGH	£5.90
50	SWINDON	£6.70	115	NORTHAMPTON	£6.20	180	BASSETLAW	£5.90
51	HARBOROUGH	£6.68	116	PORTSMOUTH UA	£6.20	181	BROXBORNE	£5.90
52	TORRIDGE	£6.62	117	ROCHFORD	£6.20	182	DUDLEY	£5.90
53	ARUN	£6.60	118	RUNNYMEDE	£6.20	183	DURHAM COUNTY COUNCIL	£5.90
54	BASINGSTOKE & DEANE	£6.60	119	FOLKESTONE & HYTHE	£6.20	184	MANCHESTER	£5.90
55	BRENTWOOD	£6.60	120	SOLIHULL	£6.20	185	NORTHUMBERLAND	£5.90
56	CRAWLEY	£6.60	121	SOUTHAMPTON	£6.20	186	TANDBRIDGE	£5.90
57	CAMBRIDGE CITY	£6.60	122	SOUTHEND ON SEA	£6.20	187	WALSALL	£5.90
58	EAST DORSET	£6.60	123	SPELTHORNE	£6.20	188	CALDERDALE	£5.85
59	EXETER	£6.60	124	ST ALBANS	£6.20	189	SCOTTISH BORDERS	£5.85
60	FIFE	£6.60	125	STRATFORD ON AVON	£6.20	190	TEWKSBURY	£5.85
61	HIGH PEAK	£6.60	126	TAUNTON & DEANE	£6.20	191	BLACKPOOL	£5.80
62	MEDWAY	£6.60	127	TEIGNBRIDGE	£6.20	192	BRIDGEND	£5.80
63	MORAY	£6.60	128	WAVERLEY	£6.20	193	BROMSGROVE	£5.80

ONE MILE	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
	£5.80	261	HAMBLETON	£5.50	326	NORTH EAST DERBYSHIRE	£5.00
	£5.80	262	HUNTINGDONSHIRE	£5.50	327	NORTH LANARKSHIRE	£5.00
	£5.80	263	OLDHAM	£5.50	328	PETERBOROUGH	£5.00
	£5.80	264	SHROPSHIRE	£5.50	329	ROSSENDALE	£5.00
YNE	£5.80	265	STAFFORD	£5.50	330	SOUTH NORTHANTS	£5.00
E	£5.80	266	TORFAEN	£5.50	331	STOKE-ON-TRENT UA	£4.95
	£5.80	267	CEREDIGION	£5.46	332	CHORLEY	£4.90
	£5.80	268	SALFORD	£5.46	333	CORBYP	£4.90
	£5.80	269	ALLERDALE	£5.45	334	FLINTSHIRE	£4.90
D	£5.80	270	BARROW IN FURNESS	£5.44	335	TELFORD & WREKIN	£4.90
	£5.80	271	CAERPHILLY	£5.40	336	WELLINGBOROUGH	£4.90
	£5.80	272	CHILTERN	£5.40	337	WESTERN ISLES	£4.85
	£5.80	273	DUNBARTON & VALE OF LEVEN	£5.40	338	ASHFIELD	£4.80
	£5.80	274	KINGSTON-UPON-HULL	£5.40	339	DERBYSHIREDALES	£4.80
	£5.80	275	MACCLESFIELD	£5.40	340	HAMILTON	£4.80
	£5.80	276	MID SUFFOLK	£5.40	341	HARTLEPOOL	£4.80
	£5.80	277	NEWARK & SHERWOOD	£5.40	342	MANSFIELD	£4.80
HEAD	£5.80	278	NORTHERN IRELAND	£5.40	343	ROCHDALE	£4.80
	£5.80	279	PERTH & KINROSS	£5.40	344	BLACKBURN	£4.70
	£5.80	280	POWYS	£5.40	345	HYNDBURN	£4.70
	£5.80	281	ROTHERHAM	£5.40	346	WEST LANCASHIRE	£4.70
NORFOLK	£5.76	282	THANET	£5.40	347	BOLSOVER	£4.60
	£5.75	283	WYCHAVON	£5.40	348	WAKEFIELD	£4.60
	£5.75	284	COTSWOLD	£5.35	349	BURNLEY	£4.50
	£5.70	285	EAST DUNBARTONSHIRE	£5.34	350	KNOWSLEY	£4.50
	£5.70	286	BARNSELY	£5.30	351	MERTHYR TYDFIL	£4.50
	£5.70	287	BLABY	£5.30	352	REDCAR & CLEVELAND	£4.50
	£5.70	288	BRADFORD	£5.30	353	STOCKTON ON TEES	£4.50
	£5.70	289	CRAVEN (x)	£5.30	354	OADBY & WIGSTON	£4.40
	£5.70	290	EAST RENFREW	£5.30	355	PENDLE	£4.40
	£5.70	291	FENLAND (x)	£5.30	356	AYLESBURY VALE	£4.30
	£5.70	292	LICHFIELD	£5.30	357	MIDDLESBROUGH	£4.30
	£5.70	293	MELTON	£5.30	358	NEWCASTLE-UNDER-LYME	£4.20
	£5.70	294	NORTH AYRSHIRE	£5.30	359	MALDON	£
	£5.70	295	REDDITCH	£5.30	360	RUTLAND	£
	£5.66	296	RIBBLE VALLEY	£5.30	361	SOUTH DERBYSHIRE	£
	£5.60	297	SOUTH KESTEVEN	£5.30	362	SOUTH OXFORDSHIRE	£
	£5.60	298	VALE ROYAL	£5.30			
	£5.60	299	WIGAN	£5.30			
	£5.60	300	WYRE FOREST	£5.30			
ORTH	£5.60	301	BEDFORD	£5.26			
	£5.60	302	BURY	£5.24			
	£5.60	303	AMBER VALLEY	£5.20			
LNESHIRE	£5.60	304	BLAENAU GWENT	£5.20			
	£5.60	305	BOLTON	£5.20			
ESTER	£5.60	306	CLYDEBANK	£5.20			
	£5.60	307	CONWY	£5.20			
	£5.60	308	EAST RIDING	£5.20			
	£5.60	309	ELLESMERE PORT	£5.20			
	£5.60	310	HALTON	£5.20			
AM	£5.60	311	INVERCLYDE	£5.20			
L	£5.60	312	RHONDDA CYNON TAF	£5.20			
	£5.60	313	SOUTH LANARKSHIRE (Clydesdale)	£5.20			
	£5.60	314	SOUTH TYNESIDE	£5.20			
	£5.60	315	STAFFS MOORLANDS	£5.20			
	£5.60	316	WARRINGTON	£5.20			
OWAY	£5.56	317	CONGLETON	£5.10			
HIRE	£5.50	318	GATESHEAD	£5.10			
	£5.50	319	SEFTON	£5.10			
	£5.50	320	SOUTH STAFFORDSHIRE	£5.10			
	£5.50	321	ST HELENS	£5.10			
	£5.50	322	COPELAND	£5.00			
	£5.50	323	EAST NORTHANTS	£5.00			

