



**THE LICENSING AND HEALTH AND SAFETY
ENFORCEMENT COMMITTEE**

TUESDAY 29 OCTOBER 2013 AT 7.30PM

COUNCIL CHAMBER, CIVIC CENTRE, HEMEL HEMPSTEAD

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Cllr Bhinder	Cllr Link
Cllr Mrs G Chapman	Cllr Peter
Cllr Conway	Cllr Ryan
Cllr Fantham	Cllr G Sutton
Cllr Mrs Green (Vice-Chairman)	Cllr Taylor
Cllr Lawson (Chairman)	Cllr Whitman

Substitute Members:

Cllr Bassadone, Cllr R Sutton, Cllr R Hollinghurst

For further information, please contact Clare Thorley on Tel: 01442 228226, or Email: clare.thorley@dacorum.gov.uk. Information about the Council can be found on our website: www.dacorum.gov.uk.

PART I

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1. MINUTES

To confirm the minutes of the Licensing and Health & Safety Enforcement Committee meeting held on 27 August 2013.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence

3. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a personal interest in a matter who attends a meeting of the authority at which the matter is considered -

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent

and, if the interest is a disclosable pecuniary interest, or a personal interest which is also prejudicial

- (ii) may not participate in any discussion or vote on the matter (and must withdraw to the public seating area) unless they have been granted a dispensation.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Members' Register of Interests, or is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal and prejudicial interests are defined in Part 2 of the Code of Conduct for Members

[If a member is in any doubt as to whether they have an interest which should be declared they should seek the advice of the Monitoring Officer before the start of the meeting]

4. PUBLIC PARTICIPATION

An opportunity for members of the public to make statements and ask questions in accordance with the rules on Public Participation



AGENDA ITEM: 5

SUMMARY

Report for:	Licensing Health & Safety Enforcement Committee
Date of meeting:	29 October 2013
PART:	1
If Part II, reason:	

Title of report:	Review of taxi table of fares
Contact:	Ross Hill – Licensing Team Leader, Legal Governance
Purpose of report:	To present the results of consultation on a proposed increase to the table of maximum fares chargeable by hackney carriages within the borough.
Recommendations	That Committee endorse the proposed table of fares and recommend that Cabinet fix the fares and charges for the hire of hackney carriages in Dacorum at the proposed levels. <i>(full text set out at para 6.1)</i> <i>Alternate options are set out at para 6.2.</i>
Corporate objectives:	Dacorum Delivers <ul style="list-style-type: none"> Setting of fares is a statutory power available to the Council under the Local Government (Miscellaneous Provisions) Act 1976
Implications:	<u>Financial</u> If the table of fares is changed, there will be an as yet undetermined cost to the Council in terms of giving public notice and printing new tariff tables, which would be met from existing Licensing budgets. Vehicle proprietors would also need to have their meters re-tariffed, which would carry a cost payable directly by them to a calibration company. <u>Value for Money / Risk / Equalities / Health and Safety Implications</u> None
Consultees:	Public consultation has been conducted, and the results are contained within this report.

Background papers:	None
Glossary of acronyms and any other abbreviations used in this report:	

1. BACKGROUND

- 1.1. The Council is responsible for licensing hackney carriages within its area, and under the conditions imposed on licences for these requires taximeters to be fitted in every licensed vehicle.
- 1.2. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Council to “fix the rates or fares within the district ... and all other charges in connection with the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table” (referred to as a ‘table of fares’). Such tables specify the maximum amount payable for journeys within a district, and a hackney carriage driver who demands a sum in excess of that permitted commits an offence. However, drivers are free to charge any amount lower than the maximum should they wish to do so. In respect of additional charges for discretionary items such as luggage, excess passengers, or fouling of the vehicle, such charges may only be levied if they appear on the table of fares set by the licensing authority.
- 1.3. Dacorum last set its table of fares in August 2011, and a copy of the current table is appended at Annex A. A comparison table showing the history of fare changes is appended at Annex F.
- 1.4. The table of fares applies to journeys starting and ending within the district, and a different fare may be negotiated prior to the start of the journey if part of the journey is undertaken outside the district. However, in practice, almost all journeys undertaken by hackney carriages will be run ‘on the meter’.
- 1.5. Fares for private hire vehicles cannot be regulated by the Council, remaining at the discretion of individual operators. However, it is likely that operators may conduct reviews of their own fares in light of any adjustment to the Council’s set table of fares. Where a hackney carriage undertakes pre-booked work within the district, whether through a private hire operator or not, the fare charged for that journey may not exceed the equivalent hackney carriage fare, irrespective of whether the operator would usually instruct his private hire vehicles to charge a greater fare.

2. PROPOSED CHANGES TO TARIFF

- 2.1. A request was received from the chairman of the Dacorum Hackney Carriage Drivers Association, on the 22nd March 2013, requesting a change to the current tariff, due to the rising costs of fuel, insurance, licence fees and valeting. This request was revised on the 9th June 2013, following further discussions.

- 2.2. At their meeting on the 25th June 2013, the Committee instructed officers to commence public consultation on this proposal and report the results to a future meeting.
- 2.3. The proposal would see the existing table of fares amended as follows:

<p>Tariff 1: Mileage For the whole distance of 440 yards, or part thereof: £2.80. For each subsequent 220 yards or part thereof: £0.25.</p> <p>Waiting time For each period of 45 seconds or part thereof: £0.25.</p> <p>Tariff 2: 150% of tariff 1 (applicable times unchanged) Tariff 3: 200% of tariff 1 (applicable times unchanged)</p> <p>Other charges Unchanged, with the exception of: Fouling of the vehicle: £55.00</p>
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- 2.4. If adopted, this proposal would have the following effect on typical tariff 1 fares within the district (further examples for all three tariffs are shown at Annex C):

	1 mile	2 miles	3 miles	5 miles	10 miles
Current	£4.12	£5.88	£7.64	£11.16	£19.96
Proposal B	£4.30	£6.30	£8.30	£12.30	£22.30
Difference	£0.18	£0.42	£0.66	£1.14	£2.34
% change	4.4%	7.1%	8.6%	10.2%	11.7%

3. CONSULTATION RESULTS

- 3.1. Consultation was carried out by way of an online survey, with printed copies available on request, which was promoted across Dacorum Digest, the council's website and social media accounts, and in local press, as well as through the taxi trade newsletter maintained by officers. Responses were received between the 2nd August and the 4th October 2013.
- 3.2. A total of 86 responses (some of which only responded to part of the survey) were received to the consultation. Of these, 72 respondents identified themselves as Dacorum residents, while 6 responses were received from persons in the taxi or private hire trades. 57% of respondents indicated that they had used a Dacorum taxi monthly or more frequently in the last year.
- 3.3. The Council's consultation officer, who compiled the survey on behalf of licensing officers, has advised that this is a comparatively small number of responses compared to the overall population of the borough, and as such care should be taken in analysing the responses as the sample is too small to accurately reflect trends across the entire population. As such, it has not been possible to produce more detailed analysis of the responses.

- 3.4. A breakdown of the responses received to each question in the survey is included at Annex D of this report. Many respondents also made further comments in respect of the proposal, and these comments are included at Annex E of this report.
- 3.5. As the responses show, 68% of respondents felt that the proposed increase to tariff 1 was too high, with 72% saying the increase would be likely or very likely to affect the frequency at which they used taxis.
- 3.6. 77% felt the proposed increase to tariff 2 (night-time, Sundays and bank holidays) was too high, with 72% again saying it would be likely or very likely to affect their usage of taxis. 59% also stated that they did not agree with the existing times at which tariff 2 was used, with some comments suggesting the tariff should apply from midnight rather than 11pm, and should no longer apply on Sundays.
- 3.7. 67% felt the proposed increase to tariff 3 (Christmas, Boxing and New Year's Day) was too high, while 63% indicated it was likely to affect their usage frequency of taxis on these days. An equal number of respondents agreed and disagreed with the timings at which tariff 3 applies.
- 3.8. There was strong support for the proposed increase in the charge for fouling of a vehicle, with 69% of respondents either agreeing or strongly agreeing with this part of the proposal.
- 3.9. Although not part of the Association's proposal, questions were also asked about preferences for card payment facilities. Technology has moved rapidly in this respect, with contactless card payments now readily accepted in many shops, food outlets and public transportation, and further options in respect of smart phone and smart wallet payments becoming more widespread. 41% of respondents said that they would prefer to pay a taxi fare by card, and a further 27% had no preference. However, 84% of respondents were opposed to paying a surcharge to make such a payment, to cover the costs of equipment hire and transaction fees applied by the finance companies providing such solutions.
- 3.10. Many of the comments received suggest that Dacorum taxi fares are expensive when compared to other areas. However, this is not supported by the PHTM statistics (see para 5.2) or comparisons with neighbouring authorities, which, for the most part, are at a similar level to Dacorum's. Many of the comments also make the point that the economic climate remains tough for all, not just taxi drivers, and suggest that increasing fares may have the effect of reducing the number of journeys, or excluding vulnerable persons from using taxi services.
- 3.11. A number of comments refer to a perceived excessive number of taxis competing for trade, and suggest a need to reduce the number of licences issued. Further comments refer to out-of-borough vehicles working illegally in Dacorum, in respect of which enforcement action has been taken.
- 3.12. Several of the comments suggest that the fares should be based upon metric units of measurement. Under regulation 5(2) of the Units of Measurement Regulations 1995, road distances, on which taxi fares are calculated, remain measurable in miles, yards, feet and inches. As such,

fares must be based primarily on imperial distances. However, it is intended to add a supplementary metric distance on any revised table of fares, to provide further clarity to those who prefer to use such units.

4. OFFICER RECOMMENDATIONS

- 4.1. Officers are recommending that the proposed fares be adopted by the authority. This recommendation has been formed after careful consideration of the responses received during consultation, and it is noted that there is significant concern about the affordability of taxi services given the recent economic climate. However, it is also noted and accepted that the costs of running taxis have increased substantially in recent years, and that the proposed increases for typical journeys are broadly in line with inflation. In addition, the council is currently consulting on several policy proposals intended to improve the quality and safety of the borough's fleet of taxis, which may convey additional costs to the vehicle proprietors, and it is considered appropriate to permit the recovery of these additional costs. It is proposed that, if the fare increases are adopted, that the revised fares will be frozen for at least 18 months, to provide reassurance to the users of taxis. That period is expected to see substantial regeneration in several parts of Dacorum, increasing opportunities for retail, commerce and leisure, and a full review of fares will be undertaken at that time in light of these new opportunities. New taxi licensing legislation may also be available at that time following the Law Commission's review, which will also be taken into account.
- 4.2. No change has been proposed to the times at which tariffs 2 and 3 apply, although it is again noted that a number of respondents expressed concerns about the necessity of the application of these charges, particularly in respect of the period between 11pm and midnight when many bars and restaurants are still trading, and on Sundays when many shops and businesses now trade for several hours. In terms of evenings, while an extension to the times for tariff 1 would no doubt provide a boost to night-time economy outlets, as customers may linger longer before dispersing via taxis, this may also have an adverse effect on alcohol-related crime and anti-social behaviour as a result of the increased period of consumption of alcohol, creating additional incidents requiring police attention, and also potentially putting taxi drivers at greater risk from drunken, violent or abusive behaviour by their customers.
- 4.3. In respect of the proposed increase in the charge for fouling of a vehicle, officers recommend this be adopted as proposed. Taking into account both the cost of having a vehicle professionally cleaned, which may include shampooing or deep-cleaning of interior surfaces to remove liquid, food or other substances, and the potential lost earnings from journeys which may otherwise have been carried out in the time taken for cleaning, the proposed charge is commensurate with these costs. This proposal also received strong support during the public consultation.
- 4.4. Officers have recommended the introduction of a surcharge in respect of credit card payments. It is not proposed to make the provision of facilities for card payments mandatory, but allowing a small surcharge will allow vehicle proprietors offering this facility to recoup the costs incurred in doing so. This has the potential to both increase the customer base for taxis (through provision of alternate non-cash payment methods, as well as appealing to

business customers with corporate payment cards) as well as improving driver safety (reducing the amount of cash carried). While vehicles aligned to operators are in some cases already able to arrange card payments through their operator, independent hackney carriage drivers wishing to accept such payments would need to invest in specialist card processing equipment. In either case, there will be costs both in purchasing or hiring the relevant equipment, as well as transaction fees applied by the card processing company. Feedback in the consultation showed a clear interest in paying for fares by way of credit or debit card, although far fewer respondents indicated a willingness to pay for this facility. However, it is believed that the convenience factor would ultimately make this provision worthwhile. Under the Consumer Protection (Payment Surcharges) Regulations 2012, such surcharges must not be excessive, and should be set at a level commensurate with the costs incurred in processing the transaction only.

