



CITY OF GLOUCESTER

LICENSING AND ENFORCEMENT COMMITTEE

Meeting: Tuesday, 17th January 2012 at 18:30
Civic Suite, North Warehouse, The Docks, Gloucester, GL1 2EP

Membership: Cllrs. Noakes (Chair), Porter (Vice-Chair), Tracey, Durrant, C. Witts, Ravenhill, Wilson, Field, Dallimore, Hansdot, Mozol, Patel and Toleman

AGENDA

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

To receive from Members, declarations as to personal and/or prejudicial interests and the nature of those interests in relation to any agenda item. Please see Notes 1 and 2 overleaf.

3. MINUTES (Pages 1 - 4)

To approve as a correct record the minutes of the meeting held on 13th December, 2011.

4. PUBLIC QUESTION TIME (15 MINUTES)

To receive any questions from members of the public provided that a question does not relate to:

- Matters which are the subject of current or pending legal proceedings, or
- Matters relating to employees or former employees of the Council or comments in respect of individual Council Officers

5. PETITIONS AND DEPUTATIONS (10 MINUTES, MAXIMUM 3 MINUTES PER PERSON)

To receive any petitions and deputations provided that no such petition is in relation to:

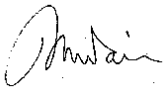
- Matters relating to individual Council Officers, or
- Matters relating to current or pending legal proceedings

6. LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 HACKNEY CARRIAGE TARIFF (Pages 5 - 20)

Report of the Group Manager for Environmental Health and Regulatory Services.

7. DATE OF NEXT MEETING

Tuesday, 13th March 2012 at 6.30 p.m.



**Julian Wain
Chief Executive**

Notes

1. A personal interest exists where a decision on a matter would affect to a greater extent than other people in the District:-
 - (a) the well being, financial position, employment or business of the Councillor, their family or any person with whom they had a close association;
 - (b) a body employing those persons, any firm in which they are a partner and any company of which they are directors;
 - (c) any corporate body in which those persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or
 - (d) the Councillor's registrable financial and other interests.
2. A personal interest becomes a prejudicial interest where a member of the public (who has knowledge of the circumstances) would reasonably regard the Member's personal interest as being so significant that it is likely to prejudice the Councillor's judgement of the public interest.

Please contact Democratic Services, Tel. No. 01452 396127/e-mail: committeesection@gloucester.gov.uk if you have a general query on any agenda item, wish to tender your apologies for absence from the meeting, or would like information on any decision taken by the Council.

Agenda and enclosures can be viewed on the District Council's Website - www.gloucester.gov.uk

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LICENSING AND ENFORCEMENT COMMITTEE

MEETING : Tuesday, 13th December 2011

PRESENT : Cllrs. Noakes (Chair), Porter (Vice-Chair), Durrant, C. Witts, Wilson, Field, Dallimore, Hansdot and Toleman

Officers in Attendance

Rebecca Tuck, Licensing Enforcement Officer

Gill Ragon, Group Manager, Environmental Health and Regulatory Services

Lisa Wilkes, Food Safety and Licensing Service Manager

Steve Isaac, Solicitor

Sonia Tucker, Democratic Services Officer (Secretary)

APOLOGIES : Cllrs. Tracey, Ravenhill, Mozol and Patel

11. DECLARATIONS OF INTEREST

There were no declarations of interest.

12. MINUTES

The minutes of the meeting held on 18th October 2011 were confirmed as a correct record and signed by the Chair.

13. MINUTES OF LICENSING SUB-COMMITTEES

The minutes of the two meetings held on 8th November 2011 and 1st December 2011 were confirmed as a correct record and signed by the Chair.

14. PUBLIC QUESTION TIME (15 MINUTES)

There were no questions from members of the public.

15. PETITIONS AND DEPUTATIONS (10 MINUTES, MAXIMUM 3 MINUTES PER PERSON)

There were no petitions or deputations.

16. APPLICATION FOR A PRIVATE HIRE VEHICLE LICENCE BY MR ADERITO QUEIROS BALDE UNDER SECTION 48 OF THE LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Chair outlined the procedure for consideration of the application.

