

Licensing Committee (Non Licensing Act 2003 Functions)

Date: **17 February 2022**

Time: **3.00pm**

Venue **Council Chamber, Hove Town Hall**

Members: **Councillors:** Deane (Chair), Davis (Deputy Chair), Henry (Opposition Spokesperson), Simson (Group Spokesperson), Appich, Bagaeen, Ebel, Heley, Knight, Lewry, Moonan, Phillips, O'Quinn, Rainey and C Theobald

Contact: **Clare Chapman**

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AGENDA

19 PROCEDURAL BUSINESS

(a) Declaration of Substitutes: Where Councillors are unable to attend a meeting, a substitute Member from the same Political Group may attend, speak and vote in their place for that meeting.

(b) Declarations of Interest:

- (a) Disclosable pecuniary interests
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

(c) Exclusion of Press and Public: To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: *Any item appearing in Part Two of the Agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls.

20 MINUTES OF THE PREVIOUS MEETING

7 - 12

Members are asked to consider the Minutes of the previous meeting held on 14th October 2021 (copy attached).

21 CHAIR'S COMMUNICATIONS

22 CALLOVER

(a) Items 25-27 will be read out at the meeting and Members invited to

reserve the items for consideration.

- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

23 PUBLIC INVOLVEMENT

To consider the following matters raised by members of the public:

- (a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself;
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on 11th February 2022.
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 11th February 2022.

24 MEMBER INVOLVEMENT

To consider the following matters raised by councillors:

- (a) **Petitions:** to receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** to consider any written questions;
- (c) **Letters:** to consider any letters;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

25 COMPULSORY CARD PAYMENT FACILITIES IN HACKNEY AND PRIVATE HIRE VEHICLES 13 - 26

Report of the Executive Director of Housing, Neighbourhoods and Communities (copy attached).

Contact Officer: Alex Evans

Tel: 01273 296658

Ward Affected: All Wards

26 HACKNEY CARRIAGE AND PRIVATE HIRE ENFORCEMENT REPORT 27 - 38

Report of the Executive Director of Housing, Neighbourhoods & Communities (copy attached).

Contact Officer: Alex Evans

Tel: 01273 296658

Ward Affected: All Wards

27 HACKNEY CARRIAGE FARE REVIEW 39 - 88

Report of the Executive Director of Housing, Neighbourhoods, and Communities (copy attached).

Contact Officer: Alex Evans

Tel: 01273 296658

Ward Affected: All Wards

28 ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the 7th April 2022 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting.

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The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fourth working day before the meeting.

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FURTHER INFORMATION

For further details and general enquiries about this meeting contact Clare Chapman, (01273 291065, email penny.jennings@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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BRIGHTON & HOVE CITY COUNCIL
LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

3.00PM 14 OCTOBER 2021

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors Deane (Chair), Davis (Deputy Chair), Henry (Opposition Spokesperson), Simson (Group Spokesperson), Bagaeen, Ebel, Heley, Hills, Moonan, O'Quinn and Shanks

Apologies: Councillors Appich, Knight, Lewry and C Theobald

PART ONE

9 PROCEDURAL BUSINESS

(a) Declarations of Substitutes

9.1 Councillor Shanks was present in substitution for Councillor Phillips and Councillor Hills was present in substitution for Councillor Rainey. Apologies were received from Councillors Appich, Knight and Theobald.

(b) Declarations of Interest

9.2 There were no declarations of interests in matters listed on the agenda.

(c) Exclusion of Press and Public

9.3 The Committee considered whether the press and public should be excluded from the meeting during the consideration of any of the items listed on the agenda.

9.4 **RESOLVED:** That the press and public not be excluded from the meeting during consideration of any item appearing on the agenda.

10 MINUTES OF THE PREVIOUS MEETING

10.1 **RESOLVED** – That the minutes of the Licensing Committee (Licensing Act 2003 Functions) Meeting held on 24 June 2021 be agreed and signed as a correct record.

11 CHAIR'S COMMUNICATIONS

11.1 The Chair referred to the fact that during the Licensing Team had improved procedures whereby applications could be processed on-line. Additional and refresher training had also been provided in respect of safeguarding.

11.2 **RESOLVED** – That the position be noted.

12 CALLOVER

12.1 All items appearing on the agenda were called for discussion.

13 PUBLIC INVOLVEMENT

13.1 There were no public engagement items.

14 MEMBER INVOLVEMENT

14.1 There were no Member Engagement Items.

15 HACKNEY CARRIAGE UNMET DEMAND SURVEY - CONSULTATION ON WHEELCHAIR ACCESSIBLE VEHICLE PROVISION

15.1 The Committee considered a report of the Executive Director, Housing, Neighbourhoods and Communities providing an update in respect of the consultation on wheelchair accessible vehicle provision.

15.2 The purpose of the report was to make Members aware that a Hackney Carriage “unmet Demand Survey” would be during 2022 to determine any unmet demand for Hackney Carriages. The survey would look at current policies and provision of hackney carriage vehicles in the context of other similar authorities in England and in particular Wheelchair Accessible Vehicle Provision and the % of wheelchair Accessible Vehicles in the fleet.

15.3 It was noted that the following Conservative Group Amendment had been received proposed by Councillor Simson and seconded by Councillor Bagaeen (amendment to recommendation 2.2 shown in bold italics.

“2.1 Members approve the commission of an unmet demand survey to be undertake during 2022;

2.2 For the purposes of 2.1 above members ***“agree to suspend issuing of any further Hackney Carriage plates until an unmet demand survey is completed and the results with recommendations are brought to a future Committee for consideration.”***

15.4 Councillors Simson and Bagaeen were invited to speak to their to their amendment and both stated that in view of the pandemic and the financial strain which it had placed on many within the trade it was not appropriate to make any changes to the existing situation or to let out any more plates currently until the Unmet Demand Survey had been able to take place.

- 15.5 The Head of Regulatory Services stated that this could be considered to constitute a change in policy and as such could be subject to challenge. Councillors Moonan and Shanks stated that if that was the case and the proposed amendment was unlawful it should not have been permitted. Councillor Moonan sought further clarification regarding what the potential risks/financial implications could be but the legal adviser to the Committee stated that it was not possible to confirm what that might be and that any changes made to the existing arrangements would have taken place in the absence of consultation with the trade.
- 15.6 Councillor O'Quinn stated that she broadly supported the views expressed by Councillors Bagaeen and Simson, she was in agreement that there was no need to issue further plates presently, albeit that they would be in replacement for existing plates which had been surrendered. Councillor O'Quinn considered that it would be preferable to await the outcome of the review.
- 15.7 Councillor Shanks considered that it was also important to ascertain the impact if any arising in consequence of increased use of electric powered vehicles.
- 15.8 Councillor Henry considered that it was very important to carry out consultation with the trade and to receive their feedback and that of other stakeholders and service users before any changes were made. In answer to further questions, the Head of Regulatory Services stated that this issue had been raised the previous year at which time the Hackney Carriage Trade had been in favour of suspending current policy pro-tem and private hire trade had not. The issues did not appear to be clear-cut.
- 15.9 A vote was taken in respect of the proposed above amendment the 11 Members present voted with 2 for, 7 against and 2 abstentions. The amendment was therefore lost.
- 15.10 A vote was therefore taken on the substantive report recommendations which were agreed on a vote of 7 for, 2 against and 2 abstentions.
- 15.11 **RESOLVED** – (1) That Members approve the commission of an unmet demand survey to be undertaken during 2022; and
- (2) For the purposes of 2.1 above, Members confirm their support for the current restricted numbers policy for hackney carriage vehicles with managed growth of five additional plates issues annually to wheelchair accessible vehicles or vehicles which are fully electric or plug in hybrid (PHEV). This policy will be reviewed following the outcome of the unmet demand survey.

16 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING

- 16.1 The Committee considered a report of the Executive Director of Housing, Neighbourhoods and Communities in response to Members' request for an update on action taken against Hackney Carriage and Private Hire Drivers and Applicants between June 2021 and October 2021.

- 16.2 It was confirmed that in addition to day-to-day enforcement work, officers normally carried out weekly out of hours enforcement work, usually at weekends and on weekday evenings, details of the multi-agency exercise of licensed vehicles which had taken place in June were detailed in the report.
- 16.3 Councillor Hills enquired regarding the level of take up of the safeguarding training/update training which had taken place and it was confirmed that currently this stood at 86%.
- 16.4 Councillor Moonan expressed concern not only in respect of licenced drivers being involved in the transportation of passengers involved in the supply of Class A Drugs in the city. It was very important that robust arrangements were put into place to combat this serious problem.
- 16.5 Councillor Davis concurred stating that rigorous enforcement was a key element in combatting this. He was aware that council officers worked continuously with licensed drivers, the public, police and other enforcement agencies to address this issue.
- 16.6 Councillor Henry confirmed that he was aware that this issue had been discussed at length at Taxi Forum meetings where strategies to combat this problem had been discussed.
- 16.7 **RESOLVED** – That Members note the contents of the report and agree that officers should continue to act as appropriate.

17 LICENCE FEES 2022/23

- 17.1 The Committee considered a report of the Executive Director of Housing Neighbourhoods and Communities setting out the proposed licence fees and charges for 2022/23 relating to Street Trading, Sex Establishments and Sex Entertainment Licences, Gambling premises, Taxi Licensing and Animal Activity Licences.
- 17.2 Councillor Simson enquired regarding pitches in relation to Upper Gardner Street Market asking regarding the level of take up of pitches and whether arrangements remained in place to enable traders to spread into the neighbouring pitch if unoccupied. It was confirmed that those arrangements remained in place.
- 17.3 **RESOLVED** – That the Committee approves the following licence fees will increase by an average of 2%
- Taxi fees as set out in Appendix 1;
 - Sex Entertainment Venues and Sex Establishments fees – as set out in Appendix 2;
 - Street Trading fees – as set out in Appendix 2;
 - All Gambling Act fees – as set out in Appendix 2;
 - All Animal Activity Licence fees as set out in Appendix 5

A list of agreed fees for 2021 -22 and proposed fees for 2022 – 23 is included in Appendices 1 – 2 & 5.

18 ITEMS REFERRED FOR COUNCIL

18.1 There were none.

The meeting concluded at 4.00pm

Signed

Chairman

Dated this

day of

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

Agenda Item 25

Brighton & Hove City Council

Subject: Blue Book Amendment – Cashless Payment Facilities

Date of Meeting: 17 February 2022

Report of: Director of Housing, Neighbourhoods and
Communities

Contact Officer: Name: *Martin Seymour* Tel: 01273 296 655

E-mail: martin.seymour@brighton-hove.gov.uk

**Wards
Affected:** All

1. SUMMARY AND POLICY CONTEXT:

- 1.1 Members are asked to consider as a condition of licence that all Hackney Carriage Vehicles must have a functioning cashless payment facility available for passengers.

2. RECOMMENDATIONS:

- 2.1 Hackney Carriage Hire Vehicles as a condition of licence must have a functioning cashless payment facility available for passengers to pay any fare due from the 1st May 2022. This facility must be connected and working at all times to ensure customers are able to pay by card.

Proprietors may also have a receipt printing facility should they wish to do so.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Following a recent request by the Brighton & Hove Cab Trade Association (BHCTA) at a Taxi Forum meeting, the Hackney Carriage Office re-consulted the Trade on a proposal to make all Hackney Carriage and Private Hire Vehicles have a functioning cashless payment facility available for passengers as a condition of licence.
- 3.2 It has been reported to Officers that it is common for passengers to be turned away from ranks for wishing to pay by card and having to try several vehicles before being able to find a driver willing to take a card payment. This could be seen as a Public Safety issue especially for vulnerable passengers unable to obtain taxis ride home and putting them at risk especially at night. It is also alleged that by refusing a payment card is a way to 'cherry pick' by refusing short journeys.
- 3.3 Covid-19 has accelerated the use of Card payments during the pandemic as a protection measure against the disease and even fewer passengers now carry cash since this matter was last considered by members.

- 3.4 This does not appear to be an issue with Private Hire who use payment apps or are linked to operators that can take card payments. Therefore, a Hackney Carriage Vehicle licence condition and will be incorporated into Hackney Carriage Vehicle Licence conditions contained in the Blue Handbook for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators and the code of conduct for drivers will be updated.
- 3.5 Officers are aware that there are occasions when for technical reasons a payment machine may not work or there are insufficient funds at the end of the journey etc. In these occasions the driver can make an alternative arrangement as happens now when a passenger does not have enough cash or lost/forgotten their wallet.
- 3.6 The taxi forum and drivers were consulted regarding this proposed change of policy. A copy of the consultation can be found at Appendix 1
- 3.7 32 responses were received from the trade. 23 responses were supportive and 9 against the proposal. These responses can be found at Appendix 2 including the request from the Brighton & Hove Cab Trade Association (BHCTA) Appendix 3.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1. This matter was discussed at the Brighton & Hove Hackney Carriage & Private Hire Consultation Forum and a formal consultation was undertaken with the trade following a proposal from the Brighton & Hove Cab Trade Association (BHCTA) Appendix 3.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1. The cost of amending licence conditions is negligible and will be met from within existing budgets. The cost of providing the cashless payment facility will be borne by the trade. There will be no related costs to be borne by Brighton & Hove City Council as a result of this change.

