



# EAST CAMBRIDGESHIRE DISTRICT COUNCIL

THE GRANGE, NUTHOLT LANE,  
ELY, CAMBRIDGESHIRE CB7 4EE  
Telephone 01353 665555

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## MEETING: LICENSING COMMITTEE

TIME: 10:00am

DATE: **Wednesday 27 July 2022**

VENUE: **Council Chamber, The Grange, Nutholt Lane, Ely, CB7 4EE**

ENQUIRIES REGARDING THIS AGENDA: Tracy Couper

TELEPHONE: (01353) 665555 EMAIL: [tracy.couper@eastcambs.gov.uk](mailto:tracy.couper@eastcambs.gov.uk)

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## MEMBERSHIP:

### Conservative Members

Cllr Julia Huffer (Chairman)  
Cllr Christine Ambrose Smith  
Cllr David Ambrose Smith  
Cllr Lavinia Edwards  
Cllr Alan Sharp  
Cllr Jo Webber (Vice-Chairman)

### Substitutes:

Cllr Ian Bovingdon  
Cllr Bill Hunt  
Cllr Lisa Stubbs

### Liberal Democrat Members

Cllr Simon Harries  
Cllr Mark Inskip  
Cllr Alec Jones (Lead Member)  
Cllr Gareth Wilson

### Substitutes:

Cllr Charlotte Cane  
Cllr Matthew Downey  
Cllr John Trapp

### Independent Member

Cllr Sue Austen (Lead Member)

### Substitute:

Cllr Paola Trimarco

### Lead Officer

Liz Knox, Environmental Services Manager

Quorum: 5 Members

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## AGENDA

- 1. Apologies and Substitutions** [oral]
- 2. Declarations of Interest** [oral]  
To receive declarations of interest from Members for any Items on the Agenda in accordance with the Members Code of Conduct.
- 3. Minutes**

To confirm as a correct record the Minutes of the meeting of the Licensing Committee held on 22 June 2022.

4. **Chairman's Announcements** **[oral]**
  5. **Review of Taxi Fares**
  6. **Senior Licensing Officer's Update** **[oral]**
  7. **Forward Agenda Plan**
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## NOTES:

1. Members of the public are welcome to attend this meeting. If you are visiting The Grange during normal working hours you should report to the main reception desk. If you come to an evening meeting please enter via the door in the glass atrium at the back of the building.

Admittance is on a "first come, first served" basis and public access will be from 30 minutes before the start time of the meeting. Due to room capacity restrictions, members of the public are asked, where possible, to notify Democratic Services ([democratic.services@eastcambs.gov.uk](mailto:democratic.services@eastcambs.gov.uk) or 01353 665555) of their intention to attend a meeting.

The meeting will be webcast and a livestream of the meeting will be available. Further details can be found at <https://www.eastcambs.gov.uk/meetings/licensing-committee-27072022>. Please be aware that all attendees, including those in the public gallery, will be visible on the livestream.

2. The Council has adopted a 'Purge on Plastics' strategy and is working towards the removal of all consumer single-use plastics in our workplace. Therefore, we do not provide disposable cups in our building or at our meetings and would ask members of the public to bring their own drink to the meeting if required.
3. Fire instructions for meetings:
  - If the fire alarm sounds please make your way out of the building by the nearest available exit i.e. the back staircase or the fire escape in the Chamber. Do not attempt to use the lifts.
  - The fire assembly point is in the front staff car park by the exit barrier.
  - The building has an auto-call system to the fire services so there is no need for anyone to call the fire services.

The Committee Officer will sweep the area to ensure that everyone is out.

4. Reports are attached for each agenda item unless marked "oral".
5. If required, all items on the agenda can be provided in different formats (e.g. large type, Braille or audio tape, or translated into other languages), on request, by calling Main Reception on (01353) 665555 or e-mail: [translate@eastcambs.gov.uk](mailto:translate@eastcambs.gov.uk)
6. If the Committee wishes to exclude the public and press from the meeting, a resolution in the following terms will need to be passed:

"That the press and public be excluded during the consideration of the remaining item no(s). X because it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during the item(s) there would be disclosure to them of exempt information of Category X of Part I Schedule 12A to the Local Government Act 1972 (as amended)."

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**HACKNEY CARRIAGE FARES - CONSIDERATION OF REQUEST FROM TRADE TO INCREASE FARES**

**COMMITTEE:** LICENSING COMMITTEE

**DATE:** 27 JULY 2022

**AUTHOR:** SENIOR LICENSING OFFICER

[X43]

1.0 ISSUE

1.1 To consider increasing the fares payable by members of the public to use an East Cambridgeshire District Council taxi following a formal request from members of the taxi trade.

2.0 RECOMMENDATION(S)

2.1 That Members consider the content of this report, and instruct officers to vary the existing Table of Fares using the proposed Table of Fares contained in **Table 7**, to take effect from **22 August 2022**, subject to the statutory consultation process, as detailed in paragraphs 3.3 and 3.4 below.

3.0 BACKGROUND

3.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (“the 1976 Act”) gives the Council power to set fares within the district for the time and distance travelled and all other charges in connection with the hire of hackney carriages. Such fares are specified in a “Table of Fares” which may be varied from time to time.

3.2 Hackney Carriage Drivers are at liberty to charge fares lower than the specified Table of Fares, but are not permitted to charge higher fares for journeys taking place wholly within the district. Journeys commencing outside of the district (due to the driver undertaking a pre-booked journey) do not need to be charged in accordance with the approved fare chart. However, journeys commencing within the district and ending outside of the district must be charged by the meter unless an agreement to pay more than the metered fare is made with the customer in advance of the journey commencing.

3.3 The law requires that any change to the “Table of Fares” must be advertised publicly in at least one local newspaper for a period of not less than 14 days before the proposed change takes effect. The public notice must also be available at the Council offices for inspection free of charge at all reasonable hours during the consultation period.

3.4 If no objections are received during the consultation period then the changes outlined in the notice will come into effect on a date stated in the public notice.

If objections are received and not withdrawn, they must be considered by the Council and a decision made to set a date for the proposed changes to the Table of Fares (with or without modification having considered any such objections) such change to take effect not later than two months from the original effective date stated in the public notice referred to in paragraph 3.3 above.

3.5 The Council last varied its Table of Tares in 2018, with the current Table of Fares (**Appendix 1**) coming into effect on 12 September 2018.