5. OTHER CONSIDERATIONS

- 5.1. A table comparing the fares set by certain other authorities in Hertfordshire, Bedfordshire and Buckinghamshire is appended at Annex G.
- 5.2. The National Private Hire Association maintain average fare data and league tables showing the relative prices of journeys (compared by the two-mile tariff 1 fare) in each district around the country, which are published in their Private Hire and Taxi Monthly publication. In the most recent edition, Dacorum is listed in 122nd place out of 364 authorities. Copies of the October 2013 data and league table are reproduced at Annex H.
- 5.3. Fuel forecourt price information, available from the AA's website¹ shows that since the publication of the last table of fares, average fuel prices have increased slightly. However price fluctuations do regularly occur in the market, and the intervening period has seen higher prices than at the present time. The current data contrasts with that at the start of consultation, when average prices were actually below their 2011 equivalents.

	September 2013		August 2011	
	Unleaded (ppl)	Diesel (ppl)	Unleaded (ppl)	Diesel (ppl)
National average	137.6	141.9	135.7	139.9
E. Anglia average	137.7	142.8	135.9	139.9
London average	137.1	141.8	136.3	140.3


- 5.4. Between August 2011 (when the table of fares was last set) and September 2013 (the most recent month for which data is available), the UK consumer price index (CPI) has increased by 5.58%, while the retail price index (RPI) has increased by 6.69%. CPI is now the Government's preferred measure for inflation, reflecting the costs of consumer goods and energy, although RPI, which also reflects rent and mortgage payments, is perhaps a more useful measure of changes to the cost of living.

¹ http://www.theaa.com/motoring_advice/fuel/


6. RECOMMENDATION / OPTIONS AVAILABLE TO THE COMMITTEE

- 6.1. For the reasons set out earlier in this report, officers recommend:
 - 6.1.1. That the Committee endorse the proposed table of fares at Annex B, and recommend that Cabinet fix the fares and charges payable in connection with the hire of licensed hackney carriages in Dacorum commensurate with this table, pursuant to section 65(1) of the Local Government (Miscellaneous Provisions) Act 1976; and
 - 6.1.2. That, in the absence of exceptional circumstances, the next review of taxi fares takes place not less than 18 months after the revised fares take effect.
- 6.2. If the Committee are not minded to agree the above recommendations, the other options available to the Committee are:
 - 6.2.1. To endorse a table of fares other than that at Annex B, and recommend that Cabinet fix the fares and charges payable in connection with the hire of licensed hackney carriages in accordance with that amended table, pursuant to section 65(1) of the Local Government (Miscellaneous Provisions) Act 1976; or
 - 6.2.2. To resolve to take no further action in respect of this matter, thus retaining the current table of fares.
- 6.3. The power to make or vary a table of fares is designated as an executive function under the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended), and as such this power may only be exercised by Cabinet.

ANNEX A – CURRENT TABLE OF FARES

 <p>LICENSED HACKNEY CARRIAGE: TABLE OF MAXIMUM FARES</p>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>Effective from 22nd August 2011</p> </div>	
<p>Tariff One</p> <p>For the whole distance of 440 yards or part thereof :- £2.80</p> <p>For each subsequent 220 yards or part thereof :- 22p</p> <p>Waiting time for each period of 45 seconds or part thereof :- 20p</p>	<p>Tariff Two</p> <p>Applies only to hirings: Between 11pm and 7am. On Sundays On any official Bank Holiday. Between 6pm and midnight on Christmas Eve and New Years Eve</p> <p>For the whole distance of 440 yards or part thereof :- £4.20</p> <p>For each subsequent 220 yards or part thereof :- 33p</p> <p>Waiting time for each period of 45 seconds or part thereof :- 30p</p>	<p>Tariff three</p> <p>For hirings begun on Christmas Day, Boxing Day and New Years Day For the whole distance of 440 yards :- £5.60 For each subsequent 220 yards :- 44p Waiting time for each period of 45 seconds or part thereof :- 40p</p> <p>Extra charges</p> <p>For each passenger carried in excess of two :- 30p</p> <p>For each article of luggage conveyed outside of the passenger compartment and/or over 2 feet long :- 10p to a maximum of 50p</p> <p>The fouling of the vehicle :- £40</p> <p>The passenger(s) shall be liable for any additional motorway & crossing tolls, tariff, city centre congestion charges including the Central London congestion charge.</p> <p>Any complaint about this hackney carriage or the driver should be sent to LICENSING DIVISION, CIVIC CENTRE, HEMEL HEMPSTEAD, quoting the number of the carriage and/or the driver's badge number. ENQUIRIES regarding any PROPERTY accidentally left in a hackney carriage should be made to HEMEL HEMPSTEAD Police Station.</p> <p style="text-align: right; font-size: small;">August 2011</p>

ANNEX B – PROPOSED TABLE OF FARES

 <p>Licensed Hackney Carriage Table of Maximum Fares</p>		Valid from XX XXXX 20XX
<p>Tariff One</p>	<p>For the whole distance of 440 yards (~402.3 m) or part thereof:- £2.80 For each subsequent 220 yards (~201.2 m) or part thereof:- £0.25 Waiting time for each period of 45 seconds or part thereof:- £0.25</p>	<p>Applies to journeys commencing:</p> <ul style="list-style-type: none"> • between 11pm and 7am on any day; • between 7am and 11pm on Sundays; • on any official Bank Holiday; or • between 6pm and midnight on Christmas Eve and New Year's Eve
<p>Tariff Two</p>	<p>For the whole distance of 440 yards (~402.3 m) or part thereof:- £4.20 For each subsequent 220 yards (~201.2 m) or part thereof:- £0.37 Waiting time for each period of 45 seconds or part thereof:- £0.37</p>	<p>Applies to journeys commencing:</p> <ul style="list-style-type: none"> • at any time on Christmas Day • at any time on Boxing Day • at any time on New Year's Day
<p>Tariff Three</p>	<p>For the whole distance of 440 yards (~402.3 m) or part thereof:- £5.60 For each subsequent 220 yards (~201.2 m) or part thereof:- £0.50 Waiting time for each period of 45 seconds or part thereof:- £0.50</p>	<p>Applies to journeys commencing:</p> <ul style="list-style-type: none"> • at any time on Christmas Day • at any time on Boxing Day • at any time on New Year's Day
<p>Extra Charges</p>	<p>For each passenger carried in excess of two:- £0.30 For each item of luggage conveyed outside of the passenger compartment and/or over 2 feet long:- £0.10 per item, to a maximum of £0.50 Soiling requiring the vehicle to be taken out of service for cleaning:- £55.00 Surcharge for payment of fare by credit or debit card (where card payment option is available):- £0.50</p>	<p>The passenger(s) shall be liable for any additional tolls, charges, tariffs, or city centre congestion charges including the Central London congestion charge.</p>
<p>Enquiries regarding any property accidentally left in a hackney carriage should be made to Hertfordshire Constabulary.</p>		

ANNEX C – EFFECT OF PROPOSAL ON TYPICAL FARES

Tariff name		Distance (miles)		Distance (m)	
	Start flag distance (yds)	200	0.125	200	200
	Start flag price (£)	400	0.25	400	400
	Subsequent flag distance (yds)	600	0.375	600	600
	Subsequent flag price (£)	800	0.5	800	800
		1200	0.75	1200	1200
		1760	1	1600	1600
		2200	1.25	2000	2000
		2640	1.5	2400	2400
		3080	1.75	2800	2800
		3520	2	3200	3200
		3960	2.25	3600	3600
		4400	2.5	4000	4000
		4840	2.75	4400	4400
		5280	3	4800	4800
		5720	3.25	5200	5200
		6160	3.5	5600	5600
		6600	3.75	6000	6000
		7040	4	6400	6400
		7920	4.5	7200	7200
		8800	5	8000	8000
		9680	5.5	8800	8800
		10560	6	9600	9600
		11440	6.5	10400	10400
		12320	7	11200	11200
		13200	7.5	12000	12000
		14080	8	12800	12800
		15840	9	14400	14400
		17600	10	16000	16000
		22000	12.5	20000	20000
		26400	15	24000	24000
		35200	20	32000	32000
		44000	25	40000	40000

Dacorum current T1	Dacorum current T2	Dacorum current T3	Proposal T1	Proposal T2	Proposal T3	% change
£ 2.80	£ 4.20	£ 5.60	£ 2.80	£ 4.20	£ 5.60	0.0%
£ 3.02	£ 4.53	£ 6.04	£ 2.80	£ 4.20	£ 5.60	0.0%
£ 3.24	£ 4.86	£ 6.48	£ 3.05	£ 4.57	£ 6.10	1.0%
£ 3.68	£ 5.52	£ 7.36	£ 3.30	£ 4.94	£ 6.60	1.9%
£ 4.12	£ 6.18	£ 8.24	£ 3.80	£ 5.68	£ 7.60	3.3%
£ 4.56	£ 6.84	£ 9.12	£ 4.30	£ 6.42	£ 8.60	4.4%
£ 5.00	£ 7.50	£ 10.00	£ 4.80	£ 7.16	£ 9.60	5.3%
£ 5.44	£ 8.16	£ 10.88	£ 5.30	£ 7.90	£ 10.60	6.0%
£ 5.88	£ 8.82	£ 11.76	£ 5.80	£ 8.64	£ 11.60	6.6%
£ 6.32	£ 9.48	£ 12.64	£ 6.30	£ 9.38	£ 12.60	7.1%
£ 6.76	£ 10.14	£ 13.52	£ 6.80	£ 10.12	£ 13.60	7.6%
£ 7.20	£ 10.80	£ 14.40	£ 7.30	£ 10.86	£ 14.60	8.0%
£ 7.64	£ 11.46	£ 15.28	£ 7.80	£ 11.60	£ 15.60	8.3%
£ 8.08	£ 12.12	£ 16.16	£ 8.30	£ 12.34	£ 16.60	8.6%
£ 8.52	£ 12.78	£ 17.04	£ 8.80	£ 13.08	£ 17.60	8.9%
£ 8.96	£ 13.44	£ 17.92	£ 9.30	£ 13.82	£ 18.60	9.2%
£ 9.40	£ 14.10	£ 18.80	£ 9.80	£ 14.56	£ 19.60	9.4%
£ 10.28	£ 15.42	£ 20.56	£ 10.30	£ 15.30	£ 20.60	9.6%
£ 11.16	£ 16.74	£ 22.32	£ 11.30	£ 16.78	£ 22.60	9.9%
£ 12.04	£ 18.06	£ 24.08	£ 12.30	£ 18.26	£ 24.60	10.2%
£ 12.92	£ 19.38	£ 25.84	£ 13.30	£ 19.74	£ 26.60	10.5%
£ 13.80	£ 20.70	£ 27.60	£ 14.30	£ 21.22	£ 28.60	10.7%
£ 14.68	£ 22.02	£ 29.36	£ 15.30	£ 22.70	£ 30.60	10.9%
£ 15.56	£ 23.34	£ 31.12	£ 16.30	£ 24.18	£ 32.60	11.0%
£ 16.44	£ 24.66	£ 32.88	£ 17.30	£ 25.66	£ 34.60	11.2%
£ 18.20	£ 27.30	£ 36.40	£ 18.30	£ 27.14	£ 36.60	11.3%
£ 19.96	£ 29.94	£ 39.92	£ 20.30	£ 30.10	£ 40.60	11.5%
£ 24.36	£ 36.54	£ 48.72	£ 22.30	£ 33.06	£ 44.60	11.7%
£ 28.76	£ 43.14	£ 57.52	£ 27.30	£ 40.46	£ 54.60	12.1%
£ 37.56	£ 56.34	£ 75.12	£ 32.30	£ 47.86	£ 64.60	12.3%
£ 46.36	£ 69.54	£ 92.72	£ 42.30	£ 62.66	£ 84.60	12.6%
			£ 52.30	£ 77.46	£ 104.60	12.8%