Finance Officer Consulted: Michael Bentley Date: 05/01/2022

Legal Implications:

5.2. The power to attach conditions to a hackney carriage vehicle licence comes from section 47 Local Government (Misc Provisions) Act 1976. Conditions can be those such as the council may consider reasonably necessary. The basis for the condition is explained in the body of the report.

Lawyer Consulted: Date: 04/02/2022

Equalities Implications:

5.3 Licensing authorities must ensure that a safe hackney carriage and private hire vehicle service is freely available to meet the demand across all sectors of the public, especially

those vulnerable groups to whom a taxi or private hire vehicle is often the only means of completing a journey

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1. Option 1

Keep existing Policy.

6.2. Option 2

Consider that all Hackney Carriage and Private Hire Vehicles have a functioning cashless payment facility available for passengers

7. REASONS FOR REPORT RECOMMENDATIONS

7.1. To ensure all Hackney Carriage and Private Hire Vehicles have a functioning cashless payment facility available for passengers as a Condition of Licence

SUPPORTING DOCUMENTATION

Appendices:

1. Consultation Document

2. Trade Responses

3. Request from Brighton & Hove Cab Trade Association (BHCTA)

Hackney Carriage & Private Hire Licence Condition Proposals.

Cashless Payment Facilities

Following a recent request by the Brighton & Hove Cab Trade Association (BHCTA) at the last Taxi Forum, the Taxi Licensing Team wish to re-consult the Trade on a proposal to make all Hackney Carriage and Private Hire Vehicles have a functioning cashless payment facility available for passengers.

With the growth of cashless payments in the UK and most of the population not carrying or using cash during Covid-19, it is reasonable to ensure that hackney carriage and private hire vehicles have facilities to offer cashless payments if required by the passenger.

Proprietors may also have a receipt printing facility should they wish to do so.

If you have any comments on the proposal please reply to this email taxilicence@brighton-hove.gov.uk or send your comments to the Taxis Licensing Team, Hove Town Hall, Norton Road, Hove, BN3 3BQ by the 21st November 2021.

Cashless payment facilities Consultation Responses

S	1.	Fantastic idea needs to happy and should be compulsory 100% The only drivers not taking cars payments and want cash only are the ones not paying any tax and claiming benefits. Fact
s	2.	Hi, I would just like to say the sooner this is brought in the better. The trouble and embarrassment it causes needs to stop and it damages our trade as a whole. The only reason in this day and age you do not want to take card payments is because you are NOT PAYING TAX or receiving some form of benefit through being listed as NOT WORKING.
s	3.	I am in favour of all vehicles having a Card Payment Option CPO I would suggest that when a system goes down, or a CPO is lost/stolen/damaged that the driver is given a reasonable amount of time to rectify this where it is in their control to do so
A	4.	Should be up to the driver if they want to or not why should we lose any money on jobs with commission taken bet you don't lose any of your wages for paying for a service but what's the point in asking for our view it's all ready been decided
A	5.	As much as I completely agree with your statement there are always two sides to every debate. So here is the other side. Every business has a choice how they get paid and to insist on card facilities is unfair on the taxi trade as there are many many businesses in Brighton that have signs in their windows saying cash only , are you going to MAKE them take cards too? Hair dressers, nail bars and certain restaurants and cafes to name but a few. You can not pick on one business only , the Taxi trade, and make it compulsory without making it compulsory for all , it is democratically wrong, and probably illegal. One law for all is how i grew up, not one for some and not others, or did I miss something , do we not live in a democracy anymore. Individual businesses have a free choice on how they get paid and every Taxi driver is self employed running his own small business, unless of course you are suggesting we all get employed by a Taxi firm ,and I think you will find they do not want to employ us, they are happy to have us all self employed with no sick pay, no holiday pay , no pension etc etc etc. But then of course this is just the other side of the argument that you chose not to put forward
S	6.	As per the growing cashless payment I would support this proposal. Personally, I would like to add that as a business we should be allowed to charge service fee or card transaction fee to cover the cost of cashless transactions. Currently, I provide cashless transactions facility and for this I am charged for each card transaction from my own business earnings. Please look into my suggestion

S	7.	I don't have any objection to your proposal but I think it's a personal preference and it has nothing to do with the taxi licence you have been interfering with the trade for so long and the proof is our blue book it's soon going to be equivalent in size to the yellow pages so I think it's about time you actually do something good for the trade and stop crucifying the trade thank you so much. By the way I have a card reader but it's my choice.
S	8.	I personally don't think there's an issue with going cashless except for one thing and that's the transaction fees whether it's insignificant or significant. It is unfair on both the passengers or drivers to pay the transaction fee. However, if there's no transaction fees to be paid and the situation would be as cash no losses (by means of transaction fees) benefitting organisations and harming hard working people then I'm all for it. This is my opinion, we have to somehow lighten the load on hard working people as everything is increasing except earnings.
S	9.	I think it is a positive move forward to require that all drivers have the cashless payment facility - izettle or paypal etc.. I've had one for a number of years now and yes, more and more customers ask to pay contactless. It is detrimental to the overall trade when drivers decline fares because "I don't take card or Apple contactless payments". Those customers become disgruntled and may then be forced elsewhere for business. Honestly, I've seen it time and time again. The customer is first and it's down to them how they want to pay and all facilities should be open to them. As much as I like the cash option - it IS down to servicing the customer on their preferences !
S	10.	I have had a card reader since Day One and it has proved invaluable. On many occasions I have been last on a rank a got a fare because all the others didn't take card.It's time for these dinosaurs to move into century 21 and for card payments to be made compulsory.
S	11.	Its time taxi drivers pay their fare share of tax , cars should all be cashless
S	12.	very good idea
S	13.	Agree 100%
S	14.	Our vehicles most certainly have cashless payments available . It's a great initiative from your office to have all vehicles offer cashless payment . I think is a wonderful idea , this will enable customer to have convenience and ease of use of how they choose to pay . I think we should all play a part in preventing Covid to spread . Especially us in the taxi and chauffeur industry. Thank you again to the whole team at taxi Licencing team , for your effort to make it easy and safe for customers and licensed drivers how to safely take payments
S	15.	Totally agree about the card payments , will stop customers being refused a taxi ride home especially at night because they dont have cash !!! Also safer for the driver .. have been using izettle for years !!!

A	16.	I'm writing to inform you that as it's my business you have no right to tell me I have to accept card payments and have to lose a percentage of my earnings to pay card transaction fees and the cost of the payment machine if you do then I will be taking you to court
A	17.	I choose not to have a cashless car as is my right not too, I all so pickup a considerable number of customers who choose to pay by card and like me like control of their finances and not tap- tap and not realising how much they have spent until a statement comes and that could be to late for some people, so I don't think the general public would want the council responsible for anyone falling into debt or worst or unscrupulous people stealing cards to get home, so you see their are these and many more reasons why customers do not want to use cards, not to mention the lack of reception in some areas
S	18.	I think all taxis should have a card reader facility.
S	19.	I am 100% in favour of card readers being a condition of license I am sick and tired of drivers asking where customers are going before deciding whether they accept credit cards (cheer picking)biggest problem is East Street taxi drivers predominantly foreign drivers (and I can say this as I am a foreigner)the council needs to sort this problem out NOW
A	20.	<p>I'm against the contactless payment to be compulsory or condition of licence because of the following:</p> <p>1) I had lots of issues with the customers payment as one customer at the end of the trip , didn't have enough fund on his card . They have no charge in their phone by the end of the journey so they can't make the payment because mainly they rely on paying by their mobile phone and they don't have actual card . Even if I then call the police and normally the police don't respond to the complain about the fare, but if we assume the police respond to the call and came over , they usual tell us the passenger was willing to pay but there's something wrong with the card or his phone, so no further action can be taken against him / her. (is the council going to change the law ?)</p> <p>2) specially at night , we ask sometimes to get the money upfront and then we give the change at the end of the journey or we ask the customer to see the money if he has cash on him to pay the journey or the driver can use his experience and take the risk with the customer , if he didn't pay at the end of the journey so the driver then took the choice by himself . but if we've been forced to accept the card and the journey went the other way and the customer doesn't have the right fund on the card , can we then claim the money from the council?</p> <p>3) Is Brighton and hove city council going to enforce all the business in Brighton and hove to accept payment by card? So if I went to any business and refused to take cards , can I walk away without paying because they aren't accepting cards ? Or the council is going to revoke their licence or stop them from working in Brighton and Hove ?</p> <p>4) There's some places in Brighton and hove that don't have network converge. What will the situation be then if it becomes compulsory?</p>

		<p>5)As an independent driver I don't have an office so that they can take the payment for me over the phone when I don't have signal or coverage .</p> <p>6) All the petrol station now , when you choose to pay by card they block £100 from your card and when you finish fuelling they refund the rest later on because they face a lot of problems after the customer filling his tank , then not having the right fund on the card so they can't then take the fuel from his car . So are we going to do the same? Because we can't take the customer back to where we picked him from if he didn't pay .</p> <p>7) The rank is always full with the cars and there's only a small majority that don't accept cards so the customer has always the option to grab one of the cars that accepts cards.</p> <p>I'm happy for the driver to have the credit payment as an option to offer to the customer at his own risk as the majority of us already do but I'm against it being compulsory because of all the hassle I mentioned above .</p> <p>The customer has a lot of options , he can call one of the companies , grab one of the Hackney that work with the taxi company , which they all suppose to take cards .</p> <p>So there's no need to be more rules and more cost on the Brighton and hove Hackney drivers.</p>
S	21.	I fully support this measure.
S	22.	<p>Regarding implying cashless payments in Brighton and hove taxis Hackneys or private hire , I don't agree with that for so many reasons;</p> <p>1-all card payment methods charge a percentage of 1.75% and that charge would be taken off our net profit , so if a driver taken is 3000£ a month that would be a charge of 54£ each month annual would be 640£ !! Why would any driver lose that money?</p> <p>2-money paid by card doesn't go into the driver account until 3 working days so if it's on Friday will go through to the nominated bank account on the following Wednesday which really a time consuming as most of the drivers they just work day by day what they earn they spend straight away so to keep money away for almost 5 days that would be a struggle, Many thanks</p>
A	23.	<p>i am a Hackney taxi driver and i have a card service in my car.</p> <p>As the service depends on the signal what should we do when there is no signal and sometimes it takes some time to get the payment, that little time every time we get this payments it makes A lot of time at the end of the year...</p> <p>And when the payment doesn't goes through what do we do!???</p>
S	24.	<p>Just wanted to say I thought it was compulsory for us to take cards - I actually refuse to go out if mines broken.</p> <p>The only problem with the card readers is if there's no mobile phone reception (top of saltdean for example).</p> <p>Other than this issue I welcome it being mandatory.</p>
S	25.	I fully agree with this proposal as I have had this facility for over the last two years.Not to sure about the proposal for ;printing a receipt,

S	26.	<p>In response to your email about card payments in taxis and private hire cars I would like to give you my opinion.</p> <p>I think every vehicle should have the ability to take card payments , this is what the public want , the choice in how they pay .</p> <p>I have seen on many occasions people being turned away by taxi drivers who don't take card payments , fearful that they won't be able to get home , especially lone women late at night .</p> <p>Im a dinosaur when it comes to modern world but I take cards , I even have 2 card readers in case I have problems with the first card reader .</p> <p>Regarding the internet for the card reader , there are certain things the driver can put in place to get good internet coverage, if I can do it anyone can !</p>
A	27.	<p>No, it must not be compulsory</p> <p>If the customer has no money in his acc at the end of the journey</p> <p>Who will make the payment ?</p> <p>Is the council will be responsible fir that????</p>
A	28.	<p>In regards to the above e-mail, it is my view this issue must be up to the individual licensed driver and should not in any way be made as a condition of licencing either licensed driver or vehicle.</p> <p>The main reason is that licensed drivers are being penalised for taking wireless payments in fees for each transaction and are not receiving the full fare the customer should pay, it is also at present illegal for that fee to be passed on to the customer.</p> <p>Therefore putting forth a mandate that will see licensed drivers having forced upon them to receive less money for each journey they make is not a proposal that is neither fair or equal when considering the city is flooded with cars from other areas of the country doing as they please.</p> <p>Another point I would like to address is that I do not agree or believe it should be mandated by the council to tell licensed drivers how they run their business in these terms i.e how payments are made. If some drivers wish to allow wireless payments that must be up to them to decide and if not that is also up to the driver to decide and not a licensing authority.</p> <p>Cash is still a legal currency, as opposed to legal tender which is a totally different case, and if a driver only wishes to receive cash payments, this must be their right to do so.</p>
S	29.	<p>I think it should made compulsory and apart of the license when renewing that way people will not be declining small jobs in the rank and will not be holding the rank up refusing jobs also you guys coild do check ups when you come in to town and cars prove they have card reader if they dont they cant work this is my opinion it will help solve alot of problems end of the day they will still be getting paid and the drivers that are not accepting card are ruining the trade for us</p>
S	30.	<p>Re proposal to make taxis take card payments I would like to support this proposal as I feel it is long overdue and the continuing lack of card facilities among Hackney carriages us doing harm to the trade and the travelling public.</p>