## 5.0 DISCUSSION

5.1 Whenever fares are discussed, it is important to balance the right of the trade to earn a living, whilst at the same time reflecting that any upwards movement will have an impact on the very people the trade rely on to make their living.

5.2 With this in mind it is important to take into account as much information as possible when arriving at a decision. The following paragraphs attempt to provide the necessary facts for Members to make an informed decision.

### **Fuel**

5.3 Tables 1 and 2 below illustrate the fluctuations in the average UK petrol and diesel prices between September 2018 and June 2022. Overall these tables show a steady fall in fuel prices between the September 2018 (the point at which the last fares increase took place) and December 2019, which can be attributed to the worldwide Covid 19 pandemic.

5.4 Fuel prices eclipsed the figure of September 2018 (£1.31) in July 2021, and had been rising marginally until the beginning of 2022, at which time the Ukraine crisis and other factors have caused large increases in fuel prices. The current average cost at the time of writing this report is shown in the tables as £182.5 a litre for petrol and £190.4 for diesel.

**Table 1 - Petrol**

Month	2018	2019	2020	2021	2022
January	N/A	120.0	128.0	118.5	145.7
February	N/A	119.5	124.6	121.5	148.1
March	N/A	121.0	121.3	125.3	163.8
April	N/A	125.4	110.4	126.3	162.2
May	N/A	128.8	106.7	128.4	166.9
June	N/A	128.4	108.0	130.5	182.5
July	N/A	128.4	113.7	133.1	
August	N/A	129.2	114.5	135.4	
September	131.3	127.7	114.5	135.2	
October	131.6	127.6	114.5	141.4	
November	127.5	126.6	114.0	146.9	
December	121.6	125.5	115.1	146.1	

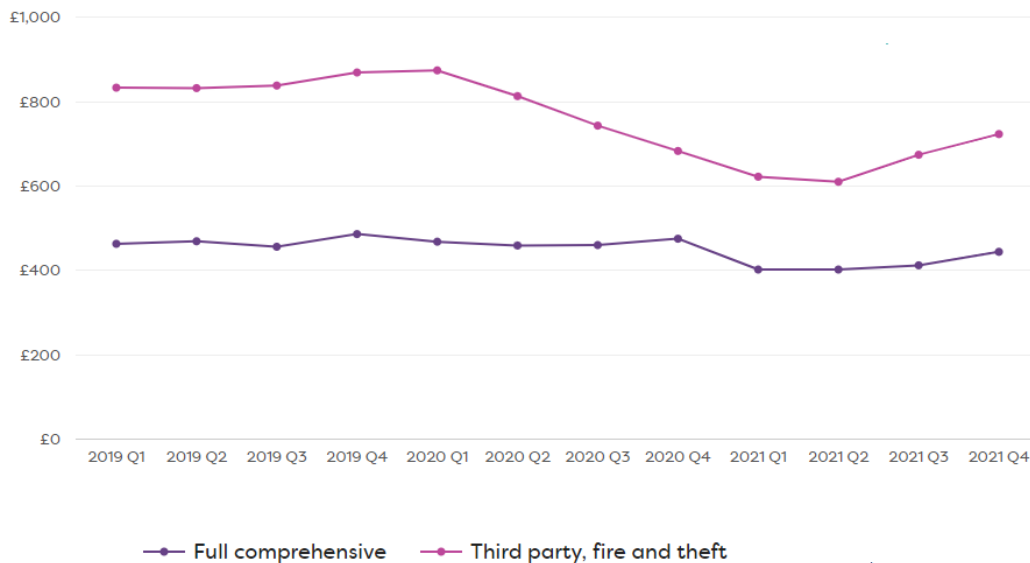
**Table 2 - Diesel**

Month	2018	2019	2020	2021	2022
January	N/A	128.9	132.7	121.8	146.0
February	N/A	128.9	128.0	124.7	151.6
March	N/A	130.3	124.0	128.2	173.8
April	N/A	132.0	115.6	129.1	175.9
May	N/A	134.3	112.0	130.8	180.4
June	N/A	132.4	112.7	133.0	190.4
July	N/A	131.4	117.5	135.0	
August	N/A	132.0	118.2	136.7	
September	134.4	131.4	118.2	136.9	
October	136.7	131.7	117.8	144.9	
November	135.9	130.4	117.2	150.5	
December	131.1	129.6	118.5	149.6	

- 5.5 In real terms this means that it was costing an average taxi driver with a standard people carrier vehicle type running on diesel £94.08 to fill their 70l tank in September 2018, £78.89 in July 2021, and is currently costing £133.28.
- 5.6 A random selection of vehicles from the list of licensed Hackney Carriages suggests an average taxi driver currently drives approximately 26,000 miles a year, down from 35,000 pre-pandemic, so this increase in fuel cost would equate to a £5,618.70 a year fuel cost at 40mpg, compared to £3,966.14 in September 2018. An increase of £1,652.56.

### **Insurance**

- 5.7 It is not possible to obtain specific taxi insurance price information over the 2018 to 2022 period, however, the chart below obtained from a web-based comparison website shows that standard vehicle insurance premiums have followed a similar trend to fuel prices over this period.



- 5.8 Whilst this is not scientific, this trend does appear to reflect the impact of the pandemic on vehicle use, with the likely explanation for the lowering of premiums in 2020 being due to car owners adjusting premiums to reflect lower annual mileage figures. According to Confused.com the average insurance premium increase has been 2% in 2022.
- 5.9 As taxi insurance premiums are significantly higher than standard insurance policies, it is estimated that an average driver would have paid £1,800 per annum in 2018 for their insurance, and will now be paying in the region of £1,850 to £1,900 per annum.

### Vehicle maintenance

- 5.10 The cost of a compliance test in 2018 varied from garage to garage as it does now, but was approximately £55.00 every 6 months for vehicles over 6 years, and every 12 months for vehicles under 6 years of age.
- 5.11 A general phone around a number of our approved garages suggested that due to there being a very competitive market for vehicle servicing and maintenance they have not increased their hourly rates, or compliance fees since 2018. However, they did advise that the cost of parts such as brakes, tyres and oil have increased since 2018, and very noticeably since the beginning of 2022.