Dacorum current T1	Dacorum current T2	Dacorum current T3	Proposal T1	Proposal T2	Proposal T3
£ 2.80	£ 4.20	£ 5.60	£ 2.80	£ 4.20	£ 5.60
£ 3.02	£ 4.53	£ 6.04	£ 2.80	£ 4.20	£ 5.60
£ 3.24	£ 4.86	£ 6.48	£ 3.05	£ 4.57	£ 6.10
£ 3.68	£ 5.52	£ 7.36	£ 3.30	£ 4.94	£ 6.60
£ 4.12	£ 6.18	£ 8.24	£ 3.80	£ 5.68	£ 7.60
£ 4.56	£ 6.84	£ 9.12	£ 4.30	£ 6.42	£ 8.60
£ 5.00	£ 7.50	£ 10.00	£ 4.80	£ 7.16	£ 9.60
£ 5.44	£ 8.16	£ 10.88	£ 5.30	£ 7.90	£ 10.60
£ 5.88	£ 8.82	£ 11.76	£ 5.80	£ 8.64	£ 11.60
£ 6.32	£ 9.48	£ 12.64	£ 6.30	£ 9.38	£ 12.60
£ 6.76	£ 10.14	£ 13.52	£ 6.80	£ 10.12	£ 13.60
£ 7.20	£ 10.80	£ 14.40	£ 7.30	£ 10.86	£ 14.60
£ 7.64	£ 11.46	£ 15.28	£ 7.80	£ 11.60	£ 15.60
£ 8.08	£ 12.12	£ 16.16	£ 8.30	£ 12.34	£ 16.60
£ 8.52	£ 12.78	£ 17.04	£ 8.80	£ 13.08	£ 17.60
£ 8.96	£ 13.44	£ 17.92	£ 9.30	£ 13.82	£ 18.60
£ 9.40	£ 14.10	£ 18.80	£ 9.80	£ 14.56	£ 19.60
£ 10.28	£ 15.42	£ 20.56	£ 10.30	£ 15.30	£ 20.60
£ 11.16	£ 16.74	£ 22.32	£ 11.30	£ 16.78	£ 22.60
£ 12.04	£ 18.06	£ 24.08	£ 12.30	£ 18.26	£ 24.60
£ 12.92	£ 19.38	£ 25.84	£ 13.30	£ 19.74	£ 26.60
£ 13.80	£ 20.70	£ 27.60	£ 14.30	£ 21.22	£ 28.60
£ 14.68	£ 22.02	£ 29.36	£ 15.30	£ 22.70	£ 30.60
£ 15.56	£ 23.34	£ 31.12	£ 16.30	£ 24.18	£ 32.60
£ 16.44	£ 24.66	£ 32.88	£ 17.30	£ 25.66	£ 34.60
£ 18.20	£ 27.30	£ 36.40	£ 18.30	£ 27.14	£ 36.60
£ 19.96	£ 29.94	£ 39.92	£ 20.30	£ 30.10	£ 40.60
£ 24.36	£ 36.54	£ 48.72	£ 22.30	£ 33.06	£ 44.60
£ 28.76	£ 43.14	£ 57.52	£ 27.30	£ 40.46	£ 54.60
£ 37.56	£ 56.34	£ 75.12	£ 32.30	£ 47.86	£ 64.60
£ 46.36	£ 69.54	£ 92.72	£ 42.30	£ 62.66	£ 84.60
			£ 52.30	£ 77.46	£ 104.60

ANNEX D – CONSULTATION RESPONSES (BY QUESTION)

Tariff 1

1. Thinking about Tariff 1, do you think that the proposed fare increase for licensed taxis in the borough is too low, too high or about right?

Too high	57 (68.7%)
About right	22 (26.5%)
Too low	3 (3.6%)
Not sure / No opinion	1 (1.2%)

2. Again, thinking about the proposed fare increase for Tariff 1, how likely or unlikely will the increase affect how often you use a Dacorum licensed taxi?

Very unlikely	8 (9.5%)
Unlikely	13 (15.5%)
Likely	24 (28.6%)
Very likely	37 (44.0%)
Not sure / Not appropriate	2 (2.4%)

Tariff 2

3. Thinking about Tariff 2, do you think that the proposed fare increase for licensed taxis in the borough is too low, too high or about right?

Too high	64 (77.1%)
About right	16 (19.3%)
Too low	2 (2.4%)
Not sure / No opinion	1 (1.2%)

4. Again, thinking about the proposed fare increase for Tariff 2, how likely or unlikely will the increase affect how often you use a Dacorum licensed taxi?

Very unlikely	9 (11.0%)
Unlikely	9 (11.0%)
Likely	15 (18.3%)
Very likely	44 (53.7%)
Makes no difference	3 (3.7%)
Not sure / Not appropriate	2 (2.4%)

5. Do you agree with the time bands for Tariff 2?

Yes	28 (33.3%)
No	50 (59.5%)
Not sure / No opinion	6 (7.1%)

Tariff 3

6. Thinking about Tariff 3, do you think that the proposed fare increase for licensed taxis in the borough is too low, too high or about right?

Too high	55 (67.9%)
About right	20 (24.7%)
Too low	3 (3.7%)

- Not sure / No opinion 3 (3.7%)
7. Again, thinking about the proposed fare increase for Tariff 3, how likely or unlikely will the increase affect how often you use a Dacorum licensed taxi?

Very unlikely	12 (14.3%)
Unlikely	12 (14.3%)
Likely	12 (14.3%)
Very likely	41 (48.8%)
Makes no difference	-
Not sure / Not appropriate	7 (8.3%)

8. Do you agree with the time bands for Tariff 3?

Yes	40 (47.6%)
No	40 (47.6%)
Not sure / No opinion	4 (4.8%)

Extra charges

9. Please tell us whether you agree or disagree with the proposed fee increase for fouling of vehicle?

Strongly agree	21 (25.0%)
Agree	37 (44.0%)
Neither agree nor disagree	17 (20.2%)
Disagree	5 (6.0%)
Strongly disagree	4 (4.8%)

Card payments

10. If a Dacorum licensed taxi accepted payment of fares by credit or debit card, would you prefer to pay a fare in this way?

Yes	35 (41.7%)
No	25 (29.8%)
No preference	23 (27.4%)
Not sure / not applicable	1 (1.2%)

11. Would you be prepared to pay an additional fee for card payments, to cover the cost of the transaction and equipment?

Yes – up to 50p	7 (8.3%)
Yes – up to £1	5 (6.0%)
No	71 (84.5%)
Not sure / not applicable	1 (1.2%)

Details of respondents

13. In the last 12 months, as a customer have you used a licensed taxi in Dacorum?

Yes	75 (90.4%)
No	7 (8.4%)
Not sure	1 (1.2%)
Not applicable	-

14. Thinking about the last 12 months, how often have you used licensed taxis in Dacorum?

Every day/most days	3 (3.9%)
Once or twice a week	15 (19.7%)
2 or 3 times a month	22 (28.9%)
Once a month	8 (10.5%)
4 - 11 times a year	18 (23.7%)
1 - 3 times a year	10 (13.2%)
Unsure	-

15. Capacity of respondent:

a licensed taxi driver / owner	5 (6.0%)
a private hire driver / owner	1 (1.2%)
a private hire operator	-
a resident of Dacorum	72 (85.7%)
a visitor to Dacorum	3 (3.6%)
a representative of a business in Dacorum	-
a representative of a group or organisation	-
a Dacorum Borough Council member of staff	2 (2.4%)
a Dacorum Borough / Herts County / Town/Parish Councillor	-
None of the above	1 (1.2%)

ANNEX E – CONSULTATION RESPONSES (ADDITIONAL COMMENTS)

1. "Coming from Buckinghamshire where taxis are as low as £3 for a two mile journey, I find the taxi fares here extortionate."
2. "taxi's are already expensive for those that need to rely on them, this increase just makes it harder for low income, disabled to get out and about"
3. "Having recently moved from Bradford to Dacorum I find the cost of taxis here prohibitively expensive. Example train station to Maylands, after 11 is over £15. A similar journey in Yorkshire would be £5. Insurance costs are reducing, not increasing, and the idea of a 'maximum' fare is flawed, it is just the fare. The tariff 2 should start at midnight not 11 so as not to penalise those leaving pubs at traditional closing time. In short prices should reduce, not increase."
4. "Please make tariffs in metres rather than yards, preferably in nice round intervals of 100 metres. That would be helpful to many ordinary users."
5. "It is essential that the distance travelled is expressed in metric units, ie. metres. Look at the taxi fare tariffs for Oxford City <http://www.oxford.gov.uk/PageRender/decB/TaxiFares.htm> This provides a good example for Dacorum to use."
6. "The fares are illegal. If you check with Trading Standards you will be told that you are required to set them in metric units, i.e. metres instead of yards."
7. "I understand that there has not been an increase since 2011 but no-one in my family has had a pay increase either (since 2010) It is not just taxi drivers that are suffering. People will be less likely to use taxis because they just can't afford to."
8. "Keep the fares low and more people will use them especially as the buses have been cut and some routes cut out permanently. ie Long chaulden via Boxmoor railway station to and from."
9. "I have been all over the UK and in my experience taxi fares in Dacorum are already the highest I have encountered. I prefer to walk for 25 minutes in order to save £10.00."
10. "I find it laughable that they can charge over £10 for a quick dash up the duel carriageway from the town."
11. "To enable more profit per taxi driver how about lowering the amount of taxi licenses given out which would mean more journeys for a smaller amount of taxis. On average there must be at 25-30 taxis in the rank in the town at any given time."
12. "The tariff change at 11pm is too early. It should be 12 o'clock for unsocial hours."
13. "Sunday fares should not attract a higher rate. Now shops are open on Sundays and public transport is limited on Sundays workers and shoppers need to travel. Higher fares on Sundays is an old fashioned view."
14. "I would use the taxi service more and not mind the increase IF the quality of the vehicles improved (i.e some of the increase was spent making SOME vehicles roadworthy?)."
15. "THE CURRENT CHARGES ARE ALREADY FAR TOO HIGH."

16. "Tariff 3 fares - based on the ""nationality"" of the taxi drivers who many I guess do not celebrate Xmas, cannot see why normal tariff 2 fares are charged. Card payments would be good, would suggest the option of contactless card payments (up to £20) so no additional card charges are levied. I have more concerns regarding the number of taxis in Hemel ""fighting"" over reduced business and feel the number of licenses taxis should be reduced, especially around Hemel station."
17. "The fares are already too high. There are always large numbers (too many) taxis waiting at Hemel train station causing congestion in the car park. As a worker I do not get paid extra for working Christmas eve or new years eve so I do not understand why taxis should charge more. Perhaps as customers we could be given a way to give feedback directly to the taxi to say if we thought the journey cost too much or too little."
18. "The bus service in Hemel has gone completely mad so when you need to be somewhere on time or if you're a commuter you will be greatly affected by these price rises. Also, the elderly may have to use the taxis as the bus service is awry and these people are living on a pension. Also, to discourage drink driving wouldn't it be a better idea to have fixed reasonable prices from Friday to Sunday evening to encourage people to take a taxi - the taxi drivers would make a killing as passengers would increase, less cars on the road etc,etc"
19. "Fares are already too high. Should adopt the policy of Aylesbury one fixed fare for all hemel that way taxi drivers would not take the longest route"
20. "taxi fares in hemel are far too high after all, they get free parking in town centre the public don't and there often parked two deep. no wonder the town centre is dead. People have to pay high prices to park a long way from the shops they wish to visit and then see a line of taxies just sitting in town centre. I think you should ban cabs from town centre parking altogether and let the public park there even if you have to pay a small charge, at least you might see some of the independent traders return. as you may have already gathered I am not in favour of taxies and especially I'm not in favour of allowing fare rises"
21. "think increases are fair due to cost of living, who wants to work Christmas and new year? but you know you can get a taxi to get you home....(so you have to pay for the service)"
22. "Since the recent changes to local bus routes I will have to use taxis more often, or simply stay at home and not visit friends/relatives etc. if these rises come into effect I can see I will become more socially isolated as I will not be able to afford the fares."
23. "AS an elderly resident in Dacorum ,having lost the Taxi coupons and being diablet I could no longer afford to go into Town for social events,Doctors,Dentist appointments or indeed going Shopping."
24. "I think it is time the fares are reviewed. It will not be very popular but it will be fair if the increases are reasonable - which they appear to be."
25. "I see the need and reasoning behind the rise in fares. However, it would make me consider whether or not the need to get a taxi compared to other modes of transport like taking the time to walk to save money."
26. "I don't believe there is any need at all to increase the already very expensive fees, it already costs as much as £15 to get from Tring to Berkhamstead which is only 4.5miles and a 10 minute drive. After 11pm taxis become an

insane amount of money which to me seems a bit backwards, the roads are deserted and journeys are much faster but we are charged almost double. I understand compensating for unsociable hours but this increase is just too much. If you are trying to discourage drink driving this certainly isn't a helping factor."