A	31.	<p>Thank you for this information and giving us the opportunity to comment and be involved in the discussion of the proposal for contactless payments in all cabs.</p> <p>I would like to bring attention to the additional costs incurred by drivers by accepting cards/cashless payments. Not only are there equipment costs but the processing charges by companies such as Paypal mean that in these difficult times for our industry the day to day costs are increased by accepting card payments. I would like to see a card charge added to assist drivers accepting card payments to cover these added costs and loss of earnings.</p> <p>Thanks for your consideration</p>
S	32.	<p>On a personal level I have been an advocate of making card readers compulsory for a number of years and with the changes to the way we live over the past 18 months I feel even more strongly that it is necessary. Speaking as the vice chairman of streamline, we as company feel that it would be an incredibly positive move and can see no downside at all. It is clear that the business has changed dramatically since covid, even before then it was obvious that this was needed.</p> <p>Less and less customers carry cash these days and it is far more convenient for drivers and customers and on a security level it is far better for drivers to be carrying less cash.</p> <p>Business wise we need this as it allows us to compete with the app based firms that seem to make their own rules and charge what they like to the detriment of the people of our city.</p> <p>Ultimately we are a customer service based industry</p> <p>And by making it compulsory to have a card reader this will enable us to provide a better service for our customers.</p>

Support for the provision of Card Payment facility

In support of the proposed condition of licensing for provision of the facility for card payments the following points should be considered

When this proposal was submitted around three years ago there was objection from the trade on several points such as possible issues with internet connections in certain areas and card fraud as well as further conditions of licensing being applied to the 'Blue Book'.

It was hoped at the time that drivers in the trade would take the opportunity to provide the facility for card payments on a voluntary basis and there has certainly been an increase on drivers doing this.

However, it is very unfortunate that we still have an issue within hackney carriage trade on the ranks where it is more often than not that drivers that use certain popular ranks are turning people away when potential customers are seeking to pay by card.

It is a common occurrence which not only annoys potential customers at the ranks but also fellow cab drivers who provide a card payment facility who may be further back in the queue. A potential customer may try the first couple of taxis on the rank seeking to pay by card and then just give up and walk away.

Additionally it is very sad to say that when some drivers are approached the first question asked is 'Where are you going?' when the customer asks if a card payment is accepted. The driver may well take cards but tells the customer that he/she doesn't on the basis that the journey is only a short distance. We call this 'Cherry Picking'.

Having recently conducted an online poll with members of the BHCTA.

Of the seventy drivers that took part fifty-three voted in support of compulsory card payments being a condition of licensing and twelve voted against this.

It should be noted that whilst there is now more support for the proposal we do not wish to see drivers losing their licences for any genuine reason as to why a card payment was refused as there are circumstances where there may be a legitimate reason.

We would also like consideration given to drivers being able to notify Licensing when there may be a faulty card reader which is being replaced to ensure that this covers the driver.

Andrew Peters



LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

Agenda Item 26

Brighton & Hove City Council

Subject: Hackney Carriage & Private Hire Driver Enforcement and Monitoring

Date of Meeting: 17 February 2022

Report of: Executive Director of Housing, Neighbourhoods & Communities

Contact Officer: Name: *Alex Evans* Tel: 01273 296 658

E-mail: alex.evans@brighton-hove.gov.uk

Wards Affected: All

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report was requested by Members to update Members on enforcement action taken against Hackney Carriage & Private Hire Drivers and Applicants between October 2021 and January 2022.

2. RECOMMENDATIONS:

- 2.1 That Members note the contents of this report and that officers should continue to act as appropriate.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Legislation in relation to the Town Police Clauses Act 1847 Local Government (Miscellaneous Provisions) Act 1976 which applies to both hackney carriages and private hire vehicles is enforced by the local authority. Non-criminal enforcement can also be affected by means of action taken against the licence held by the person who has transgressed such as warnings, suspensions, or revocations.
- 3.2 Any driver must be a fit and proper person. It is not possible to give a precise definition of what this is, but at its heart is keeping passengers safe and free from risk. It is the responsibility of the applicant to satisfy the council that they are fit and proper and that they are safe and suitable to hold a licence.
- 3.3 The council can suspend, revoke, or refuse a hackney carriage or private hire vehicles and/or driver licences. However, a driver licence cannot be suspended and then revoked at a later date such as at the conclusion of a prosecution. Other actions are available to officers such as verbal or written warnings which can be applied in line with the Councils [Licensing Enforcement Policy](#).

- 3.4 All cases are looked at on their own individual merit and if necessary, such as in CSE cases multi agency meetings may be held to review available evidence. When acting against a licence, decisions are investigated by officers and a recommendation is made to a manager who makes the decision in consultation with a lawyer. In addition, the most difficult matters would come to the Chair and to the two lead members for discussion. If a matter was serious and required immediate suspension, then officers would come to members as soon as possible after they had acted.
- 3.5 In addition to day-to-day enforcement work, officers normally carry out weekly out of hours enforcement work, normally at weekends and weekday evenings. This includes monitoring of hot spot areas for over and illegal ranking and plying for hire, vehicle inspections and occasional test purchase operations. General enforcement is essentially checking the vehicle is safe to be on the road and that the driver's details are correct. The officers are trained in vehicle inspection and checks could include several things illustrated on the check list in Appendix A. Primarily, it involves checking the tyres, lights, steering, suspension, as well as the general condition of the vehicle, livery and that the meter is working correctly.
- 3.6 A multi-agency exercise involving Sussex Police, Driver and Vehicle Standards Agency (DVSA) and Enforcement Officers took place on the 22nd December 2021. A total of 42 vehicles were stopped with 8 vehicles licensed by other authorities. Licensed Vehicles stopped from other areas were: Adur 1, Chichester 1, Lewes 5, Southampton 1. The majority of vehicles were found to be compliant or needed advice. However, the follow action was taken by the DVSA where some major faults were identified.
- An Immediate Prohibition was issued to the Southampton Vehicle as both front tyres were below the legal limit.
 - An Immediate Prohibition was issued a Lewes and a Brighton & Hove Vehicle as the nearside indicator repeater was inoperative.
 - Delayed Prohibition was given to a Brighton & Hove Vehicle for a split gator
- 3.7 The council is continuing to receive complaints about a small number of licenced drivers that are repeatedly sitting at the front (south side) of Brighton Train Station on Zig Zags, Double Yellow lines, Loading Bays and Bus Stops in contravention of the Traffic Signs Regulations and General Directions 2002. All drivers were emailed an advice letter reminding them about waiting for work outside Brighton Station. See Appendix C
- 3.8 For actions taken against drivers / applicants between Oct 2021 and January 2022 See Appendix B.

4. **COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 None.

5. **FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

- 5.1 This report is for information purposes only, so there are no financial implications.

Finance Officer Consulted: Michael Bentley

Date: 05/01/2022

Legal Implications:

5.2 There are no direct legal implications.

Lawyer Consulted: Rebecca Sidell

Date: 30/09/2021

Equalities Implications:

5.3 Licensing authorities must ensure that a safe hackney carriage and private hire service is freely available to meet the demand across all sectors of the public, especially those vulnerable groups to whom a taxi or private hire vehicle is often the only means of completing a journey.

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 None – for information only.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 For information only.

Appendices

A. Vehicle Inspection Sheet

B. Actions taken against Drivers



BTEC Vehicle Inspection Programme

Vehicle Reg No _____
 Mileage _____
 Examining Officer _____

Private Hire Badge No _____
 Hackney Carriage Time Stopped _____
 Vehicle No _____ Date Stopped _____
 Location _____

Exterior Lights Front	Serviceable	Unserviceable	Driver Interior / Exterior	Serviceable	Unserviceable	Rear Of Vehicle	Serviceable	Unserviceable
Side Lights			Condition of Steering Wheel			Side Lights		
Headlights / Dip / Main			View to Front and Side / Tints			Brake Lights + High Level / Central Lights		
Fog Lights Front			Seatbelts / Driver + Passenger			Indicators N/S O/S + Hazards		
Indicators N/S O/S + Hazards			Footbrake Operation + Slip Device			Rear Fog Lights		
Exterior Front	Serviceable	Unserviceable	Carpets / Wires / Obstructions			Reversing Lights		
Condition Of bodywork + Number Plate			Radio + PDA + Sta Navs			Number Plate Condition + Light		
Underbonnet Condition			ABS Warning + Other Warning Lights			Tailgate / Boot Operation		
Oil / Brake / Steering Fluid			Handbrake Operation + Warning Light			Spare Wheel or Inflator Kit		
Fluid Leakage			Seat Security			N/S Passenger / Interior + Exterior	Serviceable	Unserviceable
N/S Front Tyre Depth Pressure			Door + Window Operation (All)			Seatbelts / Passenger		
N/S Wheel + Nuts			Signs / Fare Tables / Badges Etc			Carpet Condition / Tears / Trip Hazard		
N/S Suspension Leaking / Bounce			Taximeter + Calibration			Window Operation		
N/S Wing Mirror			O/S Passenger / Interior + Exterior	Serviceable	Unserviceable	Door Operation / Fuel Filler + Cap		
O/S Front Tyre Depth Pressure			Seatbelts / Passenger + Centre Belt			O/S Rear Tyre Depth + Pressure		
O/S Wheel + Nuts			Carpet Condition / Tears / Trip Hazard			O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce			Window Operation			O/S Suspension Leaking / Bounce		
O/S Wing Mirror			Door Operation / Fuel Filler + Cap			Additions	Serviceable	Unserviceable
Steering Systems	Serviceable	Unserviceable	O/S Rear Tyre Depth + Pressure			Fire Extinguisher		
Amount of Free Play			O/S Wheel + Nuts			First Aid Kit		
Condition of Gaitors			O/S Suspension Leaking / Bounce			Wipers / Washers / Horn		

Brief Report

Defects likely to warrant suspension Yes No

General Condition of Vehicle

Good
 Average
 Poor
 Very Poor

Other Defects Noted _____

Categorisation of Defects Section _____ Page _____ I.M No _____

Note _____

Enforcement Actions Since Licensing Committee October 2021

	Licence Type	Date	Brief Description of Case	Aggravating Factors:	Mitigating Factors:	Enforcement Action Taken:
1.	Private Hire Vehicle Operator	22.09.2021	Operator base moved outside the district of Brighton & Hove			Licensed Revoked
2.	Hackney Carriage Dual Licence	13.10.2021	Driver does not meet DVLA Group 2 Medical Standard			Licensed Suspended
3.	Hackney Carriage Dual Licence	20.10.2021	Driver does not meet DVLA Group 2 Medical Standard			Application to renew Refused
4.	Hackney Carriage Dual Licence	21.10.2021	Driver suspected as being involved in the distribution of Drugs			Licensed Revoked
5.	Hackney Carriage vehicle Licence	21.10.2021	Vehicle suspected as being used for the distribution of Drugs			Licensed Revoked
6.	Hackney Carriage Dual Licence	16.11.2021	Conviction for the breach of a non-molestation			Application to renew Refused
7.	Hackney Carriage Dual Licence	08.11.2021	Driver does not meet DVLA Group 2 Medical Standard			Licensed Suspended
8.	Private Hire Driver Licence	19.11.2021	Picked up a passenger without a prior booking			Simple Caution
9.	Hackney Carriage Dual Licence	02.12.2021	Driver does not meet DVLA Group 2 Medical Standard			Licensed Suspended

10.	Hackney Carriage Dual Licence	29.12.2021	Arrested following an allegation of rape			Licensed Revoked
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Date: 4 January 2022
Ref: 2021/00480/TDN/EH
e-mail: hco@brighton-hove.gov.uk

Dear Licenced Driver / Proprietor.