### Licence fees

- 5.12 Table 4 below illustrates the fees payable by a licence holder (who holds a driver licence and is the proprietor of one vehicle) from September 2018 through to the current fees which came into force in November 2021:

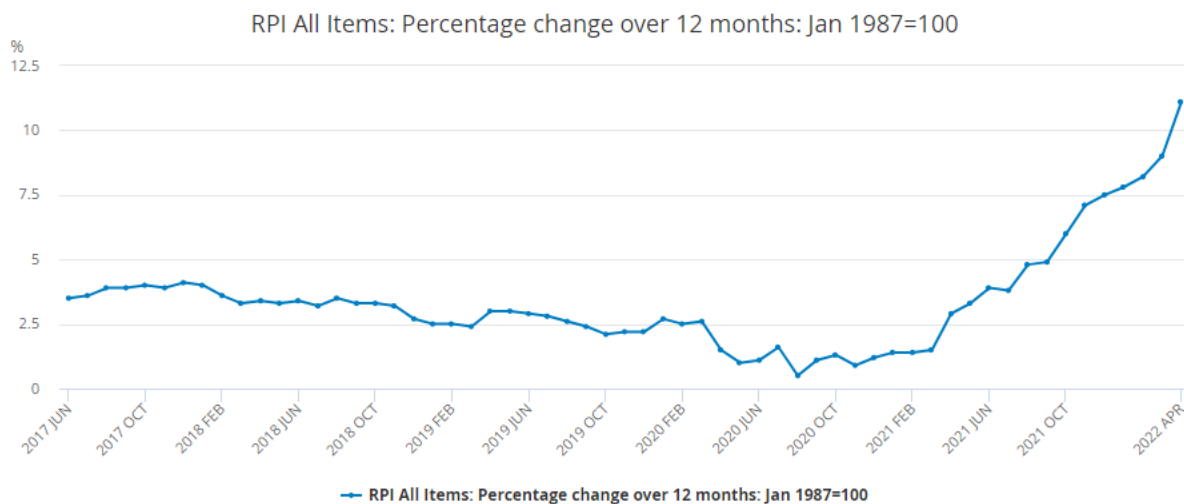
**Table 3 – Licensing fee increases**

Year	Driver licence	Vehicle licence	Total annual cost	Cost per week
Sept 2018	£150	£234	£384	£7.38
Nov 2018	£175	£250	£425	£8.17
2019	Unchanged			
2020				
2021				
2022				
Increase	£25	£16	£41	79p

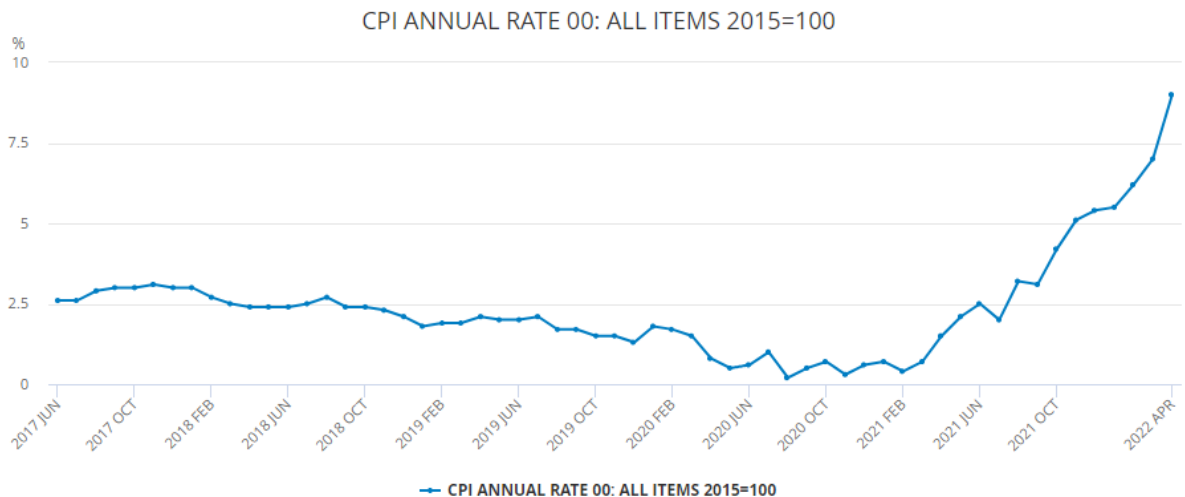
5.13 In addition to the licence fees, insurance and vehicle compliance testing, licence holders also have to provide a medical certificate every three years, pay for a DVLA licence check annually, and subscribe to the DBS update service. It is estimated that these costs are approximately £45 to £50 per annum.

### Inflation

5.14 Given that fuel availability and pricing is a major influencing factor over inflation, it is perhaps not surprising that the RPI and CPI inflation charts below mirror the fuel price fluctuations over the same period. These indicators suggest real world costs have risen since September 2018 but not excessively so, until 2021.



Source:



Source:

- 5.15 It is estimated that since the last fares increase in 2018, inflation has in real terms reduced real world income by approximately 10-12%.
- 5.16 To put fares into context, it is useful to estimate how much of an impact of the differing factors may have had on the trade’s overall income. This is no easy task, as there is no such thing as a standard taxi driver income due to the many variances with working practices. However, it is possible using the Department for Transport’s 2021 Private Hire and Taxi Statistics document to create a base model income.
- 5.17 We already know from our database that an average full-time taxi driver in the district covers approximately 26,000 a year at present, but this is total miles covered, not total chargeable miles. To provide a more accurate figure of earning potential it is necessary to reduce this figure by 50% to take into account so called “dead miles” where a driver returns to the rank, or returns to their home with no paying passengers on board. Table 4 below shows the results of this.

The mileage rate in brackets reflects the average mileage cost.