TABLE COLOUR CODE	
RISE IN 2019	
RISE IN 2018	
RISE IN 2017	
RISE IN 2016	
RISE IN 2015	
RISE IN 2014	
RISE IN 2013	
RISE IN 2012	
RISE IN 2011	
RISE IN 2010	
RISE IN 2008	
RISE IN 2007	
NO SET FARE	

The Bryan Roland Memorial NATIONAL HACKNEY FARES TABLE AUGUST 2019

Councils 359-362 do not impose a tariff for their hackney carriages and instead the individual vehicle charges an agreed fare prior to the journey.

NATIONAL AVERAGE TWO MILE HACKNEY FARE TARIFF ONE IS NOW £5.91

PLEASE NOTE
 The eagle-eyed amongst you might have noticed that there is no symbol for a fare rise in 2009, this isn't a typo it's just that no councils had a last fare rise in this year.
 Where an (x) appears by a listing, it means that a fare update has been passed by the council, but the price of our two-mile fare has not increased.

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Hackney Carriage Approved Tariff

Exeter City Council

Valid from 19 June 2013

Fares For Distance – These fares are calculated automatically by the meter.

Tariff One	£2.20 for the first 80 yards (or part thereof) and £0.10 for each subsequent 80 yards (or part thereof).	Applies to any hiring begun between 07.00 and 19.00 on any other day other than Sunday or Bank Holidays.
Tariff Two	£2.70 for the first 62.8 yards (or part thereof) and £0.10 for each subsequent 62.8 yards (or part thereof).	Applies to any hiring begun (other than Easter Sunday and Bank Holiday) between 19.00 and 07.00 the following day AND for any hiring on a Sunday. Also a hiring between 07.00 and 19.00 on Christmas Eve and New Years Eve.
Tariff Three	£3.40 for the first 55 yards (or part thereof) and £0.10 for each subsequent 55 yards (or part thereof).	Christmas Eve & New Year's Eve from 19.00 until 00:00 AND from Midnight until 07:00 New Year's Day; Good Friday; Easter Sunday; Easter Monday; Mayday, Spring & August Bank Holidays, Christmas Day, Boxing Day.
Tariff Four	£3-40 for the first 35.9 yards (or part thereof) and £0.20 for each subsequent 35.9 yards (or part thereof).	

Additional Charges – Applies to all tariffs

Waiting Time	£0.20 for 45 seconds (or part thereof)	This additional charge is applied automatically by the meter. These additional charges are applied by the driver and shown as EXTRAS on the meter.
Dogs (excluding assistance dogs)	£0.60	
Each piece of luggage (in boot)	£0.20	
Each extra person	£0.20	
Fuel Supplement	£0.20 when fuel oil reaches £1.30 per litre and a further £0.20 for each subsequent increase of £0.08 per litre	
Fouling inside or outside cab	£50.00	This charge is not shown on the meter and is in addition to the fare shown.