ADVICE NOTICE

The council is continuing to receive complaints about a small number of licenced drivers that are repeatedly sitting at the front of Brighton Train Station on Zig Zags, Double Yellow lines, Loading Bays and Bus Stops in contravention of the Traffic Signs Regulations and General Directions 2002 (updated 2016)

Zig Zags

No stopping is allowed on a zebra or pedestrian crossing including the area marked by zig zag lines. There is no exemption for loading or unloading, or for picking up or setting down passengers. Those that do risk both a fine and penalty points on their DVLA licence.

Double Yellow Lines

Whilst you're not allowed to park on double yellow lines you are permitted to set down or pick up passengers. If you're in a hackney carriage licenced vehicle and you're flagged down, you may stop to pick up a passenger(s). You cannot sit and wait for passengers on a double yellow line. All pre-bookings must be directed to the pickup / drop off point at the north entrance (rear) of Brighton Station which is in the north end of the ground floor multi storey car park.

Loading Bays

The same rules apply for loading bays as they do for double yellow lines.

Bus Stops

Under the Traffic Signs Regulations and General Directions 2002 (updated 2016) a taxi which is stationary **only** for so long as may be reasonably necessary for a passenger to board or alight and to load or unload any luggage of the passenger may stop in a bus stop.

Also, if no alternative stopping is available there is a local agreement that disabled passengers can be picked up or dropped off here in exceptional circumstances for so long as may be reasonably necessary.

Hackney Carriage drivers who have paid for a permit from Govia Thameslink Rail are permitted to use the taxi rank provided by GTR at the north entrance of Brighton Train Station. You cannot enter this area unless you have a permit.

Hackney Carriages can be flagged down if passing, but they cannot wait or tout and must return to a council-appointed rank in accordance with the byelaws,

Telephone: 01273 290000
www.brighton-hove.gov.uk
Printed on recycled, chlorine-free paper

The byelaws under section 68 of the Town Police Clauses Act 1847 and section 171 of the Public Health Act 1875 with respect to hackney carriages in the Brighton & Hove Council area. Byelaw 7(a) states:

The driver of a hackney carriage shall, when plying for hire in any street and not actually hired: -

- (a) proceed with reasonable speed to one of the stands appointed by the Council which that hackney carriage is permitted to use.
- (b) if a stand, at the time of his arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand which that hackney carriage is permitted to use.

We would like to remind drivers and proprietors that under the Local Government (Miscellaneous Provisions) Act 1976 the council has powers to issue and manage taxi licences. We also have a duty under this act to ensure only fit and proper persons hold a licence

As the correct test is that a driver must be a fit and proper person – we consider a range of issues which might bring this into question.

We are in receipt of several complaints relating to contraventions of the above matters. I must warn you that any licenced driver, witnessed by a Police Officer, Taxi Licensing Enforcement Officer, a civil enforcement officer, CCTV operator or evidence provided by a member of the taxi trade or the public will be investigated, and this may involve CCTV being downloaded from a licenced vehicle to prove or disprove any offence at the proprietor's expense.

This may include the driver's licence being revoked, suspended, or not renewed. Where a breach of the byelaws is committed the Council may also take formal action through the courts where, if found guilty, a driver could be liable, to a fine of up to level 2 (currently £500).

Drivers are reminded in all cases the licence holder must within 3 days disclose to the Council the details of any fixed penalty notice imposed upon him or her. Failing to disclose will be regarded as a serious breach of the terms of the license and action will normally take place. Fixed Penalty covers endorsable and non-endorsable fines.

If you are a licenced driver that is stopping at the front of Brighton Station looking to be hired, then please stop this practice immediately, whilst we sympathise with the financial stress brought about by the pandemic, we cannot allow this practice to continue.
You must abide by the rules and conditions of your licence and the legislation as set by parliament.

Yours sincerely



Jim Whitelegg
Regulatory Service Manager



Cllr. Steve Davis
Deputy Chair of the Licencing
Committee

LICENSING COMMITTEE (NON LICENSING FUNCTIONS)

Agenda Item 27

Brighton & Hove City Council

Subject:	Hackney Carriage Fare Review		
Date of Meeting:	17 February 2022		
Report of:	Executive Director of Housing, Neighbourhoods, and Communities		
Contact Officer:	Name:	Martin Seymour	Tel: 01273 296 655
	Email:	martin.seymour@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To seek the Committee's approval and authority to advertise proposed fare increases following the hackney carriage trade's request for an increase in fares.

2. RECOMMENDATIONS:

- 2.1 That Committee approves the proposed fare increases and authorises the Head of Safer Communities to advertise the proposed variation in fares and invite any objections in accordance with the legal requirements.
- 2.2 Agree that if no objections are made, or if any objections which are made are withdrawn, the varied table of fares will come into force in accordance with the statutory scheme.
- 2.3 Reconsider the matter at the next meeting of this Committee if valid objections are made but not withdrawn. As there are strict legal timescales relating to fare reviews a special meeting of this Committee may be required.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The council may fix the rates for hackney carriage fares within the district as well as time and distance and all other charges in connection with the hire of a vehicle or with the arrangements for hire of a vehicle to be paid in respect of the hire of a hackney carriage. The council does not have the power to set private hire vehicle fares but historically the local operators follow the hackney carriage tariffs set by the council.

- 3.2 Previously the Council have used a Fares formula to determine the maximum fare allowed for any increase. The formula was based on Petrol and Diesel vehicles, their purchase cost, running costs, fuel price, Insurance, and Southeast average pay rates. Much of this data is no longer readily available with most of the data has not been updated since 2014. The formula also does not take into account the increase of hybrids and fully electric vehicles on the fleet which have a much higher purchase cost but lower running costs.
- 3.3 It is now suggested that any increase should be based on the Consumer Price Index (CPI) produced by the Office of National Statistics since the previous increase which shows the increase in CPI from August 2019 to December 2021 is 5.3%
- 3.2 Applications for hackney carriage fare increases are made through the Taxi Forum in accordance with the agreed formula approved by the Council. If the consensus of the trade is in agreement with a fare increase, representatives of the trade will be called to a meeting to discuss any proposals with officers of the Council and the lead councillor of the licensing committee who will then present any proposal agreed by that meeting to the next available meeting of the Licensing Committee for their consideration.
- 3.5 The last hackney carriage fare increase occurred in August 2019. The hackney carriage trade now seeks a further increase.
- 3.6 Justification by the trade for an increase in fares is that the fares have not changed since August 2019 since which they have absorbed increasing of fuel prices and other costs associated with running a Hackney Carriage Vehicle. The trade also requires an increase so proprietors can maintain the high level of vehicle standard and specification for Brighton & Hove. The full BHCTA (Brighton & Hove Cab Trade Association) submission can be found at Appendix 1.
- 3.7 The proposal from the trade equates to a 10p increase per mile to £2.50 and removes Tariffs 3 & 8 the Late-Night Friday and Saturday Night Tariffs. The proposed Table of fares can be seen at Appendix 2 and a % change table can be seen at Appendix 3.
- 3.8 Tariffs 5 to 8 are in effect 1.5 x the tariffs of 1 to 5 which was introduced to encourage proprietors purchasing wheelchair accessible vehicles and is applied to vehicles carrying 5 or more passengers.
- 3.10 Currently in the national league tables for fares shows that Brighton & Hove is positioned 12th (February 2022) for Tariff 1 at the 2-mile point and after the proposed increase it is estimated that the position will be 8 out of 325 Local Authorities.(See Appendix 4)

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

Licensing authorities have discretion to fix the table of hackney carriage fares within the licensing district. Demand of a fare greater than shown on the meter is prohibited except by prior agreement for journeys outside the district. Exercising this power offers passengers protection. Not undertaking a hackney carriage

review may make businesses unprofitable and inadequate number of taxis to meet demand.

5. COMMUNITY ENGAGEMENT AND CONSULTATION

- 5.1 The subject of the fare review is a constant agenda item at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions. The forum members have delegated negotiations to selected representatives.
- 5.2 The procedure for presenting the trade's request for a review has been followed. This involves the trade's representatives making representations to the chair of The Licensing Committee (non-Licensing Act 2003) and officers. The trades Representatives accept the recommendations as reasonable.
- 5.3 A meeting with the trade representatives, the Chairman Licensing Committee, council officers and was held on 25 November 2021 where a proposal was agreed in principle to go to the committee.

6. CONCLUSION

- 6.1 That the Chair and Vice Chair confirmed their support for the proposed fare review follow the meeting with the trade with licensing, legal and financial officers from the Council on the 25 November 2021 for an increase in maximum fares and that the Head of Community Safety advertises the proposed variation in fares and invites any objections in accordance with the legal requirements.

7. FINANCIAL & OTHER IMPLICATIONS:

7.1 Financial Implications:

The cost of advertising the proposed fare increases will be met from the existing hackney carriage revenue budget. The fare levels are used by the trade and are not an income stream to the council.

Finance Officer Consulted: Michael Bentley Date: 05/01/2022

7.2 Legal Implications:

The power to fix fares for hackney carriages is provided by Section 65 of the Local Government (Miscellaneous Provisions) Act 1976. The procedure is set out in the body of the report.

Lawyer Consulted: Name Rebecca Sidell Date: 04/02/22

7.3 Equalities Implications:

Licensing authorities must ensure that a safe hackney carriage and private hire vehicle service is freely available to meet the demand across all sectors of the public, especially those vulnerable groups to whom a taxi or private hire vehicle is often the only means of completing a journey

7.4 Sustainability Implications:

The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station, approved use of liquid petroleum gas and provision of Rapid Charging Hubs all contribute to reducing congestion and moving passengers quickly.

7.5 Any Other Significant Implications:

None

SUPPORTING DOCUMENTATION

Appendix 1 Trade Submission

Appendix 2 Proposed tariff card.

Appendix 3 % Change Sheet.

Appendix 4 League Table of Fares

**Brighton & Hove Council
Licensing Committee**

2022 Fare Review

November 25 2021

On behalf of the local Taxi Trade Forum, which is made up of the local companies and local individual groups, we are applying for a Fare Review:

The trade has also decided to remove the current late night Friday/Saturday rate (T3) which lowers the fare by 30p per journey.

The last Fare Review was implemented in August 2019 and by the time any revision has been approved and implemented it can be several months due to the process involved. At the moment the provisional date is April 2022

The main factor of running costs is fuel:

In August 2019 the cost of a litre of petrol was £1.20 and diesel was £1.33 which compared to November 2021 prices are: Petrol £1.42 - Diesel £1.45.

The increase in petrol is 18.33 % and diesel being 9% with the average increase being 13.66%.

Licence fees are set at 2% per year and the council has implemented a 4.99% in local council tax for 2021.

Additionally, having come out of the period of the pandemic there is now a great shortage of drivers where either drivers have retired or they have decided not to return to driving a cab although may still remain licensed.

It should also be noted that the councils set tariff of fares do not allow for what is known as 'Surge Pricing' which can double and even quadruple fares at ad-hoc times using a well know national app.

We consider that proposed Fare Review is within the parameters of keeping the local trade as being reasonably sustainable.

Andrew Peters

On behalf of the Brighton & Hove Taxi Trade Forum

Tariff 3 & Tariff 8 – Background

Many years ago a different rate was introduced for Friday/Saturday which added an extra charge to T2 for T3 and T7 for T8 was £1 / £1.20 (There was a slight variation of being .90p in 2015 for T8)

Over the years and after different fare reviews T3 / T8 no longer added between .80 and £1.20 to all fares because of the fare structure and yardage adjustments as it was considered that eventually with the general increase of T2 and T7 that T3 and T8 would be phased out.

Additionally the T3 initial yardage was always longer than the T2 initial yardage

The fare review in 2019 left T3 as only being an extra 30p on the fares

An example of this shows T2 and T3 over a set distance

1 Mile - T2 £6 T3 £6.30

2 Miles – T2 £8.40 T3 £8.70

3 Miles - T2 £10.80 T3 £11.10

The difference between T2 and T3 is 30p on all fares

The current fare structure in yardage for T2 & T3:

T2 - Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time = £4

T3 - Initial distance not exceeding 660 yards or 2 minutes 42 seconds or a combination of distance and time. = £4.80

Note that there is a much longer initial waiting time of 2 minutes for T3 compared to only 72seconds for T2

Then 20p for all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time.

Importantly it can be clearly seen that you have to go over double the distance on T3 compared to T2 before it starts clocking up.