**Table 4 – Estimated inflationary impact on income**

Total chargeable mileage on Rate 1	13000
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Duration of trips	% of total trips by duration	Total mileage to be charged	Total estimated income
1 mile	3	390	£1,560.00 (£4.00 per trip)
2 miles	19	2470	£7,533.50 (£3.05 per mile)
5 miles	49	6370	£15,797.60 (£2.48 per mile)
9 miles	18	2340	£5,405.40 (£2.31 per mile)
25 miles	9	1170	£2,550.60 (£2.18 per mile)
Over 25 miles	2	260	£564.20 (£2.17 per mile)

Total estimated income in 2022	£33,411.30
Total income required in 2022 to offset inflation (based on a cumulative 11% increase)	£37,086.54

5.18 Table 5 below shows a summary of estimated gains and losses over the past five years.

**Table 5 – Effect of savings and costs over past five years**

	Fuel (Total cost per annum based on 40mpg av.)	Associated licensing costs	Insurance	Inflation adjustment on earnings	Total
2018	£3,966.14	£384.00	£1,800.00	£33,411.30	+£27,261.16
2022	£5,618.70	£425.00	£1,900.00	£29,736.00*	+£21,792.30
+/-	+£1,652.56	+£41.00	+£100.00	-£3,675.24	-£5,468.86

\* 2018 estimated income minus 11% inflation.

## 6.0 SUMMARY

- 6.1 The information available shows that whilst licensing costs and other associated costs, such as driver medicals, DBS certificates, and compliance testing have remained static, over the past two years the taxi trade has suffered greatly as a result of the Covid 19 pandemic. Changing work patterns, remote meetings, and lower numbers of people using airports has seen the overall hire and reward mileage in the district reduce, which directly affects the income a driver can achieve. In addition to this, inflation has reached record highs in 2022, which has had an impact on vehicle parts, second-hand car prices, and fuel prices which have increased by over 30% since January.
- 6.2 It should be noted that when it comes to looking at inflationary factors all members of the community are affected, and so it would not be appropriate to consider increasing fares to a point where taxi drivers are the only members of the community who are ring fenced from all of these economic pressures. However, a number of the specific factors driving inflation arguably have a big impact on the taxi trade's ability to provide a service to those that need it. For example, with the cost of vehicles increasing, without a reasonable income, it will become impossible for the trade to replace vehicles as frequently, which could lead to an older, less environmentally friendly, less reliable taxi fleet.
- 6.3 Members of the public choose to use a service when it is reliable, and affordable, and so increasing fares can have a negative impact on a driver take home pay. Essentially, taxi proprietors only receive an income if they receive a fare paying passenger, whether this is off the rank, the street, or a pre-booked fare. If the price is not affordable people will opt for alternative modes of transport; this may be a private hire vehicle willing to work for a lower fare, or it may see them taking a bus, bike, car share, choosing to walk if the journey is

reasonably short, or they may simply choose not to use technology and not travel at all.

- 6.4 Whilst each area of the country has unique socio-economic factors to contend with, it is worth noting how the current Table of Fares places us compared to our nearest neighbouring authorities, where similar socio-economic factors exist. See Table 6 below.

**Table 6 – Neighbouring authority fares comparison**

<b>Council</b>	<b>2 mile fare (Rate 1)</b>	<b>2 mile fare (Rate 2)</b>	<b>Last increased</b>	<b>Flag rate (Rate 1) (Rate 2 in brackets)</b>
Fenland	£6.20 (4)	£9.30 (1)	2022	£4.00 (£6.00) - 1760 yards (1 mile)
South Cambs	£7.50 (=1)	£8.60 (=2)	2022	£3.30 (£4.40) – 100.6 yards
Hunts	£6.50 (3)	£7.50 (5)	2019	£2.90 (£3.90) - 110 yards
Cambs City	£7.50 (=1)	£8.60 (=2)	2022	£3.30 (£4.40) - 98.43 yards
West Suffolk	£5.80 (5)	£8.60 (=2)	2019	£3.80 (£5.60) - 1760 yards (1 mile)
City of Peterborough	£5.00 (6)	£5.00 (7)	2022	£3.30 at all times - 1760 yards (1 mile)
<b>East Cambs</b>	<b>£6.10 (5)</b>	<b>£7.60 (5)</b>	<b>2018</b>	<b>£4.00 (£5.50)</b> <b>- 1760 yards (1 mile)</b>

- 6.5 The main difference with the fare cards appears to be flag rate distance used. This is important as it is the point at which the immediate hire charge is incurred. For example, a one-mile journey in East Cambs (Railway Station to Market Place) would cost £4.00 in the day, whereas the same journey in Cambridge City would cost £5.30 (£3.30 for the first 98.43yds plus 10 \* £0.20 per additional 175yds, or part thereof). The point at which the “flag” is set will have a significant impact on the overall cost of short journeys, but a lesser impact on longer journeys. The full versions of our neighbouring authority’s fare cards can be found in **Appendix 2**.

## 7.0 CONCLUSION

- 7.1 As detailed in paragraph 6.3 above licensed drivers only earn a living if people use their service, and so increasing fares can actually have a negative impact and result in an income reduction. Having said this, there was overwhelming support from the licensed hackney carriage trade in the district to review the fares, and the evidence suggests that there is a good case to increase the fares that can be lawfully charged in order to offset some of the financial burdens that the trade is finding itself subjected to.

- 7.2 It is suggested that lowering the flag yardage from 1 mile or 1760yds to 704yds, whilst lowering the flag rate charged, and decreasing the click rate for additional yardage to 160yards from 167.6yards, an overall increase in fares of between 8% and 11% would be created. It is also suggested that commencing rate 2 at 9pm instead of 11pm, and imposing a proportionately higher flag

charge rate for rate 2 should further assist operators to attract drivers to offer a better service into the night-time economy period. Table 7 (below) illustrates how this could be achieved, and Table 8 (on the next page) shows the current fares chart:

**Table 7 – Recommended ECDC Table of Fares**

Rate	First 704 yards (644 meters)	For each 160 yards (146.3 meters) or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
(1) 7am to 9pm Mon – Sat	£3.20	£0.20 (£2.20 per mile)	£0.40	£6.80 (+11.4%)	£13.40 (+8%)
(2) 9pm to 7am Mon – Sat and Sunday 7am until 7am Monday and Bank Holidays (excl. Christmas & New Year)	£4.80	£0.20 (£2.20 per mile)	£0.40	£8.40 (+10.5%)	£15.00 (+7.9%)
(3) 9pm Christmas Eve to 7am 27 <sup>th</sup> December and 9pm New Year's Eve to 7am 2 <sup>nd</sup> January	£6.40	£0.25 (£2.50 per mile)	£0.40	£10.65 (+4.9%)	£18.15 (-7.5%)
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)				£0.25 per person, per trip	
Soiling charge				Not to exceed £150.	