The Council's Case

The Licensing and Enforcement Officer outlined the appeal by Mr Aderito Queiros Balde, a licensed Private Hire driver with Gloucester City Council, against an officer

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13.12.11

decision to refuse to issue a new Private Hire vehicle licence for a Chrysler Grand Voyager registration number DV55 ZPM, on the grounds that it did not meet the age specification required by the Council's policy on the age of vehicles. Mr Balde was also the owner of a licensed Private Hire vehicle, a wheelchair accessible Peugeot Expert plate number 106 (PHV106) with an expiry date of 19th February 2012.

DV55 ZPM was first registered with the DVLA on 31st January 2006. Mr Balde submitted a request to licence this additional vehicle on 7th November 2011. This meant that from receipt of the initial request the vehicle failed to meet the Council's age policy by nine months and six days.

Members inspected the car and noted it had passed the MOT and the Council's own inspection check. All necessary documentation had been provided by Mr Balde, with the exception of a certificate of insurance for hire and reward which would need to be obtained, should the Committee be minded to approve the application.

Committee was advised that the City Council was empowered under the Local Government (Miscellaneous Provisions) Act 1976 to licence private hire vehicles and to apply conditions to the issue of such licences.

Council policy for the first time of licensing a private hire vehicle which came into effect on 1st June 2010 stipulated '*vehicles will not be accepted for licensing on the first occasion after 5 years from the date of first registration, regardless of whether it was previously licensed anywhere else in the UK, or re-licensed 10 years from the date of first registration*'.

The Licensing and Enforcement Officer reminded Members that in May 2003, the Council's General Conditions for Hackney Carriage and Private Hire Licensing contained the wording '***will not normally be accepted***' in place of the above, thus allowing Officer and Member discretion when deciding the merits of an individual case. It was noted that at present, the discretion rested only with Members to exempt vehicles from Council policy on an individual merits basis.

Members were advised that they had two options:-

(a) To refuse the application on the grounds that the vehicle fell outside of Council policy on the age of vehicles that can be accepted for licensing on the first occasion.

Or

(b) To accept the application on the grounds that the vehicle was of such a high standard for its age, that Council policy should be departed from in this particular case.

Questions to the Licensing and Enforcement Officer

Mr Taylor, representing Mr Balde, indicated that he had no questions to ask of the Licensing and Enforcement Officer

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A Member asked for clarification on the exact number of months and days by which the application fell outside the Council's age policy. At this point, Mr Taylor advised the Committee that this was the second time Mr Balde had attempted to licence DV55 ZPM, the first occasion being when the vehicle was one week outside of the Council's age policy. Mr Taylor understood that Mr Balde had not been notified of the opportunity to appeal against the decision at that time and had only recently become aware of the appeals process. The Licensing and Enforcement Officer was unable to verify this at the Committee meeting but agreed to check the position afterwards. The Solicitor advised Members to disregard the information as this was a fresh application which had to be considered on its merits.

A Member enquired on the number of six seater Private Hire vehicles which were operating in the City. The Licensing and Enforcement Officer did not have this information to hand but agreed to provide it after the meeting.

The Applicant's Case

Mr Taylor spoke on behalf of the applicant. Mr Balde had purchased the vehicle as an up-market, bespoke design car suitable for long journeys because of its comfort. He pointed out that, in his opinion, most 7 or 8 seater vehicles were converted vans and were not in the same class as DV55 ZPM.

The Licensing and Enforcement Officer indicated she had no questions to ask of the applicant's representative.

A Member asked whether the car was suitable for transporting disabled passengers. Mr Taylor replied that this particular vehicle was not intended for this purpose.

Another Member queried whether Mr Balde would be driving the vehicle himself. Mr Taylor confirmed that this would be the case.

The Summing Up

The Licensing and Enforcement Officer reminded the Committee of the options before them and that Members should not fetter their discretion by rigidly following the policy and should treat each case on its merits.

The Applicant's representative advised Members that the vehicle would be used for motorway journeys rather than short taxi rides in the City Centre.

The Decision

The Committee voted to make their decision in public. After a short debate it was:-

RESOLVED

That the application be granted on the grounds that the vehicle was of such a high standard for its age that Council policy should be departed from in this particular case, subject to the applicant providing a valid certificate of insurance for hire and

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reward as required under the terms of Section 48(1)(b) of the Local Government (Miscellaneous Provisions) Act 1976.