The meter works as follows for T2 & T3

1760 yards per mile

T2 – 1760y – 293y = for £4 (Flag) which leaves 1467y. So 1467y / 146.7y = 10 x 20p = £2 So that is £4 (flag) + £2 = **£6**

T3 – 1760y – 660y = £4.80 (Flag) which leaves 1100y. So 1100y / 146.7y = 7.49 x 20p = £1.49 So that is £4.80 (flag) + £1.49 = **£6.29 (£6.30)**

T2 & T3 Running Mile = 1760y / 146.7 = 1.19 x 20p = £2.40

The difference between T2 and T3 is 30p on all fares

An example of this shows T7 and T8 over a set distance

1 Mile - T7 £9 T8 £9.44

2 Miles – T7 £12.60 T8 £13.04

3 Miles - T7 £19.80 T8 £20.24

There difference between T7 and T8 is .44p

The current fare structure in yardage for T7 & T8:

T7 - Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time = £6

T8 - Initial distance not exceeding 660 yards or 2 minutes 42 seconds or a combination of distance and time. = £7.20

Note that there is a much longer initial waiting time of 2 minutes for T8 compared to only 72 seconds for T7

Then 30p for all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time.

Importantly it can be clearly seen that you have to go over double the distance on T8 compared to T7 before it starts clocking up.

The meter works as follows for T7 & T8

1760y per mile

T7– 1760y – 293y = for £6 (flag) which leaves 1467y. So $1467y / 146.7y = 10 \times 30p = £3$ So that is £6 + £3 = **£9**

T8 – 1760y – 660y = £7.20 (flag) which leaves 1100y. So $1100y / 146.7y = 7.49 \times 30p = £2.24$ So that is £7.20 (flag) + £2.24= **£9.44**

T7 & T 8 Running Mile = $1760y / 146.7 = 1.19 \times 30p = £3.60$

There difference between T7 and T8 is .44p

Summary

At the 2019 fare review T3 and T8 were proposed to be dropped but at the time it was decided to keep it even the difference was becoming smaller

This was then brought up for the new fare review and it was offered to all the trade reps and supported that for the sake of only a 30p / .44p gain that it was it was now time to drop T3

When dealing with the fare calculations since October 2021 all information that was produced on the different versions of proposed tariffs was provided to the trade reps to distribute to their respective members.

AP

Further to matters on the forthcoming 2022 Fare Review I would like the following to be provided to the Licensing Committee.

As we all know, the procedure for a Fare Review is not a quick process and the Blue Book sets out the following:

183 Procedure for fares increases

183.1 Applications for hackney carriage fare increases will be made through the Taxi Forum in accordance with the agreed formula approved by the Council.

183.2 If the general consensus of the trade is in agreement with a fare increase, representatives of the trade will be called to a meeting to discuss any proposals with officers of the Council and Chairman of the Licensing Committee who will then present any proposal agreed by that meeting to the next available meeting of the Licensing Committee for their consideration.

183.7 The Council may not set fares for private hire as these are set and advertised at the discretion of individual private hire vehicle operators in accordance with the provisions of the Act of 1976

The last section does make it clear that the council cannot set the fares for private hire vehicles as such a fixed table of fares is relevant only to hackney carriages,

Nonetheless the Trade Forum is made up of hackney carriage and private hire representatives and this provides for a general consensus and has been this way for many years.

I would like to refer to stages that a Fare Review takes undertakes:

- 1: Initiation from the trade reps: This sets out what the trade considers to be fair and acceptable
- 2: Consultation with Licensing and the main meter agent to arrive at formulation for the meters to calculate yardage and time
- 3: Refer back to the trade reps for agreement of adjustments
- 4: Meeting arranged for trade reps, licensing officers, Chair of Licensing Committee and other Licensing Committee members along with the councils accountant to agree to take a proposed Fare Review forward.
- 5: Fare Review presented to the full Licensing Committee
- 6: If the Fare Review is sanctioned then the revised table of fares must be advertised for a minimum of fourteen days for public objections
- 7: Implementation date set for new revised fares.,

From the initiation of stage 1 through to stage 5 it can take some five months or longer as this depends on the dates of the Licensing Committee meetings. To reach stage 7 for the implementation of the new fares can easily add a further month or more.

This means from the initiation of the procedure to the implementation date there can be a variation on the figures that have been used to calculate the revised tariffs.

Fares Formula

For previous Fare Reviews we have used what we refer to as the 'Fares Formula' which took into consideration various factors including fuel, cost of vehicle and insurance as well as figures taken from the AA for vehicle running costs (no longer available) and the average earning in the south east.

However because there are now hybrid cars available and being used and the AA no longer producing figures it was recommended by Licensing to move away from the Fares Formula and base calculations on the CPI.

In consultation with the Licensing Department the following was taken into consideration:

"The CPI rate for August 2019 was 1.7%. The latest CPI rate (Oct 21) is 2.9% - So the Increase in CPI from Aug 19 to October 21 is 3.7%"

This means that several months ago the trade proposed a Fare Review based on just under the CPI rate of 3.7% being 3.5%.

However, the CPI rate is now expected to reach 7% by the spring.

It is very unfortunate that unlike shops and other trades the hackney carriage taxi trade cannot immediately raise fares to match inflation because of the length of time the process takes,

Summary

As the trade does not wish to delay the 2022 Fare Review we submit it on the basis that a further review can take place later in the year to ensure that the Brighton & Hove taxi trade does not suffer further hardship that it endured during the pandemic.

Regards

Andrew Peters

**BRIGHTON & HOVE CITY COUNCIL
MAXIMUM HACKNEY CARRIAGE FARES**

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

The fares apply to all hiring's within Brighton & Hove City. Journeys ending outside the city area may not exceed the authorised metered maximum fare unless a **prior contract** is made with the driver at the time of hiring.

the fare YOU SHOULD PAY along with the relevant Tariff code will be shown automatically on the Taximeter.

ONLY EXTRA CHARGES MARKED ** MAY BE ADDED TO THE METER BY THE DRIVER.

Tariff 1 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 2,3,4,5,6,7 & 8 Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£3.00	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	20p
Tariff 2 - Late Night each day between the hours of 9pm and 6am, Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£4.00	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	20p
Tariff 3 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1 st January Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£4.50	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	30p
Tariff 4 - New Year between 9pm 31 December and 6am 1 January Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£6.00	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	40p

For Journeys with 5 to 8 passengers the following tariffs may apply

Tariff 5 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 1,2,3,4,6,7 & 8 Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£4.50	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	30p
Tariff 6 - Late Night each day between the hours of 9pm and 6am, other than under tariff 8. Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge. Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£6.00	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	30p
Tariff 7 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1 st January Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£6.75	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	45p
Tariff 8 - New Year between 9pm 31 December and 6am 1 st January Initial distance not exceeding 293 yards or 75 seconds or a combination of distance and time.	£9.00	For all or part of each subsequent 140.8 yards or 36 seconds or a combination of distance and time.	60p

Extra Charges – that may be added to the metered fare by the driver	
Fouling Charge (Charge levied dependent on extent and type of Fouling) **Booking Fee for telephone and pre-booked hirings **The driver may charge any road charges or tolls where applicable (this must be agreed with the customer before hire commences)	** UPTO £100.00 **20p**

The maximum number of persons this vehicle is licensed to carry includes children of any age.

Payment for out of city journeys may be requested by the driver in advance of the journey.

A person who hires this vehicle but makes off without paying the fare in full commits an offence.

****An operator's account administration charges, including VAT at the current rate, agreed by prior contract, may be charged separately and if charged will form part of the fare for the purpose of any legislation.

******These charges cannot be added by the driver to the fare shown on the taximeter.**

Any COMPLAINTS should be made in writing and sent to the Hackney Carriage Office,
Hove Town Hall, Norton Road, Hove, BN3 3BQ or email to hco@brighton-hove.gov.uk

February 2022

BRIGHTON

BRIGHTON

CURRENT TARIFF

CURRENT TARIFF

Name : TARIFF 1 Date: 01/08/2019 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £3.00 A Initial yardage: 293 B Unit thereafter: 146.7 C Price unit : 0.2 D Initial Waiting Time (secs): 72	Name : TARIFF 2 Date: 01/08/2019 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £4.00 A Initial yardage: 293 B Unit thereafter: 146.7 C Price unit : 0.2 D Initial Waiting Time (secs): 72	Name : TARIFF 3 Date: 01/08/2019 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £4.80 A Initial yardage: 660 B Unit thereafter: 146.7 C Price unit : 0.2 D Initial Waiting Time (secs): 162	Name : TARIFF 4 Date: 01/08/2019 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £4.50 A Initial yardage: 293 B Unit thereafter: 146.7 C Price unit : 0.3 D Initial Waiting Time (secs): 72	Name : TARIFF 5 Date: 01/08/2019 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £6.00 A Initial yardage: 293 B Unit thereafter: 146.7 C Price unit : 0.4 D Initial Waiting Time (secs): 72
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PROPOSAL Jan-22

Name : TARIFF 1 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £3.00 A Initial yardage: 293 B Unit thereafter: 140.8 C Price unit : 0.2 D Initial Waiting Time (secs): 75	Name : TARIFF 2 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £4.00 A Initial yardage: 293 B Unit thereafter: 140.8 C Price unit : 0.2 D Initial Waiting Time (secs): 75	TARIFF 3 - Removed	Name : TARIFF 4 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £4.50 A Initial yardage: 293 B thereafter: 140.8 C Price unit : 0.3 D Initial Waiting Time (secs): 75	Name : TARIFF 5 Soiling charge: £100.00 Wait: 36 (secs) Flag fall: £6.00 A Initial yardage: 293 B Unit thereafter: 140.8 C Price unit : 0.4 D Initial Waiting Time (secs): 75
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Distan (miles)	TARIFF 1			TARIFF 2			TARIFF 3			Distan (miles)	TARIFF 4			TARIFF 5		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change		Current	Proposed	% Change	Current	Proposed	% Change
Flag	£3.00	£3.00	0.00%	£4.00	£4.00	0.00%	£4.80	£0.00	-100.00%	Flag	£4.50	£4.50	0.00%	£6.00	£6.00	0.00%
1	£5.00	£5.20	4.00%	£6.00	£6.20	3.33%	£6.40	#DIV/0!	#DIV/0!	1	£5.00	£5.20	4.00%	£6.00	£6.20	3.33%
2	£7.40	£7.60	2.70%	£8.40	£8.60	2.38%	£8.80	#DIV/0!	#DIV/0!	2	£7.40	£7.60	2.70%	£8.40	£8.60	2.38%
3	£9.80	£10.20	4.08%	£10.80	£11.20	3.70%	£11.20	#DIV/0!	#DIV/0!	3	£9.80	£10.20	4.08%	£10.80	£11.20	3.70%
4	£12.20	£12.60	3.28%	£13.20	£13.60	3.03%	£13.60	#DIV/0!	#DIV/0!	4	£12.20	£12.60	3.28%	£13.20	£13.60	3.03%
5	£14.60	£15.20	4.11%	£15.60	£16.20	3.85%	£16.00	#DIV/0!	#DIV/0!	5	£14.60	£15.20	4.11%	£15.60	£16.20	3.85%
6	£17.00	£17.60	3.53%	£18.00	£18.60	3.33%	£18.40	#DIV/0!	#DIV/0!	6	£17.00	£17.60	3.53%	£18.00	£18.60	3.33%
7	£19.40	£20.20	4.12%	£20.40	£21.20	3.92%	£20.80	#DIV/0!	#DIV/0!	7	£19.40	£20.20	4.12%	£20.40	£21.20	3.92%
8	£21.80	£22.60	3.67%	£22.80	£23.60	3.51%	£23.20	#DIV/0!	#DIV/0!	8	£21.80	£22.60	3.67%	£22.80	£23.60	3.51%
9	£24.20	£25.20	4.13%	£25.20	£26.20	3.97%	£25.60	#DIV/0!	#DIV/0!	9	£24.20	£25.20	4.13%	£25.20	£26.20	3.97%
10	£26.60	£27.60	3.76%	£27.60	£28.60	3.62%	£28.00	#DIV/0!	#DIV/0!	10	£26.60	£27.60	3.76%	£27.60	£28.60	3.62%

Note: CPI 3% From August 2019 to October 2021

BRIGHTON

TRADE PROPOSAL

BRIGHTON

CURRENT TARIFF

CURRENT TARIFF




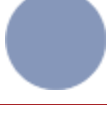
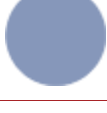

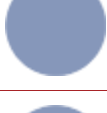
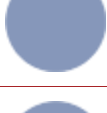
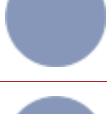
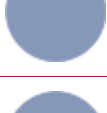
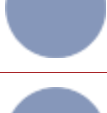
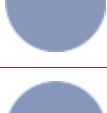