**Table 8 – Current ECDC Table of Fares**

Rate	First mile	For each 167.6 yards or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
<b>Rate 1</b> (7am to 11pm Monday to Saturday) (excl. Bank Holidays)	£4.00	£0.20 (£2.10 per mile)	£0.40	£6.10	£12.40
<b>Rate 2</b>	£5.50	£0.20	£0.40	£7.60	£13.90

(11pm to 7am Monday to Saturday)(excl. Bank Holidays)		(£2.10 per mile)			
<b>Rate 3</b> (7am Sunday to 7am Monday) (excl. Bank Holidays)	£4.50	£0.20 (£2.10 per mile)	£0.40	£6.60	£12.90
<b>Rate 4</b> (All Bank Holidays from midnight to 7am the following day)	£7.00	£0.30 (£3.15 per mile)	£0.40	£10.15	£19.60
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)			£0.25 per person, per trip		
Soiling charge			Not to exceed £150.		

## 8.0 FINANCIAL IMPLICATIONS

- 8.1 From a taxi proprietor's point of view the recommendation in this report would see a driver earning an average of 8.7% more than they currently do using the Department for Transport's 2021 Private Hire and Taxi Statistics document, see Table 9 below.

**Table 9 – Impact comparison on income if recommendation is followed**

Total chargeable miles on Rate 1	13000			
Duration of trips	% of total trips by duration	Total mileage to be charged	Total estimated income current	Total estimated income future
1 mile	3	390	£1,560.00 (£4.00 per trip)	£1,794.00 (£4.60 per trip)
2 miles	19	2470	£7,533.50 (£3.05 per mile)	£8,398.00 (£3.40 per mile)
5 miles	49	6370	£15,797.60 (£2.48 per mile)	£17,071.60 (£2.68 per mile)
9 miles	18	2340	£5,405.40 (£2.31 per mile)	£5,779.80 (£2.47 per mile)
25 miles	9	1170	£2,550.60 (£2.18 per mile)	£2,691.00 (£2.30 per mile)
Over 25 miles	2	260	£564.20 (£2.17 per mile)	£596.00 (£2.30 per mile)
Total estimated income			£33,411.30	£36,330.40
Difference			+£2,919.10 (+8.7%)	

8.2 From a customer point of view, the lowering of the initial flag yardage from one mile to approximately 4/10ths of a mile with a lower flag rate will see their average trip increase by £0.70 to £0.80 per journey.

Commuters returning to the city prior to 9pm will still benefit from accessing rate 1 charges, but members of the community who benefitted from the 11pm change-over time when using taxis to access the night-time economy, will be most affected due to the earlier change-over time to rate 2's flag rate.

8.3 From an operator's point of view, these changes should enable them to cover the associated costs of employing drivers for unsociable hours, and therefore, the district should see more vehicles becoming available later into the evening. The increases should also allow them to continue to invest in their fleet, especially the drive towards lower CO<sup>2</sup> emitting vehicles.

- 8.4 The recommended increase will place the Council's rate 1 fares 3<sup>rd</sup>, and our rate 2 fares 5<sup>th</sup> compared to our neighbouring authorities.

**Table 10 – Post increase neighbouring fares comparison**

<b>Council</b>	<b>2 mile fare (Rate 1)</b>	<b>2 mile fare (Rate 2)</b>
Fenland	£6.20 (5)	£9.30 (1)
South Cambs	£7.50 (=1)	£8.60 (=2)
Hunts	£6.50 (4)	£7.50 (6)
Cambs City	£7.50 (=1)	£8.60 (=2)
West Suffolk	£5.80 (6)	£8.60 (=2)
City of Peterborough	£5.00 (7)	£5.00 (7)
<b>East Cambs</b>	<b>£6.80 (3)</b>	<b>£8.40 (5)</b>

- 8.5 As mentioned in paragraph 3.3 of this report, any change made to the Table of Fares must be advertised and any comments received as a result of this consultation must be considered by Members at a further committee which must be held within two months of the date of commencement specified in the original notice published. Due to this, it is further recommended that the **22 August 2022** is used as the date of commencement. The cost of this notice is covered in the licensing budget.
- 8.6 Officer time has been required to prepare this report, and will be required to deal with the consultation exercise. Member time has been required to consider this report, and may be required if comments are received. These costs will come out of the Licensing Department's budget.
- 8.7 An Equality Impact Assessment (EIA) has been completed showing there is no adverse impact on the community if Members follow the Officer recommendations.

## 9.0 APPENDICES

- 9.1 Appendix 1 Existing ECDC Table of Fares  
 Appendix 2 Full versions of neighbouring authority's taxi fare cards.

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### Background Documents

The Local Government  
 (Miscellaneous Provisions) Act  
 1976

### Location

Room SF208  
 The Grange,  
 Ely

### Contact Officer

Stewart Broome  
 Senior Licensing Officer  
 (01353) 616477

Department for Transport's -  
 2017 Private Hire and Taxi  
 Statistics

**LICENSING COMMITTEE**

**LEAD OFFICER: Liz Knox, Environmental Services Manager**

**ANNUAL AGENDA PLAN**

**DEMOCRATIC SERVICES OFFICER: Adrian Scaites-Stokes**

<b>Meeting on:</b> 22 <sup>nd</sup> June 2022 10:00am		<b>Meeting on:</b> 27 <sup>th</sup> July 2022 10:00am		<b>Meeting on:</b> 21 <sup>st</sup> September 2022 10:00am	
<b>Deadline for reports/dispatch:</b> 9 <sup>th</sup> June 2022		<b>Deadline for reports/dispatch:</b> 14 <sup>th</sup> July 2022		<b>Deadline for reports/dispatch:</b> 8 <sup>th</sup> September 2022	
Chairman's Announcements		Chairman's Announcements		Chairman's Announcements	
Review of Street Trading Fees	S Broome Senior Licensing Officer	Review of Taxi Fees	S Broome Senior Licensing Officer	CCTV in Taxis	S Broome Senior Licensing Officer
Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer
Forward Agenda Plan		Forward Agenda Plan		Forward Agenda Plan	
<b>Meeting on:</b> 12 <sup>th</sup> October 2022 10:00am		<b>Meeting on:</b> 9 <sup>th</sup> November 2022 10:00am		<b>Meeting on:</b> 14 <sup>th</sup> December 2022 10:00am	
<b>Deadline for reports/dispatch:</b> 29 <sup>th</sup> September 2022		<b>Deadline for reports/dispatch:</b> 27 <sup>th</sup> October 2022		<b>Deadline for reports/dispatch:</b> 5 <sup>th</sup> December 2022	
Chairman's Announcements		Chairman's Announcements		Chairman's Announcements	
Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer	Licensing Officers Update	S Broome Senior Licensing Officer
Forward Agenda Plan		Forward Agenda Plan		Forward Agenda Plan	



Minutes of a meeting of the Licensing Committee held in the Council Chamber at The Grange, Nutholt Lane, Ely on Wednesday, 27 July 2022 at 10.00am.