17. MEMBERS UPDATE FOR LICENSING AND ENFORCEMENT COMMITTEE

Members were presented with an update on key licensing activities carried out in the last quarter of the year, including feedback on appeal cases heard by the Magistrates' Court against decisions made by the Licensing and Enforcement Committee. The report also detailed future work from January 2012 to December 2014. The information was provided for Members' information with no decisions being required.

Members were interested to note that following discussion on the licensing of pedicabs at the meeting on 18th October, 2011, that further work had taken place which had led to the Licensing and Enforcement team investigating the trialling of the Pedicab business in the Docks area of the City without the need for a Hackney Carriage licence, pending the drafting of a Policy for the licensing of Pedicabs.

The Committee's attention was drawn to the section of the report relating to a change to the taxi tariff rates. Following publication of this information, one objection had been received from The Trade before the close of the consultation period on 11th December 2011. Members were advised that it might be necessary to hold a Special Licensing and Enforcement Committee in January 2012 unless agreement could be reached with all parties beforehand.

RESOLVED

That the report be noted.

18. DATE OF NEXT MEETING

Members were advised that a Special Meeting would need to be called on either 17th or 24th January 2012 at 18.30 hours to deal with the proposed changes to the taxi tariff.

The next scheduled Committee after that date was 13th March 2012 at 18.30 hours.

Time of commencement: 18:30 hours

Time of conclusion: 19:30 hours

Chair

Gloucester City Council

Committee	: LICENSING AND ENFORCEMENT
Date	: 17 TH JANUARY 2012
Subject	: LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 HACKNEY CARRIAGE TARIFF
Decision Type	: POLICY AND FRAMEWORK
Ward	: ALL
Report By	: GILL RAGON, GROUP MANAGER FOR ENVIRONMENTAL HEALTH AND REGULATORY SERVICES
No. Of Appendices	: A: Formula used to calculate proposed increase B: Comparative Table of Fares C: Proposed Published Tariff Variation Proposal D: Representation from Associated Taxis E: Correspondence from GHCA regarding tariff waiting times
Reference No.	: ES21129

1.0 Purpose of Report

- 1.1 For Members to consider an objection to the proposed tariff changes and determine if the published proposals should be amended in light of the objection.

2.0 Recommendations

- 2.1 The Committee is recommended to resolve that:
the published tariff proposals be implemented without an amendment from 1st February 2012.

3.0 Background

- 3.1 The Council sets the Hackney Carriage fares under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976. The present fares have been unchanged since May 2010.
- 3.2 In October 2011, Gloucester Hackney Carriage Association (GHCA) submitted a request for a tariff increase, following a freeze to the fares in May 2011 with an agreement that the fares could be reviewed in 6 months time if appropriate.
- 3.3 GHCA requested an increase of approximately 8% to all Tariff rates, as calculated in a formula contained within Appendix A. This formula was used to compare our position within the South West region, our local position within Gloucestershire and determine what increase would be appropriate to bring the fares in line with the average for that area. In May 2010, the Tariff was increased to bring our fares in line with the regional average. At this time, GHCA aspired for the taxi fares to be brought in line with the local average under the next review.

- 3.4 The formula used to calculate local and regional averages demonstrates that to maintain a tariff level within the median range of the Southwest Region, a 4% increase should be applied. However, to bring Gloucester rates in line with the local average of our neighbouring authorities, an 8% increase would need to apply.
- 3.5 Officers considered that there may be a general need to increase these tariff rates because the costs of living, fuel and vehicle maintenance have increased. Details of the current motoring costs and fuel prices have been considered. In general fuel prices have increased by approximately 12% since May 2010, with motoring 'running' costs only increasing by 0.6% in the last 12 months. At the end of March 2011, insurance premiums had risen by over 40% over the previous 12 months; however this annual rise has now dropped to 16% for the 12 months ending September 2011. Many drivers have seen their insurance premiums increase however much of the increase has been passed onto young or inexperienced drivers.
- 3.6 Licensed drivers have not seen any further increase to their fees since May 2010, because in August 2011, following consultation with the trade, the Licensing Authority approved a freeze in taxi licence fees for the current financial year.
- 3.7 Members will recall that there are three taxi tariff rates applicable in Gloucester. Tariff one applies between the hours of 7:00am to 9:00pm. Tariff two comes into effect from 9:00pm and 7:00am and the taxi meter calculates prices at approximately 23% higher than tariff one. Tariff three applies on Christmas Day, Boxing Day and New Years Day and the taxi meter is set at prices approximately 33% higher than those of tariff one.
- 3.8 In 2010 Mouchel Ltd, conducted a study into the provision of our taxi and private hire service. In this study a comparison was made against the costs of public transport, they commented that the bus is cheaper for most journeys over one mile. However, the Hackney Carriages will only compete on fares for groups and for shorter distances. It was also identified that licensed vehicles are more favoured outside the working day due to lower public transport service levels, and there is very little public transport beyond 23:30.