27. "I have not had a pay rise in 3yrs in fact my pay has been cut while my car tax and insurance has also gone up. No one is helping me. I think the rates are too high at present."
28. "I don't think Sunday should be on time and half as it is a normal day for a lot of people and not a holiday"
29. "They are overpriced as it is... Get a grip Dacorum."
30. "I feel that taxis' are way too expensive anyway, I am 47 and run my own business and think twice before calling a cab and I never use the taxi rank as I know they are far more expensive. Young people totally can't afford them and end up having a designated driver. As with any business it is easy to price yourself out of the market, too expensive and people simply will not use them."
31. "Prices are still reasonable considering the cost of fuel & cost of running a taxi"
32. "There are too many Taxi Drivers in Dacorum chasing too few customers since the introduction of free travel for senior citizens."
33. "If you carry on increasing the fares it will just force people to use buses. Choice already use a more expensive fare rate than Lynx, add to this the proposed rates and it's ridiculous!"
34. "I think the fares are already too high - given current standards, and the increased rates should start at midnight, not 11pm."
35. "I feel that the time for starting tariff 2 should revert to Midnight because many pubs and clubs are seeing an exodus of customers at 1040 to avoid these charges, costing their profits and destroying the atmosphere of these venues. Originally this tariff was meant for the night-clubbers at our only club, Scamps closing at 0200. This was over 20 years ago and tariff 2 was originally 12.00-0800. Subsequent fare negotiations found that 0800 was penalizing people going to work in the mornings and was scaled back to 0700 and 2300. With hindsight the morning time should have been reduced by an hour but not the midnight rate; particularly as bars and clubs are now open until 0400. The 11.00 rate is affecting ordinary customers who are not out clubbing 'til the early hours."
36. "I think the charges for taxis in Hemel Hempstead are absolutely disgusting. It's not a wonder people choose to walk or actually just drive themselves. Unless there is a few of you then taking a taxi on your own is a no go. I would rather drive on a night out if I can't taxi share than pay the ridiculous costs - approx £6 from woodhall farm to the marchmont is criminal and to the train station would need to re-mortgage. They are pricing themselves out of the market - foolish and greedy!!!"
37. "Dacorum already has far too many Taxis."
38. "Our taxi fares are already amongst the most expensive in the UK."
39. "Taxi fares are already too high. The bus service between the train station to chaulden has been discontinued so I am heavily reliant on taxis. There are

- far too many taxis in the area so this is why taxi drivers aren't making as much money. It is not because fares are too low."
40. "Taxi fares in Dacorum are already sky high. Please compare against other boroughs, eg South Northamptonshire where I used to live. Costs of living and driving are similar but taxi fares about 30% lower"
 41. "should be no rise at all already at the correct cost"
 42. "should be no rise at all already at the correct cost"
 43. "inevitable in 2013!!"
 44. "I try not use a taxi because they are too expensive, it's usually when I've done too much shopping and my bags are too heavy & I want door to door service, which you don't get with a bus, which are just too unreliable and take forever to get you home, plus I find buses pretty depressing and the drivers (on the couple experiences I've had this year)incredibly rude, I live in Gadebridge & a cab fare can cost nearly £6 ,which is too much, so I see a cab as a luxury, although going out of an evening, they are an necessity, although I think it's unfair that the fares go up after 11pm, it was always 12mid night, which is understandable, esp as pubs are open a lot later, a night out costs enough as it is, without the added extra after 11pm(& you may want to go home before turning into a pumpkin, but not that early that you catch news night..)& it's quite frankly ridiculous for a cab to be more expensive on a Sunday, bank holidays, boxing day (6 as I recall, last year? xmas eve- which is meant to be a normal day)you wouldn't pay extra in the shops on these days, or for bus & train fares ,so why a cab? If they want more people to get out of their cars then they have to make taxi's more cheaper & accessible."
 45. "Taxi fares are already very expensive with a typical journey that costs over double what it was 5 years ago."
 46. "the fares are okay at the moment. I there is an increase from the 22p per miles it should be increased to 24p. the times for increased fares should be 12pm - 6am"
 47. "I believe that the tariff 2 that now applies on sundays should be scrapped as most companies now charge normal rate on a sunday and very few people use hackneys on a sunday. the fare should revert to normal time."
 48. "Cost of taxis are expensive as it stands let alone proposed increases."
 49. "Drinking and driving is illegal yet taxi fares are so high that people stay home or get friends to take them home/pick them up, so the taxi drivers will lose out all round. Also, the taxi's never look fit for purpose. The drivers are miserable, cars tatty and Hemel is not a huge place, why charge so much. I notice that it is normal the less well-off who have to use taxi's to get their shopping home, this is going to affect them more than the business people who will claim the fare back from expense accounts."
 50. "Charges are already too high while people are struggling with the rise in food n heating costs x"
 51. "Taxi fares are already too high. If there were fewer taxis there would be more business per cab meaning that this would be unnecessary."
 52. "I agree with all the fare increases, when it comes to extra charges on card machines, the PCO licensing office in London looked into this and recommended that a maximum charge of up to 10% be allowed. Reasons being it's not just the transaction fees that are incurred its rental fees of equipment and some cards ie AMEX charge much more than others, because

the reward kick backs from AMEX are better a lot of companies use them for their company credit cards."

53. "The proposed fare increases on all tariffs are too high. The current fares are also too high. The state of some taxis, especially on the rank in town is deplorable. There are too many taxis and not enough people using them, because DBC issues too many licenses every year for ""free enterprise"". Increased licensing fees incurred to drivers, gets passed onto customers, which if the fares are too high will ultimately lose the drivers business and their livelihoods. I would not use debit/credit cards to pay for a cab because I don't find this method safe (not least because there have been a number of dubious drivers and they're not getting my details to use for themselves!)"

Additional comments received outside of survey

54. "Thanks for taxi fare consultation. It is good that u r thinking to change but why are you not considering starting price also as most of other councils have already higher starting price as in Chiltern district council it is £ 3.20 so we can make it at £3.00 at least. As diesel prices always are on higher side and maintenance cost is also expensive so please consider this."
55. "In the letter I received, there was a section regarding Taxi fares, I strongly believe these should be increased because as described earlier in this letter, the current climate of work is awful."
56. "...im in favour of the taxi price increase reason as below.
My drivers are very concerned with the current climate situation as petrol prices have soared from 89p per litre to £1.43p per litre since there last increase since 2011.
Its just not petrol increase there insurance fees have almost doubled and we have seen a 20 petcent increase in licences fee from our local council.
Also every local mechanic and repairs centre have increased their hourly rate by £15 per hour.
Taking all the above increases I belive my drivers have a reduction in their income by 35 percent and volume of work within hemel Hempstead has been reduced due to unemployment and cross boarding and unlegal taxi's.
So as a owner I do personally feel urgent fair increase is required within the current inflation rate."

ANNEX F – HISTORY OF TABLE OF FARES CHANGES

Date	Starting flag distance (A)	Starting flag price (B)	Subsequent flag distance (C)	Subsequent flag price (D)	Waiting time unit (E)	Waiting time fee (F)	Tariff 2 increment	Tariff 3 increment	Other charges (see notes)
Aug 2011	440yds / 402m	£2.80	220yds / 201m	£0.22	45 secs	£0.20	150% of tariff 1	200% of tariff 1	A: £0.10 (max £0.50) B: £40.00 C: £0.30 F: full amount
Mar 2008	880yds / 804m	£2.60	220yds / 201m	£0.20	45 secs	£0.20	150% of tariff 1	200% of tariff 1	A: £0.10 (max £0.50) B: £40.00 C: £0.30 F: full amount
Nov 2005	880yds / 804m	£2.20	220yds / 201m	£0.20	45 secs	£0.20	150% of tariff 1	200% of tariff 1	A: £0.10 (max £0.50) B: £40.00 C: £0.30 F: full amount
May 2003	880yds / 804m	£2.20	135yds / 124m	£0.10	45 secs	£0.20	150% of tariff 1	200% of tariff 1	A: £0.10 (max £0.50) B: £40.00 Tariff 4: 125% of T1 for 4+ passengers F: full amount
June 2001	880yds / 804m	£2.00	135yds / 124m	£0.10	45 secs	£0.10	150% of tariff 1	200% of tariff 1	A: £0.05 B: £25.00 Tariff 4: 125% of T1 for 4+ passengers
Oct 2000	880yds / 804m	£2.00	135yds / 124m	£0.10	45 secs	£0.10	£2.50 start flag price, then 150% of tariff 1	200% of tariff 1	A: £0.05 B: £25.00 G: £0.20
1999	880yds / 804m	£1.80	147yds / 134m	£0.10	45 secs	£0.10	£2.30 start flag price, then 150% of tariff 1	200% of tariff 1	A: £0.05

Date	Starting flag distance (A)	Starting flag price (B)	Subsequent flag distance (C)	Subsequent flag price (D)	Waiting time unit (E)	Waiting time fee (F)	Tariff 2 increment	Tariff 3 increment	Other charges (see notes)
Nov 1998	1085yds / 992m	£2.00	135yds / 124m	£0.10	45 secs	£0.10	150% of tariff 1	200% of tariff 1	A: £0.05 B: £25.00 D: £0.20 E: £0.30
May 1996	880yds / 804m	£1.50	147yds / 134m	£0.10	45 secs	£0.10	£2.00 start flag price, then 150% of tariff 1	200% of tariff 1	A: £0.05
Jul 1993	880yds / 804m	£1.30	160yds / 146m	£0.10	45 secs	£0.10	150% of tariff 1	200% of tariff 1	A: £0.05
Jul 1991	880yds / 804m	£1.20	176yds / 161m	£0.10	45 secs	£0.10	150% of tariff 1	200% of tariff 1	A: £0.05

Tariffs should be read as follows:

Mileage

If the distance does not exceed (A), fare for the whole distance shall be (B).

If the distance exceeds (A), fare for the first (A) shall be (B). For each subsequent (C) or uncompleted part thereof, fare shall be (D).

Waiting time

For each period of (E) or part thereof, the fare shall be (F).

Notes on other charges

A: For each article of luggage conveyed outside the passenger compartment

B: Fouling of the vehicle

C: For each passenger in excess of 2 (no time restrictions)

D: For each passenger in excess of 2 (7.00am to midnight)

E: For each passenger in excess of 2 (midnight to 7.00am)

F: Passenger(s) shall be liable for any additional motorway & crossing tolls, tariff, city centre congestion charges including the Central London congestion charge.