### **PRESENT**

Cllr Jo Webber (Vice-Chairman in the Chair)  
Cllr Christine Ambrose-Smith  
Cllr David Ambrose-Smith  
Cllr Sue Austen  
Cllr Simon Harries  
Cllr Mark Inskip  
Cllr Alec Jones  
Cllr Alan Sharp  
Cllr Gareth Wilson

### **OFFICERS**

Stewart Broome – Senior Licensing Officer  
Maggie Camp – Director Legal & Monitoring Officer  
Liz Knox – Environmental Services Manager  
Tracy Couper – Democratic Services Manager  
Adeel Younis - Legal Assistant

## 12. **APOLOGIES AND SUBSTITUTIONS**

Apologies for absence were received from Councillors Lavinia Edwards and Julia Huffer.

## 13. **DECLARATIONS OF INTEREST**

Councillor Austen stated that she was a regular Taxi user but would be considering the item on review of Taxi fares with an open mind.

## 14. **MINUTES**

It was resolved:

That the Minutes of the Licensing Committee meeting held on 22 June 2022 be confirmed as a correct record and be signed by the Chairman.

## 15. **CHAIRMAN'S ANNOUNCEMENTS**

The Chairman had no announcements to make.

16. **REVIEW OF TAXI FARES**

The Committee considered a report, X43 previously circulated, that detailed proposed increases in Taxi fares following a formal request for review from members of the Taxi trade.

*Councillor Harries arrived at the meeting at 10.08am*

The Senior Licensing Officer explained in detail the background to and rationale for the proposed fare increases as set out in the report. He highlighted the importance of balancing the ability of the trade to earn a viable living with the impact of any increases on customers in the current economic climate. The proposed increases meant that this Council's fares still compared favourably with neighbouring Councils. Any objection(s) to the fare increases from the consultation exercise would result in a further report being submitted to the September meeting of this Committee.

Members raised questions/comments as follows, which were responded to by the Senior Licensing Officer as detailed:

A member referred to the fact that the percentage increases shown related to a two mile or five mile journey but journeys were likely to be longer in rural areas such as East Cambridgeshire, e.g. Littleport to Ely, so what was the percentage increase in these cases? The Senior Licensing Officer reported that DfT statistics were based on two mile or five mile journeys, on the basis that people tended to use Private Hire vehicles for longer journeys. In response, another Member commented that two mile or five mile statistics were suitable for urban city areas, but for rural Districts different criteria were required as, for example, people may take a Taxi from Ely Station to their homes in villages such as Sutton. The Senior Licensing Officer stated that the percentage increase did not significantly vary over five miles and this was the maximum that could be charged, so companies/drivers could charge less.

A Member referred to the proposed reduction in the time at which the higher tariff 2 rate for evenings would commence from 11pm to 9pm as part of the proposals, and queried the evidence for this. The Senior Licensing Officer stated that this was largely anecdotal and partly reflected representations from drivers unhappy at the previous change from 7pm onwards to 9pm onwards in 2013. The Member commented that the 21% increase for this tariff seemed high in an area with little or no buses operating from 7pm onwards. They stated that this was why proper evidence was required to justify the increases to local users.

A Member queried if there was spare capacity in the District due to the figures in the report showing that drivers were undertaking fewer miles per year. The Senior Licensing Officer stated that public habits had changed due to Covid and the current economic climate and this has resulted in an estimated fall of 10% in driver numbers. Therefore, it was hoped that the fares review would help improve viability and availability of service and safety, by lessening a trend for drivers to buy older vehicles due to rising costs.

In response to a question by a Member regarding the prevalence of 'Uber' style Taxis in the District, the Senior Licensing Officer reported that no Operator

Licence of this nature had been granted within the District and this was not impacting on the service locally.

A Member queried if fares would be adjusted if fuel prices fell. The Senior Licensing Officer stated that fuel prices were only one impact for drivers/operators and fares could be reviewed again if the climate/circumstances changed.

In response to a question by a Member on use of electric vehicles, the Senior Licensing Officer reported that no operator had moved to electric vehicles, due to cost limited availability of charging points, but one was switching to hybrid vehicles.

In response to a question by a Member on the percentage of Taxis to Private Hire vehicles within the District, the Senior Licensing Officer reported that there were 122 Taxis to 30 Private Hire vehicles, representing 22% of the fleet.

A Member queried average Taxi Driver income levels and the Senior Licensing Officer stated that this was difficult to predict due to the large variation in working arrangements.

In the general discussions, Members stated that the rationale and methodology in the report was well-presented and sound, but some had concerns at the lack of evidence regarding the tariff 2 changes and the potential impact of this on the public. Members acknowledged that the increasing of fares was a difficult balancing act but that other options were available for the public, such as Private Hire, voluntary/community car schemes for the elderly/vulnerable, etc.

It was resolved:

That officers be instructed to vary the existing Table of Fares using the proposed Table of Fares contained in Table 7 of the submitted report, to take effect from 22 August 2022, subject to the statutory consultation process, as detailed in paragraphs 3.3 and 3.4 of the submitted report.

#### 17. **SENIOR LICENSING OFFICER'S UPDATE**

The Committee considered a verbal report that updated Members on current and emerging issues relating to Licensing both locally and nationally.

The Senior Licensing Officer reported that the decision made at the June meeting of the Committee regarding the review of Street Trading Fees had come into effect.

#### 18. **FORWARD AGENDA PLAN**

The Committee received its Forward Agenda Plan. The Senior Licensing Officer reported that forthcoming agenda items included CCTV in Taxis and the annual review of Fees and Charges.

It was resolved:

That the Forward Agenda Plan be noted and amendments made as follows:

- Inclusion of Review of Taxi Fares Consultation Outcome for September meeting of Committee, in the event of receipt of any objection(s)

The meeting concluded at 11.01am

Chairman.....