4.0 Progress

- 4.1 The table below compares the current tariffs (from May 2010) against those published and proposed by GHCA. The table shows the actual fares net of any extras that may be charged.

JOURNEY	TARIFF 1		TARIFF 2		TARIFF 3	
	Current	PROPOSED	Current	PROPOSED	Current	PROPOSED
1 mile	£3.80	£4.00	£5.00	£5.20	£5.80	£6.00
2 miles	£5.60	£5.80	£7.40	£7.60	£8.40	£8.80
3 miles	£7.40	£7.80	£9.60	£10.20	£11.00	£11.80
5 miles	£11.00	£11.60	£14.20	£15.00	£16.40	£17.40
10 miles	£19.80	£21.20	£25.60	£27.40	£29.60	£31.80

- 4.2 The Tariffs were compared against our national, regional and local average rates, this comparative list can be found in Appendix B.

- 4.3 In comparison with our neighbouring authorities it is important to remember that Gloucester and Cheltenham are mainly urban areas, whereas the remaining districts are largely rural. It is common for urban areas to keep the initial flag fare high to maintain a minimum fare for shorter journeys. The current flag is already higher than neighbouring districts for tariff 1, however the first mile fare is lower because the subsequent yardage calculated by the meter is lower than that of our neighbours. Gloucester City currently has the cheapest fares for tariff 1 in Gloucestershire and for journeys over 1 mile the Tariff rates also falls below the average for the County and the South West region.
- 4.4 Using the same comparison for the proposed published fares as requested by GHCA, the proposed fares under tariff 1 would only be more expensive than Cheltenham for journeys 5 miles or over. Overall the proposed 'tariff 1' would sit below the County average and the South West average on journeys over 1 mile.
- 4.5 Tariff 2 applies at night-time between 9:00pm and 7:00am. Any increase to tariff 2 has the potential to impact the evening economy of Gloucester. Consideration has therefore been given to how our Tariff costs compares to our neighbours as competitors for visitors to the City. Whilst our current tariff 2 is already more expensive than Cheltenham's, Gloucester's current tariff 2 does fall below the County average on journeys 5 miles or over and below the SW average on all journeys 1 mile or over.
- 4.6 Cheltenham's tariff 2 also operates slightly earlier between 8:00pm and 7:00am and Stroud's tariff 2 operates even earlier from 6:00pm until 1:00am. This means that if the proposed published tariff took effect, Gloucester Taxi's would be cheaper than Cheltenham's between 8pm and 9pm, and it would also be cheaper than using Stroud taxi's between the hours of 6pm and 9pm and after 1am when Stroud's Tariff 3 operates.
- 4.7 The proposed tariff 2 fares, would take Gloucester City's charges above the County average but below the SW average on all journeys. It is also useful to note that under tariff 1 the County average is higher than the SW Regional average however the Regional average is higher than the County average for tariff 2. Gloucester's proposed tariff 3 would be cheaper than Cheltenham for all journeys but only cheaper than Stroud on journeys under 5 miles.
- 4.8 The tariff proposals were published in the Citizen on 28th November 2011 with a planned implementation date of 12th December 2011, allowing a statutory period of 14 days for objections. A copy can be found in Appendix C. During this consultation period, The Manager of Associated Taxi's made a formal written objection to this increase. His letter of 8th December states:

"I am writing to you on behalf of Associated Taxis and its 33 Hackney Carriage Drivers.

We are against any rise for the year 2012. As a company we are seeing less and less demand for our services, due to economic climate.

We feel that if a rise goes ahead, it would only further damage our trade and business, which at the moment is at an all time low."

A copy of this letter can be found in Appendix D.