G: For each passenger in excess of 4

ANNEX G – COMPARISON WITH FARES IN OTHER LOCAL AREAS

Authority	Dacorum (current)	Dacorum (proposed)	Aylesbury	Broxbourne	Central Beds	Chiltern	East Herts	Hertsmere	Luton (town)	Luton (airport)	North Herts	St Albans	Stevenage	Three Rivers	Watford	Welwyn & Hatfield	London (TfL)
Tariff (last review date)	T1 (2011)	T1 ()	T1 (2010)	T1 (2011)	T1 (2012)	T1 (2012)	T1 (2011)	T1 (2013)	T1 (2011)	T3 (2011)	T1 (2012)	T1 (2011)	T1 (2011)	T1 (2013)	T1 (2013)	T1 (2008)	T1 (2013)
Start flag price (£)	440	440	1760	1210	1300	1173	1000	283.7	1144.5	654	1260	880	880	1110	299.6	900	280.06
Start flag price (£)	2.80	2.80	3.00	2.90	3.20	3.00	3.00	3.00	3.00	4.00	3.40	2.50	3.00	2.80	2.40	2.50	2.40
Subsequent flag price (£)	220	220	135.38	100.1	98	196	190	141.8	89.38	89.38	76	80	176	103.89	159.6	170	140.03
Subsequent flag price (£)	0.22	0.25	0.10	0.10	0.10	0.20	0.20	0.20	0.10	0.10	0.10	0.10	0.20	0.10	0.20	0.20	0.20
Then after (yds)	-	-	8800	-	-	-	-	-	-	-	-	-	-	2356.74	9556.4	-	10560
When price is (£)	-	-	8.20	-	-	-	-	-	-	-	-	-	-	4.00	14.00	-	17.20
Subsequent flag price (£)	-	-	110	-	-	-	-	-	-	-	-	-	-	60.15	114.82	-	98.12
Subsequent flag price (£)	-	-	0.10	-	-	-	-	-	-	-	-	-	-	0.10	0.20	-	0.20
PHTM league table pos'n (Oct-13)	122	[46]	357	235	186	208	128	5	150	2	34	138	108	109	[21]	157	4
220	£ 2.80	£ 2.80	£ 3.00	£ 2.90	£ 3.20	£ 3.00	£ 3.00	£ 3.00	£ 3.00	£ 4.00	£ 3.40	£ 2.50	£ 3.00	£ 2.80	£ 2.40	£ 2.50	£ 2.40
440	£ 2.80	£ 2.80	£ 3.00	£ 2.90	£ 3.20	£ 3.00	£ 3.00	£ 3.00	£ 3.00	£ 4.00	£ 3.40	£ 2.50	£ 3.00	£ 2.80	£ 2.60	£ 2.50	£ 2.80
660	£ 3.02	£ 3.05	£ 3.00	£ 2.90	£ 3.20	£ 3.00	£ 3.00	£ 3.00	£ 3.00	£ 4.10	£ 3.40	£ 2.50	£ 3.00	£ 2.80	£ 3.00	£ 2.50	£ 3.00
880	£ 3.24	£ 3.30	£ 3.00	£ 2.90	£ 3.20	£ 3.00	£ 3.00	£ 3.40	£ 3.00	£ 4.30	£ 3.40	£ 2.50	£ 3.00	£ 2.80	£ 3.20	£ 2.50	£ 3.40
1320	£ 3.68	£ 3.80	£ 3.00	£ 3.10	£ 3.30	£ 3.20	£ 3.20	£ 4.00	£ 3.20	£ 4.80	£ 3.50	£ 3.10	£ 3.60	£ 3.10	£ 3.80	£ 3.10	£ 4.00
1760	£ 4.12	£ 4.30	£ 3.00	£ 3.50	£ 3.70	£ 3.60	£ 3.80	£ 4.60	£ 3.70	£ 5.30	£ 4.10	£ 3.60	£ 4.00	£ 3.50	£ 4.40	£ 3.70	£ 4.60
2200	£ 4.56	£ 4.80	£ 3.40	£ 3.90	£ 4.20	£ 4.20	£ 4.40	£ 5.20	£ 4.20	£ 5.80	£ 4.70	£ 4.20	£ 4.60	£ 3.90	£ 4.80	£ 4.10	£ 5.20
2640	£ 5.00	£ 5.30	£ 3.70	£ 4.40	£ 4.60	£ 4.60	£ 4.80	£ 5.80	£ 4.70	£ 6.30	£ 5.30	£ 4.70	£ 5.00	£ 4.50	£ 5.40	£ 4.70	£ 5.80
3080	£ 5.44	£ 5.80	£ 4.00	£ 4.80	£ 5.10	£ 5.00	£ 5.20	£ 6.40	£ 5.20	£ 6.80	£ 5.80	£ 5.30	£ 5.60	£ 5.30	£ 6.00	£ 5.10	£ 6.40
3520	£ 5.88	£ 6.30	£ 4.30	£ 5.30	£ 5.50	£ 5.40	£ 5.80	£ 7.00	£ 5.70	£ 7.30	£ 6.40	£ 5.80	£ 6.00	£ 6.00	£ 6.60	£ 5.70	£ 7.20
3960	£ 6.32	£ 6.80	£ 4.70	£ 5.70	£ 6.00	£ 6.00	£ 6.20	£ 7.60	£ 6.20	£ 7.70	£ 7.00	£ 6.40	£ 6.40	£ 6.70	£ 7.00	£ 6.10	£ 7.80
4400	£ 6.76	£ 7.30	£ 5.00	£ 6.10	£ 6.40	£ 6.40	£ 6.60	£ 8.40	£ 6.70	£ 8.20	£ 7.60	£ 6.90	£ 7.00	£ 7.40	£ 7.60	£ 6.70	£ 8.40
4840	£ 7.20	£ 7.80	£ 5.30	£ 6.50	£ 6.90	£ 6.80	£ 7.20	£ 9.00	£ 7.20	£ 8.70	£ 8.20	£ 7.50	£ 7.60	£ 8.20	£ 8.20	£ 7.30	£ 9.00
5280	£ 7.64	£ 8.30	£ 5.60	£ 7.00	£ 7.30	£ 7.20	£ 7.60	£ 9.60	£ 7.70	£ 9.20	£ 8.70	£ 8.00	£ 8.00	£ 8.90	£ 8.80	£ 7.70	£ 9.60
5720	£ 8.08	£ 8.80	£ 6.00	£ 7.50	£ 7.80	£ 7.80	£ 8.00	£ 10.20	£ 8.20	£ 9.70	£ 9.30	£ 8.60	£ 8.60	£ 9.60	£ 9.20	£ 8.30	£ 10.20
6160	£ 8.52	£ 9.30	£ 6.30	£ 7.90	£ 8.20	£ 8.20	£ 8.60	£ 10.80	£ 8.70	£ 10.20	£ 9.90	£ 9.10	£ 9.10	£ 10.40	£ 9.80	£ 8.70	£ 10.80
6600	£ 8.96	£ 9.80	£ 6.60	£ 8.30	£ 8.70	£ 8.60	£ 9.00	£ 11.40	£ 9.20	£ 10.70	£ 10.50	£ 9.70	£ 9.60	£ 11.10	£ 11.00	£ 9.90	£ 12.20
7040	£ 9.40	£ 10.30	£ 6.90	£ 8.80	£ 9.10	£ 9.00	£ 9.40	£ 12.00	£ 9.60	£ 11.20	£ 11.10	£ 10.20	£ 10.00	£ 11.80	£ 11.00	£ 9.90	£ 13.40
7920	£ 10.28	£ 11.30	£ 7.60	£ 9.70	£ 10.00	£ 10.00	£ 10.40	£ 13.20	£ 10.60	£ 12.20	£ 12.20	£ 11.30	£ 11.00	£ 13.30	£ 12.00	£ 10.90	£ 14.60
8800	£ 11.16	£ 12.30	£ 8.20	£ 10.50	£ 10.90	£ 10.80	£ 11.40	£ 14.60	£ 11.60	£ 13.20	£ 13.40	£ 12.40	£ 12.00	£ 14.80	£ 13.20	£ 11.90	£ 16.00
9680	£ 12.04	£ 13.30	£ 9.00	£ 11.40	£ 11.80	£ 11.80	£ 12.20	£ 15.80	£ 12.60	£ 14.10	£ 14.50	£ 13.50	£ 13.00	£ 16.20	£ 14.40	£ 12.90	£ 17.20
10560	£ 12.92	£ 14.30	£ 9.80	£ 12.30	£ 12.70	£ 12.60	£ 13.20	£ 17.00	£ 13.60	£ 15.10	£ 15.70	£ 14.60	£ 14.00	£ 17.70	£ 15.80	£ 13.90	£ 19.00
11440	£ 13.80	£ 15.30	£ 10.60	£ 13.20	£ 13.60	£ 13.60	£ 14.00	£ 18.20	£ 14.60	£ 16.10	£ 16.80	£ 15.70	£ 15.00	£ 19.20	£ 17.40	£ 14.90	£ 20.80
12320	£ 14.68	£ 16.30	£ 11.40	£ 14.00	£ 14.50	£ 14.40	£ 15.00	£ 19.40	£ 15.60	£ 17.10	£ 18.00	£ 16.80	£ 16.00	£ 20.60	£ 19.00	£ 16.10	£ 22.60
13200	£ 15.56	£ 17.30	£ 12.20	£ 14.90	£ 15.40	£ 15.40	£ 16.00	£ 20.80	£ 16.50	£ 18.10	£ 19.20	£ 17.90	£ 17.00	£ 22.10	£ 20.40	£ 17.10	£ 24.40
14080	£ 16.44	£ 18.30	£ 13.00	£ 15.80	£ 16.30	£ 16.20	£ 16.80	£ 22.00	£ 17.50	£ 19.10	£ 20.30	£ 19.00	£ 18.00	£ 23.50	£ 22.00	£ 18.10	£ 26.40
15840	£ 18.20	£ 20.30	£ 14.60	£ 17.60	£ 18.10	£ 18.00	£ 18.80	£ 24.40	£ 19.50	£ 21.00	£ 22.60	£ 21.20	£ 20.00	£ 26.50	£ 25.00	£ 20.10	£ 28.00
17600	£ 19.96	£ 22.30	£ 16.20	£ 19.30	£ 19.90	£ 19.80	£ 20.60	£ 27.00	£ 21.50	£ 23.00	£ 24.90	£ 23.40	£ 22.00	£ 29.40	£ 28.20	£ 22.30	£ 31.60
22000	£ 24.36	£ 27.30	£ 20.20	£ 23.70	£ 24.40	£ 24.40	£ 25.20	£ 33.20	£ 26.40	£ 27.90	£ 30.70	£ 28.90	£ 27.00	£ 36.70	£ 35.80	£ 27.50	£ 40.60
26400	£ 28.76	£ 32.30	£ 24.20	£ 28.10	£ 28.80	£ 28.80	£ 29.80	£ 39.40	£ 31.30	£ 32.90	£ 36.50	£ 34.40	£ 32.00	£ 44.00	£ 43.40	£ 32.50	£ 47.60
35200	£ 37.56	£ 42.30	£ 32.20	£ 36.90	£ 37.80	£ 37.80	£ 39.00	£ 51.80	£ 41.20	£ 42.70	£ 48.10	£ 45.40	£ 42.00	£ 58.70	£ 58.80	£ 42.90	£ 69.60
44000	£ 46.36	£ 52.30	£ 40.20	£ 45.70	£ 46.80	£ 46.80	£ 48.40	£ 64.20	£ 51.00	£ 52.50	£ 59.70	£ 56.40	£ 52.00	£ 73.30	£ 74.00	£ 53.30	£ 85.40

**ANNEX H – EXTRACT FROM PRIVATE HIRE AND TAXI MONTHLY
(OCT 2013) SHOWING AVERAGE FARE DATA AND LEAGUE TABLES**

FARES NATIONAL AVERAGES AND BY AREA

OCTOBER 2013

THE NATIONAL AVERAGE FARE

Flag at T1 is now	£2.70	2 mile fare T1 is now	£5.56	10 mile fare T1 is now	£20.31
Flag at T2 is now	£3.57	2 mile fare T2 is now	£7.30	10 mile fare T2 is now	£26.57
1 mile fare T1 is now	£3.73	5 mile fare T1 is now	£11.04	Running mile on T1 is now	£1.83
1 mile fare T2 is now	£4.92	5 mile fare T2 is now	£14.47	Running mile on T2 is now	£2.40

TARIFF ONE

FLAGFALL AVERAGE BY AREA		ONE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£2.97	EAST ANGLIA	£3.86
MIDLANDS	£2.66	MIDLANDS	£3.59
NORTH	£2.42	NORTH	£3.48
SOUTH	£2.90	SOUTH	£4.10
SOUTH WEST	£2.71	SOUTH WEST	£4.00
SCOTLAND	£2.66	SCOTLAND	£3.43
WALES	£2.81	WALES	£3.32

TWO MILE FARE AVERAGE BY AREA		FIVE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£5.62	EAST ANGLIA	£10.82
MIDLANDS	£5.31	MIDLANDS	£10.42
NORTH	£5.18	NORTH	£10.27
SOUTH	£6.06	SOUTH	£11.94
SOUTH WEST	£6.13	SOUTH WEST	£12.45
SCOTLAND	£5.15	SCOTLAND	£10.35
WALES	£5.15	WALES	£10.61

TEN MILE FARE AVERAGE BY AREA		RUNNING MILE AVERAGE BY AREA	
EAST ANGLIA	£19.53	EAST ANGLIA	£1.74
MIDLANDS	£18.90	MIDLANDS	£1.70
NORTH	£18.79	NORTH	£1.71
SOUTH	£22.14	SOUTH	£1.97
SOUTH WEST	£23.07	SOUTH WEST	£2.11
SCOTLAND	£18.99	SCOTLAND	£1.68
WALES	£19.71	WALES	£1.82

TARIFF TWO

FLAGFALL AVERAGE BY AREA		ONE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£3.89	EAST ANGLIA	£5.00
MIDLANDS	£3.54	MIDLANDS	£4.78
NORTH	£3.00	NORTH	£4.31
SOUTH	£4.01	SOUTH	£5.68
SOUTH WEST	£3.74	SOUTH WEST	£5.51
SCOTLAND	£3.36	SCOTLAND	£4.24
WALES	£3.57	WALES	£4.20

TWO MILE FARE AVERAGE BY AREA		FIVE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£7.28	EAST ANGLIA	£14.07
MIDLANDS	£7.04	MIDLANDS	£13.78
NORTH	£6.48	NORTH	£12.96
SOUTH	£8.46	SOUTH	£16.41
SOUTH WEST	£8.27	SOUTH WEST	£16.86
SCOTLAND	£6.14	SCOTLAND	£11.87
WALES	£6.56	WALES	£13.60

TEN MILE FARE AVERAGE BY AREA		RUNNING MILE AVERAGE BY AREA	
EAST ANGLIA	£25.35	EAST ANGLIA	£2.26
MIDLANDS	£25.44	MIDLANDS	£2.26
NORTH	£23.81	NORTH	£2.17
SOUTH	£30.08	SOUTH	£2.70
SOUTH WEST	£31.18	SOUTH WEST	£2.86
SCOTLAND	£21.38	SCOTLAND	£1.86
WALES	£25.33	WALES	£2.35