Date:



## EAST CAMBRIDGESHIRE DISTRICT COUNCIL

East Cambridgeshire District Council resolved on 12 September 2018 for the following table of maximum fares to come into force immediately.

Fares are calculated on a combination of distance or time of parts thereof. The meter must only be switched on when you enter the vehicle. Please be aware that all journeys within the East Cambridgeshire boundary must be charged on the meter. Journeys ending outside the district boundary must also be charged by the meter unless you pre-agree a fare with the driver before the journey commences.

Rate	First mile (1760 yards / 1609 metres)	For each 167.6 yards (153 metres) or uncompleted part thereof	Waiting time per minute
<b>Rate 1</b> (7am to 11pm Monday to Saturday) (excl. Bank Holidays)	£4.00	£0.20	£0.40
<b>Rate 2</b> (11pm to 7am Monday to Saturday)(excl. Bank Holidays)	£5.50	£0.20	£0.40
<b>Rate 3</b> (7am Sunday to 7am Monday) (excl. Bank Holidays)	£4.50	£0.20	£0.40
<b>Rate 4</b> (All Bank Holidays from midnight to 7am the following day)	£7.00	£0.30	£0.40

Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental condition shall not be counted)	£0.25 per person, per trip
Soiling charge	Not to exceed to £150



**Section 65 Local Government (Miscellaneous Provisions) Act 1976**

## Hackney Carriage Tariffs

From 18 February 2019

**Tariff 1 – Between the hours of 06:00 and midnight**

If distance does not exceed 1 mile (1760 yards)	£3.80
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.20
The first mile will cost £3.80 and each subsequent mile £1.80 (approximately)	

**Tariff 2 – Between the hours of midnight and 06:00, on public/bank holidays AND 18:00 to midnight on Christmas Eve and New Year's Eve**

If distance does not exceed 1 mile (1760 yards)	£5.60
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.30
The first mile will cost £5.60 and each subsequent mile £2.70 (approximately)	

**Tariff 3 – From midnight Christmas Eve to midnight Boxing Day and midnight New Year's Eve to midnight New Year's Day**

If the distance does not exceed 1 mile (1760 yards)	£7.60
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.40
The first mile will cost £7.60 and each subsequent mile £3.60 (approximately)	

**The Following tariffs apply when vehicles are carrying 5 or more passengers**
**Tariff 4 – Between the hours of 06:00 and midnight**

If distance does not exceed 1 mile (1760 yards)	£5.55
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.30
The first mile will cost £5.55 and each subsequent mile £2.70 (approximately)	

**Tariff 5 – Between the hours of midnight and 06:00 or on a public/bank holiday AND from 18:00 to midnight on Christmas Eve and New Year's Eve**

If the distance does not exceed 1 mile (1760 yards)	£7.55
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.40
The first mile will cost £7.55 and each subsequent mile £3.60 (approximately)	

**Tariff 6 – From midnight Christmas Eve to midnight Boxing Day and midnight New Year's Eve to midnight New Year's Day**

If the distance does not exceed 1 mile (1760 yards)	£11.35
For each 195 yards (178.308 metres) or part thereof or 47 seconds or a combination of time and distance	£0.55
The first mile will cost £11.35 and each subsequent mile £4.96 (approximately)	

**Additional Charges**

If the vehicle is left unfit to continue to work	£100.
The equivalent amount of any congestion or toll charge incurred	As charged
<b>No charge or refusal for assistance dogs</b>	

**All meters must be calendar controlled. The above table of fares is inclusive of VAT**

# **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL HACKNEY CARRIAGE FARES**



**South  
Cambridgeshire  
District Council**

## **Maximum Rates of Charges from 18 April 2022**

**Fares are calculated on a combination of distance or time of parts thereof. The meter must only be switched on when you enter the vehicle. Please be aware that all journeys (or flags/hails) in Hackney Carriages within the South Cambridgeshire boundary must be charged on the meter, this is the maximum fare.**

Tariff 1: Between 0700 – 1900 hours (Including initial distance of 92 metres or part thereof)	£3.30
Tariff 2: Between 1900 – 0700 hours and on Sundays and Bank Holidays (Including initial distance of 92 metres or part thereof)	£4.40
Tariff 3: 1900 Christmas Eve – 0700 Boxing Day 1900 New Years Eve – 0700 New Year's Day (Including initial distance of 92 metres or part thereof)	£5.40

For each subsequent 175 yards/160 metres or part thereof £0.20p

**HIRING CHARGES – WAITING TIME AS INDICATED BELOW – will be charged when the vehicle is motionless or when it is travelling below the changeover speed of 16.79 km/p/h**

For each period or part thereof 36 seconds £0.20p

### **EXTRA CHARGES**

1. For each journey with 5 or more passengers	£3.50
2. Bicycles not able to be put in the luggage compartment of the vehicle	£1.50
3. Vehicle unfit to continue working	£100.00
4. Fuel Surcharge; (only applicable if the national retail price of diesel, as published by the Department for Business, Energy & Industrial Strategy has exceeded 179.9 p per litre since 1 April 2022	£0.40

### **Exclusions: The Taxicard scheme**

Any fares calculated in accordance with the Table of Fares may be subject to any concession scheme approved by the council provided the driver of this vehicle is a participant in such a scheme and the passenger has provided any necessary proof of entitlement to the benefit of such a scheme to the satisfaction of the driver.