5.0 Future Work

- 5.1 On 25th November 2011, the Hackney Carriage Association agreed that they would be happy to freeze the waiting times to the tariff for now and the near future. In their correspondence they state:

“Further to our conversation yesterday, the GHCA will not be seeking an increase in the rate for waiting time on this year’s tariff rise. This situation will prevail for at least two years, but more likely for three, although a fourth year is possible if we stay in the median range of our neighbouring authorities.”

A copy of this letter can be found in Appendix E.

- 5.2 During informal consultations with the Hackney Carriage Trade, it was agreed that the Taxi Tariff will be reviewed annually to take effect in December. This task was originally scheduled for review in March to take effect May each year; however, this will now be changed to be reviewed in September for fares to take effect in December each year. The Trade may request additional 6 monthly reviews, however they should be able to demonstrate exceptional circumstances for this request.
- 5.3 As a result of any tariff increase, all taxi meters would need to be calibrated by the trade and subject to checking by an approved testing station on the measured mile. Council Officers will subsequently check that the meter has been tested upon application and routine checks, however, this is a normal part of the work undertaken by the Council's Licensing Enforcement Officers and does not present an unrecognised resource implication.

6.0 Conclusions

- 6.1 The published proposals reflect those changes requested by the Gloucester Hackney Carriage Association.
- 6.2 The aspirations of the Hackney Carriage Association are that the tariff rates are brought in line with the County average for Gloucestershire. Although the proposed published tariff seeks to address this, Tariff 1 would remain below the County average for journeys over 1 mile and above the County average for all journeys under tariff 2. At the same time Tariff 1 would also remain below the SW Regional average for journeys 2 miles or more and Tariff 2 would fall below this Regional average for all journeys. The proposed published tariff therefore seeks a balance between the County and the Regional average rates.
- 6.3 Members must consider the objection received, and determine whether or not it is appropriate to change the current tariff charges at this time. Any changes determined should be appropriate and reasonable for Gloucester City.
- 6.4 Members have the option of making no changes to the proposed published Tariff or determining, in the light of the objection, that the Tariff should either remain the same or be modified further. If any changes are contemplated, they must take effect before 12th February 2012.

7.0 Financial Implications

7.1 The cost of implementing the new taxi fare tariff rates will be met within existing budgets.

8.0 Legal Implications

8.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 enables the Council to fix the rates or fares within and all other charges in connection with the hire of hackney carriage vehicles in their area. This Authority is responsible for regulating fares, taking into account representations made on behalf of the hackney carriage proprietors and the public interest.

8.2 Any variation of the fare must be advertised and a period specified (being not less than 14 days from the publication of the advertisement) within which objections should be made. If any objections are made and not withdrawn a further meeting of the Licensing and Enforcement Committee is required to consider the objections.

8.3 Section 65 of the Act of 1976 states that if any objections are unresolved after the initiate 14 day consultation period, a date for a Licensing Committee hearing will be set, not more than two months after the first specified date on which the table of fares would have come into force (12 December 2011), to consider the objections and make a final decision.

8.4 In reaching a decision Members are exercising discretion and must act in a judicial and reasoned way.

9.0 Risk Management Implications *(Authors to complete) Identify all key risks (scoring 8 and above) for the recommendation including the impact and likelihood of the risk occurring and what measures will be taken to mitigate the risk.*

The key risks arising from this relate to decisions taken by the Licensing and Enforcement Committee. Any decisions made which are unreasonable or unlawful could be open to legal challenge resulting in loss of image, reputation and potential financial penalty.

10.0 People Impact Assessment (PIA):

Please ensure you complete this section even if a PIA is not required.

Is a PIA required?	Yes	No	Explanation:
		x	
Has an initial PIA screening been completed?	Yes	No	Explanation:
		x	
Has a full PIA been completed?	Yes	No	Explanation:
		x	
Is the PIA available?	Yes	No	Explanation:
		x	

Has the PIA identified any negative impacts on any protected characteristic or community cohesion?	Yes*	No	*Please ensure PIA is available

Any Further Relevant Information:

None

11.0 Other Corporate Implications (this may include Community Safety, Environmental, Staffing, Trade Union)

- 11.1 The Licensing system for vehicles and drivers plays an important role in offering safe and secure transportation for travellers, particularly lone ones and it offers an alternative for the driver who wishes to drink alcohol.
- 11.2 The Hackney Carriage and Private Hire fleet form an important part of public transportation provision not least because of its 24 hour availability and door to door service.