Complaints – please direct complaints to the Licensing Section, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1RQ. Tel: 01392 265702 Fax: 01392 265853 email: licensing@exeter.gov.uk
Web: www.exeter.gov.uk/licensing quoting the licence number below.

Vehicle Licence No H059; Registration DK64 AKX; BLACK RENAULT TRAFFIC; Licensed for 8 Passengers.

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Title: Proposed Amendment to Hackney Carriage Vehicle Standard – Equality Impact Assessment

Introduction

The Licensing Committee report outlines a request made to the Licensing Authority from the Hackney Carriage Trade Representatives of the Exeter St Davids Taxi Association and the Exeter Taxi Association via the Taxi Forum, to consider changes to the current taxi tariff table.

The Hackney Carriage Representatives have requested that the current tariff table be replaced with the tariff table that they have proposed.

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 permits Licensing Authorities to set the fares tariff for Hackney carriages (taxis) licensed in the district. The tariff sets the maximum fares that taxis can charge the public when using their vehicles. Exeter City Council, in common with most other Councils, have used this power for many years and the last tariff increase was agreed by this Committee in June 2013.

All changes to the hackney carriage tariff table in use in Exeter must be approved by the Licensing Committee. 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).

Since the 2013 increase the subject of fare increases has been regularly discussed at the quarterly Taxi Forum meetings. In January 2019 they conducted a survey of the Hackney carriage proprietors/ drivers. Of the 77 Hackney carriage trade members surveyed, some 9 drivers were against an increase to the Tariff 1 fare, while 68 were in favour of an increase.

Research conducted by the Licensing Authority confirms that Exeter currently has the second most expensive 2 mile fare level in Devon and is the 59th most expensive fare in the UK over that distance. If the proposed increases are implemented then Exeter would have the most expensive 2 mile fare level in Devon, and would move to approx. 12th position in the national list.

Lead officer: Simon Lane, Environmental Health and Licensing Manager

Stakeholders: Residents, Elected Members, Visitors to the City

For each of the areas below, an assessment has been made on whether the policy has a **positive, negative or neutral impact**, and brief

details of why this decision was made and notes of any mitigation are included. Where the impact is negative, a **high, medium or low assessment** is given. The assessment rates the impact of the policy based on the current situation (i.e. disregarding any actions planned to be carried out in future).

High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.

Medium impact –some potential impact exists, some mitigating measures are in place, poor evidence

Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

	Neutral	Positive	Negative
Target group / area Race and ethnicity (including Gypsies and Travellers; migrant workers asylum seekers etc.)	There is no evidence to suggest that the proposed policy amendment would have a potential impact on this characteristic.		
Disability (as defined by the Equality Act - a person has a disability if they have a physical or mental impairment that has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities)		A properly resourced taxi trade with an appropriate tariff table would mean that the taxi trade remains economically stable, thereby attracting new drivers into the trade to continue and improve this vital public transport.	MEDIUM IMPACT: Wheelchair users and disabled persons are statistically more likely to use taxis than persons who do not identify themselves as disabled. As such a rise in the tariff table would impact this group more economically. Significant price rises may lead to taxis becoming less affordable and as such increase the risk of social exclusion amongst those who rely on taxis for their transport needs. Some potential mitigation may be provided by including

			relevant local disability groups in the consultation process. Should adverse consultation responses be received then the matter would be referred back to the Licensing Committee for further consideration.
Gender	There is no evidence to suggest that the proposed policy amendment would have a potential impact on this characteristic.		
Gender reassignment	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.		
Religion and belief	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.		
Sexual orientation (including heterosexual, lesbian, gay, bisexual)	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.		
Age (children and young people aged 0 – 24, adults aged 25 – 50, younger older people aged 51 – 75/80; older people 81+. The age categories are for illustration only as overriding		A properly resourced taxi trade with an appropriate tariff table would mean that the taxi trade remains economically stable, thereby attracting new drivers into the trade to continue and	MEDIUM IMPACT: Surveys by the DFT have identified that young adults and elderly persons are more likely than other age groups to use taxis on a regular basis. As such a

consideration should be given to needs).		improve this vital public transport.	<p>rise in the tariff table would impact these age groups more economically, particularly the elderly who are likely to have a fixed income. Significant price rises may lead to taxis becoming less affordable and as such increase the risk of social exclusion amongst those who rely on taxis for their transport needs.</p> <p>Some potential mitigation may be provided by including relevant local age awareness groups in the consultation process. Should adverse consultation responses be received then the matter would be referred back to the Licensing Committee for further consideration.</p>
Areas of deprivation	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.		
Human Rights	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.		
Health and Wellbeing (consider both the wider determinants of health such			MEDIUM IMPACT: A rise in the cost of taxis in Exeter may lead to an increased risk

as education, housing, employment, environment, crime and transport, as well as the possible impacts on lifestyles and the effect there may be on health and care services)

of social exclusion should those who rely on taxis for transport no longer be able to afford them.

Mitigation is provided by the proposed rise in the tariff table being relatively modest (9- 14% depending on the tariff used at the time of travelling), and is the first formally proposed rise in taxi fees since 2013.

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By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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