## Cambridge City Hackney Carriage Maximum rate of charges from 1<sup>st</sup> April 2022

Local Government Miscellaneous Provisions Act 1976

- Fares are calculated on a combination of distance and time or parts thereof.
- The meter must only be switched on when the passengers are safely in the vehicle and the journey is about to commence.
- All journeys taken in Hackney Carriages within the Cambridge City Boundary must be charged on the meter. This is the maximum legal fare

Tariff 1: Between 07:00 – 19:00 hours

£3.30

Tariff 2: Between 19:00 - 07:00

£4.40

And Sundays and Bank Holidays

Tariff 3: 19:00 Christmas Eve – 07:00 Boxing Day

£5.40

19:00 New Year's Eve – 07:00 New Year's Day

**Each tariff includes initial distance of 98.42 yards (90 metres) or part thereof**

20p

For Each subsequent 175 yards (160 metres) or part thereof

HIRING CHARGES – WAITING TIME AS INDICATED BELOW – will be charged when the vehicle is motionless or when it is travelling below the changeover speed of 16.79 km/p/h

20p

For each period or part thereof 36 seconds

### EXTRA CHARGES

- For each journey with 5 or more passengers £3.50
- Bicycles not able to be put in the luggage compartment of the vehicle £1.50
- Vehicle unfit to continue working £100.00
- Fuel Surcharge; (only applicable if the national retail price of diesel, as published by the Department for Business, Energy & Industrial Strategy, has exceeded 179.9p per litre since 1 April 2022) £0.40

\*\*There will be a separate notice in this vehicle if this extra charge is payable.\*\*

### Exclusions: the Taxicard scheme

Any fare calculated in accordance with the Table of Fares may be subject to any concession scheme approved by the council provided the driver of this vehicle is a participant in such a scheme and the passenger has provided any necessary proof of entitlement to the benefit of such a scheme to the satisfaction of the driver

Complaints about the vehicle or driver should be made to:

Yvonne O'Donnell – Environmental Health Manager

PO Box 700

Cambridge, CB1 0JH

01223 457888



## Cambridge City Hackney Carriage Maximum rate of charges from 1<sup>st</sup> April 2022

Local Government Miscellaneous Provisions Act 1976

- Fares are calculated on a combination of distance and time or parts thereof.
- The meter must only be switched on when the passengers are safely in the vehicle and the journey is about to commence.
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£3.30

Tariff 2: Between 19:00 - 07:00

£4.40

And Sundays and Bank Holidays

Tariff 3: 19:00 Christmas Eve – 07:00 Boxing Day

£5.40

19:00 New Year's Eve – 07:00 New Year's Day

**Each tariff includes initial distance of 98.42 yards (90 metres) or part thereof**

20p

For Each subsequent 175 yards (160 metres) or part thereof

HIRING CHARGES – WAITING TIME AS INDICATED BELOW – will be charged when the vehicle is motionless or when it is travelling below the changeover speed of 16.79 km/p/h

20p

For each period or part thereof 36 seconds

### EXTRA CHARGES

- For each journey with 5 or more passengers £3.50
- Bicycles not able to be put in the luggage compartment of the vehicle £1.50
- Vehicle unfit to continue working £100.00
- Fuel Surcharge; (only applicable if the national retail price of diesel, as published by the Department for Business, Energy & Industrial Strategy, has exceeded 179.9p per litre since 1 April 2022) £0.40

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Complaints about the vehicle or driver should be made to:

Yvonne O'Donnell – Environmental Health Manager

PO Box 700

Cambridge, CB1 0JH

01223 457888



**City of Peterborough**  
**HACKNEY CARRIAGE FARES**  
**(INCLUSIVE OF VAT)**

**FOR DISTANCE AND TIME**

**AT ALL TIMES**  
**BOTH DAY AND NIGHT**

**FOR THE FIRST MILE OR PART THEREOF      £3.30P**

**FOR EACH SUBSEQUENT MILE      £1.70p**

**XMAS AND NEW YEAR**

**1800Hrs DEC24th TO 0600Hrs DEC 27th AND 1800Hrs DEC 31<sup>st</sup> to 0600 HRS JAN 2nd**

**FOR THE FIRST MILE OR PART THEREOF      £4.00P**

**FOR EACH SUBSEQUENT MILE      £2.00p**

**WAITING TIME**

**AT ALL TIMES**  
**BOTH DAY AND NIGHT      £12.00 PER HOUR**

**A FEE OF £25 IS PAYABLE FOR PERSONS SOILING THIS VEHICLE.**

**COMPLAINTS**

**THE PASSENGER SHOULD CONTACT THE LICENSING OFFICER,  
PETERBOROUGH CITY COUNCIL, (TEL: 01733 747474) ON ANY MATTER  
CONCERNING THE FARE OR ANY OTHER ASPECT OF THE JOURNEY AFTER  
HAVING FIRST OBTAINED A RECEIPT FROM THE DRIVER STATING NAME AND  
BADGE NUMBER.**

**THIS VEHICLE LICENCE  
NUMBER IS:-**

**HACKNEY  
CARRIAGE**



Fenland District Council

**TABLE OF FARES  
FARES FOR DISTANCE  
(Inclusive of VAT)**

**For vehicles carrying no more than  
8 Passengers**

Fenland District Council resolved on 12th May 2022 for the following table below of maximum fares to come into force.

<p><b>Tariff 1: Between 07:00 – 23:00 Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£4.00</p> <p>£4.00</p> <p>£0.20</p>
<p><b>Tariff 2: Between 23:00 – 07:00 Mon – Sat inclusive and all day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£6.00</p> <p>£6.00</p> <p>£0.30</p>
<p><b>Tariff 3: For Public Bank Holidays including Christmas, New Year Period and to come into force from 18:00hrs for Christmas Eve and New Year's Eve</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£8.00</p> <p>£8.00</p> <p>£0.40</p>
<p><b>Waiting Time</b></p> <p>For each period of 114.2 seconds or part thereof</p>	<p>£0.40</p>
<p><b>Extra Charges</b></p> <p>For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)</p>	<p>£0.50 (Max. charge of £2.00)</p>
<p><b>Extra Charges: Not calculated by taximeter</b></p> <p>For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of</p>	<p>£80.00</p>

# Taxi Fares

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## Fares for distance (inclusive of VAT)

### Maximum fares (As of 23 August 2019)

Tariff 1	£
If the distance does not exceed 110 yards	2.90
For each subsequent 200 yards or completed part thereof	0.20
Tariff 2 - Between 19:00 and 07:00 hrs	£
If the distance does not exceed 110 yards	3.90
For each subsequent 200 yards or completed part thereof	0.20
Tariff 3	£
19:00 Christmas Eve through to 07:00 hrs Boxing Day and 19:00 hrs New Year's Eve to 07:00 New Year's Day if the distance does not exceed 110 yards	4.90
For each subsequent 200 yards or completed part thereof	0.20
Hiring Charges - Waiting Time	£
Will be charged when the vehicle is motionless or when travelling below the changeover speed of 16.79 km/ph - For each period or part thereof 40 seconds	0.40
Extra Charges	£
For each journey with 5 or more passengers	3.00
If the vehicle is left unfit to continue working (soiling charge)	80.00