Background Papers : None

Published Papers : None

Person to Contact : Lisa Wilkes
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E-mail: lisa.wilkes@gloucester.gov.uk

City of Gloucester	
Gloucester Now per Rate 1 mile	£1.77
Gloucester Position in Table	117
Gloucester increased to local average	£2.14
	20.90%
So, if Mid/SW limiter is applied	£1.85
	4.24%
If National Limiter is applied	£1.69
	-4.52%

Area	Rate 1 mile		Two Mile Journey
Midlands	£1.67		£5.14
South West	£2.02		£5.84
Average	£1.85		£5.49
National Average	£1.69	Position in National Table	£5.06
<u>Local Areas</u>			
Forest of Dean	£2.70	18	£6.27
CDC	£2.20	186	£5.30
Stroud	£2.00	13	£6.40
Tewkesbury	£2.00	75	£5.85
Cheltenham	£1.80	80	£5.80
Average	£2.14	74.4	£5.92
Gloucester	£1.77	117	£5.60

Website address of
Private Hire Taxi Magazine Table
<http://www.phtm.co.uk/league-table.asp>

			Mid/SW 2010 4.2373%	Local Area 2011 onwards 8.0000%
<u>Current</u>				
Rate 1	Price (£)			
1st drop yards for	3.00	1022	980	946
subsequent drops yards for	0.20	199	191	184
Waiting time seconds for	0.20	40	38	37
Rate 2				
1st drop yards for	4.00	1041	999	964
subsequent drops yards for	0.20	154	148	143
Waiting time seconds for	0.20	30	29	28
Rate 3				
1st drop yards for	5.00	1297	1244	1201
subsequent drops yards for	0.20	133	128	123
Waiting time seconds for	0.20	27	26	25
Soiling Charge £		£65	£65	£65
RATE 1				
1st Mile		£3.74	£3.82	£3.88
subsequent mile		£1.77	£1.84	£1.91
Waiting time /hour		£18.00	18.95	£19.46
RATE 2				
1st Mile		£4.93	£5.03	£5.12
subsequent mile		£2.29	£2.38	£2.47
Waiting time /hour		£24.00	£24.83	£25.71
RATE 3				
1st Mile		£5.70	£5.81	£5.91
subsequent mile		£2.65	£2.76	£2.86
Waiting time /hour		£26.67	£27.69	£28.80

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Comparative Table of Fares

APPENDIX B

October 2011 figures

Rating	Council	TARIFF 1						TARIFF 2						Start date
		Flag	1 mile	2 miles	5 miles	10 miles	Running Mile	Flag	1 mile	2 miles	5 miles	10 miles	Running Mile	
18	Forest of Dean	£2.22	£3.57	£6.27	£14.37	£27.87	£2.70	£2.80	£4.25	£7.15	£15.85	£30.35	£2.90	April 2011
13	Stroud	£2.50	£4.30	£6.40	£12.40	£22.30	£2.00	£3.00	£5.10	£7.50	£14.70	£26.40	£2.35	July 2011
75	Tewkesbury	£2.60	£3.85	£5.85	£11.85	£21.85	£2.00	£3.60	£5.10	£7.50	£14.70	£26.70	£2.40	July 2011
80	Cheltenham	£2.40	£4.00	£5.80	£11.20	£20.20	£1.80	£3.00	£5.00	£7.25	£14.00	£25.25	£2.25	April 2011
117	Gloucester	£3.00	£3.80	£5.60	£11.00	£19.80	£1.77	£4.00	£5.00	£7.40	£14.20	£25.60	£2.29	May 2010
186	Cotswold	£2.80	£3.10	£5.30	£11.90	£22.90	£2.20	£3.20	£3.59	£6.19	£13.99	£26.99	£2.60	October 2008
	Proposed Tariff	£3.00	£4.00	£5.80	£11.60	£21.20	£1.91	£4.00	£5.20	£7.60	£15.00	£27.40	£2.47	
	County Average	£2.50	£3.76	£5.92	£12.34	£23.02	£2.14	£3.12	£4.60	£7.11	£14.64	£27.13	£2.50	
	South West Average	£2.58	£3.81	£5.84	£12.43	£22.04	£2.02	£3.53	£5.24	£7.86	£16.30	£30.21	£2.76	
	National Average	£2.62	£3.56	£5.33	£10.67	£19.56	£1.77	£3.48	£4.72	£7.04	£13.93	£25.61	£2.32	

The figures in the table above have been taken from the published Private Hire Monthly League Table, there are no comparisons available for Tariff 3.