FOURTEEN YEAR AREA AVERAGES COMPARED WITH THE NATIONAL AVERAGE

NATIONAL AVERAGE	EAST ANGLIA		MIDLANDS		NORTH		SOUTH		SOUTH WEST		SCOTLAND		WALES		
1999	£3.12	1999	£3.14	1999	£3.02	1999	£2.94	1999	£3.42	1999	£3.37	1999	£2.92	1999	£2.88
2000	£3.40	2000	£3.21	2000	£3.06	2000	£3.00	2000	£3.78	2000	£3.39	2000	£2.92	2000	£3.09
2001	£3.50	2001	£3.56	2001	£3.46	2001	£3.28	2001	£3.83	2001	£3.85	2001	£3.21	2001	£3.39
2002	£3.72	2002	£3.75	2002	£3.66	2002	£3.45	2002	£4.05	2002	£4.09	2002	£3.35	2002	£3.49
2003	£3.97	2003	£3.97	2003	£3.86	2003	£3.73	2003	£4.27	2003	£4.20	2003	£3.55	2003	£3.61
2004	£4.01	2004	£4.10	2004	£3.94	2004	£3.78	2004	£4.39	2004	£4.43	2004	£3.60	2004	£3.71
2005	£4.19	2005	£4.18	2005	£4.14	2005	£3.92	2005	£4.57	2005	£4.54	2005	£3.74	2005	£3.90
2006	£4.48	2006	£4.41	2006	£4.43	2006	£4.22	2006	£4.82	2006	£4.92	2006	£4.07	2006	£4.13
2007	£4.67	2007	£4.51	2007	£4.49	2007	£4.32	2007	£4.94	2007	£5.00	2007	£4.27	2007	£4.21
2008	£4.78	2008	£4.81	2008	£4.67	2008	£4.53	2008	£5.19	2008	£5.18	2008	£4.33	2008	£4.42
2009	£5.06	2009	£5.04	2009	£4.93	2009	£4.77	2009	£5.47	2009	£5.56	2009	£4.61	2009	£4.79
2010	£5.15	2010	£5.08	2010	£4.95	2010	£4.80	2010	£5.53	2010	£5.66	2010	£4.64	2010	£4.78
2011	£5.20	2011	£5.26	2011	£5.07	2011	£4.89	2011	£5.70	2011	£5.77	2011	£4.76	2011	£5.06
2012	£5.40	2012	£5.37	2012	£5.19	2012	£5.03	2012	£5.87	2012	£5.94	2012	£5.02	2012	£5.12
2013	£5.56	2013	£5.62	2013	£5.31	2013	£5.18	2013	£6.06	2013	£6.13	2013	£5.15	2013	£5.15

FOURTEEN YEAR PERCENTAGE INCREASES PER AREA

NATIONAL AVERAGE	EAST ANGLIA	MIDLANDS	NORTH	SOUTH	SOUTH WEST	SCOTLAND	WALES
76.21%	78.98%	75.83%	76.19%	77.19%	81.90%	76.37%	78.82%

SOUTH WEST GOT TO 80% FIRST!

Remember If you are going for a rise and you would like to see your financial percentages you know where to call – 0161 280 2800 – or e-mail npha@btconnect.com

Colour Code for the Table

RISE IN 2013	RISE IN 2009	RISE IN 2005
RISE IN 2012	RISE IN 2008	RISE IN 2002
RISE IN 2011	RISE IN 2007	
RISE IN 2010	RISE IN 2006	

The full tables and percentages can be found on the Private Hire and Taxi Monthly and National Private Hire Association websites:
www.phtm.co.uk www.npha.org.uk

(Remember that the tables are sorted by the Tariff 1 two mile fare as being the lowest common denominator)

	TARRIF 1		TARRIF 1		TARRIF 1		TARRIF 1	
	2 MILES		2 MILES		2 MILES		2 MILES	
1	LONDON (HEATHROW)	£8.00	93	CARMARTHENSHIRE	£6.00	185	CASTLE MORPETH	£5.50
2	LUTON (AIRPORT)	£7.30	94	CASTLE POINT	£6.00	186	CENTRAL BEDFORDSHIRE	£5.50
3	EPSOM & EWELL	£7.20	95	CHELLENHAM	£6.00	187	CHESTER	£5.50
4	LONDON	£7.20	96	DOVER	£6.00	188	DUMFRIES & GALLOWAY	£5.50
5	HERTSMERE	£7.00	97	EAST HAMPSHIRE	£6.00	189	EAST STAFFORDSHIRE	£5.50
6	SALISBURY	£7.00	98	GREAT YARMOUTH	£6.00	190	EDEN	£5.50
7	GUILDFORD	£6.90	99	KENNET Now Wiltshire (East Zone)	£6.00	191	GWYNEDD	£5.50
8	CARRADON	£6.80	100	KETTERING	£6.00	192	HUNTINGDONSHIRE	£5.50
9	CARRICK	£6.80	101	MILTON KEYNES	£6.00	193	LEICESTER	£5.50
10	COLCHESTER	£6.80	102	NORTH DORSET	£6.00	194	MORAY	£5.50
11	READING	£6.80	103	NORTH WILTSHIRE	£6.00	195	OLDHAM	£5.50
12	KERRIER	£6.75	104	ROCHFORD	£6.00	196	SHETLAND ISLANDS	£5.50
13	WEST BERKSHIRE	£6.70	105	SLOUGH	£6.00	197	SHROPSHIRE	£5.50
14	ADUR	£6.60	106	SOUTHAMPTON	£6.00	198	SOUTH HAMS	£5.50
15	BASINGSTOKE & DEANE	£6.60	107	SOUTHEND-ON-SEA	£6.00	199	STAFFORD	£5.50
16	BRIGHTON & HOVE	£6.60	108	STEVENAGE	£6.00	200	TYNEDALE	£5.50
17	DARTFORD	£6.60	109	THREE RIVERS	£6.00	201	WANSBECK	£5.50
18	EXETER	£6.60	110	THURROCK	£6.00	202	SCOTTISH BORDERS	£5.45
19	MID SUSSEX	£6.60	111	WEST DORSET	£6.00	203	GEDLING	£5.44
20	TUNBRIDGE WELLS	£6.60	112	WEST WILTSHIRE	£6.00	204	ABERDEEN	£5.40
21	WAVENY	£6.60	113	DARLINGTON	£5.95	205	ANGUS	£5.40
22	WEALDEN	£6.60	114	TENDRING	£5.95	206	BARROW IN FURNESS	£5.40
23	WEYMOUTH & PORTLAND	£6.60	115	HIGH PEAK	£5.92	207	CARDIFF	£5.40
24	JERSEY	£6.50	116	TORRIDGE	£5.92	208	CHILTERN	£5.40
25	ARUN	£6.40	117	CHRISTCHURCH	£5.90	209	CLACKMANNAN	£5.40
26	BATH & N.E.SOMERSET	£6.40	118	DUDLEY	£5.90	210	COVENTRY	£5.40
27	BOURNEMOUTH	£6.40	119	EAST DORSET	£5.90	211	DERBY	£5.40
28	BRISTOL, CITY OF UA	£6.40	120	EAST LINDSEY	£5.90	212	FAREHAM	£5.40
29	CAMBRIDGE	£6.40	121	WALSALL	£5.90	213	FOREST HEATH	£5.40
30	GRAVESHAM	£6.40	122	DACORUM	£5.88	214	HAVANT	£5.40
31	GUERNSEY	£6.40	123	NORTH DEVON	£5.85	215	LANCASTER	£5.40
32	HARROGATE	£6.40	124	TEWKESBURY	£5.85	216	MID SUFFOLK	£5.40
33	MAIDSTONE	£6.40	125	RUSHMOOR	£5.84	217	NEWARK & SHERWOOD	£5.40
34	NORTH HERTS	£6.40	126	BLACKPOOL	£5.80	218	NORTH LINCOLNSHIRE	£5.40
35	POOLE	£6.40	127	BROMSGROVE	£5.80	219	NORTH WARWICKS	£5.40
36	PURBECK	£6.40	128	EAST HERTS	£5.80	220	PEMBROKE	£5.40
37	ROTHER	£6.40	129	FIFE	£5.80	221	PERTH & KINROSS	£5.40
38	SOUTH CAMBRIDGE	£6.40	130	GLOUCESTER	£5.80	222	RUGBY	£5.40
39	SOUTH GLOUCESTER	£6.40	131	IPSWICH	£5.80	223	SOUTH RIBBLE	£5.40
40	STROUD	£6.40	132	LEWES	£5.80	224	SUNDERLAND	£5.40
41	SURREY HEATH	£6.40	133	MEDWAY *****	£5.80	225	TANDRIDGE	£5.40
42	WATFORD	£6.40	134	MIDLOTHIAN	£5.80	226	TEST VALLEY	£5.40
43	WOKINGHAM	£6.40	135	REIGATE & BANSTEAD	£5.80	227	WEST LOTHIAN	£5.40
44	SEVENOAKS	£6.32	136	RESTORMEL	£5.80	228	WEST OXFORD	£5.40
45	COUNTY OF HEREFORD	£6.30	137	SELBY	£5.80	229	WORCESTER	£5.40
46	EAST DEVON	£6.30	138	ST ALBANS	£5.80	230	WYCHAVON	£5.40
47	MOLE VALLEY	£6.30	139	STOCKPORT	£5.80	231	BROXTOWE	£5.36
48	PENWITH	£6.30	140	TAMWORTH	£5.80	232	KINGS LYNN & W. NORFOLK	£5.36
49	SWALE	£6.30	141	UTTLESFORD	£5.80	233	BASSETLAW	£5.35
50	TONBRIDGE & MALLING	£6.30	142	WEST SOMERSET	£5.80	234	BRADFORD	£5.30
51	WOKING	£6.30	143	EAST KILBRIDE	£5.70	235	BROXBORNE	£5.30
52	FOREST OF DEAN	£6.27	144	EAST LOTHIAN	£5.70	236	BURY ST EDMUNDS	£5.30
53	HARBOROUGH	£6.27	145	EASTBOURNE	£5.70	237	COTSWOLD	£5.30
54	NUNEATON & BEDWORTH	£6.25	146	FYLDE	£5.70	238	CRAVEN	£5.30
55	ASHFORD	£6.20	147	HASTINGS	£5.70	239	FENLAND	£5.30
56	BIRMINGHAM	£6.20	148	ISLE OF MAN	£5.70	240	LICHFIELD	£5.30
57	CHELMSFORD	£6.20	149	ISLE OF WIGHT	£5.70	241	NORTH EAST LINCOLNSHIRE	£5.30
58	CHICHESTER	£6.20	150	LUTON	£5.70	242	NORTH NORFOLK	£5.30
59	CRAWLEY	£6.20	151	MANCHESTER	£5.70	243	RIBBLE VALLEY	£5.30
60	CREWE & NANTWICH	£6.20	152	MID DEVON	£5.70	244	DUNDEE	£5.27
61	HARLOW	£6.20	153	MONMOUTHSHIRE	£5.70	245	SALFORD	£5.26
62	HART	£6.20	154	NORTH SOMERSET	£5.70	246	VALE ROYAL	£5.25
63	HORSHAM	£6.20	155	PLYMOUTH	£5.70	247	WINDSOR & MAIDENHEAD	£5.25
64	LEEDS	£6.20	156	RYEDALE	£5.70	248	BLABY	£5.24
65	LINCOLN	£6.20	157	WELWYN HATFIELD	£5.70	249	BEDFORD	£5.20
66	MENDIP	£6.20	158	RENFREWSHIRE	£5.65	250	BOLTON	£5.20
67	NORWICH	£6.20	159	VALE OF GLAMORGAN	£5.65	251	BOSTON	£5.20
68	OXFORD	£6.20	160	CHARNWOOD	£5.63	252	BURY	£5.20
69	RUNNYMEDE	£6.20	161	BASILDON	£5.60	253	DENBIGHSHIRE	£5.20
70	SCARBOROUGH	£6.20	162	BRAINTREE	£5.60	254	ELLESMERE PORT	£5.20
71	SEDGEMOOR	£6.20	163	EDINBURGH	£5.60	255	HALTON	£5.20
72	SHEPWAY	£6.20	164	GOSPORT	£5.60	256	HAMBLETON	£5.20
73	SOLI HULL	£6.20	165	HINCKLEY & BOSWORTH	£5.60	257	MACCLESFIELD	£5.20
74	SOUTH LAKELAND	£6.20	166	NEWCASTLE UPON TYNE	£5.60	258	ORKNEY ISLANDS	£5.20
75	TAUNTON DEANE	£6.20	167	NORTH WEST LEICESTER	£5.60	259	POWYS	£5.20
76	TEIGNBRIDGE	£6.20	168	NORTHAMPTON	£5.60	260	PRESTON	£5.20
77	WAVERLEY	£6.20	169	NOTTINGHAM	£5.60	261	RHONDDA CYNON TAFF	£5.20
78	WINCHESTER	£6.20	170	PORTSMOUTH UA	£5.60	262	SOUTH TYNESIDE	£5.20
79	YORK	£6.20	171	RUSHCLIFFE	£5.60	263	TRAFFORD	£5.20
80	TORBAY	£6.15	172	SHEFFIELD	£5.60	264	WIRRAL	£5.20
81	EASTLEIGH	£6.10	173	SOUTH AYRSHIRE	£5.60	265	YNYS MON	£5.20
82	ELMBRIDGE	£6.10	174	STRATFORD ON AVON	£5.60	266	BRECKLAND	£5.14
83	MALVERN HILLS	£6.10	175	SUFFOLK COASTAL	£5.60	267	BABERGH	£5.10
84	NEW FOREST	£6.10	176	TAMESIDE	£5.60	268	CALDERDALE	£5.10
85	SPELT HORNE	£6.10	177	WOLVERHAMPTON	£5.60	269	CANNOCK CHASE	£5.10
86	SWINDON	£6.10	178	WORTHING	£5.60	270	CEREDIGION	£5.10
87	VALE OF WHITE HORSE	£6.10	179	WREXHAM	£5.60	271	NEWPORT	£5.10
88	SOUTH SOMERSET	£6.08	180	WYRE	£5.60	272	RICHMOND SHIRE	£5.10
89	ABERDEENSHIRE	£6.00	181	CHERWELL	£5.55	273	SOUTH STAFFORDSHIRE	£5.10
90	BRACKNELL FOREST	£6.00	182	DURHAM COUNTY COUNCIL	£5.55	274	WIGAN	£5.10
91	BRENTWOOD	£6.00	183	ARGYLE & BUTE	£5.50	275	WYCOMBE	£5.10
92	CANTERBURY	£6.00	184	CARLISLE	£5.50	276	ALNWICK	£5.05
						277	COUNCIL	2 MILES
						278	SOUTH HOLLAND	£5.05
						279	SWANSEA	£5.05
						280	BLYTH VALLEY	£5.00
						281	CHESTERFIELD	£5.00
						282	COPELAND	£5.00
						283	DAVENRY	£5.00
						284	EAST RIDING	£5.00
						285	EREWASH	£5.00
						286	GLASGOW	£5.00
						287	LIVERPOOL	£5.00
						288	NEATH PORT TALBOT	£5.00
						289	NORTH EAST DERBYSHIRE	£5.00
						290	PETERBOROUGH	£5.00
						291	SOUTH BUCKINGHAM	£5.00
						292	SOUTH LANARKSHIRE(clydsle)	£5.00
						293	SOUTH NORTHANTS	£5.00
						294	THANET	£5.00
						295	WARWICK	£5.00
						296	WEST LINDSEY	£5.00
						297	STOKE ON TRENT UA	£4.95
						298	BRIDGEND	£4.90
						299	CHORLEY	£4.90
						300	CLYDEBANK	£4.90
						301	CONGLETON	£4.90
						302	DUMBARTON	£4.90
						303	FLINTSHIRE	£4.90
						304	KINGSTON-UPON-HULL	£4.90
						305	MELTON	£4.90
						306	NORTH KESTEVEN	£4.90
						307	ROSENDALE	£4.90
						308	TELFORD & WREKIN	£4.90
						309	WELLINGBOROUGH	£4.90
						310	WYRE FOREST	£4.90
						311	REDDITCH	£4.88
						312	ALLERDALE	£4.85
						313	ASHFIELD	£4.80
						314	CAERPHILLY	£4.80
						315	CONWY	£4.80
						316	DERBYSHIRE DALES	£4.80
						317	LEWCASTER	£4.80
						318	GATESHEAD	£4.80
						319	HAMILTON	£4.80
						320	MANSFIELD	£4.80
						321	NORTH TYNESIDE	£4.80
						322	ROCHDALE	£4.80
						323	ROTHERHAM	£4.80
						324	RUTHERGLEN	£4.80
						325	TORFAEN	£4.80
						326	SANDWELL	£4.75
						327	STAFFS MOORLANDS	£4.75
						328	BARNSELY	£4.70
						329	BERWICK ON TWEED	£4.70
						330	BLACKBURN	£4.70
						331	EAST AYRSHIRE	£4.70
						332	EAST CAMBRIDGESHIRE	£4.70
						333	EAST NORTHANTS	£4.70
						334	HIGHLANDS	£4.70
						335	HYND BURN	£4.70
						336	STIRLING	£4.70
						337	WARRINGTON	£4.70
						338	WEST LANCAHIRE	£4.70
						339	AMBER VALLEY	£4.60
						340	EAST DUNBARTONSHIRE	£4.60
						341	EAST RENFREW	£4.60
						342	FALKIRK	£4.60
						343	SEFTON	£4.60
						344	WAKEFIELD	£4.60
						345	BURNLEY	£4.50
						346	CORBY	£4.50
						347	INVERCLYDE</	