<p>Name : TARIFF 6 Date: 01/08/2019</p> <p>Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £4.50 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 146.7 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 7 Date: 01/08/2019</p> <p>Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £6.00 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 146.7 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 8 Date: 01/08/2019</p> <p>Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £7.20 A</p> <p>Initial yardage: 660 B</p> <p>Unit thereafter: 146.7 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 162</p>	<p>Name : TARIFF 9 Date: 01/08/2019</p> <p>Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £6.75 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 146.7 C</p> <p>Price unit : 0.45 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 10 Date: 01/08/2019</p> <p>Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £9.00 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 146.7 C</p> <p>Price unit : 0.6 D</p> <p>Initial Waiting Time (secs): 72</p>
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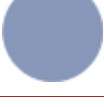

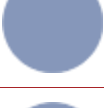

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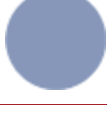
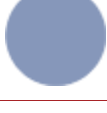

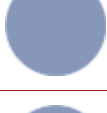
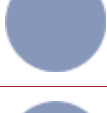
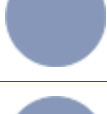
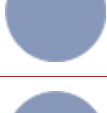
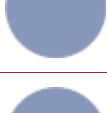
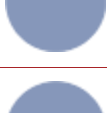

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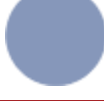







<p>Name : TARIFF 6 Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £4.50 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 140.8 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 75</p>	<p>Name : TARIFF 7 Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £6.00 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 140.8 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 75</p>	<p>Removed</p>	<p>Name : TARIFF 9 Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £6.75 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 140.8 C</p> <p>Price unit : 0.45 D</p> <p>Initial Waiting Time (secs): 75</p>	<p>Name : TARIFF 10 Soiling charge: £100.00 Wait: 36 (secs)</p> <p>Flag fall: £9.00 A</p> <p>Initial yardage: 293 B</p> <p>Unit thereafter: 140.8 C</p> <p>Price unit : 0.6 D</p> <p>Initial Waiting Time (secs): 75</p>
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Distar (miles)	TARIFF 6			TARIFF 7			TARIFF 8			Distar (miles)	TARIFF 9			TARIFF 10		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change		Current	Proposed	% Change	Current	Proposed	% Change
Flag	£4.50	£4.50	0.00%	£6.00	£6.00	0.00%	£7.20	£0.00	-100.00%	Flag	£6.75	£6.75	0.00%	£9.00	£9.00	0.00%
1	£7.50	£7.80	4.00%	£9.00	£9.30	3.33%	£9.60	#DIV/0!	#DIV/0!	1	£7.50	£7.80	4.00%	£9.00	£9.30	3.33%
2	£11.10	£11.40	2.70%	£12.60	£12.90	2.38%	£13.20	#DIV/0!	#DIV/0!	2	£11.10	£11.40	2.70%	£12.60	£12.90	2.38%
3	£14.70	£15.30	4.08%	£16.20	£16.80	3.70%	£16.80	#DIV/0!	#DIV/0!	3	£14.70	£15.30	4.08%	£16.20	£16.80	3.70%
4	£18.30	£18.90	3.28%	£19.80	£20.40	3.03%	£20.40	#DIV/0!	#DIV/0!	4	£18.30	£18.90	3.28%	£19.80	£20.40	3.03%
5	£21.90	£22.80	4.11%	£23.40	£24.30	3.85%	£24.00	#DIV/0!	#DIV/0!	5	£21.90	£22.80	4.11%	£23.40	£24.30	3.85%
6	£25.50	£26.40	3.53%	£27.00	£27.90	3.33%	£27.60	#DIV/0!	#DIV/0!	6	£25.50	£26.40	3.53%	£27.00	£27.90	3.33%
7	£29.10	£30.30	4.12%	£30.60	£31.80	3.92%	£31.20	#DIV/0!	#DIV/0!	7	£29.10	£30.30	4.12%	£30.60	£31.80	3.92%
8	£32.70	£33.90	3.67%	£34.20	£35.40	3.51%	£34.80	#DIV/0!	#DIV/0!	8	£32.70	£33.90	3.67%	£34.20	£35.40	3.51%
9	£36.30	£37.80	4.13%	£37.80	£39.30	3.97%	£38.40	#DIV/0!	#DIV/0!	9	£36.30	£37.80	4.13%	£37.80	£39.30	3.97%
10	£39.90	£41.40	3.76%	£41.40	£42.90	3.62%	£42.00	#DIV/0!	#DIV/0!	10	£39.90	£41.40	3.76%	£41.40	£42.90	3.62%





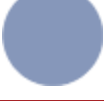
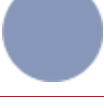

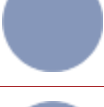
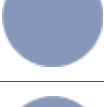
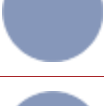
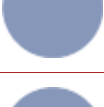
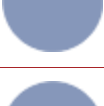

POS	COUNCIL	2 ML. FARE	+ / -
1	LONDON (HEATHROW)	£11.40	
2	LUTON AIRPORT	£9.70	
3	EPSOM & EWELL	£8.60	
4	LONDON	£8.60	
5	WATFORD (X)	£8.40	
6	UTTLESFORD	£8.30	
7	READING	£8.00	
8	GUILDFORD	£7.60	
9	KERRIER	£7.60	
10	OXFORD CITY	£7.60	
11	JERSEY	£7.43	
12	BRIGHTON & HOVE	£7.40	
13	CHELTENHAM	£7.40	













POS	COUNCIL	2 ML. FARE	+ / -
14	MAIDSTONE	£7.40	
15	MID SUSSEX	£7.40	
16	CARRICK	£7.30	
17	GUERNSEY	£7.30	 £0.20
18	BATH & NORTH EAST SOMERSET	£7.20	
19	BCP	£7.20	
20	TORRIDGE	£7.20	
21	TUNBRIDGE WELLS	£7.20	
22	YORK	£7.20	
23	CHELMSFORD	£7.10	
24	DARTFORD	£7.10	
25	DOVER	£7.10	











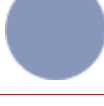


POS	COUNCIL	2 ML. FARE	+ / -
26	MOLE VALLEY	£7.10	
27	PENWITH	£7.10	
28	SEVENOAKS	£7.06	
29	EAST LOTHIAN	£7.00	
30	EDINBURGH	£7.00	
31	HARROGATE	£7.00	
32	HERTSMERE	£7.00	
33	STROUD	£7.00	
34	TONBRIDGE & MALLING	£7.00	
35	WELWYN HATFIELD	£7.00	
36	WILTSHIRE	£7.00	
37	RESTORMEL	£6.95	
38	COLCHESTER	£6.90	




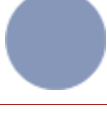
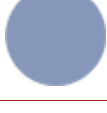

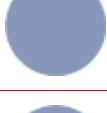
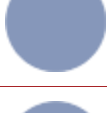
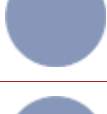
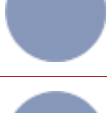
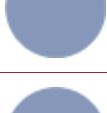
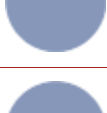

POS	COUNCIL	2 ML. FARE	+ / -
39	EASTBOURNE	£6.90	
40	VALE OF WHITE HORSE	£6.90	
41	WEALDON	£6.90	
42	WEYMOUTH & PORTLAND	£6.90	
43	ADUR	£6.80	
44	CARADON	£6.80	
45	CARMARTHENSHIRE	£6.80	 £0.60
46	EAST DEVON	£6.80	
47	FIFE	£6.80	
48	GLASGOW	£6.80	
49	GRAVESHAM	£6.80	
50	HART (X)	£6.80	



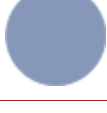

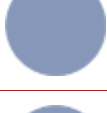
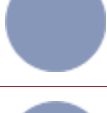
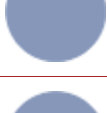
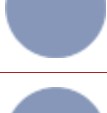

POS	COUNCIL	2 ML. FARE	+ / -
51	MENDIP	£6.80	
52	NORTH CORNWALL	£6.80	
53	NOTTINGHAM	£6.80	
54	SEDGEMOOR	£6.80	
55	SOMERSET WEST & TAUNTON	£6.80	
56	SWALE	£6.80	
57	WEST BERKSHIRE	£6.80	
58	NUNEATON & BEDWORTH	£6.75	
59	TORBAY	£6.75	
60	CHESTER	£6.70	
61	CRAWLEY	£6.70	
62	EASTLEIGH	£6.70	
63	NORTH SOMERSET	£6.70	




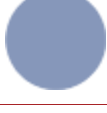
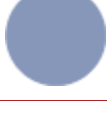

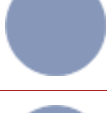
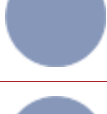
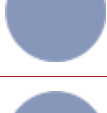
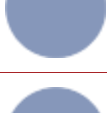
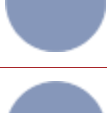

POS	COUNCIL	2 ML. FARE	+ / -
64	ROTHER	£6.70	
65	SWINDON	£6.70	
66	HARBOROUGH	£6.68	
67	ARUN	£6.60	
68	BASINGSTOKE & DEANE	£6.60	
69	BRACKNELL FOREST	£6.60	
70	BRENTWOOD	£6.60	
71	CAMBRIDGE CITY	£6.60	
72	EAST DORSET	£6.60	
73	EAST SUFFOLK (NORTH)	£6.60	
74	EXETER	£6.60	
75	HARLOW	£6.60	
76	HIGH PEAK	£6.60	








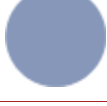

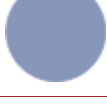


POS	COUNCIL	2 ML. FARE	+ / -
77	MEDWAY	£6.60	
78	MORAY (X)	£6.60	
79	NORTH HERTS	£6.60	
80	NORWICH	£6.60	
81	PLYMOUTH	£6.60	 £0.30
82	RUNNYMEDE	£6.60	
83	SCARBOROUGH	£6.60	
84	SHETLAND ISLES	£6.60	
85	SOUTH CAMBRIDGE	£6.60	
86	SOUTH GLOUCESTER	£6.60	
87	TEIGNBRIDGE	£6.60	
88	NORTH DEVON	£6.55	




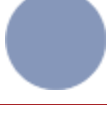
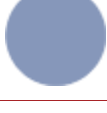

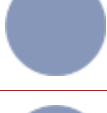
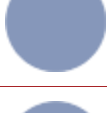
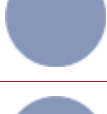
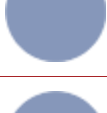
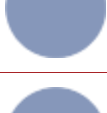
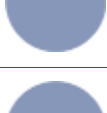

POS	COUNCIL	2 ML. FARE	+ / -
89	ASHFORD	£6.50	
90	DURHAM COUNTY COUNCIL	£6.50	
91	HUNTINGDONSHIRE	£6.50	
92	LUTON	£6.50	
93	SOUTH SOMERSET	£6.50	
94	WORTHING	£6.50	
95	BRISTOL	£6.40	
96	CANTERBURY	£6.40	
97	COUNTY OF HEREFORD	£6.40	
98	CREWE & NANTWICH	£6.40	
99	EAST HAMPSHIRE	£6.40	
100	EAST LINDSEY	£6.40	
101	HASTINGS	£6.40	




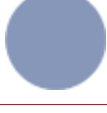
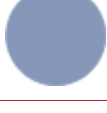
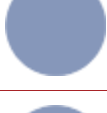
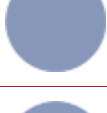
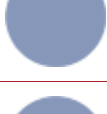
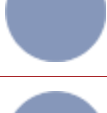
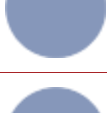
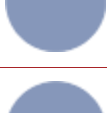
POS	COUNCIL	2 ML. FARE	+ / -
102	IPSWICH	£6.40	
103	LEEDS	£6.40	
104	LINCOLN	£6.40	
105	MALVERN HILLS	£6.40	
106	MELTON	£6.40	
107	MID SUFFOLK	£6.40	
108	NORTH KESTEVEN	£6.40	
109	PURBECK	£6.40	
110	RUSHMOOR	£6.40	
111	SHEFFIELD	£6.40	
112	SHROPSHIRE	£6.40	
113	SOUTH LAKELAND	£6.40	
114	SOUTHEND ON SEA	£6.40	




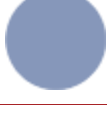
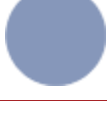

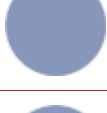
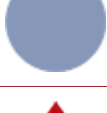




POS	COUNCIL	2 ML. FARE	+ / -
115	STEVENAGE	£6.40	
116	SURREY HEATH	£6.40	
117	TENDRING	£6.40	
118	WAVERLEY	£6.40	
119	WINDSOR & MAIDENHEAD	£6.40	
120	WOKING	£6.40	
121	WOKINGHAM	£6.40	
122	NEWARK & SHERWOOD	£6.32	
123	BLACKBURN	£6.30	
124	BURY	£6.30	
125	COTSWOLD (Y)	£6.30	
126	COVENTRY	£6.30	
127	DACORUM	£6.30	