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Gloucester City Council

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 FIXING OF HACKNEY CARRIAGE RATES

The Council proposes that the rates of fares and certain other charges in connection with the hire of hackney carriages which were last changed in June 2011 should be varied as shown below with effect from Monday 12 December 2011. Changes are indicated in bold.

1. The rates of such fares and charges, as varied by the Council, shall be as follows:-

<p><u>1. Mileage</u> Rate 1 - daytime Between 7.00am and 9.00pm Monday to Saturday</p>	<p>a) For the first 946 yards or part thereof £3.00 (currently £3.00 for 1022 yards) b) For each subsequent 184 yards or part thereof 20p (currently 199 yds)</p>
<p>Rate 2 - night-time Between 9.00pm and 7.00am Monday to Saturday. All day Sundays, and between 6.00pm and 11.00pm on Xmas Eve and New Years Eve</p>	<p>a) For the first 964 yards or part thereof £4.00 (currently £4.00 for 1041 yards) b) For each additional 143 yards or part thereof 20p (currently 154yds)</p>
<p>Rate 3 - between 11.00pm on the day before and 7.00am on the morning following each and every PUBLIC HOLIDAY, Easter Sunday, Xmas Day, Queens Diamond Jubilee, Boxing Day & New Year's Day</p>	<p>a) For the first 1201 yards or part thereof £5.00 (currently £5.00 for 1297 yards) b) For each additional 123 yards or part thereof 20p (currently 133 yds)</p>
<p><u>2. Waiting Time</u> Rate 1. Rate 2. Rate 3.</p>	<p>Rate 1. 20p for 40 seconds or part thereof (no change) Rate 2. 20p for 30 seconds or part thereof (no change) Rate 3. 20p for 27 seconds or part thereof (no change)</p>
<p><u>3. Extra Charges</u></p>	<p>a) for each passenger over ONE per journey and for each bicycle or pram 20p. b) for each package carried outside the taxi compartment: supermarket size carrier charged at 10p for 2, all other substantial packages 20p each. For all wheelchairs and guide/assistance dogs: NO CHARGE. c) Where the customer has soiled the taxi requiring off the road internal cleaning/valeting: £65 NOTE The actual meter reading for all journeys will be expressed to the nearest 20p. d) For each passenger over FOUR per journey: 60p</p>

2. As required by the Act for the next 14 days a copy of this Notice will be available during office hours for public inspection without payment at the address below.

3. Any objection to the proposed variation should be made in writing to me stating the ground(s) for objection within 14 days of today's date.

Gillian Ragon

Environmental Health & Regulatory Services (Group Manager)

Herbert Warehouse

The Docks

Gloucester

Fax: 01452 396340

E-mail: heretohelp@gloucester.gov.uk



GLOUCESTER
CITY COUNCIL

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Dear Sir/Madam

I am writing to you on behalf of Associated Taxis and its 33 hackney carriage drivers.

We are against any rate rise for the year 2012. As a company we are seeing less and less demand for our services, due to the economic climate.

We feel that if a rate rise goes ahead, it would only further damage our trade and business, which at the moment is at an all time low.

I could go on about other factors i.e.; illegal pick-ups, but perhaps more should be done in this area to stop this activity from destroying our trade.

Yours Sincerely

—

Darren Mayer

Manager

Associated taxis

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Lisa Wilkes

From: Zeya Ahmed [zey.a@virgin.net]
Sent: 25 November 2011 15:46
To: Lisa Wilkes
Cc: Gill Ragon; Chas Rodgers (21)
Subject: Waiting time

Lisa,

Further to our conversation yesterday, the GHCA will not be seeking an increase in the rate for waiting time on this year's tariff rise. This situation will prevail for at least two years, but more likely for three, although a fourth year is possible if we stay in the median range of our neighbouring authorities.

Please let me know if there is any clarification required and also when you anticipate the notice to go in the local paper.

Zeya

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