AGENDA ITEM: 6

SUMMARY



Report for:	Licensing Health & Safety Enforcement Committee
Date of meeting:	29 October 2013
PART:	1
If Part II, reason:	

Title of report:	Response to consultation on removal of requirement for Personal Alcohol Licences (Licensing Act 2003)
Contact:	Ross Hill – Licensing Team Leader, Legal Governance
Purpose of report:	<ol style="list-style-type: none"> 1. To advise the Committee of the Government’s proposal to remove the legislative requirement for Personal Licences under the Licensing Act 2003 2. To agree a response to the consultation on this proposal
Recommendations	That the Committee approve the attached letter as the licensing authority’s response to the Home Office consultation on the abolition of Personal Alcohol Licences.
Corporate objectives:	<p>Safe and Clean Environment</p> <ul style="list-style-type: none"> • Maintain a clean and safe environment
Implications:	<p><u>Financial</u> In the first 6 months of the current financial year, application fees pertaining to personal licences have been received by the Council to the amount of £2,250.</p> <p><u>Value for Money</u> The duty to issue Personal Licences has been reflected in the staffing levels established for the Licensing team, as well as in equipment purchases. This expenditure has already been budgeted, and the removal of the licensing duty will prevent the authority from recouping its expenditure in full.</p> <p><u>Risk / Equalities / Health and Safety Implications</u> n/a</p>

Background papers:	Consultation: Personal Alcohol Licences – Enabling Targeted, Local Alternatives (Home Office, September 2013) (https://www.gov.uk/government/consultations/personal-alcohol-licences-enabling-targeted-local-alternatives)
Glossary of acronyms and any other abbreviations used in this report:	

7. BACKGROUND

- 7.1. Under the Licensing Act 2003, individuals responsible for authorising supplies of alcohol from licensed premises must hold a Personal Licence. Before applying for a licence, an individual must complete an accredited 1-day training course with an exam. They must also be over the age of 18, and must not have had a personal licence revoked in the preceding 5 years. If the applicant has any unspent convictions for relevant offences (identified on a criminal records certificate provided with the application), they must satisfy the authority that the issue of a licence would not undermine the crime prevention licensing objective.
- 7.2. At the time of writing Dacorum has just issued its 1,250th Personal Licence. 367 of these were granted as a result of transitional applications upon the commencement of the new legislation in 2005. 44 licences have been surrendered or closed upon the death of their holders.
- 7.3. Once issued, a Personal Licence allows its holder to work at any licensed premises anywhere in England or Wales – it is not necessary (nor permitted) for individuals to hold a licence from each authority in whose area they work. Nationally, more than 500,000² personal licences have been issued.
- 7.4. Personal licences are currently valid for 10 years, at the end of which they must be renewed if the holder wishes to continue authorising alcohol supplies. However, the Government have already announced the intention to remove the renewal requirement, despite concerns from licensing authorities that holders will fail to keep their licence details up to date or declare criminal convictions without a renewals process to verify that this has been the case.

8. GOVERNMENT ALCOHOL STRATEGY

- 8.1. In July 2013, the Government published its response to consultation on its Alcohol Strategy – a high-level document identifying targets for reducing alcohol-related harm, crime and anti-social behaviour. The response set out a number of ‘next steps’ intended to deliver these objectives, including:
- Banning the sale of alcohol below the level of duty plus VAT (although plans to introduce a minimum alcohol unit price were not pursued);
 - Amending the mandatory conditions applied to Premises Licences to increase their effectiveness and enforceability;
 - Establish a number of ‘local alcohol action areas’ to take locally devised initiatives to reduce the harm caused by alcohol;

² 502,400 as of 31/03/2012, according to the most recent Home Office statistics

- Exempt low-volume alcohol retailers and community organisations from licensing requirements through light-touch authorisations;
- Deregulate late night refreshment at certain categories of premises;
- Abolish the requirement for Personal Licences to be renewed, and consult further on the abolition of Personal Licences entirely.

8.2. No legislation to enact any of these steps has been laid at the time of writing – however, a consultation in respect of the last point is now underway. The remainder of this report details this proposal and a proposed response.

8.3. The proposed changes to the Personal Licence system have come about after weaknesses in the current system were highlighted in a previous consultation. The concerns can broadly be summarised as follows:

- No requirement for a personal licence holder (or anyone who has been trained or understands the legalities) to be present at premises
- No requirement for anyone but the designated premises supervisor to hold a personal licence – individuals with criminal convictions or no understanding of the potential harm of alcohol are free to work at licensed premises
- Applies equally to every premises – no targeting or proportionality

8.4. In response to the above concerns, the Government have proposed the complete abolition of the Personal Licence scheme, meaning that a business would simply require a Premises Licence to authorise sales of alcohol.

8.5. In place of the existing safeguards for verifying the suitability of personal licence applicants, it has instead been proposed that conditions could be added to the premises licences of problem premises, requiring the submission of a criminal records declaration with any future application to vary the designated premises supervisor, or requiring specified persons employed at the premises to undertake accredited training (in each case, conditions would have to be fully evidenced and justified as to their appropriateness, and would most likely have to be added on review of the licence). Additionally, all alcohol sales (or sellers) would need to be made or authorised by the designated premises supervisor, rather than by any personal licence holder.

8.6. Officers believe that this proposal represents an incorrect approach, and would deprive the licensing authority of some of its key tools to ensure the promotion of the licensing objectives, while the condition proposal would be cumbersome and would leave licensing authorities open to challenge. While there is no denying the weaknesses in the current system, it is felt that abolition would send out the wrong signal, and open the doors to unscrupulous traders who may take advantage of the relaxation in training and licence requirements to make a quick buck at the expense of our communities. A draft response to the consultation, setting out these concerns and suggesting an alternate course of action, is appended at Annex A.

9. RECOMMENDATION

9.1. That the Committee approve the letter at Annex A as the licensing authority's response to the Home Office consultation on the abolition of Personal Alcohol Licences.

DACORUM BOROUGH COUNCIL

LICENSING AND HEALTH AND SAFETY ENFORCEMENT COMMITTEE

27 AUGUST 2013

Present –

MEMBERS:

Councillors Lawson (Chairman), Mrs Green (Vice-Chairman), Bhinder, Mrs Chapman, Link, Peter, Ryan, G Sutton, Taylor, Whitman.

OFFICERS:

P Tedd	Legal Governance Team Leader
R Hill	Licensing Team Leader
C Thorley	Member Support Officer

Other Persons Present:

Taxi drivers from the Dacorum Borough

The meeting began at 7.30 pm

1. MINUTES

The minutes of the meeting held on 25 June 2013 were confirmed by the Members present and then signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Apologies were made on behalf of Councillor Conway and Councillor Fantham

3. DECLARATIONS OF INTERESTS

No interests were declared

4. PUBLIC PARTICIPATION

Councillor Lawson acknowledged that there were some members of the public present who may have wished to speak in relation to Items 7 & Items 8. Councillor Lawson explained that the purpose of the current meeting was to recommend consultation to begin in relation the decisions outlined in Items 7 & 8 and as no formal requests for public participation had been received prior to the deadline set out in the Constitution, any public participation would be at the Chairman's discretion.

5. IMPLEMENTATION OF SCRAP METAL DEALERS ACT 2013

R Hill introduced the report which outlined new legislation for the control and regulation of scrap metal dealers and motor salvage operators, which was due to take effect from the 1 October 2013.

R Hill explained that the report covers the most important powers available under the new licensing scheme. R Hill drew attention to paragraph 3.1, which set out how the

powers under the new legislation would be exercisable by the Cabinet as executive functions. This was due to the way in which the new Act had been legislated for, and represented the first time that licensing decision-making powers had been designated in this way.

Since the report was written, the Home Office suggested that this approach was adopted to expedite implementation of the new scheme, and that in the months following implementation, the new powers were likely to be re-designated as 'local choice functions', with each authority choosing how to deal with them. R Hill stated that a further report would be prepared at the appropriate time, requesting that the powers would be re-delegated to the Licensing Committee, in order to keep all related decision-making powers together.

The Chairman then asked the Committee if they had any questions. Councillor Green asked how much the cost of enforcement of this act would be and would it affect the rate payers or the scrap metal dealers. R Hill stated that in accordance with the EU Services Directive the cost of enforcement against unlicensed scrap metal dealers would come out of the General Fund but the cost of ensuring compliance by licence holders had been calculated into the cost of the licence.

Councillor Bhinder commented that he was pleased that this act was being implemented to ensure that scrap metal dealers operated properly, Councillor Bhinder asked that as scrap metal dealers were no longer allowed to pay individuals selling them scrap metal in cash how would this be regulated/enforced. R Hill stated that in regards to this issue the police currently had to enforce this as the Council had no powers to do so; however from the date of commencement of the new Act the Council would have enforcement powers for entry and inspection and so could conduct spot checks to ensure that the licence-holders were operating correctly. R Hill explained that this type of compliance work had been taken into account when devising costs for the licences.