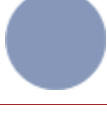
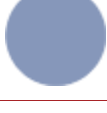

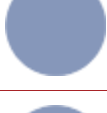
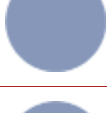
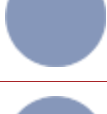
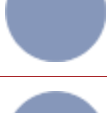
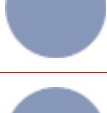
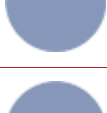

POS	COUNCIL	2 ML. FARE	+ / -
128	ISLE OF MAN	£6.30	
129	LEWES	£6.30	
130	PEMBROKESHIRE	£6.30	
131	SOUTH HOLLAND	£6.30	
132	FOREST OF DEAN	£6.27	
133	BABERGH	£6.26	
134	MIDLOTHIAN	£6.22	
135	ARGYLL & BUTE	£6.20	
136	BIRMINGHAM	£6.20	
137	BRAINTREE	£6.20	
138	CHICHESTER	£6.20	
139	DAVENTRY	£6.20	
140	DERBY	£6.20	




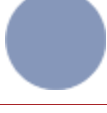
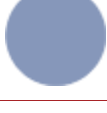

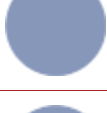
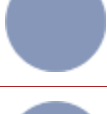
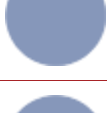
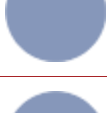
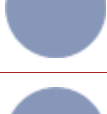

POS	COUNCIL	2 ML. FARE	+ / -
141	EAST CAMBRIDGESHIRE	£6.20	
142	EAST SUFFOLK (SOUTH)	£6.20	
143	FOLKESTONE & HYTHE	£6.20	
144	HORSHAM	£6.20	
145	NORTH EAST LINCOLNSHIRE	£6.20	
146	NORTHAMPTON	£6.20	
147	PORTSMOUTH UA	£6.20	
148	ROCHFORD	£6.20	
149	SOLIHULL	£6.20	
150	SOUTHAMPTON	£6.20	
151	SPELTHORNE	£6.20	
152	ST ALBANS	£6.20	
153	STRATFORD ON AVON	£6.20	










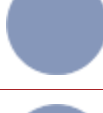
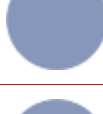

POS	COUNCIL	2 ML. FARE	+ / -
154	WEST OXFORD	£6.20	
155	WINCHESTER	£6.20	
156	CENTRAL BEDFORDSHIRE	£6.13	
157	ABERDEENSHIRE	£6.10	
158	CARDIFF	£6.10	
159	CLACKMANNAN	£6.10	
160	EAST HERTS	£6.10	
161	ELMBRIDGE	£6.10	
162	FYLDE	£6.10	
163	NEW FOREST	£6.10	
164	NORTH WARWICK	£6.10	
165	SOUTH AYRSHIRE	£6.10	
166	TAMWORTH	£6.10	













POS	COUNCIL	2 ML. FARE	+ / -
167	SELBY	£6.06	
168	CHARNWOOD	£6.05	
169	SCOTTISH BORDERS	£6.05	
170	ABERDEEN CITY	£6.00	
171	BASILDON	£6.00	
172	BLACKPOOL	£6.00	
173	BOSTON	£6.00	
174	BROXTOWE	£6.00	
175	BUCKINGHAMSHIRE	£6.00	
176	CASTLE POINT	£6.00	
177	CONWY	£6.00	
178	EAST AYRSHIRE	£6.00	
179	EAST STAFFORDSHIRE	£6.00	




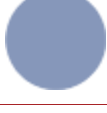
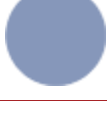

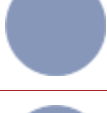
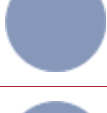
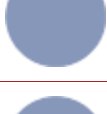
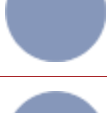
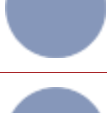
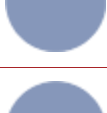

POS	COUNCIL	2 ML. FARE	+ / -
180	GLOUCESTER	£6.00	
181	GREAT YARMOUTH	£6.00	
182	GWYNEDD	£6.00	
183	ISLE OF WIGHT	£6.00	
184	KETTERING	£6.00	
185	KINGS LYNN & WEST NORFOLK	£6.00	
186	MILTON KEYNES	£6.00	
187	NORTH DORSET	£6.00	
188	PETERBOROUGH	£6.00	 £1.00
189	PRESTON	£6.00	
190	RYEDALE	£6.00	
191	SLOUGH	£6.00	




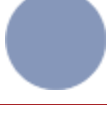
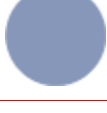

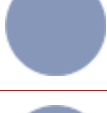
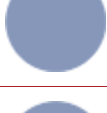
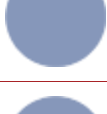
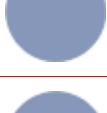
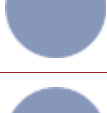
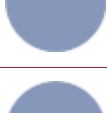

POS	COUNCIL	2 ML. FARE	+ / -
192	SOUTH HAMS	£6.00	
193	SOUTH TYNESIDE	£6.00	
194	STOCKPORT	£6.00	
195	TAMESIDE	£6.00	
196	TEST VALLEY (X)	£6.00	
197	THREE RIVERS	£6.00	
198	THURROCK	£6.00	
199	VALE OF GLAMORGAN	£6.00	
200	WARWICK	£6.00	
201	WEST DORSET	£6.00	
202	WEST LINDSEY	£6.00	
203	WIRRAL	£6.00	
204	DARLINGTON	£5.95	





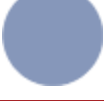
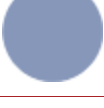

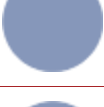
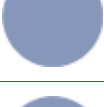
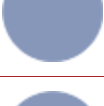
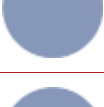
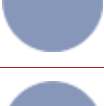

POS	COUNCIL	2 ML. FARE	+ / -
205	BASSETLAW	£5.90	
206	BROXBOURNE	£5.90	
207	DUDLEY	£5.90	
208	KINGSTON-UPON-HULL	£5.90	
209	MANCHESTER	£5.90	
210	NORTHUMBERLAND	£5.90	
211	STAFFORD	£5.90	
212	TANDBRIDGE	£5.90	
213	WALSALL	£5.90	
214	CALDERDALE	£5.85	
215	TEWKESBURY	£5.85	
216	BARNSLEY	£5.80	




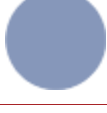
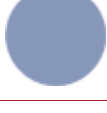

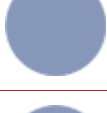
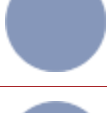
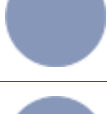
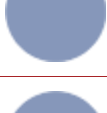
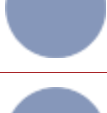
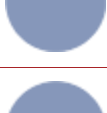

POS	COUNCIL	2 ML. FARE	+ / -
217	BARROW IN FURNESS	£5.80	 £0.40
218	BEDFORD	£5.80	
219	BRIDGEND	£5.80	
220	BROMSGROVE	£5.80	
221	CARLISLE	£5.80	
222	EAST KILBRIDE (X)	£5.80	
223	FAREHAM	£5.80	
224	FLINTSHIRE	£5.80	
225	HALTON	£5.80	
226	HAVANT	£5.80	
227	HIGHLAND (X)	£5.80	
228	LANCASTER	£5.80	





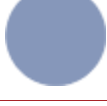
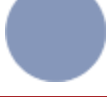
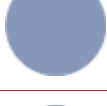
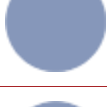
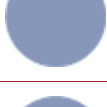
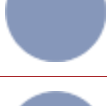
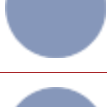
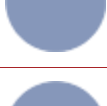

POS	COUNCIL	2 ML. FARE	+ / -
229	LEICESTER	£5.80	
230	LICHFIELD	£5.80	
231	NEWCASTLE-UPON-TYNE	£5.80	
232	NORTH LINCOLNSHIRE	£5.80	
233	NORTH NORFOLK	£5.80	
234	NORTH TYNESIDE	£5.80	
235	NORTHERN IRELAND	£5.80	
236	ORKNEY (X)	£5.80	
237	REIGATE & BANSTEAD	£5.80	
238	RUGBY	£5.80	
239	RUTHERGLEN (X)	£5.80	
240	SEFTON	£5.80	 £0.10




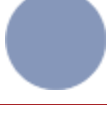
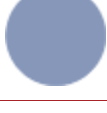

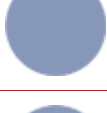
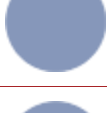
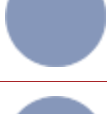
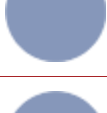
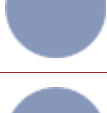
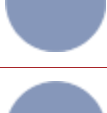

POS	COUNCIL	2 ML. FARE	+ / -
241	SOUTH RIBBLE	£5.80	
242	TRAFFORD	£5.80	
243	WEST SUFFOLK	£5.80	
244	WORCESTER	£5.80	
245	WYRE	£5.80	
246	YNS MON	£5.80	
247	CHESTERFIELD	£5.75	
248	DONCASTER	£5.75	
249	NORTH EAST DERBYSHIRE	£5.75	
250	ANGUS	£5.70	
251	CANNOCK CHASE	£5.70	
252	GEDLING	£5.70	
253	MID DEVON	£5.70	




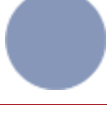
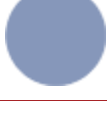

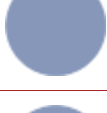
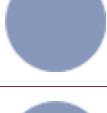
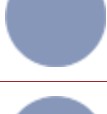
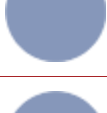
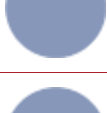
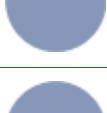

POS	COUNCIL	2 ML. FARE	+ / -
254	MONMOUTHSHIRE	£5.70	
255	RENFREWSHIRE	£5.70	
256	STIRLING (X)	£5.70	
257	SWANSEA	£5.70	
258	WARRINGTON	£5.70	
259	DUNDEE CITY	£5.66	
260	BRADFORD	£5.60	
261	BRECKLAND	£5.60	
262	DENBIGHSHIRE	£5.60	
263	GOSPORT	£5.60	
264	HINCKLEY & BOSWORTH	£5.60	
265	LIVERPOOL	£5.60	
266	NEWPORT	£5.60	




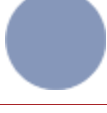
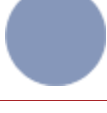

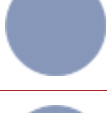
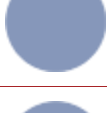
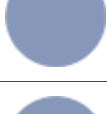
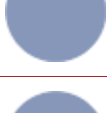
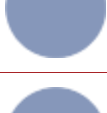
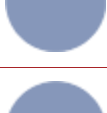

POS	COUNCIL	2 ML. FARE	+ / -
267	NORTH WEST LEICESTER	£5.60	
268	RICHMONDSHIRE	£5.60	
269	RUSHCLIFFE	£5.60	
270	SANDWELL	£5.60	
271	SUNDERLAND	£5.60	
272	WEST LOTHIAN (X)	£5.60	
273	WOLVERHAMPTON (X)	£5.60	
274	WREXHAM	£5.60	
275	CHERWELL	£5.56	
276	NEWCASTLE-UNDER-LYME	£5.55	
277	DUMFRIES & GALLOWAY	£5.50	
278	EAST DUNBARTONSHIRE	£5.50	
279	EDEN	£5.50	









POS	COUNCIL	2 ML. FARE	+ / -
280	EPPING FOREST	£5.50	
281	EREWASH	£5.50	
282	FALKIRK	£5.50	
283	HAMBLETON	£5.50	
284	MERTHYR TYDFIL	£5.50	
285	OLDHAM	£5.50	
286	TORFAEN	£5.50	
287	CEREDIGION	£5.46	
288	NEATH PORT TALBOT	£5.46	
289	SALFORD	£5.46	
290	ALLERDALE	£5.45	
291	CAERPHILLY	£5.40	
292	CLYDEBANK	£5.40	

POS	COUNCIL	2 ML. FARE	+ / -
293	DUNBARTON & VALE OF LEVEN (X)	£5.40	
294	ELLESMERE PORT	£5.40	
295	MACCLESFIELD	£5.40	
296	PERTH & KINROSS	£5.40	
297	POWYS	£5.40	
298	ROTHERHAM	£5.40	
299	THANET	£5.40	
300	WYCHAVON	£5.40	
301	MANSFIELD	£5.35	
302	INVERCLYDE	£5.34	
303	CRAVEN (X)	£5.30	
304	EAST RENFREW	£5.30	
305	FENLAND (X)	£5.30	

POS	COUNCIL	2 ML. FARE	+ / -
306	NORTH AYRSHIRE	£5.30	
307	REDDITCH	£5.30	
308	RIBBLE VALLEY	£5.30	
309	SOUTH KESTEVEN	£5.30	
310	SOUTH LANARKSHIRE (CLYDESDALE)	£5.30	
311	ST HELENS	£5.30	
312	VALE ROYAL	£5.30	
313	WIGAN	£5.30	
314	WYRE FOREST	£5.30	
315	BLABY	£5.24	
316	AMBER VALLEY	£5.20	
317	BLAENAU GWENT	£5.20	
318	BOLTON	£5.20	

POS	COUNCIL	2 ML. FARE	+ / -
319	EAST RIDING	£5.20	
320	HAMILTON (X)	£5.20	
321	KNOWSLEY	£5.20	
322	RHONDDA CYNON TAFF	£5.20	
323	STAFFS MOORLANDS	£5.20	
324	WAKEFIELD	£5.20	
325	CHORLEY	£5.10	
326	CONGLETON	£5.10	
327	GATESHEAD	£5.10	
328	SOUTH STAFFORDSHIRE	£5.10	
329	COPELAND	£5.00	
330	EAST NORTHANTS	£5.00	
331	KIRKLEES	£5.00	

POS	COUNCIL	2 ML. FARE	+ / -
332	NORTH LANARKSHIRE	£5.00	
333	ROCHDALE	£5.00	
334	ROSSENDALE	£5.00	
335	SOUTH NORTHANTS	£5.00	
336	STOKE-ON-TRENT UA	£4.95	
337	CORBY	£4.90	
338	MIDDLESBROUGH	£4.90	
339	TELFORD & WREKIN	£4.90	
340	WELLINGBOROUGH	£4.90	
341	WESTERN ISLES (X)	£4.85	
342	ASHFIELD	£4.80	
343	DERBYSHIRE DALES	£4.80	
344	HARTLEPOOL	£4.80	

POS	COUNCIL	2 ML. FARE	+ / -
345	HYNDBURN	£4.70	
346	WEST LANCASHIRE	£4.70	
347	BOLSOVER	£4.60	
348	BURNLEY	£4.50	
349	REDCAR & CLEVELAND	£4.50	
350	STOCKTON ON TEES	£4.50	
351	OADBY & WIGSTON	£4.40	
352	PENDLE	£4.40	
353	MALDON	£0.00	
354	RUTLAND	£0.00	
355	SOUTH DERBYSHIRE	£0.00	
356	SOUTH NORFOLK	£0.00	
357	SOUTH OXFORDSHIRE	£0.00	
358	WEST DEVON	£0.00	



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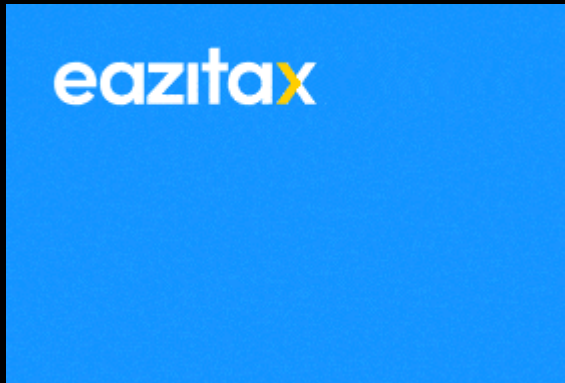
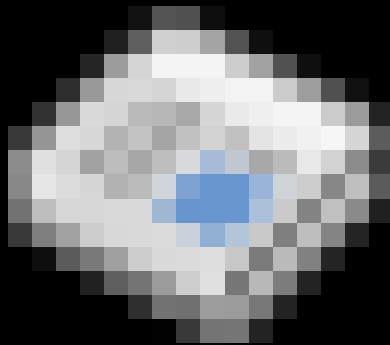


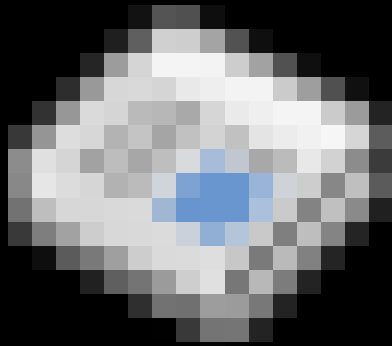
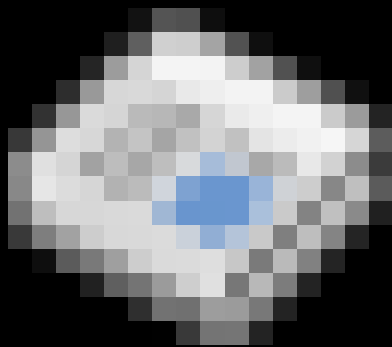
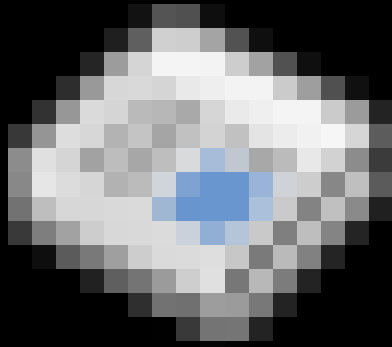
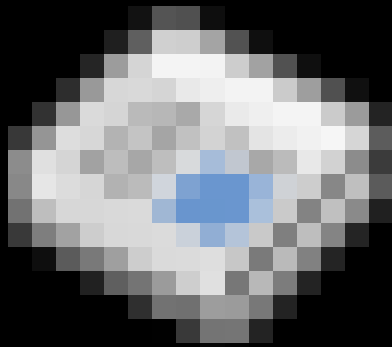
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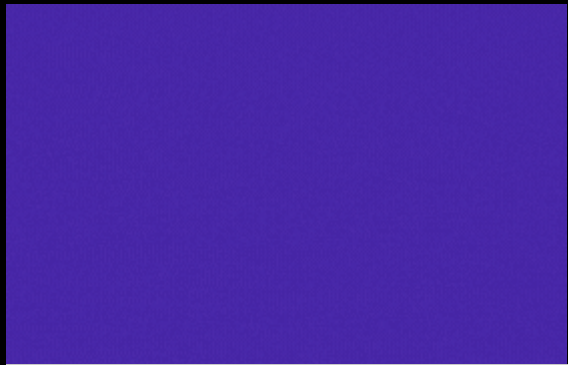


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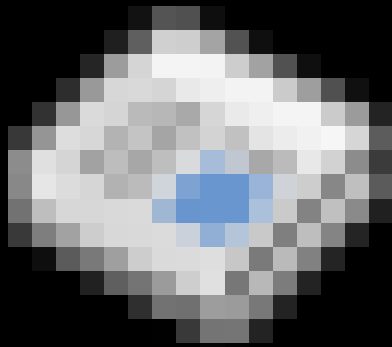


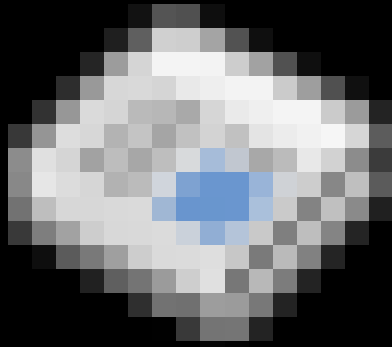
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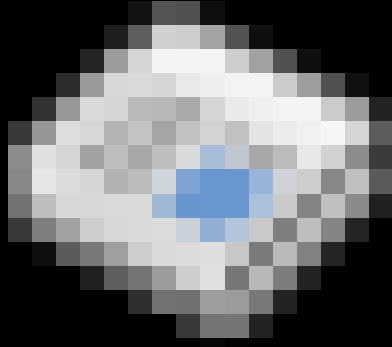





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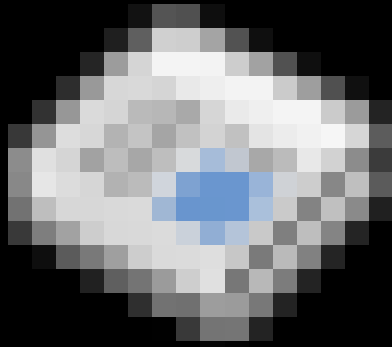
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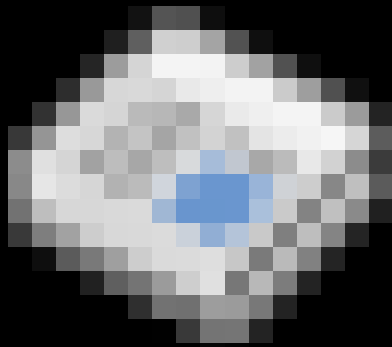
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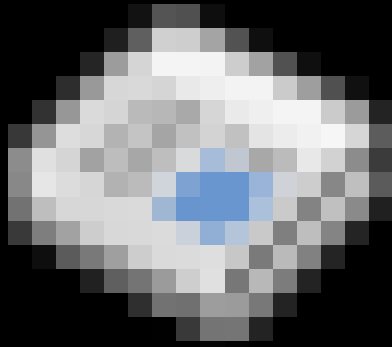




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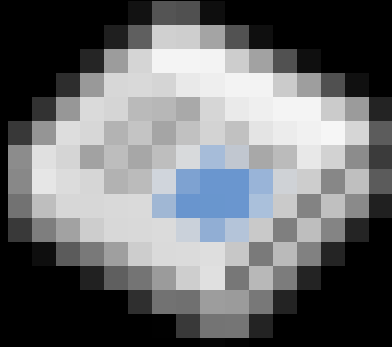
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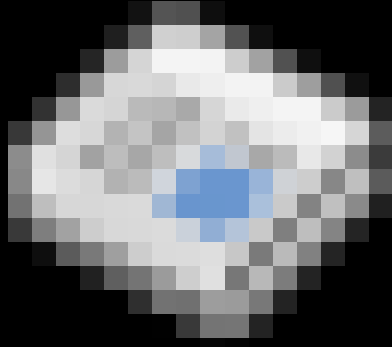
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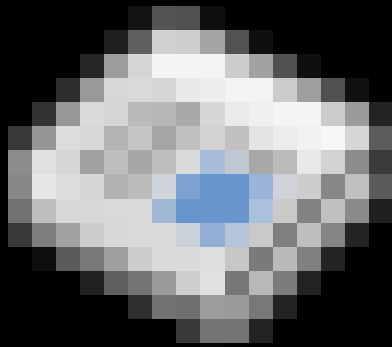


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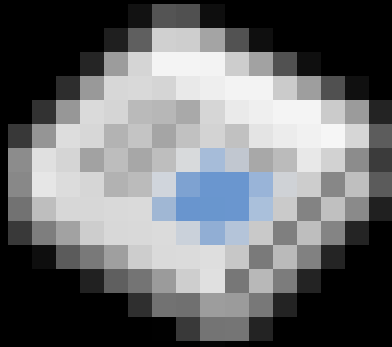
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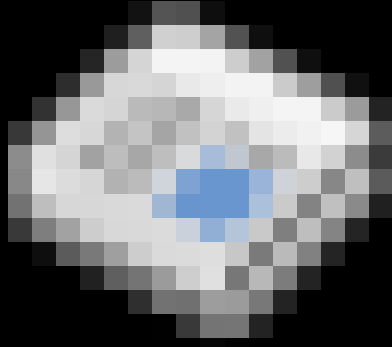
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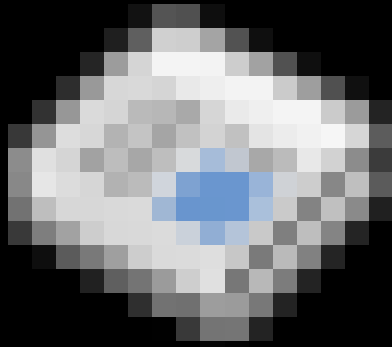
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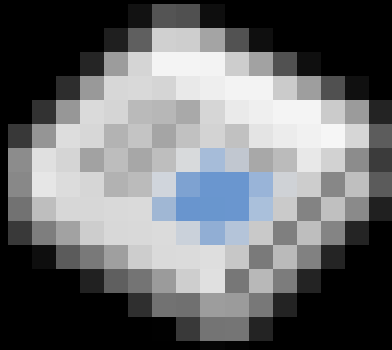
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