Councillor Mrs Chapman then asked if licence applicants would be inspected prior to being granted a licence. Councillor Mrs Chapman also enquired as to whether mobile scrap metal dealers would be regulated. R Hill said that the application process was more thorough and individuals suitability for a licence was closely examined during application, and although plans for implementation had not yet been finalised it was intended to carry out pre-grant inspections on most applicants. R Hill also said that that mobile collectors would also have to be licensed, displaying their licences in their vehicles, and would be liable to enforcement action against them if necessary too.

Resolved:

The Committee noted the report.

6. REVIEW OF SEX ESTABLISHMENT LICENSING POLICY AND APPLICATION PROCEDURES

R Hill began by saying that the Council resolved in 2011 to adopt the licensing provisions in respect of sexual entertainment venues, in addition to existing powers for sex shops and sex cinemas. A licensing policy, providing guidance to applicants, officers, sub-committee members and other affected parties was also adopted and published at the same time.

R Hill explained that a review of that licensing policy was now due, and that the report set out proposed amendments and updates made in this respect. The policy itself had been substantially reformatted, meaning that it was not possible to provide

a single document listing all of the relevant changes – instead, a version of the new draft policy was attached in the reports.

R Hill stated that following consideration of recent feedback, paragraphs 1.21 and 1.22 of the policy proposed a number of new situations in which it was envisaged that sex establishments would not be considered appropriate. Each application would continue to be considered on its merits – however, the aim of the revised policy sections was to make it clearer to applicants locations in which such establishments would be viewed more stringently.

R Hill drew attention to the revised conditions which would be attached as standard to licences granted which were listed at pages 25-31 of the agenda. R Hill said that as part of the review of the policy, it was also intended to revise the application form particulars that the Council required, a draft application form for this purpose was shown at Annex B on page 32 of the agenda.

R Hill said that section 4 of the report set out the proposed timeline for consultation, and that he would ask that the Committee resolve to commence consultation in respect of these changes.

The Chairman asked the Committee if there were any questions. Councillor Mrs Green referred to point 1.21 in the Sex Establishment Licensing Draft Policy which stated that the Council would not grant licences for Sex Establishments for particular areas. Councillor Mrs Green asked if there was not currently a sex establishment in Hemel Hempstead Old Town. R Hill stated that there was not any more as the licence for the establishment previously located here had lapsed without renewal.

Councillor Mrs Chapman asked if given the Council's new developments occurring in Apsley would the sex establishment in this area need to be reviewed. R Hill answered by saying that if the nature of an area was subject to change then the suitability of the location would be reviewed during any future licence application, including renewals, for any sex establishment in that vicinity.

Resolved:

The Committee noted the report and agreed that officers should commence consultation on the proposals set out in the report.

7. LICENSING ARRANGEMENTS FOR PRIVATE HIRE OPERATORS

R Hill introduced the report which set out proposals for an overhaul of the Council's arrangements for the licensing of private hire operators, and were presented on a pre-consultation basis. With the Committee's approval, R Hill said that the Licensing team would contact all of the licensed operators in the coming weeks to ask for their feedback.

R Hill explained that operators were the cornerstone of the private hire licensing system, as they were responsible for the receipt of bookings and their allocation to licensed vehicles and drivers for fulfilment. Although operators would typically have less interaction with the public than other persons involved in the provision of services, it is critical that the Council could be satisfied as to their fitness and propriety, due to the personal information that they hold, the responsibility for the care of vulnerable customers, and the financial integrity of the businesses that they run.

R Hill stated that the report set out a number of proposals for enhancing the checks that are carried out, including the submission of criminal record certificates from any person not otherwise approved, financial and disqualification checks, and a formal policy on the verification and approval of such persons and subsequent revocation or suspension of licences. R Hill highlighted that the proposed policy, which would also make decision-making powers more consistent and transparent, was attached at Annex A of the report.

Due to the enhanced checks proposed, it was also suggested that the licence duration could be reduced from annual to bi- or tri-ennial, based upon the size of the operator's fleet.

Finally R Hill explained that changes to the standard conditions attached to operator's licence had been prompted following recent criticism of some of the current conditions by the courts in legal actions brought by the Council. R Hill highlighted the recommendation at paragraph 4.1 of the report, under which details of the proposals would be sent to all licensed operators with a request for feedback by early November. Consultation results will then be presented to the Committee at the November meeting.

There were no questions from Committee members.

The Chairman asked the representatives of the taxi drivers present if any of them wished to speak in respect of this item. No-one wished to speak, although it was suggested that they would review the consultation documents and respond during the allotted period.

Resolved:

The report was noted and the committee instructed that consultation on the proposals commenced.

8. TAXI AND PRIVATE HIRE VEHICLE LICENSING STANDARDS

R Hill introduced the report which related to a proposal to consult with the trade on updates to the Council's applicable standards for licensed taxis and private hire vehicles.

R Hill firstly addressed the committee and public present concerning some misconceptions that may have been circulated, and stressed that the report proposed the start of consultation only. No decision had been made to proceed with these proposals, nor would any decision be made until after the consideration of feedback at the end of a consultation period, if the Committee were so minded to approve this.

R Hill stated that under the relevant legislation, the Council must satisfy itself as to the suitability for its proposed use, the mechanical suitability, the safety, and the comfort of a vehicle, prior to licensing it for use as a hackney carriage or a private hire vehicle. R Hill explained that if any of these grounds are not met, it was open to the Council to refuse a licence.

R Hill explained that the standards set out key attributes of the vehicles that the Council would expect to grant licences to, but did not preclude the consideration of any type of vehicle which fell outside of these, on its merits. Numerous policy decisions have been made in recent years and the documents at Annexes A and B of the report were intended to pull these decisions together into a single point.

The standards were to be read in addition to, rather than replacing, any applicable compliance test requirements or licence conditions.

In addition to consolidating the relevant standards, a number of updates had been proposed, reflecting developments in motor vehicle technology since the last wholesale review of the standards.

R Hill said the proposal which had attracted the most attention and comment to date was the suggested introduction of a 'maximum age on first licensing' policy. If adopted, this would require a vehicle, when first presented for licensing either as a new plate or to replace another licensed vehicle, to be under a specified age limit.

However, as proposed, the policy would not affect the ability of a proprietor to renew a licence for an existing vehicle, nor would vehicles automatically be removed upon reaching a certain age.

R Hill explained that the other key proposals included a reduction in the minimum permitted engine sizes, reflecting the higher power output of more modern engines; the extension of the M1 type policy from hackney carriages only to both types of vehicle, ensuring that the Council was only licensing vehicles designed and built to carry up to 8 passengers; and clarification over the use of vehicles converted under small scale type approvals by accredited vehicle converters.

The proposals had been suggested primarily on safety grounds, as newer vehicles are typically tested to higher standards and will include more safety equipment than their older counterparts, thus benefitting both passengers, road users and drivers. Their newer age was also likely to mean greater levels of comfort for passengers, by virtue of the reduced prior usage. Newer, smaller engines were also more likely to deliver reduced emissions than older equivalents, and while a standalone emissions level for licensed vehicles was considered, this was ultimately dismissed due to the complexity of introducing such a requirement, and the expense of ensuring compliance.

R Hill said that while safety was the Council's main consideration, there was no denying that that adoption of these policies would also assist in reducing the number of vehicles licensed to operate in Dacorum. There had been a number of complaints in this regard over the last several years, although licence numbers had remained approximately stable in this period.

However, as Dacorum was now the only authority amongst its neighbours that did not insist on more stringent requirements including age policies, it is believed that a number of drivers from other areas have entered the local market or are looking to do so, attracted by the comparative low cost of licensing a vehicle in the area, and replacing longer term Dacorum drivers who have left the trade.

R Hill stated that while increased vehicle standards may discourage new entrants through increased costs, they also adversely affected a number of existing drivers for the same reason, many of whom were already citing a downturn in local trade and increased overheads in running their vehicles. The Committee were advised that 11 written responses opposing the introduction of an age policy had already been received, prior to any consultation beginning.

R Hill said that if the Committee were minded to approve consultation, officers would request feedback by writing to all those in the licensed trades with a request for

comments by early November. Any feedback received would be considered and reported back to the Committee's November meeting.

The Chairman then asked the Committee if they had any questions. Councillor Mrs Green asked if the 7 year age restriction was on first, initial licensing of a vehicle. R Hill stated that this would be the case for vehicles excluding 'golden plate' hackney carriage vehicles which would instead be subject to a 5 year restriction. Councillor Mrs Green then asked if mileage was to be taken into account when vehicles were first licensed, R Hill said that this had not been proposed as it would introduce further complexity in verifying the accuracy of a stated mileage. The Chairman commented that this was a good point and that the potential consideration of mileage as a deciding factor could be looked at during the consultative process.

The Chairman then addressed the public present at the meeting acknowledging that they may have some concerns around items 7 & 8 but that the purpose of this meeting was purely to discuss and initiate consultation with the public around the issues outlined in the reports. The Chairman re-iterated that the meeting would not be making a final decision on the proposals and all individuals that these arrangements potentially affected would be contacted by the Licensing team during the consultation process.

With this in mind the Chairman said that he would be happy to hear from one individual on this matter. Tabrez Khan, of the Hackney Carriage Drivers Association and a taxi driver in Dacorum, said that he took the Chairman's comments on board but that some taxi drivers were unaware of the process and were concerned that decisions that would have an impact on their livelihood were about to be taken without the taxi driver's views being considered. The Chairman assured Tabrez Khan that this was not how the council operated and tonight's meeting was purely a procedural process whereby officers would be instructed to carry out the consultative actions outlined in the report.

The Chairman did acknowledge that several individuals had made the effort to attend the meeting with a view to expressing their opinions on the matter so with that in mind he would permit one of them to speak briefly on the issue.

Mr Shahid Khan spoke on behalf of the taxi drivers present. He referenced his email that he sent to Councillors and the Licensing team over the weekend and said that this expressed his and some of his colleagues views on the proposed Licensing standards. Mr Khan said that there were several concerns around the proposed standards which he had outlined in his email. Also in addition to these points Mr Khan pointed out that there may be insurance issues if a driver was in an accident as insurance companies may not pay out the full value of a car under 7 years old and this may leave the driver with a financial loss in an already challenging economic climate.

Mr Khan also pointed out that during his time as a licence-holder no customers had ever made a complaint in relation to the condition/age of his car and he believed that the age of the car would not necessarily be of detriment to customers. Mr Khan suggested that enforcing this policy might be more appropriate in a few years once the economy was more stable as some taxi drivers in the area were already struggling to make ends meet in the difficult economic climate.

The Chairman thanked Mr Khan for putting his point across so eloquently and reassured him that the Council would want to work alongside the taxi drivers to ensure that the safety of Dacorum Borough residents was upheld at all times. The

Chairman urged Mr Khan to encourage his colleagues to fully engage with the licensing team during the consultative process.

Resolved:

The report was noted and officers were instructed to commence consultation on the proposals and report the results to a future meeting, as set out at paragraph 4.1.

9. ARRANGEMENTS FOR DUAL DRIVER LICENSING

R Hill introduced the report explaining that the Committee approved in principle the issue of 'dual driver licences' at its February meeting. This change was intended to simplify the bureaucracy for those individuals who are licensed to drive both hackney carriages and private hire vehicles, or who wished to become so licensed.

R Hill stated that the report set out the proposed detail of implementation. R Hill explained that the report consisted of technical instructions largely intended for the use of officers, pertaining to fees, etc. The report set out details for three situations – an unlicensed driver wishing to obtain both badges immediately, a licensed driver wishing to move from a single licence to both, and a licensed driver who already held both badges and wished to combine them.

The latter two categories also provided differing mechanisms for interim renewals of one badge, and the immediate upgrade to a dual licence, dependent upon the circumstances of the individual driver.

The Chairman asked if the Committee had any questions which they did not. A taxi driver present at the meeting then asked if he could ask R Hill a brief question which the Chairman permitted. The taxi driver said that there were two different knowledge tests for hackney carriage drivers and private hire drivers and wanted to know which one of these applicants for dual driver licences would have to complete. R Hill stated that as the hackney carriage driver geographical test was the more challenging one applicants for dual driver's licences would be expected to pass this, as was currently the case for drivers applying for second licences.

Resolved:

The issue of dual driver licences was agreed for licences taking effect 1 January 2014 in accordance with the proposals set out in the report.

The meeting ended at 8.03 pm

7. EXCLUSION OF THE PUBLIC

To consider passing a resolution in the following terms:

That, under s.100A (4) of the Local Government Act 1972 Schedule 12A Part 1, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public be excluded during the item in Part II of the Agenda for the meeting, because it is likely, in view of the nature of the business to be transacted, that if members of the public were present during this item there would be disclosure to them of exempt information relating to: