



Brighton & Hove  
City Council

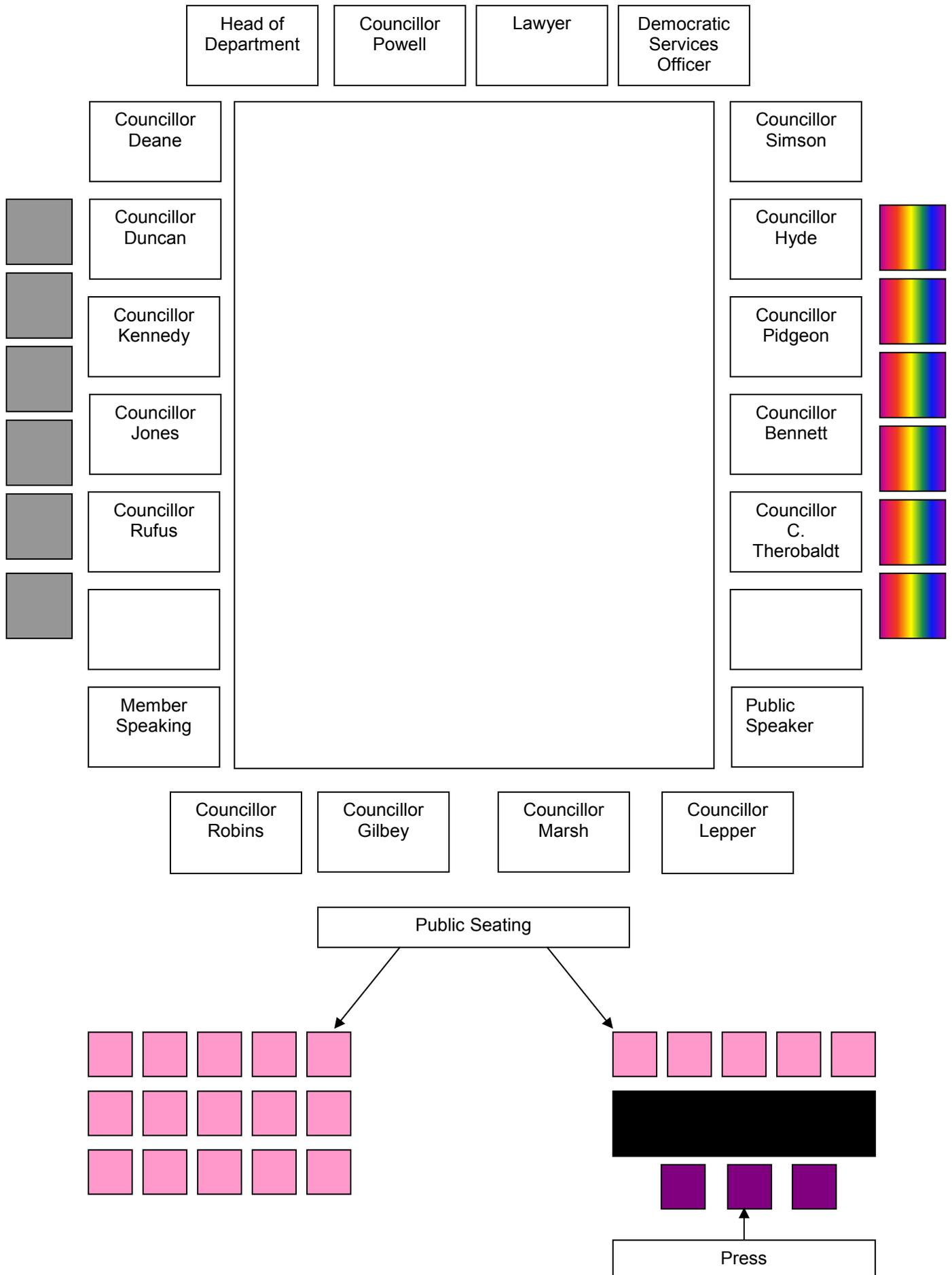
# Licensing Committee

(Non-Licensing Act 2003 Functions)

Title:	<b>Licensing Committee (Non Licensing Act 2003 Functions)</b>
Date:	<b>27 June 2013</b>
Time:	<b>3.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Powell (Chair), Deane (Deputy Chair), Simson (Opposition Spokesperson), Lepper (Opposition Spokesperson), Bennett, Duncan, Gilbey, Hyde, Jones, Kennedy, Marsh, Pidgeon, Robins, Rufus and C Theobald
Contact:	<b>Penny Jennings</b> Democratic Services Officer 01273 291065 penny.jennings@brighton-hove.gov.uk

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# Democratic Services: Meeting Layout



## AGENDA

### 1. PROCEDURAL BUSINESS

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

(b) Declarations of Interest:

- (a) Disclosable pecuniary interests not registered on the register of interests;
- (b) Any other interests required to be registered under the local code;
- (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

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

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

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

*NOTE: Any item appearing in Part 2 of the Agenda states in its heading either that it is confidential or the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.*

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

### 2. MINUTES OF THE PREVIOUS MEETING

1 - 10

Minutes of the meeting held on 14 March 2013 (copy attached)

### 3. CHAIR'S COMMUNICATIONS

## LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

### 4. PUBLIC INVOLVEMENT

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

- (a) **Petitions:** to receive any petitions presented by members of the public to the full Council or at the meeting itself.
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on 18 June 2013.
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on 18 June 2013.

### 5. MEMBER INVOLVEMENT

To consider the following matters raised by Members:

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

### 6. PASTON PLACE TAXI RANK

11 - 22

Report of the Head of Planning and Public Protection (copy attached)

*Contact Officer: Martin Seymour Tel: 296659*

*Ward Affected: East Brighton*

### 7. HACKNEY CARRIAGE AND PRIVATE HIRE DRIVER FEES

23 - 26

Report of the Executive Director of Environment, Development and Housing (copy attached).

*Contact Officer: Martin Seymour Tel: 296659*

*Ward Affected: All Wards*

### 8. HACKNEY CARRIAGE ACCESSIBILITY POLICY (JUNE 2013)

27 - 112

Report of the Head of Planning and Public Protection (copy attached)

*Contact Officer: Jean Cranford Tel: 29-2550*

*Ward Affected: All Wards*

## LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

- 9. HACKNEY CARRIAGE FARE TARIFF** **113 -  
168**
- Report of the Head of Planning and Public Protection (copy attached)  
*Contact Officer: Jean Cranford Tel: 29-2550*  
*Ward Affected: All Wards*
- 10. STREET TRADING POLICY: FARMERS' MARKET** **169 -  
178**
- Report of the Head of Planning and Public Protection (copy attached)  
*Contact Officer: Martin Seymour Tel: 296659*  
*Ward Affected: All Wards*
- 11. STREET TRADING DESIGNATION: MEMORIAL WAY** **179 -  
194**
- Report of the Head of Planning and Public Protection (copy attached)  
*Contact Officer: Martin Seymour Tel: 296659*  
*Ward Affected: All Wards*
- 12. LAW COMMISSION INTERIM STATEMENT -** **195 -  
208**
- Report of the Head of Planning and Public Protection (copy attached)  
*Contact Officer: Martin Seymour Tel: 296659*  
*Ward Affected: All Wards*
- 13. ITEMS TO GO FORWARD TO COUNCIL**
- To consider items to be submitted to the 18 July 2013 Council meeting for information.
- In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting*

## LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

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

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Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact Penny Jennings, (01273 291065, email [penny.jennings@brighton-hove.gov.uk](mailto:penny.jennings@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Wednesday, 19 June 2013

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

**3.00PM 14 MARCH 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Duncan (Chair), Deane (Deputy Chair), Cobb (Opposition Spokesperson), Lepper (Opposition Spokesperson), Gilbey, Hamilton, Hawtree, Hyde, Jones, Marsh, Pidgeon, Rufus, Simson, C Theobald and Wakefield

**Apologies:** Councillor Buckley

**PART ONE**

**21. PROCEDURAL BUSINESS**

**21a Declaration of Substitutes**

21.1 Councillor L Wakefield declared that she was substituting for Councillor Buckley.

**21b Declarations of Interest**

21.2 There were none.

**21c Exclusion of the Press and Public**

21.3 In accordance with Section 100A of the Local Government Act 1972 ('the Act'), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press or public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in Section 100I of the Act).

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

**22. MINUTES OF THE PREVIOUS MEETING**

22.1 Councillor Cobb stated that the word "wheelchair" should be removed from the resolutions set out in Paragraphs 17.3 and 17.5 respectively of the minutes and also from Paragraph 3.1 of Item 27 of that days agenda " Consultation on the Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators.

22.2 **RESOLVED** – That subject to the amendment set out above the minutes of the Licensing Committee (Non Licensing Act 2003 Functions) Meeting held on 22 November 2012 be agreed and signed as a correct record.

## **23. CHAIR'S COMMUNICATIONS**

### **Hackney Carriage and Private Hire Vehicles**

#### **Suspensions and Revocations:**

23.1 The Chair explained that since the last meeting of the Licensing Committee (Non Licensing Act 2003 Functions), officers in the Hackney Carriage Office had:

Revoked and refused a renewal of one licence as the driver no longer held a DVLA driving licence on medical grounds.

Revoked one licence following the conviction of the driver on drug related offences.

In addition to this one driver had received a formal warning for a motoring conviction and one driver for not declaring pending court proceedings.

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

## **24. PUBLIC INVOLVEMENT**

### **24a Petitions**

24.1 There were none.

### **24b Written Questions**

24.2 There were none.

### **24c Deputations**

24.3 The Committee received a Deputation from Mrs Krachen-Lashbrook in the following terms:

Subject : Public Health, road safety & nuisance caused by Licensed taxis in Paston Place, Kemptown

Problem: Paston Place has two taxi ranks, in addition to other traffic, and is inundated by over-ranking taxis.

Public Health: This makes it a pollution hotspot where all Defra assessment factors are present and hence legal limits are very probably exceeded- unfortunately measuring has been refused. The city's Senior Technical Engineer states in the 2011 AQAP that air pollution is the biggest factor affecting our health. The city's latest health survey shows a difference in life expectancy between the city centre and the outside, e.g. along the

no. 7 bus route life expectancy decreases by as much as 10 years. There is a clear and compelling link and we are very worried about our health and that of our children.

**Road safety:** In addition the over-ranking taxis create road safety hazards for local residents and the wider public as the taxis do not adhere to any road traffic regulations but rather operate as if Paston Place were the Wild West.

**Nuisance:** Drivers do not conduct themselves according to their code of conduct, instead they are abusive, anti-social and threatening to residents. **Noise pollution:** Taxis, especially London cabs and wheelchair accessible vans, make constant noise whilst engine is running during waiting on rank and over-ranking directly outside residential dwellings.

### **By Residents of Paston Place and Members of the Responsible Licensing Initiative**

#### **Request :**

#### **Relating to Rank Location:**

Move rank 2 away from residential dwellings into a safe distance (back to original place or hospital) and Reconsider location of rank 1 on a hill climb due to its detrimental effect on emissions (downhill better)

#### **Relating to Taxi Management :**

Effective enforcement of the bye laws and elimination of the over-ranking problem and its consequences for road safety, health & the right to enjoyment of our properties

Capping taxi licences and operating a licensing strategy that is responsible to the residents, the taxi trade and the wider public. Capping would protect local residents' health and road safety, give drivers a realistic chance of making a living and protect other drivers and pedestrians using Paston Place.

#### **Relating to Air Quality:**

#### **Introduce a no Idling Policy:**

as a major measure to improve the air in Paston Place and across town for the wider public by utilizing the legislative measures available to AQMA's and widely used in UK. Paston Place are happy to act as a pilot for this new policy.

Introduce RET to monitor taxi fleet, who are a big polluter, again by utilizing this extra legislative measure available to AQMA's. Paston Place is happy to also act as a pilot for this new policy. Introduce instant fines for double yellow lines used by taxis in Paston Place

We are aware of budget constraints and have proposed mostly self-financing solutions based on research into other councils' approaches and are happy to facilitate further research, surveys or other help in order to make this affordable and cost-effective. We are

also happy to collect data such as logs and photographic evidence so by law contraventions can be followed up and prosecuted cost-effectively.

Problems: Road Safety, Air & Noise Pollution and Nuisance:

Paston Place has to accommodate different types of traffic: it is used as a „car park“ for hospital patients, visitors and staff; three bus routes; visitors to church, church community centre and nursery, nursing home; a over-proportionate number of disabled car parking spaces (7) – there are 30 around hospital and area- visitors to Sam’s restaurant and in the evening to the Cabaret. This in addition to residential parking. Paston Place, btw. Eastern Rd and St. George’s, is a narrow and short street. This already makes it a busy street. In addition it has two taxi ranks. Rank 1 has 6 spaces, rank 2 has 2 spaces. Linking them is a little lane, the entrance of which is also filled up. So that both ranks have 9 taxis. Although Marine Parade has a taxi rank only two minutes away, it is always empty. Paston Place has taxis over-ranking, often the entire street between Eastern Rd and St George’s St can become one big rank. Often in addition to 9 taxis on the ranks, up to a further 8 taxis are over-ranking on double yellow lines, disabled spaces, car pool spaces, car park spaces, in the middle of Paston Place or obstructing the adjacent street exits from Sudeley St, Sudeley Terrace and Church Street – usually with their motors running. Sometimes it is like a beehive, sometimes very long waiting times.

### **Road Safety Concerns:**

They obstruct other traffic, such as cars, disabled people, buses. Delivery vans for local residents cannot use dbl yellow lines. Rubbish cannot be collected as they do not make way for the vehicle (residents’ complaints lodged with council). They do not have any consideration for any other traffic. They have established an unofficial ‘over-ranking order’ snaking uphill until they reach the official rank. They often reverse backwards in the one way street seriously endangering oncoming traffic. They are a danger for the road safety of the wider public and the local residents. A residents’ little girl (no 6) was almost knocked over by a over-ranking taxi in front of her house. Taxis ‘own’ our street.

### **Nuisance:**

Disabled residents cannot have deliveries as all spaces and yellow lines are taken. Visitors and residents cannot park when taxis occupy normal parking spaces/disabled bay. Residents requesting the taxi drivers to switch off their motors are verbally abused. One taxi parked unlawfully on the disabled space outside no.13, calling me a ‘bitch’ in the presence of my daughter when I politely requested him to switch off his engine. Another resident has his visitors casually insulted by over-ranking drivers chatting in front of his house about them (no 6). Recently we were threatened that all Brighton taxis would come to Paston Place unless we drop the matter. A threat previously used on another resident (no 11). Over the years numerous complaints relating to drivers’ rude, anti-social and threatening conduct have been placed by various residents and relating to various matters. Some drivers behave like the mafia.

### **Noise Pollution:**

Hackney Carriage „London cabs“ and the now increasing number of wheelchair accessible big vans create a lot of noise pollution, vibration and further increased air pollution. The taxis

also constantly honk to indicate other drivers to move up or other cars need to honk to make the obstructing taxis move.

### **Air Pollution & Health Concerns:**

Eastern St emissions are measured and exceed legal limits. Exceeding emissions there are mostly caused by mass & tally. The measurement is taken opposite the Barry building, adjacent to taxi rank 1. Taxi emissions would significantly contribute to the ambient pollution levels taken there. Most pollution in Brighton is not caused by mass & tally, but by other factors (Defra assessment factors). Paston Place has all these detrimental factors present and will therefore also exceed legal limits. The taxis either idle with running motors or stop/start, both on the rank and whilst over-ranking – throughout the day, evening and night. They constantly move small distances uphill from space to space. This is the pattern of ultra urban traffic, producing very high emissions. Especially as the London cabs and the wheelchair accessible vans are very high emission due to their weight. At ultra urban traffic eco features, if existing, are not effective. Paston Place is a narrow street with less than 15m (8,60 kerb to kerb), has a gradient, so every taxi movement uphill requires extra propulsion which results in highest emissions. The taxis come from around corners, which results in higher emissions from acceleration. The council has no data on the eco-fitting or engine types of their fleet. Although vehicles are commercial and high-mileage, no commercial nuisance legislation seems to be applied to the pollution they cause and emission testing is limited to MOT. Taxi rank 2 is at a distance of less than 5m (3,60m) immediately outside residential dwellings with basement flats (no 9 and 10), who are being 'gassed', as there is no room for dispersion, especially in cold winter weather. Sometimes the rank is extended to no. 13 and taxis occupy both normal spaces and the disabled space behind the rank. This creates a funnel effect and causes the highest health impact on those residents. The same is constantly the case outside no 5 and 6, no 17 and the nursing home. Our health is constantly exposed to the highest emissions of sometimes 17 taxis' simultaneous running motors. In 2011 a log was handed in with a resident (no 6) counting 300 over-ranking taxis outside her house in one day. In February I handed in a log to the HCO with 69 ultra urban movements of over-ranking taxis within 3 h and waiting times of average 18 min. over-ranking and altogether almost an hour to get a fare per taxi – mostly with simultaneous running motors of the 15 plus taxis. Further logs and photos/videos in evidence of all of the above are available on request and a facebook page and youtube channel are under construction.

### **Enforcement:**

When alerting the council to the problem, the Environmental Dept. ignored the aggravating factors and responded with a generic statement, rather than applying the Defra factors and assessing the problem. When we requested pollution monitoring in order to assess the extent of the problem, we were refused. No serious efforts have been made by HCO to enforce the problem, although over-ranking is against the bye laws and a criminal offence. NSL shy away from even enforcing enforceable offences (e.g. parking on disabled space) for fear of abuse from the taxi drivers. Since requesting proper enforcement, it has been noticed that officers target the street only when it is empty, but avoid the street when the problem is present and actively walk away when taxis start over-ranking. We fear misrepresenting data is being compiled to cover their inaction. Cllr Mitchell has looked at the taxi problem in situ and has witnessed it at first hand.

## **Possible Solutions and Some That Other Councils Have Applied:**

Utilize current legislation allows for max 500GBP fine for issues relating to drivers' conduct and bye law contravention is a serious conduct issue/criminal (self-financing enforcement)

Introduce a update for fining bye law contravention, i.e. update original fine of 1GBP in 1875 to equivalent amount today, e.g. 500GBP? (see Galway introduced an entire taxi bill to tackle problem) Establish a points system until licence is withdrawn ( points for running motor, offensive conduct, obstruction etc. see

[www.portsmouth.gov.uk/media/LIC\\_Conditions\\_of\\_Licence\\_and\\_Enforcement.pdf](http://www.portsmouth.gov.uk/media/LIC_Conditions_of_Licence_and_Enforcement.pdf) This needs to be adapted to the needs of Brighton and focus on over-ranking, conduct, road safety, idling motors, double yellow lines, eco measures such as optimum air in tyre etc. HCO would be able to utilize residents' complaints and photographic evidence– this seems most promising and cost-effectively Taxi fleet keeps contravening bye laws and is not co-operating, then Increase licence fee to fund necessary enforcement (self-financing) Utilize AQAM legislation provision: introduce fixed fine for idling motors and RET (self-financing); change TMR/TRO and make double yellow lines in street an instant fine (self-financing enforcement) then install quick escalation scheme to prosecution at court (1 warning, then final warning with hearing: if no aggravating factors then caution, if aggravating factors such as obstructing traffic, running motor, last warning in less than 6 months, no promise that bye laws will be followed, then prosecution of bye law contravention. Three pronged enforcement (police, parking, taxi office) over extended periods of time until resistance broken.

(see [www.plymouth.gov.uk/failing\\_to\\_proceed\\_guidance\\_note.pdf](http://www.plymouth.gov.uk/failing_to_proceed_guidance_note.pdf)). Taxi office happy to inform about approach but requires really pro-active and astute enforcement staff )

If the council cannot protect the local residents and the wider public and effectively enforce, then the rank needs to be removed, especially considering that a rank should never be in a hill climb position due to its higher emissions and detrimental AQ and health effects.“

- 24.4 Ms Krachen-Lashbrook spoke to her petition and drew out the main points from it stating that in her view and that of her fellow deputees the current position and various residents were suffering at the hands of members of the licensed taxi trade was totally unacceptable, action needed to be taken to remedy the situation immediately as the current abuses had gone on for far too long.
- 24.5 Councillor Duncan, the Chair stated that as the matters raised related primarily to matters which fell within the remit of another Committee he did not consider that it would be appropriate for his Committee to consider the Deputation further. Following discussion it was considered that it would be appropriate to refer the Deputation on to the next meeting of the Transport Committee as it was that Committee which had authority over proposed traffic orders whilst this Committee did not. Any report dealing with rank appointment would require traffic orders to be made and should therefore in his view go forward for consideration by that Committee. The Chair stated that in his view before any determination of the matter, a full equality impact assessment and consultation with stakeholders would be essential.
- 24.6 It was confirmed by the Head of Regulatory Services, Planning and Public Protection that as the Licensing Committee was responsible for discharging the Council's functions

for licensing and registration functions, that did include taxi driver behaviour. Councillor Lepper stated that the behaviour referred to was inappropriate and considered that the matter needed to be investigated further and that it would be appropriate for a report detailing the outcome of those investigations to come back to the next scheduled meeting of the Committee on 27 June. In the meantime she considered it would be appropriate for the taxi drivers' trade association to be made aware of this issue. Other Members of the Committee were in agreement.

24.7 It was explained that details of the Deputation would be provided to the Clerk to the Transport Committee who would then contact Ms Krachen-Lashbrook separately in relation to consideration of this matter at that Committee.

24.8 **RESOLVED** – That the Deputation be noted and referred forward to the next available meeting of the Transport Committee. A separate report relating to taxi driver behaviour in relation to the rank referred to be brought back to the next scheduled meeting of the Licensing Committee (Non Licensing Act 2003 Functions) on 27 June 2013.

## **25. MEMBER INVOLVEMENT**

### **25a Petitions**

25.1 There were none.

### **25b Written Questions**

25.2 There were none.

### **25c Letters**

25.3 There were none.

### **25d Notices of Motion**

25.4 There were none.

## **26. ZOO LICENSING**

26.1 The Committee considered a report of the Head of Planning and Public Protection outlining the process for Zoo Licensing and requesting that the Committee note the licensing determination and renewal inspection process that officers completed in order to renew the licence for the Sea Life Centre which fell within the requirements of the Zoo Licensing Act 1981. As well as determining the current application for renewal the Committee were requested to consider whether they wished a recommendation to be made to the Policy and Resources Committee that in reviewing the constitution Zoo Licensing Act determinations should in future be reserved to the Licensing Committee and whether in future the Committee considered it desirable for the proper conduct of the Sea Life Centre that an elected Member be engaged in the zoo's ethical review process by joining its Ethics Committee in line with the recommendations set out in the DEFRA Zoos Expert Committee handbook.

- 26.2 It was explained that the licensing and inspection of zoos was a matter for local authorities under the Zoo Licensing Act 981. This Act set out how zoos in Great Britain were inspected and licensed in order to ensure that they were safe for the public to visit, that high standards of welfare were maintained and that zoos made a contribution to the conservation of wildlife. It also implemented the European Council Directive 1999/22/EC in the UK.
- 26.3 The Sea Life Centre was Brighton and Hove's only zoo and was currently licensed under the Zoo Licensing Act 981. The zoos current licence was due for renewal during March 2013. Such licenses were issued for a six year period.
- 26.4 Mr Levison, General Manager of the Sea Life Centre stated that whilst he was aware of the views of some action groups regarding zoos and also in respect of the Sea Life Centre, they would have to agree to disagree. He considered it was very important to stress the active role that the Sea Life Centre played in wildlife conservation, it was actively involved in the care and preservation of several endangered species. The centre took an active role in education and took its responsibilities in looking after the animals in its care very seriously. It went well beyond the minimum standards set as evidenced by the current DEFRA report which had been circulated as an appendix to the report. It should be noted that there had been no problems arising from the manner in which the Sea Life Centre was run. The zoos Ethics Committee was well balanced body of impartial experts and he did not therefore feel that if a Councillor was to sit on this body that it would add anything to the current arrangements.
- 26.5 Councillor Hawtree stated that he was rather perturbed by Mr Levison's apparent reticence regarding involvement of Councillors on the Ethics Committee as he considered that to have "lay" representation on this body could be very helpful .
- 26.6 Councillor Wakefield concurred with Councillor Hawtree stating that involvement on this body could be valuable in assisting members in answering questions received from residents (these were received periodically), relating to the manner in which the Sea Life Centre was run.
- 26.7 Ms Thornton, (the vet who carried out inspections for the Sea Life Centre) was also in attendance and explained that to appoint a Councillor appointed by the local authority to the Sea Life Ethics Committee would run counter to Government guidance regarding appointments to that body.
- 26.8 Councillor Simson stated that the report and its accompanying appendices, particularly the latest DEFRA report (Appendix 2) served to reinforce what a wonderful resource the centre provided for the city and how it had improved its offering year on year. Whilst happy to note the work carried out by the centre which was excellent and went far beyond the standards required, she would not wish to be associated with recommendations that the future grant of licences should fall to the Committee or that the local authority should appoint a councillor to sit on the zoo Ethics Committee. The establishment was clearly well run no problems had been reported and it was not appropriate for there to be any political interference in its management.

- 26.9 Councillor Lepper stated that she concurred wholeheartedly with Councillor Simson. There were no other instances where local authorities were directly involved in the running of a zoo in the manner suggested. She considered that it was appropriate for decisions regarding the licence to be delegated to those who were professionally qualified to do so and did not consider that the involvement of lay people could add anything to the arrangements which were already in place. This was a matter for consideration by the Committee, there was no necessity for political involvement in the decision making process.
- 26.10 Councillor Cobb stated that the report showed all the hard work that went on behind the scenes, and thought that the centre ought to do more to publicise its work, she did not however see why it had been considered necessary for a report to be put to the Committee.
- 26.11 Councillor Hyde concurred stating that she had every confidence in the ability of the staff to run the Sea Life Centre properly and agreed that there was no reason for a report to come forward to the Committee. She enquired why and who had taken the decision for a report to come forward.
- 26.12 The Chair, Councillor Duncan explained that that periodically he received comments and questions from residents regarding operation of the Sea Life Centre. It was a unique facility in Brighton and Hove and in the interests of democracy and transparency he had considered it was appropriate for a report to be brought forward to Committee. He also considered that it was appropriate for a Councillor to sit on the Ethics Committee as they would then be better placed to answer those questions received from residents.
- 26.13 Councillor C Theobald stated that the DEFRA report was glowing in its praise, the centre had built up a high reputation over a number of years, and she would not be supporting recommendations 2 and 3 as she considered them to be unnecessary.
- 26.14 Councillor Gilbey stated that as regular inspections were carried out by professionally qualified inspectors she did not consider that any action was necessary.
- 26.15 A Vote was then taken on each of the individual recommendations. Recommendation 1 as set out below was agreed on a vote of 12 to 0 .
- Recommendation 2 was lost on a vote of 10 to 4 with 1 abstention.
- Recommendation 3 was also lost on a vote of 10 to 4 with 1 abstention.
- 26.16 **RESOLVED** – That the Committee notes the licensing determination and renewal inspection process that officers have completed to renew the licence for the Sea Life Centre, Marine Parade, Brighton.
- 27. CONSULTATION ON THE ACCESSIBILITY POLICY FOR HACKNEY CARRIAGE AND PRIVATE HIRE, DRIVERS, VEHICLES AND OPERATORS**
- 27.1 The Committee considered a report of the Head of Planning and Public Protection reporting progress on the consultation which had taken place on the Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators.

- 27.2 It was noted that the word “wheelchair” appearing in (1), Paragraph 3.1 appeared in error and should be disregarded.
- 27.3 Councillor Simson enquired whether the proposal of using a “Mystery Shopper” to test service provision had progressed and it was explained that this matter needed to be taken forward by the Federation for Disabled People.
- 27.4 **RESOLVED** – (1) That the Committee the progress being made in the development of an Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators be noted;
- (2) That the engagement plan set out in paragraph 4.2 of the report be endorsed; and
- (3) That officers develop an equalities impact review and report back to committee when the accessibility policy and equalities impact review is complete.

## **28. ITEMS TO GO FORWARD TO COUNCIL**

- 29.1 There were none.

The meeting concluded at 5.20pm

Signed

Chairman

# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 6

Brighton & Hove City Council

**Subject:** Taxi Driver Behaviour – Paston Place Rank  
**Date of Meeting:** 27 June 2013  
**Report of:** *Head of Planning and Public Protection*  
**Contact Officer:** Name: *Jean Cranford* Tel: 29-2550  
E-mail: jean.cranford@brighton-hove.gov.uk  
**Wards Affected:** All

### FOR GENERAL REALISE

#### 1. SUMMARY AND POLICY CONTEXT:

To report on taxi driver behaviour at Paston Place Rank following monitoring in response to Licensing Committee resolution 14<sup>th</sup> March 2013.

#### 2. RECOMMENDATIONS:

2.1 That Committee notes the report.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Following a deputation from residents in Paston Place committee **RESOLVED** – That the Deputation be noted and referred forward to the next available meeting of the Transport Committee. A separate report relating to taxi driver behaviour in relation to the rank referred to be brought back to the next scheduled meeting of the Licensing Committee (Non Licensing Act 2003 Functions) on 27 June 2013.

3.2 There are a number of issues with regard to driver behavior in Paston Place, over ranking, parking in disabled parking spaces, parking on double yellow lines, idling engines. There are also allegations that drivers have been intimidating, rude, harassing, verbally abusive and using hand gestures. There are also counter allegations that residents have been intimidating, harassing and goading drivers to react and video clips of incidents with comments having been posted on Youtube. The Police have been investigating these allegations.

3.3 Numerous complaints have been received from a resident in Paston Place which include numerous video recordings; many of these recordings have been viewed and none demonstrated offences or unauthorized parking as the context etc is not known. An officer would

need contemporaneous conversation with the driver at least but in any case, intermittent waiting in a restricted area is not a byelaw infringement and unlikely to be a traffic offence. Residents have been advised to report traffic offences to Sussex Police Road Unit or via Operation Crackdown.

- 3.4 Over ranking is controlled by means of the byelaws adopted by Brighton & Hove Council in 1999 under section 68 of the Town Police Clauses Act 1847 and section 171 of the public Health Act 1875.

*Byelaw 7 states:*

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

*(a) proceed with reasonable speed to one of the stands appointed by the Council which that hackney carriage is permitted to use;*

*(b) if a stand, at the time of his arrival, is occupied by the full number of carriages authorised to occupy it, proceed to another stand which that hackney carriage is permitted to use;*

- 3.5 The byelaws are effective in encouraging hackney carriages to return to appointed ranks but are written in such a manner that it makes it difficult to be used to control over ranking especially where vehicles are not queuing immediately behind the last vehicle on the rank. TRO's (Traffic regulation Orders) used to create ranks no longer specify the number of vehicles the rank has been created for just the length of the rank. For vehicles not immediately behind the vehicle on a rank and dispersed in various positions officers would need to determine what a driver was doing as there are many legitimate reasons for a vehicle to be parked at the side of the road for instance taking a break, using a mobile phone, not working, on private business etc.
- 3.6 If there is a space on the rank it appears any action would fail and any action taken against a driver who only momentarily stops pending a space becoming available or while vehicles ahead move around is also likely to fail and not upheld in the Courts. It is normal for drivers to drive away once an officer is spotted on enforcement work.
- 3.7 Parking on double yellow lines, disabled bays and City Car Club bays is enforced by CEO's (Civil Enforcement Officers). Obstruction of the highway is enforced by the Police.
- 3.8 Although a driver must be a "fit and proper person" at licensing it is not possible to place licence conditions on a Hackney Carriage Driver's Licence; the only method of control as to the conduct of drivers is through the byelaws.

*Byelaw 8 states:*

*The driver of a hackney carriage shall behave in a civil and orderly manner and shall take all reasonable precautions to ensure the safety of persons conveyed in or entering or alighting from the vehicle.*

These byelaws are intended to discourage unnecessary taxi movements. In general drivers if necessary are given written warnings as to their behavior which is then kept on file for a period of time, typically 3 years. This record could then be used as evidence should a driver appeal to a magistrate a decision to suspend or not renew a licence in the future. However, any conviction / caution would be considered on its own merits at mid-licence or at renewal where a decision as to suspend, revoke or not renew a licence can be taken.

- 3.9 Since the deputation to committee, a warning notice has been sent to all Hackney Carriage Drivers and proprietors, and specific warnings to some drivers where it has been established that they were over ranking or not returning to the nearest rank. Officers logged 38 complaints from a complainant alleging contravention of the byelaws and poor behaviour of drivers. Since the initial complaint this year, officers received one other complaint from a resident of Paston Place in relation to this matter. As part of the investigation, officers made an initial visit on 30 January 2013, and 19 further visits between 06 March and 09 May. These visits occurred on various days of the week and at varying times between 09:00 and 23:00, including a visit made by the Head of Regulatory Services and the directors of Streamline on 15 April 2013.

Officers requested Sussex Police also assist with this matter. On 21 May, a police inspector reported the results of Local Neighbourhood Policing Team officers' account. He reported that an officer had recently visited the complainant. He recognised that at times there were some obvious issues regarding taxis parking or waiting at this location and too many taxis for the number of spaces at the rank. He opined that filming over-ranking taxis had caused a few problems with the drivers who have made complaints against the complainant. Officers had patrolled Paston Place on numerous occasions after the complaints came in, but there did not appear to be any over-ranking or any issues at these times.

- 3.10 Work to review rank provision: in consultation with highway operations officers, hackney carriage officers have been looking at rank locations. Considerations to move the feeder rank back to its pre-2009 position in Sudeley Terrace do not appear persuasive. We are looking for additional rank space in the city centre, Kemp Town and the Marina to ameliorate strain on Paston Place.
- 3.11 The main Paston Place rank has been extant longer than officers here can remember. The preliminary environmental health position is that there is no apparent justification for removal of the main taxi rank on air quality grounds. The two space feeder rank, outside 9 and 10, was also

reviewed. Advantages of moving include: relocation from a steep slope to avoid hill starts and consequent emissions and annoyance; and Sudeley Terrace, parallel with the Audrey Emerton Building, is further from the building line compared with terraced houses on Paston Place. Disadvantages included taxis from a Sudeley Terrace feeder rank would have to cross Paston Place to join the main rank requiring a tight turning circle, potentially against the one way street and it would be less preferable to have taxis waiting on south side of Sudeley Terrace where residential façade with opening sash windows is closer. Sudeley Street also appeared less appropriate for rank spaces.

### **3.12 Parking infrastructure: Paston Place main taxi rank.**

In terms of the main taxi rank of 5 to 6 spaces in Paston Place this is in a suitable position. It is near the main entrance of the Royal Sussex County Hospital (RSCH), is an acceptable distance from the frontage of properties and has been in existence for over ten years.

From a Transport and Road Safety perspective we see no reason to suggest any amendments to this taxi rank.

Officers also had a look at Eastern Road and there is no scope for any bays along this stretch of the road as it would cause significant congestion and road safety issues.

Officers have spoken with RSCH to find out whether RSCH had plans for a taxi rank on hospital grounds when the redevelopment is undertaken. RSCH have no such plan and their view is that the Paston Place rank should remain as the main rank for RSCH.

### **3.13 Paston Place feeder taxi rank.**

In terms of the Paston Place feeder rank of two spaces this is in the ideal position to meet the requirement of feeding into the above rank with only a crossover / dropped kerb separating the feeder rank and main rank. So from a Transport and Road Safety perspective again this is in the best place.

However, officers appreciate there are concerns about pollution etc from residents so we looked at viable options. There is an opportunity to move the two space feeder rank into the southern side of Sudeley Terrace in the nearest pay and display spaces to the Paston Place junction (replacing current feeder rank with pay and display spaces).

This new position has one main disadvantage compared to the current position in that it would mean taxis would need to cross Paston Place to reach the main rank which may increase congestion / road safety issues. There are also likely to be objections from local residents as the taxi

feeder rank used to be in Sudeley Terrace pre 2009 and there were requests to change this.

Therefore, for officers to consider moving the feeder taxi rank to the above location they would need justification.

### 3.14 **Other taxi ranks**

In terms of other taxi ranks there should be scope to consider this although officers would have to take into account all groups wishing to use parking spaces.

In terms of no stopping, officers will also look into the current restrictions in Henley Road / St James Street to see if the current situation can be improved.

### 3.15 **Environmental Protection**

The Council's air quality specialist, Sam Rouse, advises that in this part of Kemp Town generally one city block removed from Eastern Road the air quality is good and is compliant with all air quality strategy limits. Recent air monitoring on the hospital site (condition 19 of planning approval) shows low background pollution levels.

Idling or revving diesels close to houses is localised. Resident has made reference to Paston Place on weekend mornings as quiet and empty as confirmed by video footage. There may of course be more busy times of the week, but most vehicle movements on Paston Place will be local access or taxi. Eastern Road and St James Street are through routes and will remain in the Air Quality Management Area, Lower Kemp Town is still to be determined. Road links in Kemp Town are included as emission sources in our latest dispersion model - results were expected in May.

The rank has been in place for over ten years. There is no justification for removal of the main taxi rank on air quality grounds. Question is re 7<sup>th</sup> and 8<sup>th</sup> feeder spaces outside No 9 and 10 Paston Place.

#### **Advantages of move**

Upper Paston Place has a steep slope = 1:12, Sudeley Terrace is level and avoidance of hill starts and hill climbs could avoid emissions and annoyance.

Sudeley Terrace parallel with the Audrey Emerton Building is further from the building line compared with terraced houses on Paston Place; GIS measure 4.2 metres compared with 3.2 or 3.4 on Paston Place.

#### **Disadvantages**

Cabs arriving from a Sudeley Terrace feeder rank would have to cross Paston Place to join the main rank in 6<sup>th</sup> place, a tight turning circle would be required - potentially against the one way street.

Less preferable to have taxis waiting on south side of Sudeley Terrace – where residential façade with opening sash windows are 3.8 m from kerb.

Sudeley Street to the south is also less appropriate for rank spaces. The Council's air quality action plan is being developed and reported to Environment Transport and Sustainability committee. The air quality action plan may inform taxi licensing policy in due course.

#### 4. CONSULTATION

- 4.1 This matter was discussed at Taxi Forum on 14 February and 16 May 2013.

#### 5. FINANCIAL & OTHER IMPLICATIONS:

- 5.1 There are no direct financial implications arising from the recommendation in this report.

Finance Officer Consulted: Jeff Coates

Date: 03/06/13

#### 5.2 LEGAL

Legal implications are contained within the body of the report. It is considered that officer time spent in investigating over-ranking allegations and byelaw compliance can be recovered from licence fees for Hackney carriage vehicles pursuant to section 70 (1) of the Local Government (Miscellaneous Provisions) Act as this cost is considered incidental to the provision of hackney carriage stands as set out in S70 (1) (c). Furthermore S53 of the above Act and S46 of the 1847 Town Police Clauses Act have relevance in so far as driver behaviour is concerned and arguably allow an element of enforcement to be recovered from the licence fee.

Lawyer Rebecca Sidell

Date: 13/06/13

#### 5.3 Equalities Implications:

The highway must be available for all types of transport to use, especially disabled persons.

#### 5.4 Sustainability Implications:

The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway

stations and the city coach station and approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly.

5.5 Crime & Disorder Implications:

Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime.

5.6 Risk and Opportunity Management Implications:

The transport industry should be safe, profitable and be a positive experience for residents and visitors.

5.7 Corporate / Citywide Implications:

Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

**SUPPORTING DOCUMENTATION**

**Appendices: A:** Spreadsheet of officers' actions.

**Documents in Members' Rooms**

None.

**Background documents**

None.



Report from	Uniform Reference	Date Made	Plate Number
Stefanie K-L	2013/01346/TDBC/EH	29.01.2013	
Cllr West	2013/02993/TOG/EH	02.03.2013	
Stefanie K-L	2013/03678/TON/EH	21.03.2013	
Stefanie K-L	2013/03768/TDBC/E	22.03.2013	167
	H Possible duplication of 2013/03770/TDN/EH		
Stefanie K-L	2013/03770/TDN/EH	22.03.2013	167, 96
Stefanie K-L	2013/05422/TDBC/E	26.03.2013	50
	H		
Stefanie K-L	2013/05425/TDBC/E	26.03.2013	129
	H		
Stefanie K-L	2013/05215/TDBC/E	26.03.2013	801
	H		
Stefanie K-L	2013/05429/TDBC/E	26.03.2013	801
	H Duplication of 2013/05215/TDBC/E		
	H		
Stefanie K-L	2013/05429/TDBC/E	26.03.2013	432
	H		
Stefanie K-L	2013/05434/TDBC/E	26.03.2013	328
	H		
Stefanie K-L	2013/05436/TDBC/E	26.03.2013	281
	H		
Stefanie K-L	2013/05434/TDBC/E	26.03.2013	328
	H		
Stefanie K-L	2013/06821/TDBC/E	28.03.2013	520,631,80
	H		227

Stefanie K-L	2013/06820/TDBC/E	28.03.2013	305,354,63
	H		1
Stefanie K-L	2013/06819/TDBC/E	29.03.2013	629
	H		485
Stefanie K-L	2013/06818/TDBC/E	29.03.2013	268, 227
	H		
Stefanie K-L	2013/04038/TON/EH	02.04.2013	485
Stefanie K-L	2013/06817/TDBC/E	03.04.2013	164, 186
	H		
Stefanie K-L	2013/05022/TDBC/E	08.04.2013	442
	H		
Stefanie K-L	2013/06822/TDBC/E	08.04.2013	354
	H		
Stefanie K-L	2013/05215/TDBC/E	10.04.2013	801
	H		
Stefanie K-L	2013/05392/TON/EH	16.04.2013	446
Stefanie K-L	2013/05433/TDBC/E	16.04.2014	324
	H		
Stefanie K-L	2013/05435/TDBC/E	16.04.2015	227
	H		
Stefanie K-L	2013/05588/TDBC/E	17.04.2013	75
	H		
Stefanie K-L	2013/06464/TON/EH	08.05.2013	54
Stefanie K-L	2013/06463/TON/EH	08.05.2013	262
Stefanie K-L	2013/06456/TON/EH	08.05.2013	
Stefanie K-L	2013/06458/TON/EH	08.05.2013	
Stefanie K-L	2013/06465/TON/EH	08.05.2013	222
Stefanie K-L	2013/06466/TON/EH	08.05.2013	262
Stefanie K-L	N/A	21.04.2013	
Stefanie K-L	N/A	22.04.2013	

**Alleged  
Offence**

Initial report of  
over-ranking

N/A. His contact  
further to discussion  
with Ms K-L

Over-ranking

Over-ranking/

parking/

intimidation  
Over-ranking/ Conduct

None provided

None provided

Blocking disabled

space  
Blocking disabled

space  
Over-ranking

over-ranking/ parking

in a disabled space  
Blocking car club

space  
None provided

Over-ranking

and idling engines

Over-ranking

Over-ranking

Over-ranking

Over-ranking

Over-ranking

Over-ranking

Highway code

Over-ranking/Parking

in disabled space.

Over-ranking/

idling motor

None provided

Blocking car club

space

Over-ranking

Over-ranking &  
road obstruction

Over-ranking &  
idling engine

None stated

None stated

Over-ranking

Over-ranking

# LICENSING COMMITTEE (NON LICENSING FUNCTIONS)

## Agenda Item 7

Brighton & Hove City Council

<b>Subject:</b>	<b>Hackney Carriage and Private Hire Driver Fees for additional medical advice</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Planning and Public Protection</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Martin Seymour</b>	<b>Tel: 29- 6659</b>
	<b>Email:</b>	<b>martin.seymour@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report sets out the proposed increase in licence fees for Hackney Carriage and Private Hire Drivers that has become necessary to fund the additional time spent by the Council's Medical Advisor to consider medicals and medical exemption requests.

### 2. RECOMMENDATIONS:

- 2.1 That the committee approves the following variation to licence fees:  
Hackney Carriage Driver fee from £51 to £57 Private Hire Driver fee from £49 to £55 with effect from the 1<sup>st</sup> July 2013.

### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Department for Transport recommends medical checks to be made on all drivers at initial application and renewal. In common with other licensing authorities, the Council applies Group 2 medical standards, as applied by DVLA to bus and lorry drivers. This is a necessary check to protect public safety.

- 3.2 On the 22 November 2012 members agreed that the licence fees in respect of Hackney Carriage and Private Hire Drivers Licences be increased for the year 2013-2014 as follows.

	Fee 2012/13	Fee 2013/14
Hackney Carriage Driver	£46.00	£51.00
Private Hire Driver	£45.00	£49.00

- 3.3 The general principle is that the Council is entitled to recover in full the costs of administering the grant and renewal of licences through licensing fees it receives and it should not knowingly set fees above these costs. The proposed new level of fees is anticipated to cover costs for the year 2013-2014. If these fees are not increased as proposed it is anticipated that there will be a budget deficit.

- 3.4 The setting of fees, in relation to Hackney Carriage and Private Hire Driver licences, is governed by Section 53 & 46 of the Local Government (Miscellaneous Provisions) Act 1976 which provides that Councils may charge such fees as may be resolved by them from time to time and as may be sufficient in the aggregate to cover in whole or in part the reasonable cost of the grant and renewal of drivers' licences and the enforcement of Hackney Carriage Drivers.
- 3.5 Since members agreed the current level of fees at Licensing Committee on 22<sup>nd</sup> November 2013, it has become necessary to increase the fee to cover extra costs relating to the checking of drivers medicals. This is due to the medical advisor carrying out extra and increasing number of checks associated with medicals and wheelchair exemptions since being appointed by the Council in April 2009.
- 3.6 Dr Perry informed officers that when she took over as the council's medical advisor in 2009 there were 46 cases a year to review. This has increased year on year and now there are well in excess of 100. She tells officers that she is trying to process over double the amount in the same time which means that there is little time to chase up/follow up and she does not always look at new referrals straight away. Dr Perry's view is that it has got to the point where it needs more time allocated and she is happy to provide this if this is agreed. Dr Perry proposes two sessions a week instead of one session a week and that one of these extra sessions could be in Hove. This would mean that issues that arise earlier in the week could be dealt with much quicker, she could look at new referrals in one session and flag any issues and use the second session for any follow up. Dr Perry feels the service would be much improved and that the drivers would also be happier.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The increase of drivers' fees has been discussed at the Hackney Carriage & Private Hire Consultation Forum. There was no objection from the forum to increasing the fee to cover the cost of the medical advisor.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### **5.1 Financial Implications:**

Based on the current number of drivers the, increase in medical fees equates to an additional £6 on the cost of both hackney carriage and private hire drivers fees. License fees are set at a level that is reasonably believed will cover the costs of providing the service and in accordance with the legal principles involved. This is necessary to ensure that council tax payers are not subsidising work concerning licensing administration.

*Finance Officer Consulted: Jeff Coates*

*Date: 21/05/2013*

##### **5.2 Legal Implications:**

The Local Government (Miscellaneous Provisions) Act 1976 section 57(2) allows for medical certificates to certify physical fitness to drive a hackney carriage.

*Lawyer Consulted:*

*Rebecca Sidell*

*Date: 28/05/13*

5.3 Equalities Implications:

Group 2 medical standards are applied to protect fare paying passengers from unnecessary risk.

5.4 Sustainability Implications:

None

5.5 Crime & Disorder Implications:

None

5.6 Risk and Opportunity Management Implications:

The transport industry should be safe, profitable and be a positive experience for residents and visitors.

5.7 Public Health Implications:

None

5.8 Corporate / Citywide Implications:

Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 None

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 To ask members to agree to increase driver fees.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

#### **Documents in Members' Rooms**

None

#### **Background Documents**

None

# LICENSING COMMITTEE (NON LICENSING ACT 2003)

## Agenda Item 8

Brighton & Hove City Council

<b>Subject:</b>	<b>Hackney Carriage Accessibility policy</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Regulatory Services</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Martin Seymour</b>	<b>Tel:</b> 29-6659
	<b>Email:</b>	martin.seymour@brighton-hove.gov.uk	
<b>Ward(s) affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To report on the Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators and associated equalities impact review.

#### 2. RECOMMENDATIONS:

- 2.1 That committee endorse the proposed Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators set out in appendix D.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 At Licensing Committee (Non Licensing Functions) on the 14 March 2013 members:

**RESOLVED** – (1) That the Committee the progress being made in the development of an Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators be noted;

(2) That the engagement plan set out in paragraph 4.2 of the report be endorsed; and

(3) That officers develop an equalities impact review and report back to committee when the accessibility policy and equalities impact review is complete.

- 3.2 Following licensing committee on 14 March, the timeline was followed (appendix A).

- 3.3 Working with officers from the council's policy development team, the hackney carriage office contacted interested parties in Brighton and Hove to advise them about the accessibility forum, encouraging interested parties to attend and highlighted the accessibility questionnaire which was on the council's consultation portal. <http://consult.brighton->

[hove.gov.uk/public/bhcc/licencing/hackneycarriages](http://hove.gov.uk/public/bhcc/licencing/hackneycarriages). Results from the questionnaire on the consultation portal can be found at appendix B(ii).

- 3.4 Officers from the council's policy development team and the hackney carriage office attended an accessibility forum which was held at one of the offices of the Federation for Independent Living.
- 3.5 Key findings from the accessibility forum can be found at appendix C.
- 3.6 The amended accessibility policy can be found at appendix D. The amendment relates to the provision of ramps; ideally would be a single ramp but normally the ramp supplied by the manufacturer of the vehicle.
- 3.7 The Equalities impact review can be found at appendix E.
- 3.8 Concern was raised at the accessibility forum about how complaints and enforcement are dealt with. Information about the council's taxi complaints procedure can be found <http://www.brighton-hove.gov.uk/index.cfm?request=c1238115> and appendix F. Other issues raised at the accessibility forum include the council's licensing enforcement policy [http://www.brighton-hove.gov.uk/downloads/bhcc/licence\\_applications/Lic\\_Enf\\_Pol.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/licence_applications/Lic_Enf_Pol.pdf) (appendix G), commitment to driver training in policy with a standard to be developed and subject to approval by the Executive Director, recent issues re Paston Place (see item 6 on agenda), and consideration of a points scheme.
- 3.9 Taxi forum had previously considered a points scheme; however in a Judicial Review into Cardiff City Councils penalty point system, the Judge criticised the way the penalty points scheme operated as he considered that the "totting up" of points removed discretion from the Licensing Authority. The DfT (Department for Transport) has issued best practice guidance to Local Authorities that have responsibilities for the regulation of taxis and private hire vehicle trades including guidance on accessibility. [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/4395/taxi-private-hire-licensing-guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4395/taxi-private-hire-licensing-guide.pdf)

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The accessibility policy was discussed at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions.

An invitation to the accessibility forum and links to the consultation portal were sent to: The Community and Voluntary Sector Forum, The Federation for Independent Living, BHCC Disabled Workers Forum, Brighton & Hove Younger People's Council, Brighton & Hove Older People's Council, BHCC Adult Social Care, BHCC Home to School Transport (and via them Special Educational Need Schools and Parents), BHCC Enquiries and Concessionary Travel, BMECP, LGBT Health Improvement Project, Sussex Deaf Association, AMAZE, AGE UK, Speak Out, Alzheimer's Society, Scope, local RNIB and ASSERT. Although each invitation was personalised, this is the message which was sent:

“Brighton & Hove City Council’s hackney carriage office has been working on an accessibility policy; Licensing Committee have asked officers to consult on a draft policy and report back to the June licensing committee.

Please find below a link to the consultation on the council’s consultation portal relating to the draft hackney carriage accessibility policy which is now open and can be accessed via the attached link.

<http://consult.brighton-hove.gov.uk/public/bhcc/licencing/hackneycarriages>

I have been given your name in relation to xxxx and would be really grateful if you could circulate this to your members. There will be a consultation meeting about the policy and if you have people who are interested in attending, please ask them to register their interest with me and I’ll be in touch with details in due course.

Thank you in advance”,

- 4.2 There was also a questionnaire on the council’s consultation portal. 94 responses were received and responses and an analysis report produced by the Research and Analysis team can be viewed at appendix B(i).
- 4.3 A response was also received from Mr Les Paine of Streamline, a copy of which can be found at appendix H.

#### 4.4 **Key findings**

1. The majority of respondents agree with the draft policy.
2. Requirements, training and guidance for drivers has the highest level of agreement which is backed up by responses to the question about taxi drivers’ knowledge / awareness of how to assist disabled and or people with mobility problems.
3. The policy relating to the inside of vehicles had the next highest level of agreement. Not being able to get a wheelchair passenger and two carers in a real loading WAV being the biggest issue.
4. The lowest level of agreement is for the policy on how to support and maintain a mixed fleet. The key issues being how to match supply to demand, a particular issue for wheelchair users at night.
5. For older people, people with a range of health problems and disabilities and wheelchair users, side access WAV can be used by the fewest number of people and is the least preferred type of taxi.
6. Wheelchair user, older people and people with a health problem or disability are most likely to agree with the draft policy.
7. Taxi drivers and frequent taxi users are least likely to agree with the draft policy.

**Conclusions:** The policy should be endorsed as a working document. Fleet composition needs to be monitored and reviewed. Policy options may influence fleet proportions; the Law Commission's review of taxi licensing law is likely to amend local licensing authority powers. Driver training should be continuous. There was no clear reason to amend the draft Hackney Carriage Accessibility policy although it is proposed that it will be a live policy document.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 Revenue: Any costs associated with changes in respect of the Accessibility Policy have been met from within existing Taxi Licensing revenue budgets. Consultation costs to be met from within existing service budget.

Finance Officer Consulted: Jeff Coates

*Date: 28/05/13*

### Legal Implications:

- 5.2 The new policy will assist the trade in meeting its obligations under the Equality Act 2010.

Lawyer Consulted: Rebecca Sidell

*Date: 13/06/13*

### Equalities Implications:

- 5.3 The Equality Act 2010 requires the providers of public transport services, including the drivers and operators of taxis and private hire vehicles to ensure that people with protected characteristics are not discriminated against.

Sections 160/172 of the Equality Act 2010 (commonly known as The Taxi Provisions) in relation to access for disabled customers have not yet been fully implemented and will be the subject of an amendment to the Blue Book at the appropriate time. However, in November 2012 committee requested that officer's carry out a full equalities review of the accessibility policy. This will build on the equalities impact assessment of policy development work in 2010.

### Sustainability Implications:

- 5.4 The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station, approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly. The licensing authority needs to balance accessibility and air quality considerations; smaller Euro 5 + petrol powered vehicles have cleaner emission levels generally than larger, older, diesel powered vehicles. Drivers of wheel chair accessible vehicles and saloons have historically favoured diesel as a fuel of choice.

Crime & Disorder Implications:

- 5.5 Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime and increasing the safety of passengers and drivers.

Risk and Opportunity Management Implications:

- 5.6 The transport industry should be safe, profitable and be a positive experience for all residents and visitors.

Public Health Implications:

- 5.7 None.

Corporate / Citywide Implications:

- 5.8 Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Consideration to providing / sourcing a separate booklet is being undertaken for accessibility advice.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To report on the consultation of the Accessibility Policy for Hackney Carriage and Private Hire, Drivers, Vehicles and Operators and associated equalities impact review.

## **SUPPORTING DOCUMENTATION**

**Appendices: A** Timeline for consultation on accessibility policy.

**Appendices: B(ii)** Results from the questionnaire on the consultation portal and **B(i)** analysis report produced by the Research and Analysis team.

**Appendices: C** Results from the accessibility forum.

**Appendices: D** The amended accessibility policy.

**Appendices: E** The Equalities impact review.

**Appendices: F** Complaints procedure

**Appendices: G** Council's Licensing Enforcement Policy

**Appendices: H** Letter from Mr L.Paine, Streamline

### **Documents in Members' Rooms**

None.

### **Background Documents**

None.

Timeline for accessibility policy consultation

Date	Action
11 March 2013	Progress report to licensing committee
March 2013	<p>Desktop research including benchmarking and data collection from taxi companies.</p> <p>Questions going to taxi companies as follows: Please can you provide the following for the past year:-</p> <ol style="list-style-type: none"> <li>1. The total number of bookings for the past year</li> <li>2. The number of requests for WAV's ie bookings for more than 5 passengers</li> <li>3. The total number of requests for WAV's specifically for a wheelchair user</li> <li>4. For 3 how many were requests for rear entry vehicles</li> <li>5. For 3 how many were requests for side entry vehicles</li> <li>6. How many requests did you have for saloon vehicles</li> <li>7. Bookings from a specific disability groups i.e Hearing impaired, Blind or partially sighted, etc</li> <li>8. For school contracts how many WAV's for wheelchair users do you provide</li> <li>9. For 8 how many were requests for rear entry vehicles</li> <li>10. For 8 how many were requests for side entry vehicles</li> <li>11. For school contracts how many saloon cars are you specifically requested to provide</li> <li>12. Total number of vehicles you operate</li> <li>13. Total number of WAV's you operate</li> <li>14. How many rear loading WAV's you operate</li> </ol>
March 2013	Reference group set up and meet to discuss questions for consultation and consultation process
4 April 2013	Taxi forum
April / May 2013	Consultation via council's consultation portal
April / May 2013	Links to council's consultation portal emailed to all interested / relevant groups
April / May 2013	<p>Consultation meeting with key stakeholders (including but not exclusively FED, Disabled Workers Forum, Sussex Deaf Association, Local RNIB, ASSERT, AMAZE, Brighton &amp; Hove Older People's Council, AGE UK, Brighton &amp; Hove Younger People's Council, Adult Social Care, Home to School Transport, SEN schools and parents, Scope, Speak Out, Alzheimer's Society, BMECP, LGBT HIP (Health Improvement Project),</p>

	Enquiries and Concessionary Travel Team (Taxis Vouchers). Reference group to help advise on other groups.
16 May 2013	Taxi forum
Late May / early June	Re-circulate accessibility policy to consultant participants with consultation report.
June 2013 (date to be confirmed)	Report on accessibility policy with consultation findings to committee

# **Accessibility Policy for Hackney Carriages Consultation survey April / May 2013**

Headline report

**Version:** Final -14 June 2013

**Produced by:**

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## **1. Introduction & purpose of report**

The city council is responsible for licensing taxis and private hire vehicles and their drivers. The Equality Act 2010 requires providers of public transport services, including the drivers and operators of taxis and private hire vehicles, to ensure people are not discriminated against (or treated less favourably). Taxis are an important, and sometimes the only means of transportation for many people.

The City Council's Licensing Committee is seeking to develop an accessibility policy for hackney carriage and private hire, drivers, vehicles and operators. The policy will sit alongside the 'Blue Book', which is the licensing policy and handbook produced by the council providing guidance to taxi drivers, proprietors and operators.

As part of a wider consultation on the Council's Draft Accessibility Policy for Hackney Carriages it was decided to carry out a survey with residents and interested groups on the draft policy. The purpose of this report is to feed back the responses to that survey.

## **2. Methodology**

A questionnaire was devised in conjunction with the licensed taxi trade bodies and The Fed a charity which works to promote independence and dignity for people with disabilities.

The purpose of the questionnaire was to gain feedback on the wider draft Accessibility Policy with an emphasis on the use of side and rear loading wheelchair accessible vehicles (WAV) and saloon cars.

As with similar consultations on draft policies the questionnaire took the form of a consultation document (a simplified version of the draft policy) with questions inserted after key sections to determine if respondents agree or disagree with the proposals and why. In addition, questions were asked about respondents' use of taxis and their preferred type of taxi.

The questionnaire was made available < insert dates > on the Brighton & Hove Consultation Portal and advertised via the Council's and the Community and Voluntary Sector's networks and websites.

## **3. Response and response rate**

Ninety four questionnaires were completed. As the sample was self selecting there is no response rate. The number of responses is not untypical for this type of consultation and methodology.

A relatively large proportion of respondents have chosen not to complete the equalities and demographic questions. This and the small number of respondents make it difficult to say if the respondents profile is representative of the city's population. However, the profile of respondents appears to be...

- Representative by gender, ethnicity (white UK/British and BME)
- Over representative by LGB, those with a health problem or disability, carers, those aged 35 to 64 and those aged over 64
- Under represented by those aged 16 to 34

Twenty three licensed taxi drivers (25%) responded to the survey.

Even after taking taxi drivers' responses out respondents use taxi frequently with nearly a half (48%) using them at least once a week and nearly nine out of ten having used a taxi within the last six months.

Representatives from the following groups completed the survey.

- B&H Federation of Disabled People
- Black and Minority Ethnic Community Partnership
- Clare Project
- [freedompowerchairs.org.uk](http://freedompowerchairs.org.uk)
- Somerset Day Centre
- Tenant Disability Network part of the BHCC tenant groups.

#### **4. Key findings**

1. The majority of respondents tend to agree or definitely agree with the draft policy.
2. Requirements, training and guidance for drivers has the highest level of agreement which is backed up by responses to the question about taxi drivers' knowledge / awareness of how to assist disabled and or people with mobility problems.
3. The policy relating to the inside of vehicles had the next highest level of agreement. Not being able to get a wheelchair passenger and two carers in a real loading WAV being the biggest issue.
4. The lowest level of agreement is for the policy on how to support and maintain a mixed fleet. The key issues being how to match supply to demand, a particular issue for wheelchair users at night.
5. For older people, people with a range of health problems and disabilities and wheelchair users, side access WAV can be used by the fewest number of people and is the least preferred type of taxi.
6. Wheelchair user, older people and people with a health problem or disability are most likely to agree with the draft policy.
7. Taxi drivers and frequent taxi users are least likely to agree with the draft policy.

## 5. Results & findings

The results to all questions have been analysed by;

- Age (those aged under 35, 35 to 64, and over 64)
- Gender
- Ethnicity (White UK/British and BME)
- Sexual orientation
- Respondents with a health problem or disability
- Wheelchair users
- Carers
- Type of respondent (including taxi drivers)
- Frequency of taxi use (excluding taxi driver)

In many of the cases the number of responses is very small making it difficult to make robust conclusions; therefore care should be taken when interpreting these results.

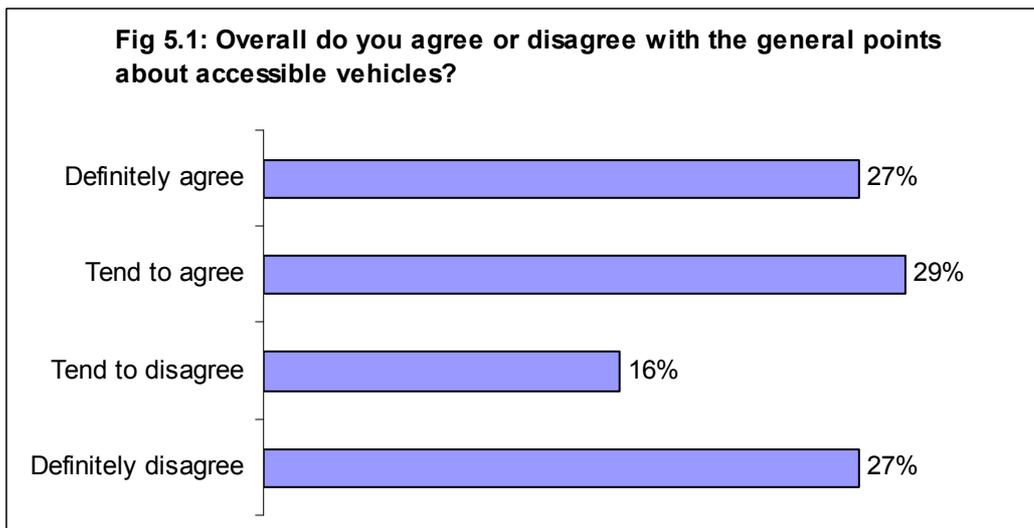
**Where there is a notable difference between groups this will be included in the report. If there is no notable difference no mention will be made.**

### 5.1 Accessible Vehicles Policy

The Council has and continues to support a policy of maintaining a mixed fleet of wheelchair accessible vehicles and saloon cars, to meet the needs of different passengers. The general points of the policy includes that all new or replacement multi-seater vehicles (vehicles capable of carrying 5 to 8 passengers) must be wheelchair accessible and have a mixed fleet of wheelchair accessible vehicles – either side or rear loaders and will aim to achieve a minimum of 60:40 ratio of rear-loaders and side-loaders.

Respondents were asked whether they agreed or disagreed with the general points about accessible vehicles, if there was anything that had not been considered and if they had any comment that they would like to make.

From fig 5.5a below, more than a half of respondents (56%) agreed with the general points about accessible vehicles. However 43% disagreed over a quarter (27%) 'definitely' disagreeing.



**Base: All respondents who answered the question excluding those stating 'don't know / not sure' (n=92).**

### **Differences by equality groups and demographics**

While many of the groups are not mutually exclusive, fig 5.1b below clearly shows that there is little consensus across the different equality and demographic groups.

Wheelchair users (87%) and those aged over 64 (79%) are most likely to agree with the general points while BME respondents (18%), taxi drivers (32%) and frequent taxi users (38%) are least likely to agree.

### **Why respondents disagreed with the Accessible Vehicle Policy**

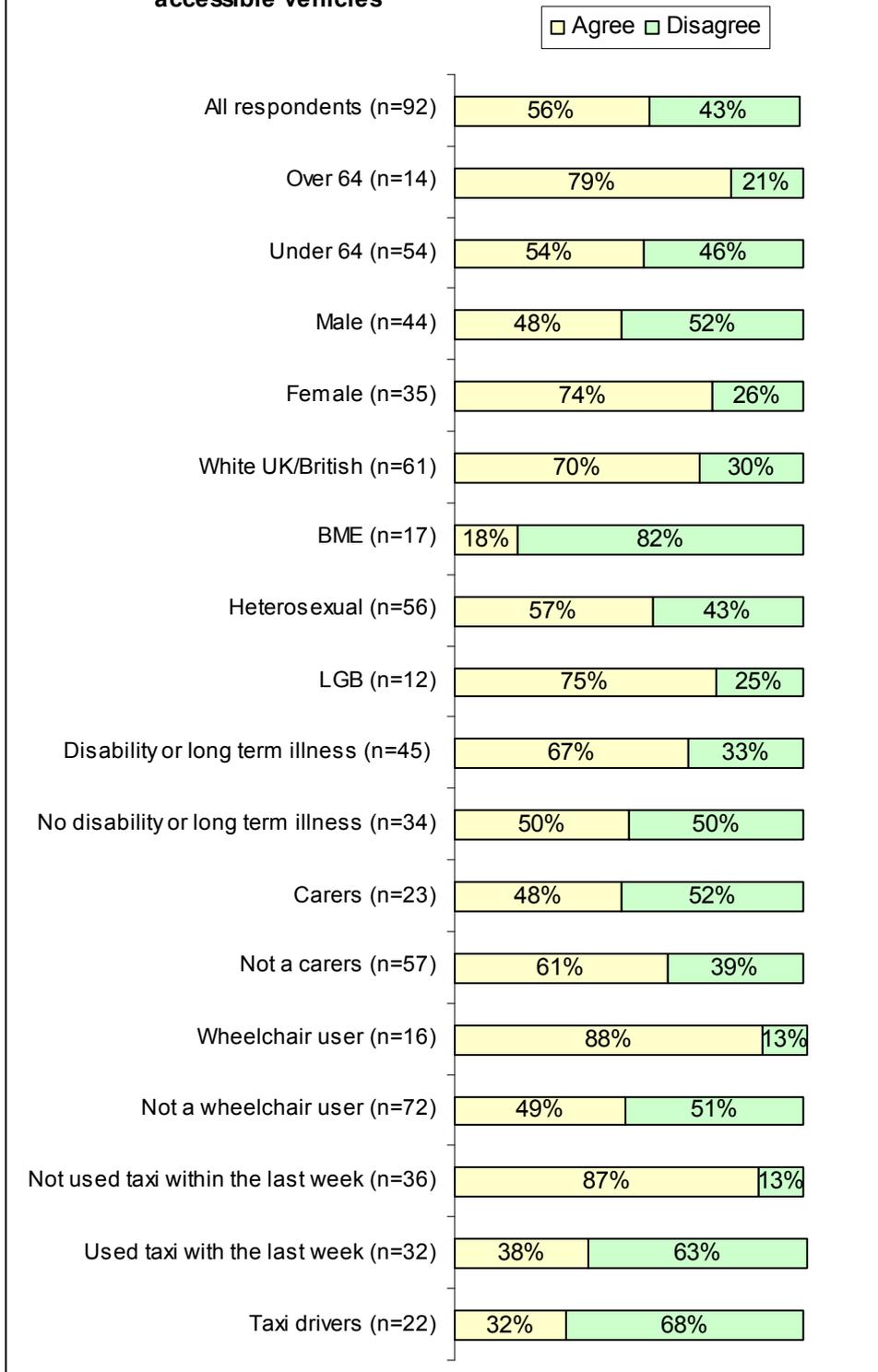
Nearly three quarters of respondents (29 people) who disagreed with this part of the Accessibility Policy made comments. The two main themes revolve around there being too many WAV / not enough/prefer saloon cars (13 people) and the difficulty that some people have in getting in and out of WAVs (12 people). Despite the consultation document clearly stating that the policy will not result in the loss of all saloon cars there is a thread within the comments that suggests some respondents do not think this will be the case.

Other themes within the comments include;

- That the policy focuses too much on the needs of wheelchair users and should focus more on the needs of other people with disability and mobility issues
- The council should listen more to the taxi trade as they understand the issues best
- The ride in WAV is uncomfortable and not as safe as saloon cars
- The higher levels of pollution that WAV cause
- The difficulty in ordering the appropriate taxi and or choosing the appropriate vehicle for their needs at taxi ranks

Full text responses are available in Appendix 1.

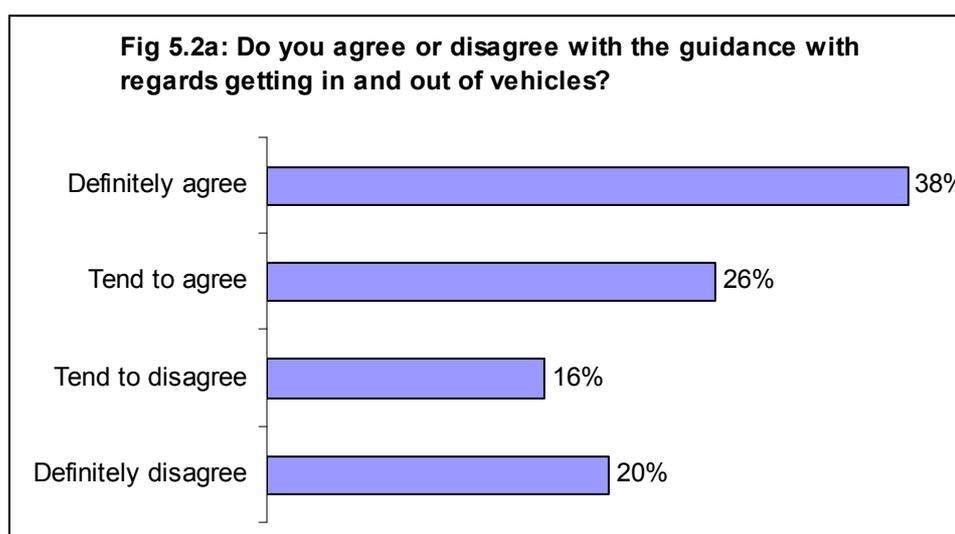
**Fig 5.1b: Agreement with the general points about accessible vehicles**



**Base: All respondents who answered the question excluding those stating 'don't know / not sure'**

## 5.2 Getting in and out of the vehicle

The accessibility policy provides standards wheel chair accessible vehicles must meet with regards passengers getting in and out of the vehicle. Respondents were asked if they agreed or disagreed with the guidance, if in the context of making the city's taxis accessible for all residents there was anything that had not been considered and if they had any general comments they would like to make about getting in and out of vehicles.



**Base: All respondents who answered the question excluding those stating 'don't know / not sure' (n=80).**

Fourteen people (15%) either responded 'do not know / not sure' or did not answer the question. Among those who responded nearly two thirds (64%) agreed with the guidance while just over a third disagreed (36%).

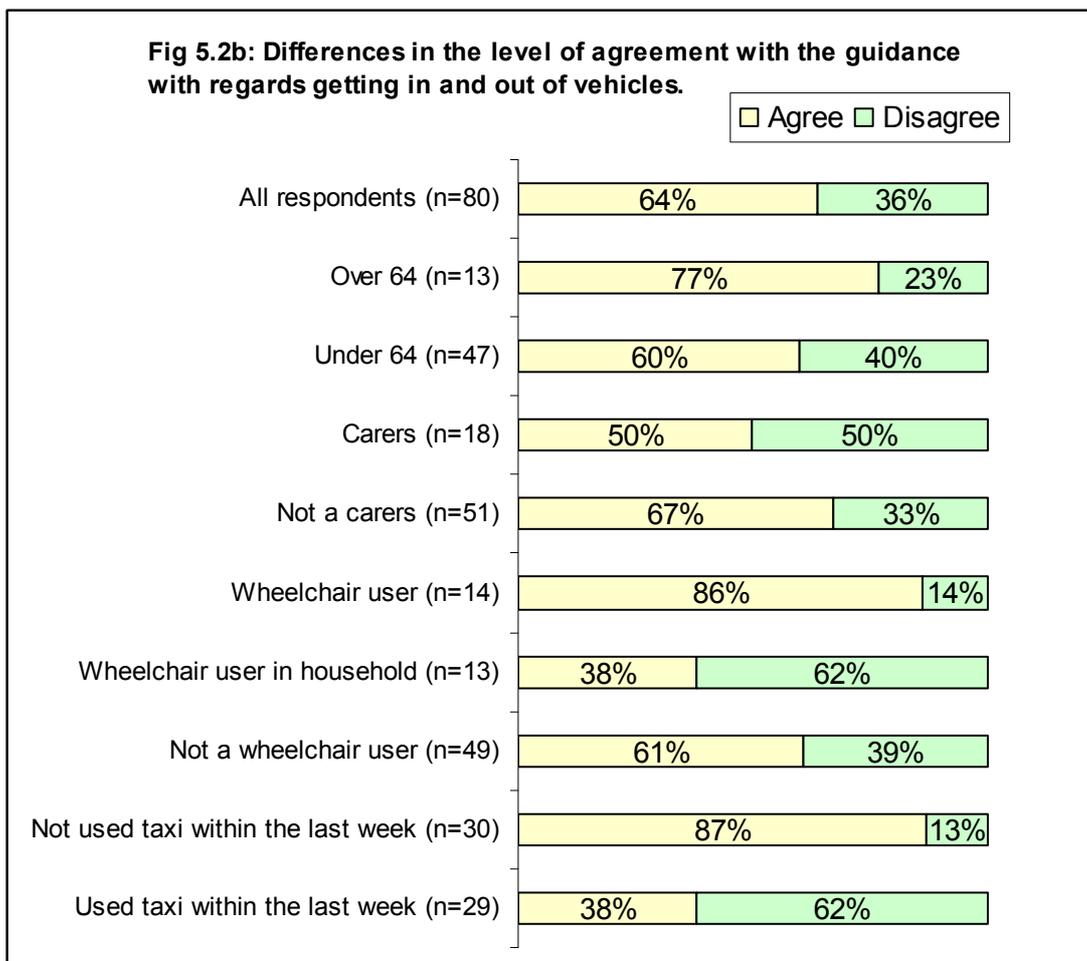
### Differences by equality groups and demographics

Wheelchair users (86%) and those aged over 64 (77%) are most likely to agree with the guidance while taxi drivers (32%) and frequent taxi users (38%) are least likely to agree (fig 5.2b below).

### Why respondents disagreed with the policy in relation to getting in and out of the vehicle

Two thirds of respondents (19 people) who disagreed with this part of the Accessibility Policy made comments. The only theme as such relates to the difficulty some people have with getting in and out of high step vehicles (6 people). Three people mentioned the danger/difficulty in using rear loading WAV and two people suggested lowering the kerb at bus stops as this is where taxis pick them up.

Full text responses are available in Appendix 1.

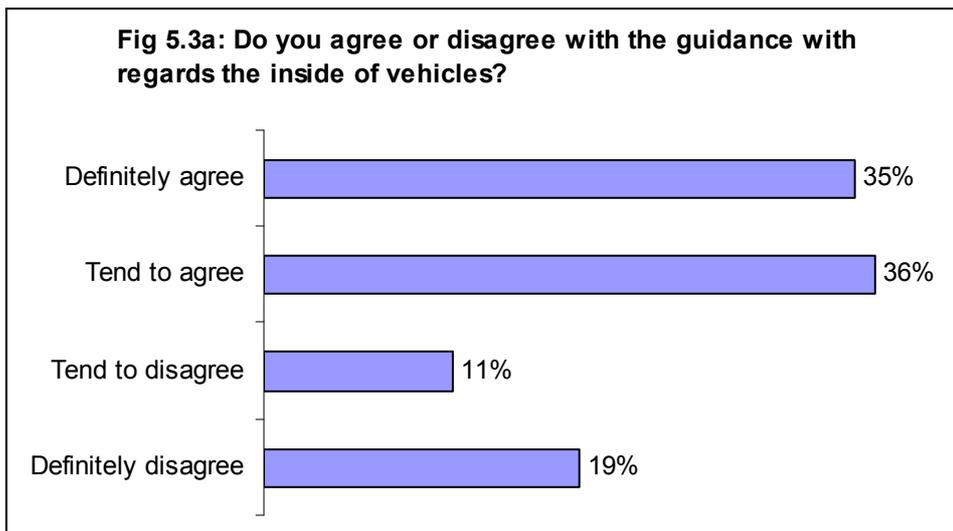


**Base: All respondents who answered the question excluding those stating 'don't know / not sure'**

### 5.3 Inside the vehicle

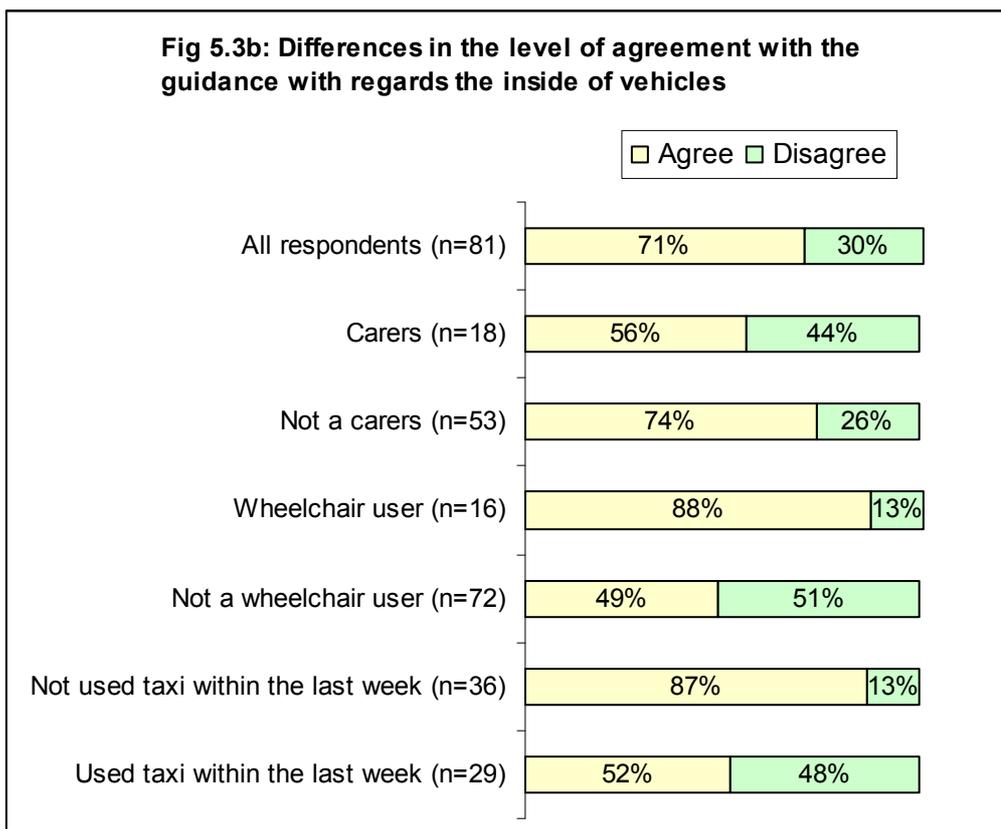
The accessibility policy provides standards that vehicles must meet with regards to the inside of vehicles. Respondents were asked if they agreed or disagreed with the guidance, if in the context of making the city's taxis accessible for all residents there was anything that had not been considered and if they had any general comments they would like to make about the inside of vehicles.

From fig 5.3 below, thirteen people (14%) either responded 'do not know / not sure' or did not answer the question. Among those who responded more than two thirds (71%) agreed with guidance compared to less than a third (30%) who disagreed.



**Base: All respondents who answered the question excluding those stating 'don't know / not sure' (n=81).**

### Differences by equality groups and demographics



**Base: All respondents who answered the question excluding those stating 'don't know / not sure'**

From fig 5.3b above,

- Fourteen out of sixteen wheelchair users (88%) agree with the guidance about the inside of a vehicle compared to only 49% of respondents who don't use a wheelchair.

- Respondents who are frequent users of taxis (52%) and carers (56%) are the most likely to disagree with the guidance.

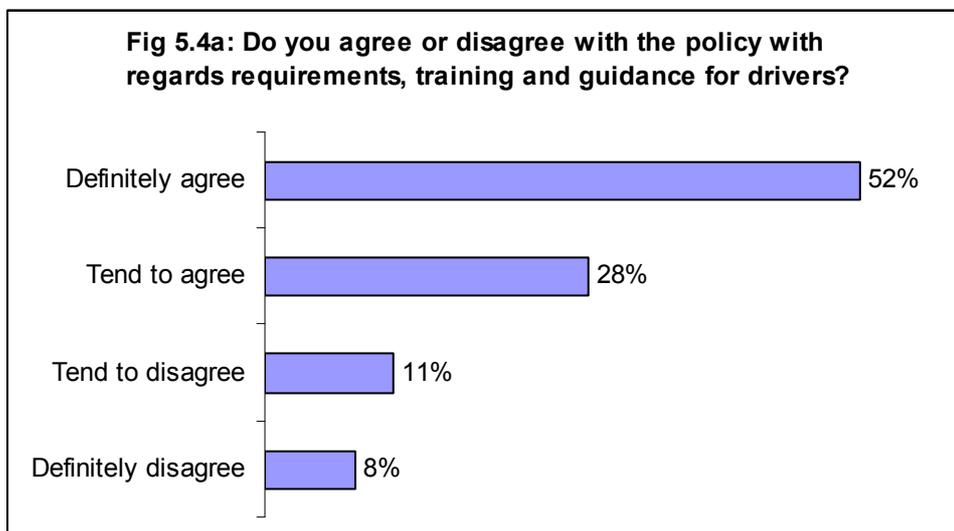
### Why respondents disagreed with the policy in relation to the inside of the vehicle

More than two thirds of respondents (17 people) who disagreed with this part of the Accessibility Policy made comments. Two people noted that rear loading WAV only have the capacity for a wheelchair passenger and one other so therefore could not meet the criteria for two carers. Of the other comments; some are technical in nature, some are unrelated to the question while the others continue the themes mentioned previously.

Full text responses are available in Appendix 1.

### 5.4 Requirements, training and guidance for drivers

The accessibility policy provides requirements, training and guidance for drivers when carrying passengers. Respondents were asked if they agreed or disagreed with the guidance, if in the context of making the city’s taxis accessible for all residents there was anything that had not been considered and if they had any general comments they would like to make.



Base: All respondents who answered the question excluding those stating 'don't know / not sure' (n=88).

Four out of five respondents (80%) agreed with the policy in regards requirements training and guidance for drivers. Less than one in five disagreed (19%).

## **Differences by equality groups and demographics**

There are no significant differences by equality and demographics groups other than to note that all 16 wheelchair users agreed with the policy regarding requirements, training and guidance for drivers.

### **Why respondents disagreed with the policy in relation to requirements, training and guidance for drivers.**

More than two thirds of respondents (12 people) who disagreed with this part of the Accessibility Policy made comments. The only identifiable theme, for four people, relates to the welfare of drivers in relation to assisting people with wheelchairs.

Two comments mention the difficulty in the provision of adequate training and the need for all drivers to be trained as well as training for dispatchers.

Full text responses are available in Appendix 1.

## **5.5 Taxi use**

Respondents were asked how often they use taxis, if they have difficulties accessing taxis and the types of taxis they prefer or can use.

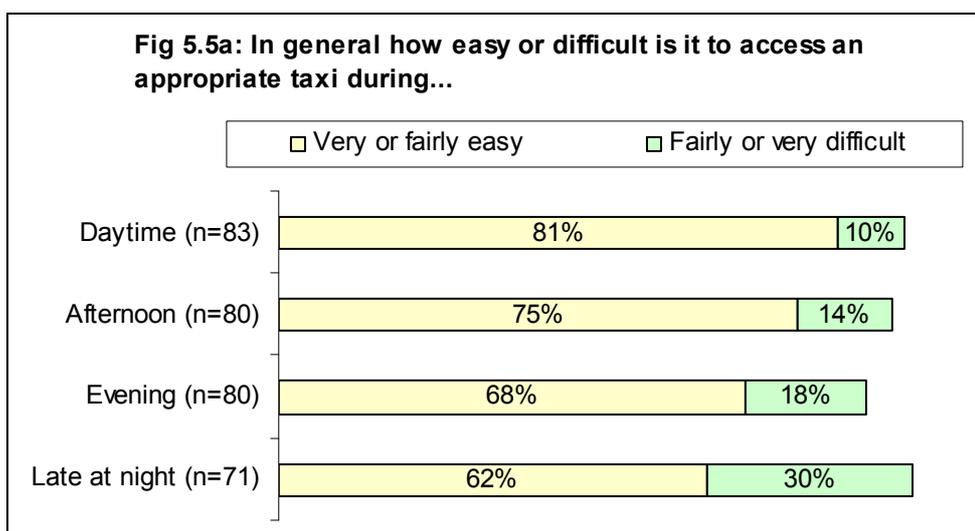
Thirty one respondents (33%) made comments about why they don't use taxis as much as they would like / need. Eleven people mentioned cost. The only theme (7 people) concerns not being able to ensure that they can get a saloon car or not get a van type taxi. Only two people mentioned not being able to get the correct type of wheelchair accessible vehicle and two people mentioned the general difficulties wheelchair users have in using taxis.

Full text responses are available in Appendix 1.

### **5.5.1 Accessing Taxis**

Generally more people find it easy to find a taxi than find it difficult (fig 5.5a below). The most difficult time to find a taxi is late at night with only two out of three respondents (62%) finding it easy, however, this is still twice as many as found it difficult (30%).

Twenty six respondents made comments about particular issues they have with accessing suitable taxis in the city. Similar to why some people don't use taxis as much as they would like the most mentioned (12 people) was too many/problems with the larger multi seat taxis or not enough saloon cars.



**Base: All respondents who answered the question excluding those stating 'don't know / not sure'.**

Among other comments three people found difficulties using taxis because of their disability; not accepting guide dogs, use of non standard mobility scooter and deaf people not having the option to order taxis by texting. Five people mentioned difficulties ordering taxis during busy times with two people specifically mentioning 'during the school run'.

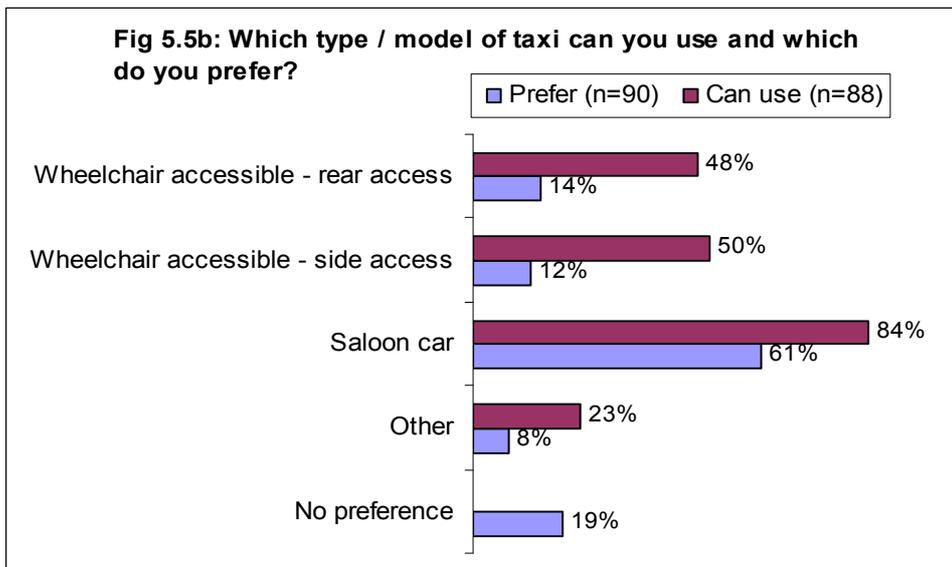
### Differences by equality groups and demographics

No respondent from a BME background found difficulties finding a taxi at any time of the day or night. The LGB community and those respondents with a health problem or disability tended to have slightly more difficulties finding a taxi than other groups. However, wheelchair users have by far the greatest difficulty in finding a taxi during the day or night.

Proportion of respondent who find it very or fairly difficult to find a taxi		
	Wheelchair user	Not a wheelchair user
Day time	4 out of 15 (27%)	3 out of 64 (5%)
Afternoon	7 out of 15 (47%)	3 out of 61 (5%)
Evening	5 out of 14 (36%)	8 out of 72 (11%)
Late at night	7 out of 12 (58%)	12 out of 65 (18%)

### 5.5.2 Model or type of taxis

From fig 5.5b below, more than four out of five respondents (84%) can use a saloon car while only about a half of respondents can use a WAV with rear access (48%) and a WAV with side access (50%).



**Base: All respondents who answered the question.**

While three out of five of all respondents (61%) prefer saloon cars only 14% and 12% respectively prefer WAVs with rear access and side access. One in five respondents (19%) had no preference with a small number of respondents having more than one preference.

While 21 respondents selected the 'other' option only seven people mentioned what that other option was. Three people mentioned London/black cabs, three people low/not high access and one Mercedes.

### **Differences by respondents with a health problems or disability and older people**

Care is needed when interpreting these results as the number of responses is too low to draw meaningful conclusions and results should only be seen as indicative.

From fig 5.5c below, four out of five wheelchair users (81%) can use rear access WAV, a third (63%) can use a side access WAV but less than a half (44%) can use a saloon car. However, wheelchair users don't have a clear preference for a particular vehicle. With a half preferring a WAV with rear access, a third a saloon car and a quarter a side access WAV.

Less than a third of older people can use WAV while three out of four can use a saloon car.

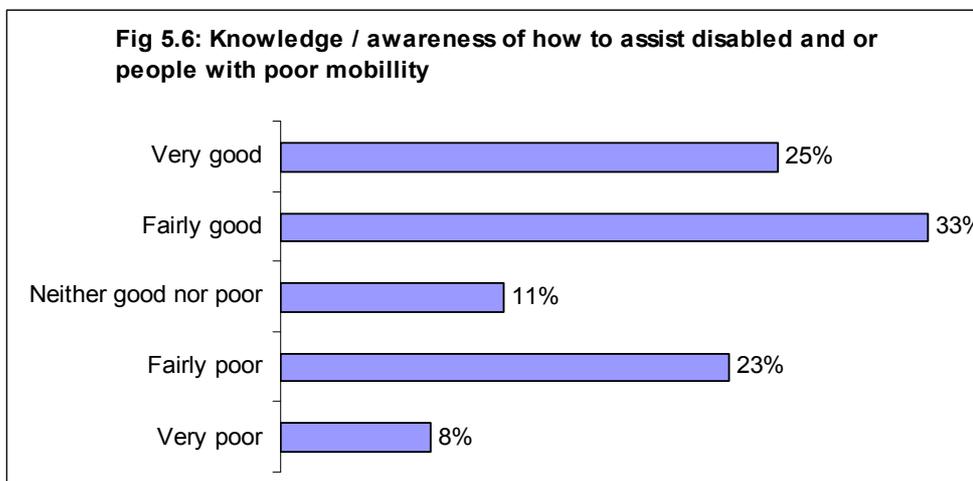
Other than for wheelchair users WAV are only the preferred type of taxi for at most a third of respondents. Apart from wheelchair users and respondents with a mental health condition saloon cars are the preferred type of taxi.

**Fig 5.5c: Type of vehicle that can be used and preferred choice of vehicle**

	WAV -rear access		WAV-side access		Saloon		Other		No preference
	Can use	Prefer	Can use	Prefer	Can use	Prefer	Can use	Prefer	
Wheelchair user (n=16)	81%	50%	63%	25%	44%	31%	6%	6%	0%
Physical impairment (n=38)	47%	26%	44%	21%	71%	58%	21%	13%	11%
Sensory Impairment (n=17)	64%	35%	53%	24%	59%	41%	18%	6%	12%
Learning disability / difficulty (n=6)	67%	33%	67%	33%	83%	67%	0%	0%	17%
Long-standing Illness (21)	57%	33%	43%	10%	62%	52%	19%	14%	10%
Mental health condition (n=8)	75%	38%	38%	0%	62%	38%	25%	13%	25%
Other disability (n=7)	43%	29%	29%	0%	57%	57%	14%	14%	0%
Aged over 64 (n=14)	29%	29%	14%	7%	79%	57%	7%	0%	14%

**Note:** Options are not mutually exclusive

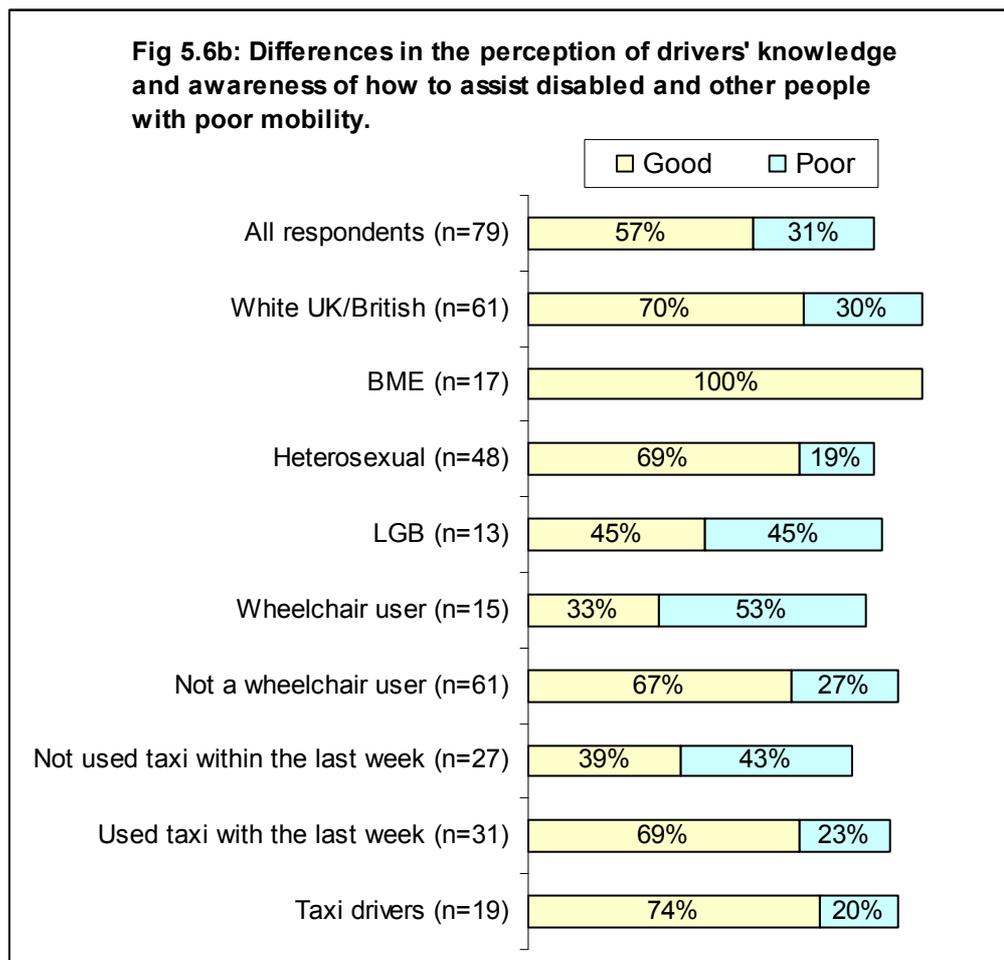
## 5.6 Taxi drivers' knowledge and awareness of how to assist disabled and people with poor mobility.



**Base:** All respondents who answered the question excluding those stating 'don't know / not applicable' (n=79).

Nearly three out of five respondents (57%) thought driver awareness of how to assist disabled and people with poor mobility was good, however a third thought that it was poor (31%).

## Differences by equality groups and demographics



**Base: All respondents who answered the question excluding those stating 'don't know / not applicable'**

All 17 BME respondents thought that taxi drivers' knowledge / awareness of how to assist disabled and people with poor mobility is good.

Three quarters of taxi driver (74%) also thought taxi drivers' knowledge / awareness was good with one in five (20%) thinking that it is poor.

More than a half of wheelchair users (53%) thought that taxi drivers' knowledge / awareness of how to assist disabled and people with poor mobility is poor with only a third (33%) think it is good.

## 6. Full profile of respondents

	Number of respondents	Percentage of respondents
<b>Type of respondent</b>		
Resident of the city	74	79%
A visitor	3	3%
On behalf of a community or voluntary organisation	7	7%
On behalf of a hackney carriage company	0	0%
A licensed taxi driver	23	25%
<b>Taxi use</b>		
Almost every day	20	22%
At least once a week	29	32%
About once a month	25	27%
Within the last six month	8	9%
Within the last year	4	4%
Longer ago	3	3%
Never used	3	3%
Total	92	
Not known	2	
<b>Gender</b>		
Male	45	56%
Female	35	43%
Other	1	1%
Total	81	100%
Not known	13	
<b>Age</b>		
under 35	14	20%
35 to 64	41	59%
over 64	14	20%
Total	69	100%
No response	25	
<b>Ethnicity</b>		
White UK / British	62	79%
White Irish	2	3%
Other White	4	5%
BME	11	14%
Total	79	100%
Not known	15	
<b>Sexual orientation</b>		
Heterosexual / Straight	56	80%
Lesbian, Gay or Bisexual	12	17%
Other	2	3%
Total	70	100%
Not known	24	
<b>Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?</b>		
Yes	45	56%
No	35	43%
Total	80	100%
Not known	14	

	Number of respondents	Percentage of respondents
<b>Do you anyone in your household use a wheelchair?</b>		
Yes, I do	16	18%
Yes, someone in my household	13	15%
No	60	68%
Not known	6	
<b>Carer - look after or give help or support to family members, friends, neighbours or others because of either; long term physical or mental ill health, a disability or a problem related to age.</b>		
Yes	24	30%
No	57	70%
Total	81	100%
Not known	13	

## Appendix B (ii)

Thinking about how best to make the city's taxi service fully accessible for all residents. **With regards the points about accessible vehicles**, is there anything we haven't considered or any comments you'd like to make?

### Tend to disagree or definitely disagree

99.95% of the population prefer a normal saloon car - My Mother in law cant get in a wheel chair car and requires a saloon car - We ring and ask for a saloon and get sent a Peugeot vehicle which is to high - There should be more saloon cars why are so many " wheel chair car cars"

A large proportion of daytime taxis users are elderly and can no longer use public transport. As such they have difficulty using WAVs. They often find them difficult to alight & are often unaware that they can specify which type of vehicle that would be appropriate to their needs. As drivers we try to inform them as best as we can but of course this only applies to bookings, taxi ranks are a different matter altogether. Therefore it is my opinion that the policies of the council are favouring the needs of a small minority at the expense of an ever increasing majority. Surely the different types of vehicles needed should be proportionate to those that use them.

An enforcement of the radio firm and new promises to their members (multi-seaters ) to make sure they don't reject any wheelchair jobs that come through and accept it immediately.

Any vehicle transferred to another person, including transfer by the owner to her/himself, will be required to become wheelchair accessible at renewal or replacement following transfer. I disagree with this completely. Not all disabled people are in wheelchairs and most find the multi seat vehicles very difficult to get in or out because they are too high up. In addition the suspension is much harder than saloons and you get thrown about in the back - the journey ride is very uncomfortable We need more saloons not multi seater vehicles.

As an experienced taxi driver and a driver off a disabled access taxi (hackney), I have only been approached five times in nearly ten years by a disabled person on a Rank, in my experience most disabled people usually phone for a taxi from where they are and do not proceed to a rank and therefore I think that it should be policy for private hire vehicles to be disabled accessible as well if not more than hackney's.

By continuing down the road of replacing a saloon car with a WAV when a plate is transferred will eventually result in a full fleet of WAVs. Where will that leave a saloon car for those who don't or can't use a WAV?

City is flooded with taxis and buses and especially those wav taxis thanks

comment regarding: Thinking about how best to make the city's taxi service fully accessible for all residents With over 30yrs experience in the taxi trade I believe there should be a local hackney Mini Bus RUN around the town with fitted lifts, the correct straps for DIFFERENT wheelchairs and Handles seat belts for the safety of passengers, they should be qualified Drivers and vehicles to handle these situations... as they are now with local Mini Buses and drivers used for school runs and impaired passengers morning and afternoons... Why these can not be used throughout the day with SET fares around the town stopping at Local Disabled Ranks... Witnessing and hearing stories about wheelchair vehicles breaking down on motorways pulling over to the hard shoulder an approved rear loaded vehicle would be a necessity... I believe accessible sided vehicles are very dangerous and not possible to egress passengers safely when doing looking at a risk assessment... using Ramp from Right side would be a motorway...

Don't agree with point 2 and 4. I think there are enough hackney carriage wheelchair accessible taxis in Brighton & hove, Remember most people with some kind of disability are not in a wheelchair. Old people find it difficult to access both rear and side load wheelchair taxis because the seats are in a higher place. The new wheelchair rear load (Peugeot partner) in my opinion is not suitable for wheelchairs, the costumers don't feel comfortable because the lack of space and the drivers don't want to take wheelchairs because the system is complicated and brakes down very easy, very rare you see any wheelchair on it and neither old people because they are difficult to access. Old people, disable people that don't use a wheelchair, people in general, have preference for saloon cars. I think you are trying to solve a problem creating another one because you are trying to globalize it, instead of address it where you should. Go around Brighton and Hove ranks and you will see wheelchair taxis, so where's the problem??

Everything is about wheelchair accessibility. I do not use a wheelchair but have extreme mobility issues and find it hard to find cabs I can get in and out of and have never found a driver trained to assist me (but some have been kind enough to try). Whenever I book a cab I have to try and ask for a hackney carriage or a people carrier with handles and steps as these are a struggle but possible whereas a salon car or low vehicle or a large one without steps and handles is impossible. Most of the time the first car is sent away and that driver is able to call for someone he knows can help but I always allow 2 hours to get across the city in a cab. It's also VERY hard at taxi ranks to get them to understand that I cannot take the first cab I must go for the first one that I can get into. This has led to punch ups between drivers at the station before! I would also say that a vehicle that lacks grab rails and easy to use seat belts, that lacks easy to see and read meters and easy read information is not accessible

Far too complicated.

I do not agree that all vehicles need necessarily be wheelchair accessible, provided that there are a number which are. What is suitable for a wheelchair is often far less suitable for others with different disabilities and the elderly.

I do NOT agree that any vehicle transferred to another person, including transfer by the owner to her/himself, should be required to become wheelchair accessible at renewal or replacement following transfer. There are too many multi-seater vehicle hackney taxis at the moment. They are uncomfortable with hard suspension, you get thrown about in the back, the suspension is very hard and the line of sight for the passenger is often bad because the car is raised higher than a saloon. A lot of disabled people are not in a wheelchair and find it very difficult to get in our out (either side or rear) of these types of vehicles and need a lower saloon car

I do not like the wheel chair vehicles and there are too many in the city.

I have a hip operation. This makes it difficult for me to get into London type taxis. I need a relatively high saloon type car. It is important for the council to keep a good mix of vehicles.

I prefer to ride separately from my wheelchair and sit in a normal seat There is no mention of this My chair folds up and fits in the boot of a 'normal' car

It is clear little if any regard has been paid to the walking disabled or semi disabled. In many cases including both my wife and I it is difficult to use the multi seater taxis without (a) difficulty, (b) pain (c) risk of injury. As far as I can see Brighton & Hove has plenty of wheelchair taxis if not to many for the small number of wheelchairs that we see in use.

Many people don't want big taxis as many disabled do not want to get to them either. As a saloon taxi driver I would pick up more disabled, discomfort and many others issue would concern. By the way how many disable this town have or come to, that required too many disabled taxis. We believe we have enough saloon and disabled taxis. Ranks are full and pollution is high.

No account has been taken in this flawed survey for the so called Ambient disabled and their need for low saloon vehicles they simply cannot manage the steps on large WAVs or the high seating on the Peugeot Partners Why do you need a 60/40 mix of rear and side loading WAVs and why is this survey about Hackney taxis when there has been shown over the last 4 Halcrow surveys there is no unmet demand for WAVs on ranks??? The problem is telephone bookings and until the Council bring the companies in line to make sure they have the correct mix of WAVs and Saloons in their fleets then this will not go away Issuing another 1,000 WAV plates or making the Hackney fleet 100 percent WAV will not sort this out In fact it will be descrimitory against the disabled with no Loud voice in the City those that can still struggle to walk and do NOT need wheelchairs. These large WAV vehicles take up valuable rank space and burn far more fuel and achieve nothing as Hackneys however if the Council enforced a WAV percentage on teh

normal cars will no longer be taxis just big polluting ones

Not all disabled wheel chair users want to travel in a wheel chair accessible vehicle, some prefer saloon type vehicles from a Taxi rank, after all, most everyday wheel chairs are designed to fold up and most disabled people want to be treated as normal customers, which they are. That is why a mixed fleet is better for everyone. Also, most wheel chair adapted vehicles are converted vans which don't meet the same safety requirements of saloon cars (anti dive seats, side impact bars, multiple air bags, self tensioning seat belt, soft impact panels and bumpers etc). Should the customer be made aware of this?

Not all disabled people require a wheel chair taxi - why not spread the issue of taxi licences?
Not ALL vehicles need to be wheelchair accessible. Some need to be, but not ALL. I am disabled, but can walk. I cannot get into London Cans or higher sedans - I can only comfortably and without assistance get into normal "low" sedans (like a mondeo or skoda). I find bus travel very difficult so use taxis a lot and always request a normal sedan vehicle. Needs for people with OTHER disabilities need to be considered, so the fleet should not be ALL of any type of vehicle. The fleet should consist of a variety of vehicles that represents the demographics of all users... Think of people who cannot get into cars that are higher than usual.
The criteria for rear loading wheelchair accessible vehicles is questionable (covered later in this survey) and an emphasis on aiming to achieve a majority of them ignores the limited carrying capacity of those presently being licensed.
The greenhouse gasses from these large vehicles and the fact that the less able and elderly cannot access them
The requirements on the taxi trade must not be too onerous. There should be an aim to maintain an appropriate fraction of the city wide fleet being 'fully' accessible, but not at the cost of driving owners out of business, and making the service unaffordable for ordinary users. The council must listen to the taxi trade, and taxi users to fully understand the levels of accessibility required on the city wide fleet, and should not seek to meet arbitrary targets by driving perfectly serviceable vehicles out of use.
There are a number of disabled people that are not in a wheelchair but find it very difficult to enter or exit a multi seater vehicle rather than a saloon. Additionally there are a significant number of able bodied people including myself that find multi-seater vehicles uncomfortable to ride in. e.g. their suspension is very hard and the passenger gets thrown around all over the place. In Brighton and Hove as of today, there are more than enough people carriers licensed to take wheelchair users. I get a taxi to and from Brighton station daily and see approx 50-60% of the taxis are wheelchair passengers. This is disproportionate to the % of B&H taxi users that are in a wheelchair. There is not enough thought on the impact to able bodied passengers... many of whom I meet on taxi ranks that simply will not ride in a MPV wheel chair vehicle because they are hard suspension, very uncomfortable and the passenger gets thrown around all over the place. Additionally the older passengers who often have mobility issues
There is too many cabs and not enough UK born drivers
This policy will lead to the demise of the traditional type taxi in favour of the large gas guzzling high boxes
Too many Taxis and too many large ones

What evidence is there that Taxis need to be Wheelchair accessible and rear loading?? Your policy above will mean 100 percent Wheelchair taxi eventually as they change hands Like myself there are a vast number of people that through mobility issues CANNOT access a wheelchair vehicle and there is now an alarming amount of cars with high access rather than traditional low access saloon cars (These 'little' Peugeot cars are rife in the City and too high to access. The Council should now be looking to restricting these high access vehicles in favour of low access ones like mondeos. Far too many of these large unwieldy Van type taxis blocking the streets and burning far too much fuel

Why are saloon cars being phased out by the council in favour of these 'Van type' wheelchair cars??

you probably have considered this, so apologies if you have, but my disabilities from arthritis mean that I need time to get in and out, and a comfortable ride, I can't step high and don't want to feel awkward having a ramp, I just need a saloon car and a good old fashioned courtesy! The new adapted cars feel a bit like going to hospital in an ambulance! Not a good start to a trip, but I know they are essential for some.

Thinking about how best to make the city's taxi service fully accessible for all residents. **With regards to getting in and out of vehicles**, is there anything we haven't considered or any comments you'd like to make?

**Tend to disagree or definitely disagree**

Allow anyone to license a wheelchair taxi. People shouldn't have to wait 15 years or pay £50,000.
As previously stated I believe rear loading to be dangerous Ramps should be capable of taking a wheelchair for the road and not the kerb without a serious incline as there can be cases where the taxi is unable to load from the kerb
Comments on previous page apply here as well but, in addition: Rear loading WAVs CANNOT generally allow access from a kerb, so level access is never likely to be possible A one metre long ramp is insufficient unless (perhaps) loading from a high kerb - which is unlikely in class RL
Electric wheelchair users have very little use for handles as they use their hands to guide/steer the chair.
I am not a wheelchair user, but reading the above, I am wondering how rear loading will work in some instances. Bearing in mind narrow and busy roads locally and on road parking, how will the taxi find a suitable place to park the cab which will allow rear entry via the kerb? e.g. someone wishing to be collected from outside M&S Western Road?
I disagree with any increase in MPV - there should be more saloons. But if any new licensed MPV should be back entry only. That way it's less uncomfortable for disabled people not in a wheelchair or able bodied.
I do not wish to ride in chair within a large bus
I think some of the operators should take a little more time and be a bit more patient with people trying to describe what sort of taxi will suit them.
I think you need to consider the ride height, ride comfort and whether a person with mobility issues such as bad knees can easily access the vehicle. Power closure should be mandatory - it is very difficult for older weak people to open big heavy sliding doors.
I'm not a vehicle designer, but it looks to me as if this requires a specially designed vehicle, and given comparatively small demand, this will make suitable vehicles very expensive, which is likely to result in a reduced fleet.
In my opinion the best taxis to carry wheelchair people is London cabs and the E7 model, seems to me that costumers and drivers feel more comfortable with it; both are side load!!!
It is not very comfortable getting in and out of these w/c vehicles, maybe they should stop issuing w/c vehicles.
make the bus sops lower it would help

<p>My elderly father has difficulty walking and uses a stick. He just wants to be able to open the door and sit downwards. He seems typical of his known peer group of the reasonably healthy but just a bit unstable elderly. Steps in the current 'van' type taxis are too small and steep and make entry and exit impossible to get out. The smaller Peugeot with the backward opening door is also difficult due to lack of space and high seat.</p>
<p>No evidence whatsoever for this 60/40 split PLUS Hackney WAVs will not solve the problem Again the Council is spending money on a survey that misses the point</p>
<p>not flexible enough</p>
<p>Rear-loading (RL) is the preferred vehicles for people in use of a power-char wheelchair as they can be scoured in &amp; the ramp is scoured to the vehicle where with side-loading (SL) vehicles there is no head room &amp; method of scouring the power-char wheelchair in securely &amp; the ramp is not fixed permantly to the vehicle &amp; can become unstable duo to !. The height of the pavement, 2. The uneven safest of the pavement making it difficult to get in or out safely.</p>
<p>seems a lot of fuss and expense for little logic</p>
<p>Steps are too steep and it is a nightmare to struggle in these vehicles Why does the council want 60 percent rear access and 40 percent side access Where are the traditional saloon cars?? What percentage are they going to be?</p>
<p>Talk to people with all types of disabilities. I cannot get into higher vehicles!</p>
<p>This question is near impossible to answer as who knows if all these measurements and figures are adequate. At least some consideration has been given to non wheelchair using disabled people (you know the vast majority of us) but it still lacks any real effort - what about the colour of the grab handles in relation to the car colour - what about the height of the seat from the ground and leg room? Some cars rely on you being able to bend your legs to sit in them. How will we alert the cab company of our requirements on booking?</p>
<p>We should adopt what is right for Transport for London.</p>
<p>What about normal cars?</p>
<p>What about the elderly non wheelchair users?</p>
<p>What about those who can only get in cars and not these mini bus type cars?</p>
<p>Why are these vehicles so hard to access for someone like me that has a knee problem?</p>
<p>Why should the door have to powered - Cant the driver close the door Bus stops should be lowered as this is were taxis pick me up</p>

Thinking about how best to make the city's taxi service fully accessible for all residents. **With regards the inside of vehicles** is there anything we haven't considered or any comments you'd like to make?

**Tend to disagree or definitely disagree**

<p>All ramps should be single wide ramps rather than two channelled/grooved ramps. The single width ramp is suitable for use with all wheel chassis whereas the grooved dual ramps require a certain depth of clearance that not all wheelchairs have. Also it can be very awkward trying to ensure your wheels are aligned with the narrow groove ramps.</p>
<p>I feel your policies are too restrictive. If you have a range of vehicles then the customer can book the vehicle that suits them. We also do not want to add to the cost of running taxis. Cost does not seem to be included in your criteria.</p>
<p>I have a mild leg disability. For both me and my elderly father it is important to measure the height of the seat from the ground outside the vehicle not from the floor inside of the vehicle. If you measure from inside often it makes the seat too high for comfort e.g. the newer Peugeots with the backwards passenger doors have seats that are too high. They are also too squashed in the back to be able to swing your legs in and out. The 'vans' are very uncomfortable to sit in even if you can get inside in the first place, your possessions go everywhere and it's like being transported in a builders van! It is difficult to hear the driver and to make yourself heard from the back of some of the 'vans'. Perhaps a working communications unit should be on the 'must have' list.</p>
<p>If council considering public protection by installing camera which costs over Â£500 by cabbie in this climate why council don't step forward and pay the total fee.</p>
<p>I and my Mother cannot access these vehicles What are we meant to do??</p>
<p>need to be a method for the walking restricted to be able to climb in easily</p>
<p>Normal cars are needed as well.</p>
<p>On point 5. Actually low seats can be easier to enter and exit than high seats for someone with bad knee joints or arthritis. My grandmother cannot step up into a cMPV cab easily. It is easier for her to slip down into a seat of a saloon car.</p>
<p>Please leave saloon cars as taxis or I will be forced to remain in doors and at 58 that is not a good thing</p>
<p>Presently licensed class RL vehicles will typically have capacity for a wheelchair passenger and ONE other so couldn't meet the criteria for TWO carers and certainly would not then have space for the luggage of (the licensed) four - with whatever luggage carried in those circumstances not adequately separated from passengers.</p>
<p>these are ridiculously big</p>
<p>These conditions do not help people like me that are not very mobile but not yet in a wheelchair</p>

Think of people with ALL types of disabilities and impairments. I cannot get into higher vehicles (e.g. a London Cab, people carrier). I can only get into low sedans with my disability and impairment. BHCC should be INCLUSIVE and consider ALL types and manifestations of disabilities and ensure that the fleet has all types of vehicles for ALL potential users. The BHCC plans would PRECLUDE me from using taxis because of my disability. A varied fleet is needed. NOT 100% wheelchair, but for some inaccessible, vehicles.

Unbelievably complicated

Where do you get your measurements from? I can access a Mondeo or normal car front or rear comfortably without any problem

Why is it always about disabled people in wheelchairs? My mother in law doesn't like steps and prefers a standard saloon car

With the rear loading WAVs that the council prefer e.g.. Peugeot Partner or Citroen Berlingo, these do not allow for two carers to be in attendance.

Yes - why not name all taxi companies have a low saloon option - I don't like the noddy cars

Thinking about how best to make the city's taxi service fully accessible for all residents. **With regards requirements, training and guidance for drivers**, is there anything we haven't considered or any comments you'd like to make?

**Tend to disagree or definitely disagree**

1. How can a driver push an overweight person up the ramps without causing back problems some people weigh over 30 stone and should be moved by ambulance
Again this appears to be too directive. Give the taxi owners some choice. Then the market will reward those that best meet the needs of customers.
I do not want to have to be lifted into a large van by a driver it is not dignified for me
If training is compulsory it should be paid for by council as our wages have gone down due to increase in cab numbers
Seems like a hodge podge of random tips - even Thumbs Ups advice seems incomplete. No details of mental health issues, autism behaviour of drivers at taxi ranks and the behaviour and training of dispatchers etc. It also seems that the training is only compulsory for wheelchair taxis and then it's only around dealing with wheelchairs. Total fail and on seeing the lack of effort and expertise on show here I am far less likely to use a cab in the future.
Some criteria would preclude me from working as a taxi driver. I am able to drive safely, but have physical impairment and am allowed to hold a taxi licence. It is discriminatory to stop all people with physical impairment from being able to work as a taxi driver. Taxi drivers are allowed to be disabled too!!!!
The step is of minimum use for back, hip and knee problems.
There is too much expected of the driver. Think of Health and Safety for the driver as well as the passenger. Ambulance personnel attend double handed.
There should be an especial fare for wheelchair job because at least take 10 minutes time either ends to load and unload even more if its horrible weather.
Too much about wheelchair users what about elderly and helping them with shopping or in and out of vehicle? They have to be lifted into vehicles taking away their dignity with these large ones
TRAINING - there are no identified 'approved' training courses other than the present BTec which is wholly inadequate. This is a major issue to be addressed before any requirement as specific as in the text can be invoked. No reference is made for the necessity of any risk assessment or check on the wheelchair itself that the driver must undertake to ensure his/her own safety as well as that of the prospective passenger. Generally, the 'guidance' has laudable aims but is insufficient and potentially misleading.
Use plain English ??? What about us out of wheelchairs does the driver have to lift us in??? Why are we forgotten???

**If you don't use taxis or don't use taxis as much as you would like / need. Why is this?**

Amount of time you have to wait for one to arrive.
Because I'm cabbie myself, Of course I use cab when I out.
Because most taxis aren't really as accessible as they should be. The drivers don't always have their ramps. Because I have a rather large wheelchair & a guide dog it makes using taxis very difficult indeed.
Because of the cost and the attitude of many of the drivers.
Because they are environmentally unfriendly and extremely polluting. Drivers are a law unto them selves and often endanger and obstruct traffic or the public.
Cost
cost
Cost
Cost
Cost !!
Don't need to
have a car
Have bus pass. Insufficient spare money only. booking early morning occasionally they don't turn up
Have my own cat.
Have to work long hours every day due to spiralling costs less customers and more plates being issued You are killing what little trade we had by making the City centre inaccessible
Having obtained a Blue Badge for the gentleman has reduced my need for taxis & is more cost efficient & easier. But we still need taxis when parking is a problem, like hospital appointments.
I am an owner/ driver, I don't use them otherwise.
I cannot get in large mini bus type cars and have to wait for a normal small one to arrive on the 4 rank or move to the 5th car in queue which rightly upsets the drivers
I do use taxis as much as I need!! Where is the box for that to tick?
I don't use taxis as much as I would because there are so many MPV style vans (multi seaters). These are uncomfortable, hard suspension, very awkward to get in or out and have really bad views for passengers because the ride height is too high.
I don't use taxis often because I've had many occasions where taxi drivers have refused to take me due to my guide dog. Hence I now walk or take public transport like the bus. There are times when coming back from London in the evening when I want to take a taxi and if I get refused it's normally at Brighton station that I encounter problems with taxi drivers.
I drive a taxi and have my own transport

I have a car and don't drink
I own a car, which is comparatively cheap.
I use taxis less than I used to as there are now so many of the 'vans' around and it puts me off calling or getting in the queue in case I get one - nobody seems to want them so no one will swop!
I used to use taxis far more when I was able to volunteer however the amount of abuse, pain and just pure humiliation of it all led me to just stop going out and doing things unless I can get a lift from someone I know in vehicle that's safe for me or to take paid carers on the bus. If it's not on the bus route I don't get to go as I don't want to chance it.
It is far too awkward to ensure that I get a suitable taxi. The operator doesn't always listen when you try and explain that you have a particular wheelchair that cannot use the dual channelled/grooved chairs. I therefore think that we should also address the issue of the operators who send taxis to jobs.
Lack of available cabs
Lack of small taxis in town
Mobility Scooter for short journeys.
money needed
My mother in law is fed up with wheelchair taxis turning up when she wants an ordinary car
Not enough rear loaders
Now have own WAV
One I use a mobility scooter and most Hackney Carriage Taxis do not have the required accessibility for a large mobility scooter or in the past when I had a smaller mobility scooter & was able to use a (SL) I was expected to put it in myself as the Hackney Carriage driver had no idea or understanding of using his own ramps or how to operate the scooter to get it in or out of his Taxi.
Taxis are easy to use so why the question?
The cost is prohibitive
They vary hugely in standard.
Too many multi seaters.
Too expensive
Too expensive.
Too expensive. Don't like tipping system.
too many large ones and I am a green voter
Why a question that is bent towards criticising our excellent taxi drivers Why not one asking why people like using taxis rather than another form of transport? Do you actually want a response that might suggest that there is nothing wrong with the service?

### Feedback from Consultation Event for the Hackney Carriage Accessibility Policy

8 May 2013

Representatives from the Get Involved Group – a pan-disability group facilitated by the voluntary organisation the Fed for Independent Living.

#### Present:

Ten members of the Get Involved Group with range of disabilities  
Involvement Officer, the Fed for Independent Living  
Chief Officer, the Fed for Independent Living  
Trustee, the Fed for Independent Living  
Hackney Carriage Officer, Brighton & Hove City Council  
Interim Head of Communities & Equality, Brighton & Hove City Council  
A submission was received from someone who was unable to attend.

#### Discussion Questions

Discussion was facilitated by a member of the GIG and focused on the following questions. Summary of discussion provided under each question.

1. Types of vehicle – which kind of vehicles best suit the needs of people with different impairments
  - Peugeot premier very good – flexible seating, lots of head room.
  - Mixed fleet essential; preference for rear loaders over side loaders
  - What about having provision for more vehicles large enough to take mobility scooters
2. Driver training – experiences of driver attitude/awareness and if this has been a problem how this might be improved by training, and what type
  - Lack of understanding of role of an assistance dog; some taxis happy to take a guide dog but not an assistance dog
  - Waivers should be available in accessible formats, for example, Braille when the waiver is for carrying dogs.
  - How to assist a range of people with different disabilities into a vehicle
  - Know how to use all the safety measures in their vehicle, for example, clamps
  - Respect for different individuals needs, do not assume know how to help or what's best – ask the individual and listen

If an individual with a disability is travelling with an able bodied carer; do not solely communicate with the carer  
Sensitivity, for example, drive more gently for individuals for all customers with a mobility issue not only those who use a wheel chair, for example, an individual with severe arthritis.  
Carry out mystery shopping  
Role play – put yourself 'in an other's shoes'  
Involve individuals with a disability in assessing the current training provision and providing new training  
Monitor which taxi drivers complete the training  
Use principals of the Thumbs Up scheme  
Supplement the current BTEC; assess if the available NVQ is better  
The needed for equality training not just for drivers but also dispatchers  
Customer to be able / made easier to request a female driver.

3. Other accessibility features of vehicles – what works/what doesn't

More and better use of internal lighting to aid lip reading by deaf passengers  
Some doors don't open far/wide enough  
Issue with level of seats for some people with an impairment they are too low for others too high  
Clamps must be working  
Seatbelts not always in right place – need better flexibility in design  
Removable and reusable non-slip flooring makes a safer journey for assistance dogs  
Avoid twin ramps, very unstable

4. Customer safety – any issues not previously discussed relating to safety

Greater clarity on complaints procedure, many attendees reported having travelled insecurely in a taxi but unclear on complaints and enforcement procedure

5. Any other issues relating to equality/accessibility that should be tackled by this policy

Poor attitude/customer service of operators – do not ask sufficient questions to check individuals needs; lack of consistency across taxi firms  
Improving access for customers with a hearing impairment when ordering a taxi

Be clear what's covered in the policy and what is covered elsewhere for example, health and safety, work place regulations and vehicle maintenance

#### Key Messages:

Supportive of a mixed fleet

Rear loader preferable over side loaders

Clarity about complaints and enforcement procedure

Accessibility of ordering a taxi

Training for operators – ask the right questions

Quality assurance measures: scores on the door scheme and mystery shopping by individuals with a disability

Review training offer ensure appropriate balance between practical knowledge and changing behaviours and raising awareness, including breadth of disabilities.

Accessibility of waivers, for example, Braille for taxis excluded guide dogs

Be clear in the policy what applies to the driver and what applies to the vehicle



## **LICENSING POLICY**

### **Accessibility Policy for Hackney Carriages**

Note: This policy must be read in conjunction with the Council's Blue Handbook for Hackney Carriage and Private Hire Drivers, Vehicles and Operators 2<sup>nd</sup> Edition.

#### **Background**

The Equality Act 2010 requires the providers of public transport services, including the drivers and operators of taxis and private hire vehicles, to ensure people with disabilities are not discriminated against (or treated less favourably). Failure to comply with these duties may lead to any aggrieved person taking legal action in the courts against the driver and operator.

In order to help achieve these duties, the Council has adopted the following as being good practice as well as what it sees as being necessary to support the requirements of the Equality Act 2010.

#### **Vehicle Suitability**

Vehicles which conform to the Conditions of Fitness as prescribed by Transport for London, (i.e. purpose built London type hackney carriage vehicles), or vehicles that are M1 ECWVTA (EC Whole Vehicle Type Approved) and wheelchair accessible, must be new at first licensing. All new or replacement multi-seater vehicles (vehicles capable of carrying 5 to 8 passengers) must be wheelchair accessible.

The vehicle would ideally have a single ramp which can accommodate all four wheels of a wheelchair to load and unload persons wishing to travel in the vehicle whilst remaining seated in their wheelchair but would normally use the ramp supplied by the manufacturer with the vehicle. The vehicle must be of a size and comfort as decided by the Head of Regulatory Services, Planning and Public Protection and as a minimum it must be able to accommodate the standard NHS manual wheelchair, standard NHS electric wheelchair, Invacare Harrier electric wheelchair or latest equivalent, at least two carers and have sufficient luggage space for the maximum number of passengers permitted on the licence and be physically separated from the passenger seating. The Council will maintain a list of approved vehicles.

Any vehicle transferred to another person, including transfer by the proprietor to her/himself and another person, for registration under the Town Police Clauses Act 1847 s42 will be required to become wheelchair accessible at renewal or replacement following transfer. Where the interest of an existing proprietor's hackney carriage vehicle licence registration is amended to a beneficiary following the death of a proprietor or at the discretion of the Head of Planning and Public Protection, where the change of registration is required for reasons such as the incapacity of a proprietor or following a legal

separation from a partner, and is not for financial gain, the vehicle is exempt from becoming wheelchair accessible at renewal unless previously required by licence conditions.

Rear-loading and side-loading vehicles will be permitted and designated as either Class RL or Class SL. Class RL is rear-loaders and Class SL is side-loaders. The Council will permit a mixed fleet of wheelchair accessible vehicles. However, rear-loaders are the preferred type. If the applicant requests a vehicle which is not in Class RL to be licensed the applicant is required to submit in writing (which can include e-mail) to the Council as licensing authority an application explaining why. The Council will aim to achieve a minimum of 60:40 rear-loaders: side-loaders. The Council may have to, from time to time; insist on rear-loaders if there is significant deviation from this target. Where possible this will be through discussions with the trade but it may be necessary for the Council to specify a specific class. However, applicants will have a right of appeal to the Courts.

In order to determine the suitability of a vehicle, it may be necessary for any vehicle to undergo a practical test to confirm suitability and class. Testing will include the types of wheelchair that can access the vehicle, any physical restrictions (e.g. having to lower their head to access the vehicle, excessive length ramps) and head height in the vehicle. Only vehicles on the approved list will be licensed as a wheelchair accessible. The Head of Regulatory Services Planning and Public Protection, to consult with the Fed Centre for Independent Living and the trade, types and models of vehicles that are accepted as wheelchair accessible.

Vehicles with sliding doors must have an audio warning when the doors are open. Extra handles be fitted in a position above the steps at the rear side entrances to the vehicle to assist passengers when getting into and out of the vehicle. A suitable additional step must also be provided at the rear side entrances to the vehicle. All vehicles must have CCTV installed and operated and maintained in accordance with the requirements of the Head of Regulatory Services, Planning and Public Protection.

The council will maintain a list of wheelchair-accessible hackney carriages and private hire vehicles in accordance with Sec 167 Equality Act 2010. All vehicles will be included in this Designated List if they conform to the accessibility requirements in force at the time.

The drivers of wheelchair accessible hackney carriages are required to have completed a training course approved by the Head of Regulatory Services, Planning and Public Protection on the embarking, disembarking and safe carriage of passengers in wheelchairs and must provide proof of training to the Council.

## **Guidance from the Department for Transport Regarding Wheelchair Accessible Vehicles**

Vehicles should normally meet the requirements set out below. Any vehicle that does not meet these requirements may be considered on its own merits.

### **Ergonomic Requirements for Wheelchair Accessible Vehicles**

The department for transport commissioned ESRI and Ricability to undertake research on the ergonomics of taxi design that would make taxis available to the largest number of disabled people and has issued the following guidelines. Licensed vehicles are expected to meet or exceed these guidelines.

#### **Taxis Ramps**

A steep ramp can make accessing a taxi difficult for wheelchair users; it may also represent a hazard for their assistants and taxi drivers. An ideal design would involve level entry from the kerb. If a gradient is required it should be less than 7°. Ramps should not provide an obstacle for pedestrians on the pavement and their length should be restricted to 1000mm. It is also important that ramps have a safety lip (50mm), are the same width as the door opening and comprise a single non-slip surface. Their edges should be highlighted to reduce the risk of trips.

#### **Steps**

Some people cannot manage even a single step and may need a ramp with a gentle gradient if level entry isn't possible. If steps are necessary they should be restricted to a single step that is 100mm high. The steps should be the width of the door entry and be closed at the back without an overhang to reduce the risk of tripping.

#### **Doors and Door apertures**

Narrow doors and a low head clearance can cause significant difficulties for ambulant passengers and wheelchair users. A door width of at least 850mm will provide adequate clearance for wider wheelchairs and walking frames. A door height of 1595mm is required to prevent painful stooping and to minimise the risk of a head strike for passengers with visual impairments. While hinged doors can provide a valuable form of support for passengers entering or leaving a vehicle, opening and closing them from the inside can be difficult for seated passengers and larger doors become a potential hazard for pedestrians on the pavement. Sliding doors can provide a large opening but secure latching must be ensured. Powered closure is now available in some vehicles and, if under the driver's supervision, this may provide an effective solution. Sliding doors are often associated with more generous door apertures but care must be taken to ensure that opening and closing efforts are kept below 70N. Again, powered closure may provide an effective

solution. There are advantages and disadvantages associated with wheelchair access from the side and rear of a vehicle. Side access does not require wheelchairs to negotiate a kerb or enter the carriageway and enables shallower ramp angles from the pavement. Rear access may be the most practicable means of access in non-urban environments. It may also enable simpler manoeuvres to a secure travelling position inside the vehicle but may not be possible from a taxi rank or kerbside. The requirements outlined above (ramps and door size) are applicable in both cases.

### **Passenger Compartment**

As low seats can be difficult for passengers with stiff or painful joints to use seat heights need to be between 430mm - 460mm from the floor and the squab should not have a pronounced angle. In order to accommodate passengers with limited leg flexibility a space of at least 1176mm between the seat back and any forward obstruction is required. A swivel seat (preferably powered) can provide a valuable alternate means of entry for passengers who find even a low single step difficult to negotiate. It is important that such seats provide a sense of security for the passenger while they are in operation and that they are large enough to provide a secure and comfortable ride. An interior roof height of at least 1625mm (ideally 1825) is required. If internal space is limited then it is important that passengers can access seats as directly as possible from an entrance. If there is a more generous provision (as when wheelchairs can also be accommodated in front of the passenger seats) it is important that there is sufficient internal height to prevent the need to stoop. Adequate provision of grab handles is an important requirement in either case. Manoeuvring space measuring' to identify that this research is referring to manoeuvring space only and has not considered the kinematics of a wheelchair occupant during a vehicle impact at least 1300mm by 1340mm is required. This assumes that the wheelchair will be carried facing backwards and there is a side entrance. If the wheelchair is to face forwards then a slightly larger manoeuvring space is required. The position of the side door affects the manoeuvring space required and for forward facing carriage the manoeuvring space is minimised if the door way is set back from the main bulkhead.

### **Handles and Grab Handles**

Door handles that allow the passenger to use their whole hand to exert leverage and a range of opening strategies are preferable. Handle operation and latching efforts should be minimised to assist passengers who have limited upper body strength. Grab handles play an important role in supporting access and providing stability support whilst passengers are inside a vehicle. The precise location will be dependent on the design of the vehicle and, in particular, the means of entry (i.e. step, ramp, swivel seat etc). Handles should have a diameter of 40mm and surface clearance of 45mm. For standing passengers (travelling in other modes of public transport) a height of around 900mm is recommended. However, lower positioning is more appropriate for handles in taxis intended to assist passengers getting up from

seats or children climbing into a vehicle Horizontal handles are more helpful inside a vehicle but vertical handles are recommended for doorways.

### **Visibility and Lighting**

For passengers with impaired vision feature and edge high-lighting can provide important assistance. The following features should be visually emphasised: exterior and interior door handles, step and ramp edges, door edges and door apertures, grab handles, seat edges and facilities provided to allow communication with the driver. Ambient lighting within the passenger compartment should be at least 150lux but higher levels of illumination may cause distraction for the driver and adaptation problems for some passengers alighting into a dark street. Brighter feature lighting (>200lux) is recommended for steps, the meter display and the communication window. In all cases lighting sources should be positioned so as to prevent shadowing.

### **Additional Information for Drivers**

#### **Duties to assist Passengers in Wheelchairs**

Section 165 of the Equality Act 2010 deals with the imposition of duties on the drivers of designated wheelchair accessible taxis and private hire vehicles to assist passengers who use wheelchairs. Designated vehicles are those listed by the licensing authority under section 167 of the Equality Act 2010.

#### **Designated Vehicles**

A list of wheelchair-accessible hackney carriages and private hire vehicles will be maintained by the Council in accordance with Sec 167 Equality Act 2010.

All vehicles will be included in this Designated List if they conform to the accessibility requirements in force at the time.

The duties are:

- to carry the passenger while in the wheelchair;
- not to make any additional charge for doing so;
- if the passenger chooses to sit in a passenger seat, to carry the wheelchair;
- to take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort; and
- to give the passenger such mobility assistance as is reasonably required.

NB Mobility assistance is assistance -

- To enable the passenger to get into or out of the vehicle
- If the passenger wishes to remain in the wheelchair, to enable the passenger to get into and out of the vehicle while in the wheelchair
- To load the passenger's luggage into or out of the vehicle

- If the passenger does not wish to remain in the wheelchair, to load the wheelchair into or out of the vehicle.

**Exemptions from the duties** - Section 166 requires licensing authorities to exempt drivers from the duties to assist passengers in wheelchairs if they are satisfied that it is appropriate to do so on medical grounds or because the driver's physical condition makes it impossible or unreasonably difficult for him or her to comply with the duties.

### **Advice to drivers when carrying disabled passengers**

Taxis are an important, and sometimes the only means of transportation for many disabled people.

It is important to remember that disabilities are not always visible. It may not be immediately obvious to you that the person has a disability or special requirements. Physical access for people who use wheelchairs is obviously important but an accessible vehicle is only part of the answer. Your attitude and understanding of the problems that may be faced by disabled people is very important.

Vehicles, streets, the built environment and your operating practices, can all provide obstacles for disabled people. Never make assumptions, always ask what help (if any) a passenger may need from you. Make sure that you are familiar with any access and safety equipment in your vehicle. Be ready to help, but do not insist on helping. If you are asked to help, listen carefully to the information given, or ask what is the best way to assist.

The following is some basic advice to assist you in giving the best service to your passenger.

### **Wheelchair Users**

If a passenger is a wheelchair user, you should:

- Leave the passenger in a safe and convenient place which enables them to move away independently.
- Make sure that the brakes of the wheelchair are on during the journey.
- Secure the wheelchair with clamps or straps and suggest that the passenger uses the seat belt provided. You may also need to assist them with the seat belt.
- Avoid sudden braking or acceleration. Be careful when going over speed humps etc.
- Ensure that they travel forwards or backwards and never travel sideways in the vehicle.

Consider asking the passenger to move to a safer or more accessible pick-up/drop-off point nearby

These are important safety rules that apply to all wheelchair users whether manual or powered wheelchairs and you will need to carry out your own risk assessment to decide if it is safe to load and unload the passenger safely and whether you can do it on your own or need assistance from another driver. If you do need assistance the passenger will need to pay for both vehicles.

If you drive a saloon car, you may still be able to take wheelchair users provided that the passenger is able and willing to transfer. In those circumstances, you should ask the passenger what help they require, listen to their response, and act only as advised. Take care when loading the wheelchair into the boot. Wheelchairs can be expensive to repair or replace and without it the passenger may be totally immobile. Some wheelchairs are collapsible and some parts, such as handles and plates may come away easily, so care needs to be taken when folding or loading collapsible wheelchairs.

### **Ambulant Disabled people**

Whilst some disabled people may use crutches or sticks, many who have mobility difficulties, will not. People, with arthritis in particular, may be unable to walk using a stick or crutches due to painful upper limbs. If the passenger appears to have walking difficulties, or is frail or elderly, always:

- Offer to fit the additional step if there is one – this reduces the first step and makes it easier to get into vehicles. If in an MPV, ask whether pulling up as close as possible to the kerb would be helpful. For saloon cars this may not be useful because it increases the height the passenger has to drop down to the seat and may make it more difficult for them to get out of the seat at the end of the journey.
- If you have used a swivel seat, (as in purpose built London type hackney carriage vehicles) make sure it is locked back in position once inside the vehicle.

### **Blind or partially sighted Passengers**

If a passenger is blind or partially sighted, ask what assistance they require and always:

- Look out for the “TAXI” sign which may be held out by some visually impaired people in order to hail a cab.
- If you are knowingly collecting a blind or partially sighted passenger from a pre-booked location, knock at the door on arrival – do not remain in the cab and hoot your horn.
- If your customer would like to be accompanied to or from the entrance of a building, offer them your arm (gripping you just above the elbow will enable them to be guided more easily).
- Tell your passenger whether they are entering a saloon car or purpose-built cab.
- Demonstrate which way the doors open where appropriate.

- If possible, place a visually impaired person's hand on the open door and indicate the position of the roof.
- Make sure the passenger(s) know which way the vehicle is facing.
- Make sure the passenger(s) are seated and have secured the seat belt (where applicable) before you move off. They may require assistance with the belt.
- Tell passenger(s) if you are taking a different route from that which they might expect, or if there is a hold-up or diversion.
- Tell passenger(s) the fare and count out the change.
- Set the passenger(s) down in a safe place and make sure they know where they are going.
- Remember guide dogs and other assistance dogs are trained to remain on the floor of a vehicle and will not abuse your vehicle. Refusal to carry an assistance dog without an exemption certificate is an offence under the Equality Act and is in contravention of the conditions of your licence. In saloon cars, there is more room for the dog on the floor in the front of the vehicle.

### **Hearing Impaired Passengers**

If a passenger's hearing is impaired, always:

- Look at them when you are speaking. Speak clearly, but do not shout and do not use your hands to gesticulate in front of your face.
- Have a pad of paper and pen handy, as it is sometimes easier to communicate in writing.
- Make sure that they are aware that you have understood their instructions and that you know where the passenger is going.

### **People with learning disabilities**

In Brighton & Hove there is a scheme called Thumbs Up which includes ten tips for good customer service to people with learning disabilities. Some of these include

- Listen to the person
- Give the person extra time
- Use plain English
- Use pictures as well as writing
- If the person has a carer, talk to the person rather than the carer
- If you notice someone needs extra help, offer it
- Do your best to assist the person in using your taxi

Extra support, for example with shopping bags and making sure the person is safely inside their destination will always be appreciated. People with learning disabilities may also require assistance understanding money.

### **Maintenance of Vehicles**

- Keep door handles, locks and hinges well lubricated. This reduces the amount of physical (often painful) effort required to operate them.



1.

<b>Title of EIA</b>	Brighton & Hove Taxi accessibility policy	<b>Ref No.</b>	
<b>Delivery / Resource / Finance Unit or Intelligent Commissioning name</b>	Planning & Public Protection : Regulatory Services		
<b>Aim of policy or scope of service</b>	The Review has a focus on accessibility. The council’s Equality Scheme includes a commitment to address issues identified by disabled people over a period of years in relation to the availability and certainty of taxis and private hire vehicles.		

## 2. Record of data/engagement; impacts identified; and potential actions to meet the Duties.

	Data <sup>1</sup> that you have	Community engagement exercises or mechanisms <sup>2</sup>	Impacts identified from analysis (actual and potential) <sup>3</sup>	Potential actions to advance equality of opportunity, eliminate discrimination, and foster good relations (You will prioritise these below)
<p><b>Consider:</b></p> <ul style="list-style-type: none"> <li>• How to avoid, reduce or minimise negative impact (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).</li> <li>• How to promote equality of opportunity. This means the need to: <ul style="list-style-type: none"> <li>– Remove or minimise disadvantages suffered by equality groups</li> <li>– Take steps to meet the needs of equality groups</li> <li>– Encourage equality groups to participate in public life or any other activity where participation is disproportionately low</li> <li>– Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary</li> </ul> </li> <li>• How to foster good relations between people who share a protected characteristic and those who do not. This means: <ul style="list-style-type: none"> <li>– Tackle prejudice</li> <li>– Promote understanding</li> </ul> </li> </ul>				
<p><b>Community Cohesion</b> (what must happen in all communities to enable different groups of people to get on well together.)</p>	<p>Consultation undertaken and data gathered.</p>	<p>Members of The Fed Centre for Independent Living via G DesMoulins, Chief Officer B&amp;H Taxi Forum members including Streamline, GMB &amp; Unite, City Cabs, Radio Cabs, Independent Taxi Drivers Association, Sudanese Drivers, United Taxi drivers &amp; Arab Taxi Association,</p>	<p><b>Key findings from consultation:</b></p> <ol style="list-style-type: none"> <li>1. The majority of respondents agree with the draft policy.</li> <li>2. Requirements, training and guidance for drivers has the highest level of agreement which is backed up by responses to the</li> </ol>	

<sup>1</sup> 'Data' may be monitoring, customer feedback, equalities monitoring, survey responses...

<sup>2</sup> These may be ongoing links that you have with community and voluntary groups, service-user groups, staff forums; or one-off engagement sessions you have run.

<sup>3</sup> If data or engagement are missing and you can not define impacts then your action will be to take steps to collect the missing information.

		<p>The Community and Voluntary Sector Forum, BHCC Disabled Workers Forum, Brighton &amp; Hove Younger People's Council, Brighton &amp; Hove Older People's Council, BHCC Adult Social Care, BHCC Home to School Transport (and via them Special Educational Need Schools and Parents), BHCC Enquiries and Concessionary Travel, BMECP, LGBT Health Improvement Project, Sussex Deaf Association, AMAZE, AGE UK, Speak Out, Alzheimer's Society, Scope, local RNIB and ASSERT. A questionnaire was also put onto the council's consultation portal between 13 April 13 and 08 May 13.</p>	<p>question about taxi drivers' knowledge / awareness of how to assist disabled and or people with mobility problems.</p> <ol style="list-style-type: none"> <li>3. The policy relating to the inside of vehicles had the next highest level of agreement. Not being able to get a wheelchair passenger and two carers in a real loading WAV being the biggest issue.</li> <li>4. The lowest level of agreement is for the policy on how to support and maintain a mixed fleet. The key issues being how to match supply to demand, a particular issue for wheelchair users at night.</li> <li>5. For older people, people with a range of health problems and disabilities and wheelchair users, side access WAV can be used by the fewest number of people and is the least preferred type of taxi.</li> <li>6. Wheelchair user, older people and</li> </ol>	
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			<p>people with a health problem or disability are most likely to agree with the draft policy.</p> <p>7. Taxi drivers and frequent taxi users are least likely to agree with the draft policy.</p>	
<b>Age</b> (people of all ages)	Taxis are used by people of all ages.	The consultation portal on the council's website is accessible to all.		
<b>Disability</b> (a person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities <sup>1</sup> )	Data gathered from consultation forum and from consultation carried out on consultation portal.	A consultation forum was held so that disabled people could discuss their taxi use and requirements. A link to the consultation portal was sent to groups in early April.		
<b>Gender reassignment</b> (a transsexual person is someone who proposes to, starts or has completed a process to change his or her gender. A person does <u>not</u> need to be under medical supervision to be protected)	No data ?	LGBT Workers Forum		Introduction of new monitoring form April 2013

<sup>1</sup> The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis.

<b>Pregnancy and maternity</b> (protection is during pregnancy and any statutory maternity leave to which the woman is entitled)	No data?	None specifically	.	
<b>Race</b> (this includes ethnic or national origins, colour or nationality, including refugees and migrants; and Gypsies and Travellers)	No data?	BME Workers Forums BME Community Partnership ( <a href="http://www.bmecp.org.uk">www.bmecp.org.uk</a> ) Taxi Forum which includes ethnic groups		
<b>Religion or belief</b> (religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.)	None	None specifically	None	Introduction of new monitoring form April 2013
<b>Sex</b> (both men and women are covered under the Act)	Taxis are available for everyone to use	None specifically	None	Data currently collected
<b>Sexual orientation</b> (the Act protects bisexual, gay, heterosexual and lesbian people)	Taxis are available for everyone to use	LGBT Workers Forum		Introduction of new monitoring form April 2013

<b>Marriage and civil partnership</b> (only in relation to due regard to the need to eliminate discrimination)	None	None	None	None
<b>Other relevant groups</b> eg: Carers, people experiencing domestic violence, substance misusers, homeless people, looked after children etc	Carers, special needs children, older people	A link to the consultation portal was sent to groups in early April.	None	Introduction of new monitoring form April 2013

**3. Prioritised Actions:**

**NB: you should also highlight here if there is potential for cumulative impact across the service or for a specific group.**

<b>Action</b>	<b>Timeframe</b>	<b>Lead officer</b>	<b>Evidence of progress</b>	<b>Success measure</b>
Introduce Accessibility policy	2013/14	Tim Nichols	Licensing Committee report 27.06.13	Reduce inequality in waiting times for disabled people.

**Signing of EIA:-**

**Lead Equality Impact Assessment Officer: Tim Nichols Date: 12.06.13**

**Head of Service Delivery Unit Martin Randall Date:**

**Lead Commissioner (if required): Date:**

**Communities and Equality Team Date:**

**NB: Actions must now be transferred to service or business plans**

**You must also complete and submit a summary of the EIA in the Publication Template (see below)**

**4. Attach data and/or engagement lists as appendices.**

<b>Title (of data or engagement)</b>	<b>Date</b>	<b>Main findings</b>	<b>Gaps in data</b>	<b>Contact</b>
<b>Analysis of consultation responses</b>		<b>See committee report 27.06.13</b>		
<b>Consultation responses</b>		<b>See committee report 27.06.13</b>		
<b>Forum notes</b>		<b>See committee report 27.06.13</b>		

## Equalities Impact Assessment Publication Template

<b>Name of review:</b>	Hackney Carriage Accessibility policy
<b>Period of review:</b>	On 10 September 2010, a report on the Equalities Review was taken to Licensing Committee. An action plan was developed from that report. The action plan was developed further and at Licensing Committee (Non Licensing Functions) on the 22 November 2012 members <b>RESOLVED</b> – (1) That the Committee notes progress being made in the development of a Wheelchair Accessibility Policy for Hackney carriage and Private Hire, Drivers, Vehicles and Operators and that officers report back to Committee when complete; and (2) That Members endorse continued consultation and furthermore that Members require a full equalities review to take place in order to inform the development of an accessibility policy: current work was reflected in the draft set out in appendix 1 to the report. Consultation was carried out in line with an agreed timeline and the accessibility policy was reported back to licensing committee on 27 June 2013.
<b>Date review signed off by DMT:</b>	June 2013
<b>Scope of the review:</b>	The Review has a focus on accessibility. The council's Equality Scheme includes a commitment to address issues identified by disabled people over a period of years in relation to the availability and certainty of taxis and private hire vehicles.
<b>Review team:</b>	T Nichols, Head of Regulatory Services, David Golding, Research & Development team, Martin Seymour, Hackney Carriage Officer, Jean Cranford, Licensing & Health Manager, Emma McDermott, Central Policy Development Manager
<b>Relevant data and research:</b>	Halcrow Unmet Demand Survey (2012) Equality Act 2010 Data supplied by 3 taxi companies Consultation responses from portal and consultation forum Rugby Council accessibility policy
<b>Consultation:</b>	Members of The Fed Centre for Independent Living via G DesMoulins, Chief Officer B&H Taxi Forum members including Streamline, GMB & Unite, City Cabs, Radio Cabs, Independent Taxi Drivers Association, Sudanese Drivers, United Taxi drivers & Arab Taxi Association, The Community and Voluntary Sector Forum, BHCC Disabled Workers Forum, Brighton & Hove Younger People's Council, Brighton & Hove Older People's Council, BHCC Adult Social Care, BHCC

	<p>Home to School Transport (and via them Special Educational Need Schools and Parents), BHCC Enquiries and Concessionary Travel, BMECP, LGBGT Health Improvement Project, Sussex Deaf Association, AMAZE, AGE UK, Speak Out, Alzheimer's Society, Scope, local RNIB and ASSERT. A questionnaire was also put onto the council's consultation portal between 13 April 13 and 08 May 13.</p>
<p><b>Assessment of impact, outcomes and key follow-up actions:</b></p>	<p>Duties to assist passengers in wheelchairs are contained in Sections 165, 166 and 167 of the Equality Act 2010 deal with the imposition of duties on the drivers of wheelchair accessible taxis and private hire vehicles to assist passengers who use wheelchairs.</p> <p>The advice for drivers assisting disabled passengers covers a wide range of disabilities including wheelchair users to enable drivers to assist passengers more effectively.</p> <p><b>Key findings from consultation:</b></p> <ol style="list-style-type: none"> <li>8. The majority of respondents agree with the draft policy.</li> <li>9. Requirements, training and guidance for drivers has the highest level of agreement which is backed up by responses to the question about taxi drivers' knowledge / awareness of how to assist disabled and or people with mobility problems.</li> <li>10. The policy relating to the inside of vehicles had the next highest level of agreement. Not being able to get a wheelchair passenger and two carers in a real loading WAV being the biggest issue.</li> <li>11. The lowest level of agreement is for the policy on how to support and maintain a mixed fleet. The key issues being how to match supply to demand, a particular issue for wheelchair users at night.</li> <li>12. For older people, people with a range of health problems and disabilities and wheelchair users, side access WAV can be used by the fewest number of people and is the least preferred type of taxi.</li> <li>13. Wheelchair user, older people and people with a health problem or disability are most likely to agree with the draft policy.</li> <li>14. Taxi drivers and frequent taxi users are least likely to agree with the draft policy.</li> </ol>
<p><b>Name and contact details of lead officer responsible for follow-up action:</b></p>	<p>T Nichols, Head of Regulatory Services  2<sup>nd</sup> floor, Bartholomew House  01273 292163  <a href="mailto:Tim.nichols@brighton-hove.gov.uk">Tim.nichols@brighton-hove.gov.uk</a></p>

**For further  
information on the  
assessment  
contact:**

T Nichols (as above)



### Hackney Carriage Office - taxi complaints procedure

#### Are you unhappy with taxi services?

If you have booked a vehicle through an operator and have a complaint about your journey, such as the route taken, the driver's attitude or the fare charged, complain to the taxi operator in the first instance. If they feel your complaint is sufficiently serious, they will [refer your complaint to the Hackney Carriage Office](#).

If you are not satisfied with the response from the operator, or if you have a complaint about an operator, then [complain to the Hackney Carriage Office](#).

If you have hailed a taxi off the street or from a rank, [refer your complaint to the Hackney Carriage Office](#).

- [Go to the council's complaint form for the city's taxi service](#)

If your complaint is about:

- a driver's behaviour
- the vehicle
- the driver not taking the direct route
- the meter being incorrect
- overcharging
- the driver refusing to take a wheelchair user or not strapping a wheelchair in the vehicle, or refusing an assistance dog

[please refer it to the Hackney Carriage Office](#).

However, If your complaint is about:

- antisocial driving
- unsafe driving/speeding
- using mobile phones while driving
- moving traffic offences
- Road Rage
- ignoring traffic signs & signals

[Please report to Sussex Police via Operation Crackdown](#).

Complaints such as assault, verbal abuse or suspected theft by the driver should be referred to the police as soon as possible for an investigation. [report to Sussex Police](#).

Complaints about illegal parking should be reported to the city's parking enforcement team on 0845 603 5469.

Please be aware that we can only investigate identifiable drivers and vehicles. The easiest way is to note the vehicle licence number, which is displayed on the rear passenger doors or on the plate at the rear of the vehicle.

We can also trace a vehicle through its registration and it is helpful if you can identify the driver.

Every driver is issued with an identity badge, which has his or her photograph on it, together with his or her licence number. Alternatively ask for a receipt at the end of the journey and ask the driver for the vehicle number.

# Licensing Enforcement Policy



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## 1.0 Statement of objectives

1.1 The Environmental Health & Licensing service is committed to the Council's core priorities. This policy gives detail on how the Council prioritises:

- *Protect the environment while growing the economy;*
- *better use of public money;*
- *reduce inequality by increasing opportunity;*
- *fair enforcement of the law;*
- *open and effective leadership.*

and will inform the enforcement actions taken. Amendments to priorities will be embedded automatically.

1.2 This service policy promotes efficient and effective approaches to regulatory inspection and enforcement that improve regulatory outcomes without imposing unnecessary burdens. This is in accordance with the Regulator's Compliance Code.

1.3 In certain instances the service may conclude that a provision in the Code is either not relevant or is outweighed by another provision. It will ensure that any decision to depart from the Code will be properly reasoned, based on material evidence and documented.

1.4 The service pursues a positive and proactive approach towards ensuring compliance by:

- Supporting the better regulation agenda;
- Helping make prosperity and protection a reality for the City's community;
- Helping and encouraging regulated entities to understand and meet regulatory requirements more easily;
- Responding proportionately to regulatory breaches; and
- Protecting and improving public health and the environment.

1.5 This policy is based on the seven 'Hampton Principles' of:

Economic Progress: Regulators should recognise that a key element of their activity will be to allow, or even encourage, economic progress and only to intervene when there is a clear case for protection;

Risk Assessment: Regulators, and the regulatory system as a whole, should use comprehensive risk assessment to concentrate resources in the areas that need them most;

Advice and Guidance: Regulators should provide authoritative, accessible advice easily and cheaply;

Inspections and other visits: No inspection should take place without a reason;

Information requirements: Businesses should not have to give unnecessary information or give the same information twice;

Compliance and enforcement actions: The few businesses that persistently break regulations should be identified quickly and face proportionate and meaningful sanctions; and

Accountability: Regulators should be accountable for the efficiency and effectiveness of their activities, while remaining independent in the decisions they take.

1. 6 The rights and freedoms given to an individual under the Human Rights Act, particularly Article 6 and 8, will be observed, as will the provisions of the Regulation of Investigatory Powers Act.

## **2.0 Scope of the Policy**

- 2.1 This policy supports and supplements specific guidance on enforcement action contained in the Statutory Code of Practice for Regulators, Brighton & Hove City Council's Corporate Enforcement Policy, Statutory Codes of Practice and relevant guidance documents and guidelines issued by Government Departments and co-ordinating bodies.
- 2.2 This policy relates to actions taken to educate and enforce legislation where non-compliances have been identified or have a realistic potential to occur.
- 2.3 The policy is limited to those enforcement activities lead by the Head of Environmental Health & Licensing.

### **3.0 Training**

- 3.1 Officers undertaking enforcement duties will be suitably trained and qualified so as to ensure they are fully competent to undertake their enforcement activities.

### **4.0 Management Systems**

- 4.1 The service will maintain management systems to monitor the quality and nature of enforcement activities undertaken, so as to ensure, so far as is reasonably practicable, uniformity and consistency.

### **5.0 Enforcement Options**

- 5.1 The service recognises the importance of achieving and maintaining consistency in its approach to enforcement. Statutory Codes of Practice and guidance issued by Government Departments, other relevant enforcement agencies or professional bodies will therefore be considered and followed where appropriate.
- 5.2 Sanctions and penalties will be consistent, balanced, fairly implemented and relate to common standards that ensure individual's, public safety or the environment is adequately protected. The aim of sanctions and penalties are to:
- Change the behaviour of the offender;
  - Eliminate any financial gain or benefit from non-compliance;
  - Be responsive and consider what is appropriate for the particular offender and regulatory issue, which can include punishment and the public stigma that should be associated with a criminal conviction;
  - Proportionate to the nature of the offence and the harm caused; and
  - Aim to deter future non-compliance.
- 5.3 Criteria to be taken into account when considering the most appropriate enforcement option include:
- the potential of the offence to cause harm;
  - confidence in the offender;
  - consequences of non compliance;
  - likely effectiveness of the various enforcement options.

- 5.4 Having considered all the relevant options the choices for action are:
- **Informal Warning:** All advice issued will be given in writing and specify the nature of the breach or offence, and the actions required to remedy the issue. An informal warning may be included with the advice, and may accompany higher-level actions, such as Enforcement Notices or Voluntary Surrender:
  - **Licence review:** Licence review power will be used where an application for review relates to one or more of the licensing objectives.
  - **Taxi licence:** Taxi licence suspension or revocation will be used to protect public safety. Other sanctions such as DSA testing will be used to protect public safety and in accordance with the taxi licensing policy (Blue book).
  - **Simple Caution:** The issue of a Simple Caution by an authorised officer may be undertaken as an alternative to prosecution where it is considered unnecessary to involve the courts, and the offender's response to the problem makes repeat offending unlikely, or the offender's age or health make it appropriate. Cautions may only be issued where the offender makes a clear and reliable admission of guilt and understands the significance of acceptance.
  - **Prosecution:** A prosecution is appropriate where there is a breach of a legal requirement, such that public safety, health, economic or physical well-being or the environment or environmental amenity is adversely affected.

The Crown Prosecutor's Code of Evidential and Public Interests tests must be met in all cases. However, certain circumstances will normally justify prosecution to prevent the undermining of the service's enforcement responsibilities.

- Failure to comply with an Enforcement Notice
  - Declining a Simple Caution
  - Continued, reckless, negligent or pre-meditated non-compliance.
  - Failure to pay a fixed penalty.
  - Non-co-operation, acts of obstruction or threats of physical harm or abuse.
- **Injunctions:** Injunctive action as a means of preventing an activity or course of action likely to result in significant risk to public or community safety or economic wellbeing of consumers and businesses.

- 5.5 If the Department is considering taking enforcement action which it believes may be inconsistent with that adopted by other authorities, the matter will be referred to the appropriate local co-ordinating body.

## **6.0 Informal Warning**

- 6.1 Informal action may be taken when:-
- the act or omission is not serious enough to warrant formal action or
  - from the individual's/enterprise's past history it can be reasonably expected that informal action will achieve compliance or
  - confidence in the individual/enterprise's management or ability to resolve the matter is high or
  - the consequences of non-compliance will not pose a significant risk to public health, public safety, animal welfare or the environment.
- 6.2 When an informal approach is used to secure compliance with regulations, written documentation issued will:-
- contain all the information necessary to understand what is required and why;
  - indicate the regulations contravened, measures which will enable compliance with legal requirements and that other means of achieving the same effect may be chosen;
  - clearly differentiate between legal requirements and recommendations of good practice. Such a differentiation will also be made when verbal advice is given.

## **7.0 Simple Cautions**

- 7.1 A Simple Caution may be issued as an alternative to a prosecution. Cautions may be issued to:-
- deal quickly and simply with less serious offences;
  - divert less serious offences away from the courts;
  - reduce the chances of repeat offences.
- 7.2 The following factors will be considered when deciding whether a Caution is appropriate:-
- evidence of the suspect's guilt
  - has a clear and reliable admission of the offence been made either verbally or in writing
  - is it in the public interest to use a Caution as the appropriate means

of disposal when taking into account the public interest principles set out in the Code for Crown Prosecutors.

- the suspected offender must understand the significance of a simple caution and give an informed consent to being cautioned.

7.3 No pressure will be applied to a person to accept a Simple Caution.

7.4 The 'cautioning officer' will be the most appropriate officer from Service Director, Service Assistant Director, Head of Service Environmental Health Manager or Licensing Manager. The Cautioning Officer must not have taken an active part in investigating the case.

7.5 Should a person decline the offer of a simple caution a prosecution will be recommended.

## **8.0 Prosecution**

8.1 The Department recognises that the decision to prosecute is significant and could have far reaching consequences on the offender.

8.2 The decision to undertake a prosecution will be taken after proper consultation in accordance with the Scheme of Delegation for the Council's functions. The decision to proceed with a prosecution will normally be taken following legal advice. The matters to be taken into account when deciding if the issue of proceedings is proportionate include:-

- the seriousness and nature of the alleged offence;
- the role of the suspect in the commission of the offence;
- any explanation by the suspect or any agent or third party acting on their behalf;
- was the suspect in a position of trust, responsibility or authority in relation to the commission of the offence;
- is there evidence of premeditation or disregard of a legal requirement for financial reward;
- risk of harm to the public, an individual or the environment;
- relevant previous history of compliance;
- reliability of evidence and witnesses
- any mitigating or aggravating circumstances or the likelihood that the suspect will be able to establish a defence;
- suspect's willingness to prevent a recurrence of the offence;

- the need to influence future behaviour of the suspect;
- the likely penalty to be imposed; and
- a prosecution is in the public interest, there is realistic prospect of conviction and sufficient evidence to support proceedings.

8.3 All relevant evidence and information will be considered before deciding whether to instigate proceedings in order to enable a consistent, fair and objective decision to be made.

8.4 Where an act or omission is capable of constituting both a summary and either way offence, when deciding which offence to charge the following will be considered:-

- the gravity of the offence;
- the adequacy or otherwise of the powers of the summary court to punish the offence;
- the record of the suspect;
- the suspect's previous response to advice or other enforcement action;
- the magnitude of the hazard;
- any circumstances causing particularly great public alarm;
- comments from the Council's Solicitor's Office.

8.5 As a general rule an individual or business will be given a reasonable opportunity to comply with the law although in some circumstances prosecution may be undertaken without giving prior warning e.g.

- the contravention is a particularly serious one;
- the integrity of the licensing framework is threatened.

## **9.0 Home Office and Department for Culture, Media & Sport Advice: Problem premises on probation**

9.1 The licensing authority supports the strategies of interventions and tough conditions to be assembled into packages released in 2008. The current version is appended (appendix A). This may be superseded by subsequent government advice.

## **10. Appeals**

10.1 If any person is unhappy with the action taken, or information or advice given they will be given the opportunity of discussing the matter with the relevant team manager, Head of Service or Assistant Director.

- 10.2 Any such appeal does not preclude any aggrieved person from making a formal complaint about the service or any officers. Any such complaint will be dealt with in accordance with Corporate procedures and guidance.
- 10.3 Complaints that are not dealt with by the council's complaints procedure are listed in corporate policy and include:
- 10.4 Complaints where the complainant or another person has commenced or intends to commence legal proceedings against the council, in which case advice should be sought from Legal Services
- 10.5 Complaints where the council has commenced or intends to commence legal proceedings against the complainant or another person relating to the matter of complaint.

## **Appendix A**

### **"Problem premises on probation" – Red and Yellow cards: How it would work**

#### **The problem**

1. In many cases, revocation of a premises licence effectively kills any business which is focussed on retailing alcohol. This means that not only the business owner suffers, but most people working there will lose their livelihoods. Many of these workers will be entirely innocent of any wrong-doing. There is also an impact on those who rely indirectly on income from the premises – such as local food suppliers or cleaning contractors, and the closure of a premises can deprive some communities of their local shop or restrict local consumer choice. Enforcement agencies that apply for reviews and local councillors sitting on licensing committees are well aware of this potential impact and it can lead to a reluctance to use the powers in the Act to revoke the licence instantly for any failure to promote the licensing objectives. This risks patchy enforcement and uneven solutions to alcohol-related problems around the country.
2. In addition, in many cases, enforcement agencies will prefer to negotiate additional voluntary conditions with problem premises

against the threat of review as an immediate, pragmatic and less bureaucratic solution. While this may be a reasonable approach in many cases, there is a risk that some premises are not being dealt with as firmly as necessary, particularly given the level of test purchase failures. Nor are voluntary agreements particularly visible, lessening the deterrent effect on other premises.

3. Government wishes to support the enforcement agencies and licensing authorities by providing clear guidance on a “yellow card / red card” system, which would ensure a firm response to problems, but which give premises an opportunity to reform. The intention is that such a system would be highly visible and send a clear message to alcohol retailers, and the public, that action will be taken against those who act contrary to the licensing objectives and the law.
4. The proposed interventions below would not prevent the giving of an instant red card in an appropriately serious case. It should be realised that a “test purchase” failure often masks multiple offences that have gone undetected.

### **Supporting enforcement agencies**

5. The Government will encourage enforcement agencies – mainly the police, trading standards officers and environmental health officers – to seek more reviews in the knowledge of the yellow card/red card system described below. This will mean not giving informal warnings. It will mean that on identifying problem premises, the licensing authority will be engaged faster than it might have been in the past.
6. Enforcement agencies would be encouraged to seek reviews when local intelligence suggest that individual premises are selling to children or causing other crime problems or causing noise nuisance.
7. Under the law, the licensing authority must then hold a hearing so long as the application relates to one of the four licensing objectives and is made by a responsible authority or by an interested party like a local resident or another local business.

## First Intervention

8. Responsible authorities will be encouraged to propose a package of tough new conditions to be added to the existing conditions which are designed to combat the identified problem. The kinds of conditions that we have in mind are set out in Annex A. These would not be appropriate for every premise and need to be tailored to the nature of the problem and the type of premises. Such action should be supplemented where appropriate by:
  - Removal of the designated premises supervisor and his/her replacement (the manager is removed);
  - Suspension of the licence for between 1 day and 3 months according to the circumstances.
  - Restriction on trading hours – cutting hours of trading in alcohol.
  - Clear warning that a further appearance will give rise to a presumption of revocation.
9. If appropriate, following the review, the licensing authority should consider these packages of conditions and actions to challenge problem premises more aggressively.
10. For example, requiring a major supermarket to make all alcohol sales through a single till manned by a person aged 25 years or older in order to tackle sales to underage. Over a year, this would potentially cost such a supermarket £millions. It would also make them reflect on their levels of supervision at other stores.
11. In addition, enforcement agencies should make the premises in question a priority for test purchase and more regular inspections.
12. The aim would be to put the premises on probation. Effectively, they are given a yellow card. They are put on notice that the next offence or breach would mean an automatic second intervention – a red card.

## Second Intervention

13. In the absence of improvement, enforcement agencies should seek another review. The licensing authority again must grant a hearing.
14. If satisfied on the issue of the lack of improvement, the licensing

authority should look to revoke the licence. The action should be publicised in the area as an example to other retailers.

### **Implementation**

15. Requires:
  - Development with the Home Office of a toolkit and guidance for police, trading standards and ethos;
  - Initial letters to Leaders of local authorities and Chief Executives;
  - Ultimately, stronger statutory Guidance to be laid in Parliament for licensing authorities themselves.
16. Central Government cannot tell licensing authorities what to do. The review powers are devolved to them. Similarly, central Government cannot direct enforcement agencies how to enforce the law. It would remain their judgement when and how to act.

### **Annex A: Possible tough conditions to be assembled into packages**

N.B. These would not be appropriate for every premises and need to be tailored to the nature of the problem and the type of premises.

#### **Greater control over sale**

1. Designated checkout(s) for alcohol sales (supermarket). Impact on protection of children from harm, but also impact on sales and goodwill (probable loss of trade to competitors).
2. Personal licence holder/DPS to be on site at all times during sales of alcohol. Impact on protection of children from harm and new costs if additional staff have to qualify as personal licence holder.
3. Personal licence holder/DPS to supervise and authorise every individual sale of alcohol. Impact on protection of children from harm and new costs if additional staff have to qualify as personal licence holder.
4. SIA registered security staff to be present at points of sales to support staff refusing sales to u-18s and drunks.

5. Alcohol sales only to be made only by person aged not less than 25 years. Impact on protection of children from harm, but also impact on sales and goodwill (probable loss of trade to competitors).
6. CCTV installed at all points of sale and recorded. Recordings can be examined by a constable or trading standards officer to determine sales to minors or drunks.

### **Training**

7. All staff to read and sign a declaration that they understand the law every time they start a shift.
8. Train all staff engaged in selling alcohol in alcohol awareness (not just personal licence holders). All new staff to be trained within two weeks of commencing employment. Evidence of training to be retained in writing and to be available for inspection by any authorised person and trading standards officers. Impact on all licensing objectives.

### **Alcohol sale banned at certain hours**

9. No alcohol sales Mon – Fri between 4pm and 8.30pm. Impact on protection of children from harm or targeted hours reflecting times when local intelligence indicates under 18s may be purchasing alcohol.
10. No alcohol sales – Friday to Saturday. Impact on all four licensing objectives.

### **Alcohol displays**

11. No displays of alcohol or advertising of alcohol promotions that can be seen from outside the premises.
12. No alcohol stocks promoted alongside goods likely to appeal to children (e.g. Confectionary, toys).

### **Cutting down on shop-lifting**

13. SIA registered security staff to be present at alcohol aisles during opening times to prevent attempted under age sales or theft.

14. Location of alcohol stocks/displays not to be sited near the entrance/ exit to deter shoplifting.
15. No direct public access to alcohol products – like tobacco, alcohol to be kept behind a dedicated kiosk.

### **Naming and shaming**

16. Display an external sign/yellow card to state which of the licensing act objectives they have breached and what action has been taken against them.

### **Others**

17. Maintain a log of all under attempted purchases from those who appear to be under 18 or drunk.
18. Children aged under (18 years) not to be present or (not more than one child at any one time) on the premises (other than children living on the premises or of the people working on the premises); or only children under 18 accompanied by an adult to be permitted on the premises during retailing hours. Impact on protection of children from harm.
19. Products to be labelled (a label stuck to the bottle or can) to show the details of the shop from which it was bought. Purpose would be to provide evidence of unlawful sales if product found commonly in possession of persons under 18.
20. Designated single items – beer, alcopops and cider – not to be sold to any person. Impact on protection of children from harm. Purpose would be to reduce sales to children and drunks. Alternative would be to prescribe sales of beer, alcopops and cider in quantities of less than four.
21. CCTV installed, monitored and 24 hour recordings kept for a week and made available to constables and persons authorised under the 2003 Act to help identify attempted proxy purchasing.

**Environmental Health & Licensing  
2nd Floor Bartholomew House  
Bartholomew Square  
Brighton BN1 1JP**

16<sup>th</sup> May 2013

T Nichols  
Head of Licensing  
Brighton & Hove City Council  
Norton Road  
Hove  
BN3 4AH

Dear Mr Nichols

### **Accessibility Policy Review**

We have a number of observations and suggestions in respect of the Accessibility Policy which is in preparation. The on-line consultation questionnaire did not permit of detailed comment so we expand our views herein. We did note that the on-line consultation was labelled 'for hackney carriages' but assume it will also cover Private Hire.

There are global issues:

- Mention is made of research commissioned by the DfT into taxi design and subsequent issue of guidelines which "have been used to inform the suggested content for the accessibility policy..."

This tends to confirm our assumption that the on-line consultation was, in effect, an initial draft for the proposed policy. However, we have been unable to trace a source for a copy of either the initial research report or of the DfT guidelines issued. As you will see below, the consultation wording presents anomalies which may or may not be consequent upon the guidelines. There are also dimensions quoted for various elements but without reference to their source or to any underlying research which gives rise to them. Could you provide this information to us?

- Much of the 'draft policy' is culled – or even copied directly – from the Rugby Borough Council Licensing and Wheelchair accessible policies (v1.2 2012). Whereas these policies are already in force, it seems odd that an Authority licensing a fleet of substantially smaller than in Brighton & Hove would 'take the lead' in an issue of this importance. This becomes significant because of the anomalies discussed below.

In this regard, it may be that the Rugby policy alone is the source of the questionable dimension requirements. Perhaps you can clarify this?

- This relates to a public consultation. There should be information already available relative to numbers of disabled – ambulant and wheelchair bound – and (perhaps less so) of elderly infirm. Many in these categories may not be conversant with or internet aware. Have any direct consultation been made with representative organisations for these groups – or, indeed, taxi drivers – directly as being a more informed representation than the wider general public may be expected to be?

With regard to the topic areas, for present purposes, it seems easier to follow the layout of the on-line consultation questionnaire; however, observations sometimes relate across topics and these are referenced in the text.

## **Accessible Vehicles:**

The case for setting a 60:40 proportion of rear loading (RL) to side loading (SL) vehicles is not argued and cannot be seen as valid without justification. Anomalies in the draft policy are also highlighted below and may be used to reconsider the emphasis on RL.

Purchasing a new vehicle is a business decision involving many factors including initial cost and anticipated return. It may also be influenced by personal circumstances or specific requirements – either business or domestic. The arbitrary setting of limits restricts this freedom of choice and is unwarranted.

As the basic policy specification follows Rugby BC, should it be inferred that BHCC will propose to adopt the Rugby BC list of acceptable WAVs?

**See also: 'Getting in and out of the vehicle'  
'Inside the vehicle'**

## **Getting in and out of the vehicle**

The case for a preference of RL is not argued and cannot be seen as valid without justification.

The sliding door open warning is already a licensing requirement and is superfluous.

The proposed specification for a single ramp will exclude already licensed vehicles with twin ramps. Further, restricting ramp length to 1m will debar those already licensed with longer ramps.

Level entry from a kerb rather depends on the height of the kerb. In all likelihood only the high kerbs at bus stops will permit this. This becomes even more likely with a ramp length restriction to 1m. RL vehicles are unlikely ever to pick up from a raised kerb to allow anything approaching a level access but are more likely to be picking up from the road. A quick calculation suggests that, with a 1m ramp, a vehicle would need ground clearance of less than 150mm (6") to achieve a maximum ramp angle of 7°.

Steps – attempting a 'one size fits all' policy inevitably will introduce contradictions. For example, the proposal as worded would automatically debar the new E7 with its electronic step. There is also no guidance or recommendation for the depth (i.e. front to back) of the step.

The proposed requirement for additional grab-bars to aid access is unclear and ill considered. While the aim may be laudable, the application needs to be considered in terms of the potential loadings on the fixing points either inside or outside of the vehicle. Is there any research available to support this requirement? Along with powered doors, the issue of additional fixtures to assist access needs to be addressed with vehicle manufacturers.

Is it intended that these foregoing limitations will result in existing licences being revoked or that the policy will be for newly licensed vehicles only?

**See also: 'Inside the vehicle'**

## **Inside the vehicle**

The RLs currently licensed for four passengers, in the majority of cases, cannot carry a wheelchair passenger and two others; only in rare circumstances would it become possible. Further, when carrying a wheelchair, luggage space separated from passengers becomes greatly restricted – the capacity to carry luggage for four persons would not exist. As these vehicles meet present licensing requirements, what is the justification for changing the conditions to preclude their use?

The comments on grab bars are the same as under **'Getting in and out of the vehicle'** above

There are neither suggestions nor indications of allowable practices for **'highlighting important features...etc'** to aid the visually impaired or others and further guidance will be necessary.

How is it proposed to achieve the lighting requirements proposed? Equally, how is it intended that this element be enforced, bearing in mind that the majority of passenger events will occur either in daylight or under street lit conditions?

There are seating considerations unsupported by evidence or citation (as indicated at the outset) and similarly for interior dimensions. Equally there is no comparative data for presently licensed vehicles.

CCTV is a licensing condition and is superfluous in this policy

**See also: 'Getting in and out of the vehicle'**

### **Requirements, training and guidance for drivers**

This section is inadequate, being incomplete and, in places, misleading. Further, it fails completely to consider issues of driver safety and legal responsibility.

Streamline have addressed fully all of the issues involved in assisting and carrying elderly, infirm, ambulant disabled and wheelchair-bound passengers by preparing a prospective training program for drivers. The very basic elements may be covered in the present BTEC qualification required for new drivers and the course is primarily intended for WAV drivers. A preliminary view of the draft module was presented to you and it is hoped to make a further presentation to the Licensing Committee in June.

As a member of PATS, Streamline insists that all WAV drivers on the circuit are personally instructed by our own PATS Certified Trainer. We would hope that our proposed training module is adopted by the Council as a requirement for drivers under Blue Book requirement 29.4 and that, unlike the draft policy, training should be mandatory for both hackney and private hire WAV drivers.

We trust that the foregoing will assist in formulating and finalising the Council's Accessibility Policy and welcome the opportunity to present these observations.

Yours sincerely



Leslie Paine  
Director



# LICENSING COMMITTEE (NON LICENSING ACT 2003)

## Agenda Item 9

Brighton & Hove City Council

<b>Subject:</b>	<b>Hackney Carriage Fare Review</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Regulatory Services</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b><i>Martin Seymour</i></b>	<b>Tel: 29-4429</b>
	<b>Email:</b>	<b><i>martin.seymour@brighton-hove.gov.uk</i></b>	
<b>Ward(s) affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

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

#### 2. RECOMMENDATIONS:

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

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The council may fix the rates for hackney carriage fares within the district as well as time and distance and all other charges in connection with the hire of a vehicle or with the arrangements for hire of a vehicle to be paid in respect of the hire of a hackney carriage. The council does not have the power to set private hire vehicle fares but historically the local operators follow the hackney carriage tariffs set by the council and meters are sealed by officers. It is council policy to use a formula to establish the highest rate of basic fares it will consider. The maximum fare that the formula would allow is £2.36 pence per mile. (As of April 13). Any additions are negotiated separately. The running cost per mile on the proposed tariff sheet equates to £2.20 and is within the formula limit.

- 3.2 Applications for hackney carriage fare increases are made through the Taxi Forum in accordance with the agreed formula approved by the Council. If the general consensus of the trade is in agreement with a fare increase, representatives of the trade will be called to a meeting to discuss any proposals with officers of the Council and the lead councilor of the licensing committee who will then present any proposal agreed by that meeting to the next available meeting of the advisory committee of the Council for their consideration and recommendation to the cabinet member for environment.
- 3.3 The formula is a mixture of independent figures for average earnings, for vehicle standing charges and running costs and for vehicle insurance premiums. The figures for standing charges and running costs are produced annually by the AA. They are based upon engine size and new vehicle costs for petrol cars and diesel cars. An average of the two is used to calculate running costs to reflect the mixed nature of the city's taxi fleet.
- 3.4 For the purposes of the fare formula used for this report the middle price band of £18,000 to £25,000 for petrol cars and £22,000 to £26,000 for diesel cars has been used to ascertain vehicle-running costs.
- 3.5 The last hackney carriage fare increase occurred in July 2012. The hackney carriage trade now seeks a further increase.
- 3.6 Justification by the trade for an increase in fares is that there has been a significant rise in fuel prices.
- 3.7 The proposal from the trade is for a reduction of the initial yardage from 640 yards to 480 yards in tariff 1, 2, 4 and 5. This equates to a 20p increase to the initial fares.
- 3.8 Amend tariffs 6, 7, 9 and 10 to 1.5 x the equivalent normal fare for less than 5 passengers. This change was omitted on the last fare change.
- 3.9 Currently in the national league tables for fares Brighton & Hove is positioned 26 for Tariff 1 and 154 for Tariff 2 after the proposed increase it is estimated that the position will be 15 for Tariff 1 and 118 for Tariff 2.
- 3.10 Appendix 1 Current tariff card.
- 3.11 Appendix 2 Proposed tariff card.
- 3.12 Appendix 3 % Change Sheet.
- 3.13 Appendix 4 Fares Formula.
- 3.14 Appendix 5 AA motoring and fuel costs.
- 3.15 Appendix 6 Annual changes for Southern Region since 1999.
- 3.16 Appendix 7 National League Table for Tariff 1.

3.17 Appendix 8 National League Table for Tariff 2.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1 The subject of the fare review is a constant agenda item at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions. The forum members have delegated negotiations to selected representatives.

4.2 The procedure for presenting the trade's request for a review has been followed. This involves the trade's representatives making representations to the chair of the Licensing Committee (non Licensing Act 2003) and officers. The trade's representatives accept the recommendations as reasonable.

4.3 A meeting with the trade representatives, council officers and the chairman Licensing Committee (non Licensing Act 2003) was held on 10 May 2013 where a proposal was agreed in principle to go to the advisory committee.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

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

Finance Officer Consulted: Jeff Coates Date: 17/05/13

##### Legal Implications:

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

Lawyer Consulted: Rebecca Sidell Date: 13/06/13

##### Equalities Implications:

5.3 The Law Commission's interim statement recommends that taxi legislation should make it clear that drivers are not allowed to charge passengers more for the time it takes them to board the vehicle, reflecting the Department for Transport best practice guidance.

##### Sustainability Implications:

5.4 The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and

accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station, approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly.

Crime & Disorder Implications:

- 5.5 Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy.

Risk and Opportunity Management Implications:

- 5.6 The transport industry should be safe, profitable and be a positive experience for residents and visitors.

Public Health Implications:

- 5.7 None.

Corporate / Citywide Implications:

- 5.8 Tourism needs to provide a warm welcome to visitors and the Tourism Strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Licensing authorities have discretion to fix the table of hackney carriage fares within the licensing district. Demand of a fare greater than shown on the meter is prohibited except by prior agreement for journeys outside the district. Exercising this power offers passengers protection.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Following hackney carriage trade's request for an increase in fares.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Current tariff card.
2. Proposed tariff card.
3. % Change Sheet.
4. Fares Formula.
5. AA motoring and fuel costs.
6. Annual changes for the Southern Region since 1999.
7. National League Table for Tariff 1.
8. National League Table for Tariff 2.

**Documents in Members' Rooms**

1. None.

## **Background Documents**

1. None.





**BRIGHTON & HOVE CITY COUNCIL**  
**MAXIMUM HACKNEY CARRIAGE FARES**  
 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976



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

**THE FARE YOU SHOULD PAY ALONG WITH THE RELEVANT TARIFF CODE WILL BE SHOWN AUTOMATICALLY ON THE TAXIMETER. ONLY EXTRA CHARGES MARKED \*\* MAY BE ADDED TO THE METER BY THE DRIVER.**

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4	TARIFF 5
<b>FOR JOURNEYS WITH 1 TO 4 PASSENGERS THE FOLLOWING TARIFFS MAY APPLY</b>	<b>Normal Fare</b> - Applies to all hirings except those mentioned in tariffs 2, 3, 4, 5, 6, 7, 8, 9 & 10	<b>Late Night</b> each day between the hours of 9pm and 6am, other than under tariff 3. <b>Sundays</b> - between the hours of 6am and 9pm. <b>Bank Holiday or Public Holiday</b> - to 12 midnight excluding the times covered by Christmas and new year extra charge.	<b>Late Night</b> - each Friday night and Saturday night only between the hours of 12 midnight and 6am the following day.	<b>Christmas Day &amp; Boxing Day</b> - between 9pm 24 December and 6am 27 December <b>New Year</b> - between 6am and 10am 1st January.	<b>New Year</b> - between 9pm 31 December and 6am 1 January.
Initial distance not exceeding 640 yards (approximately 585 metres) or 2 minutes 24 seconds or a combination of distance and time.	<b>£2.80</b>	<b>£3.80</b>	<b>£4.40</b>	<b>£3.90</b>	<b>£5.20</b>
For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>20p</b>	<b>20p</b>	<b>20p</b>	<b>30p</b>	<b>40p</b>
CHARGES	TARIFF 6	TARIFF 7	TARIFF 8	TARIFF 9	TARIFF 10
<b>FOR JOURNEYS WITH 5 TO 8 PASSENGERS THE FOLLOWING TARIFFS MAY APPLY</b>	<b>Normal Fare</b> - Applies to all hirings except those mentioned in tariffs 1, 2, 3, 4, 5, 7, 8, 9 & 10	<b>Late Night</b> each day between the hours of 9pm and 6am, other than under tariff 8. <b>Sundays</b> - between the hours of 6am and 9pm. <b>Bank Holiday or Public Holiday</b> - to 12 midnight excluding the times covered by Christmas and new year extra charge.	<b>Late Night</b> - each Friday night and Saturday night only between the hours of 12 midnight and 6am the following day.	<b>Christmas Day &amp; Boxing Day</b> - between 9pm 24 December and 6am 27 December <b>New Year</b> - between 6am and 10am 1st January.	<b>New Year</b> - between 9pm 31 December and 6am 1 January.
Initial distance not exceeding 640 yards (approximately 585 metres) or 2 minutes 24 seconds or a combination of distance and time.	<b>£3.90</b>	<b>£5.40</b>	<b>£6.60</b>	<b>£5.85</b>	<b>£7.80</b>
For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>30p</b>	<b>30p</b>	<b>30p</b>	<b>45p</b>	<b>60p</b>
<b>Extra Charges – that may be added to the metered fare by the driver</b>					
** <b>Fouling Charge</b>					
**Booking Fee for telephone and pre-booked hirings					
**The driver may charge any road charges or tolls where applicable (this must be agreed with the customer before hire commences)					
				<b>**£50.00*</b>	
				<b>**20p**</b>	

The maximum number of persons this vehicle is licensed to carry includes children of any age. Payment for out of city journeys may be requested by the driver in advance of the journey. A person who hires this vehicle but makes off without paying the fare in full commits an offence. An operator's account administration charge, including VAT at the current rate, agreed by prior contract, may be charged separately and if charged will form part of the fare for the purpose of any legislation. **These charges cannot be added by the driver to the fare shown on the taximeter.**

Any COMPLAINTS should be made in writing and sent to the Hackney Carriage Office, Hove Town Hall, Norton Road, Hove, BN3 3BQ or email to [hco@brighton-hove.gov.uk](mailto:hco@brighton-hove.gov.uk) JULY 2012



**Proposed 2013 Tariff Card  
BRIGHTON & HOVE CITY COUNCIL  
MAXIMUM HACKNEY CARRIAGE FARES**

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

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

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

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

<p><b>Tariff 1 – NORMAL FARE</b> Applies to all hiring's except those mentioned in tariffs 2,3,4,5,6,7,8,9 &amp;10 Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£2.80</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>20p</b>
<p><b>Tariff 2 - Late Night</b> each day between the hours of 9pm and 6am, other than under tariff 3. <b>Sundays</b> – between the hours of 6am and 9pm. <b>Bank or Public Holiday</b> - excluding the times covered by Christmas and new year extra charge Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£3.80</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>20p</b>
<p><b>Tariff 3 - Late Night</b> each <b>Friday</b> night and <b>Saturday</b> night only between the hours of 12 midnight and 6am the following day Initial distance not exceeding 640 yards (approximately 585 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£4.40</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>20p</b>
<p><b>Tariff 4 - Christmas Day &amp; Boxing Day</b> between 9pm 24 December and 6am 27 December. <b>New Year</b> - between 6am and 10am 1<sup>st</sup> January Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£4.20</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>30p</b>
<p><b>Tariff 5 - New Year</b> between 9pm 31 December and 6am 1 January Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£5.60</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>40p</b>

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

<p><b>Tariff 6 – NORMAL FARE</b> Applies to all hiring's except those mentioned in tariffs 1,2,3,4,5,7,8,9 &amp;10 Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£4.20</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>30p</b>
<p><b>Tariff 7 - Late Night</b> each day between the hours of 9pm and 6am, other than under tariff 3. <b>Sundays</b> – between the hours of 6am and 9pm. <b>Bank or Public Holiday</b> - excluding the times covered by Christmas and new year extra charge. Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£5.70</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>30p</b>
<p><b>Tariff 8 - Late Night –</b> each Friday Night and Saturday night only between the hours of 12 midnight and 6am the following day Initial distance not exceeding 640 yards (approximately 585 metres) or 2 minutes 24 seconds or a combination of distance and time.</p>	<b>£6.60</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>30p</b>
<p><b>Tariff 9 - Christmas Day &amp; Boxing Day</b> between 9pm 24 December and 6am 27 December.</p>	<b>£6.30</b>	For all or part of each subsequent 160 yards	<b>45p</b>

<b>New Year</b> - between 6am and 10am 1 <sup>st</sup> January Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.		(approximately 146 metres) or 36 seconds or a combination of distance and time.	
<b>Tariff 10 - New Year</b> between 9pm 31 December and 6am 1 <sup>st</sup> January Initial distance not exceeding 480 yards (approximately 439 metres) or 2 minutes 24 seconds or a combination of distance and time.	<b>£8.40</b>	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	<b>60p</b>

<b>Extra Charges – that may be added to the metered fare by the driver</b>	
<b>**Fouling Charge</b>	<b>**£50.00**</b>
**Booking Fee for telephone and pre-booked hiring's	<b>**20p**</b>
**The driver may charge any road charges or toll's where applicable (this must be agreed with the customer before hire commences)	

The maximum number of persons this vehicle is licensed to carry includes children of any age.  
Payment for out of city journeys may be requested by the driver in advance of the journey.  
A person who hires this vehicle but makes off without paying the fare in full commits an offence.  
An operator's account administration charges, including VAT at the current rate, agreed by prior contract, may be charged separately and if charged will form part of the fare for the purpose of any legislation.

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

Any COMPLAINTS should be made in writing and sent to the Hackney Carriage Office, Hove Town Hall, Norton Road, Hove, BN3 3BQ or email to <a href="mailto:hco@brighton-hove.gov.uk">hco@brighton-hove.gov.uk</a>	<b>2013</b>
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### CURRENT TARIFF

<b>Name :</b> <input type="text" value="TARIFF 1"/>	<b>Name :</b> <input type="text" value="TARIFF 2"/>
<b>Date:</b> <input type="text" value="8/1/2012"/>	<b>Date:</b> <input type="text" value="8/1/2012"/>
<b>Soiling charge:</b> <input type="text" value="£50.00"/>	<b>Soiling charge:</b> <input type="text" value="£50.00"/>
<b>Wait:</b> <input type="text" value="36"/> (secs)	<b>Wait:</b> <input type="text" value="36"/> (secs)
<b>Flag fall:</b> <input type="text" value="£2.80"/> A	<b>Flag fall:</b> <input type="text" value="£3.80"/> A
<b>Initial yardage:</b> <input type="text" value="640"/> B	<b>Initial yardage:</b> <input type="text" value="640"/> B
<b>Unit thereafter:</b> <input type="text" value="160"/> C	<b>Unit thereafter:</b> <input type="text" value="160"/> C
<b>Price unit :</b> <input type="text" value="0.2"/> D	<b>Price unit :</b> <input type="text" value="0.2"/> D
<b>Initial Waiting Time (secs)</b> <input type="text" value="144"/>	<b>Initial Waiting Time (secs)</b> <input type="text" value="144"/>

**Name :**

**Date:**

**Soiling charge:**

**Wait:**  (secs)

**Flag fall:**  A

**Initial yardage:**  B

**Unit thereafter:**  C

**Price unit:**  D

**Initial Waiting Time (secs):**

**PROPOSAL - June 2013**

<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 1"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 50px;" type="text" value="£2.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 50px;" type="text" value="480"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 50px;" type="text" value="160"/> C</p> <p><b>Price unit :</b> <input style="width: 50px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 50px;" type="text" value="144"/></p>	<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 2"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 50px;" type="text" value="£3.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 50px;" type="text" value="480"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 50px;" type="text" value="160"/> C</p> <p><b>Price unit :</b> <input style="width: 50px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 50px;" type="text" value="144"/></p>
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Distance (miles)	TARIFF 1			TARIFF 2		
	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
<b>Flag</b>	£2.80	<b>£2.80</b>	0.00%	£3.80	<b>£3.80</b>	0.00%
<b>1</b>	£4.20	<b>£4.40</b>	4.76%	£5.20	<b>£5.40</b>	3.85%
<b>2</b>	£6.40	<b>£6.60</b>	3.12%	£7.40	<b>£7.60</b>	2.70%
<b>3</b>	£8.60	<b>£8.80</b>	2.33%	£9.60	<b>£9.80</b>	2.08%
<b>4</b>	£10.80	<b>£11.00</b>	1.85%	£11.80	<b>£12.00</b>	1.69%
<b>5</b>	£13.00	<b>£13.20</b>	1.54%	£14.00	<b>£14.20</b>	1.43%
<b>6</b>	£15.20	<b>£15.40</b>	1.32%	£16.20	<b>£16.40</b>	1.23%
<b>7</b>	£17.40	<b>£17.60</b>	1.15%	£18.40	<b>£18.60</b>	1.09%
<b>8</b>	£19.60	<b>£19.80</b>	1.02%	£20.60	<b>£20.80</b>	0.97%
<b>9</b>	£21.80	<b>£22.00</b>	0.92%	£22.80	<b>£23.00</b>	0.88%
<b>10</b>	£24.00	<b>£24.20</b>	0.83%	£25.00	<b>£25.20</b>	0.80%

**PROPOSAL 3 - MARCH 2013**

<p>Name : <input type="text" value="TARIFF 1"/></p> <p>Wait: <input type="text" value="36"/> (secs)</p> <p>Flag fall: <input type="text" value="£2.80"/> A</p> <p>Initial yardage: <input type="text" value="640"/> B</p> <p>Unit thereafter : <input type="text" value="146.6666"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (\$ <input type="text" value="157"/></p>	<p>Name : <input type="text" value="TARIFF 2"/></p> <p>Wait: <input type="text" value="36"/> (secs)</p> <p>Flag fall: <input type="text" value="£3.80"/> A</p> <p>Initial yardage: <input type="text" value="640"/> B</p> <p>Unit thereafter : <input type="text" value="146.6666"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (\$ <input type="text" value="157"/></p>
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Distance (miles)	TARIFF 1			TARIFF 2		
	Current	Proposed	% Change	Current	Proposed	% Change
Flag	£2.80	<b>£2.80</b>	0.00%	£3.80	<b>£3.80</b>	0.00%
1	£4.20	<b>£4.40</b>	4.76%	£5.20	<b>£5.40</b>	3.85%
2	£6.40	<b>£6.80</b>	6.25%	£7.40	<b>£7.80</b>	5.41%
3	£8.60	<b>£9.20</b>	6.98%	£9.60	<b>£10.20</b>	6.25%
4	£10.80	<b>£11.60</b>	7.41%	£11.80	<b>£12.60</b>	6.78%
5	£13.00	<b>£14.00</b>	7.69%	£14.00	<b>£15.00</b>	7.14%
6	£15.20	<b>£16.40</b>	7.89%	£16.20	<b>£17.40</b>	7.41%
7	£17.40	<b>£18.80</b>	8.05%	£18.40	<b>£19.80</b>	7.61%
8	£19.60	<b>£21.20</b>	8.16%	£20.60	<b>£22.20</b>	7.77%
9	£21.80	<b>£23.60</b>	8.26%	£22.80	<b>£24.60</b>	7.89%
10	£24.00	<b>£26.00</b>	8.33%	£25.00	<b>£27.00</b>	8.00%

Name :

Wait:  (secs)

Flag fall:  A

Initial yard  B

Unit thereafter :  C

Price unit  D

Initial Waiting Time (s)

TARIFF 3		
<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
£3.90	<b>£3.90</b>	0.00%
£6.00	<b>£6.30</b>	5.00%
£9.30	<b>£9.90</b>	6.45%
£12.60	<b>£13.50</b>	7.14%
£15.90	<b>£17.10</b>	7.55%
£19.20	<b>£20.70</b>	7.81%
£22.50	<b>£24.30</b>	8.00%
£25.80	<b>£27.90</b>	8.14%
£29.10	<b>£31.50</b>	8.25%
£32.40	<b>£35.10</b>	8.33%
£35.70	<b>£38.70</b>	8.40%

MAY EACH YEAR	SOUTHERN AVERAGE	Luton Airport	Epsom & Ewell	Hertsmere
1999	£3.42	n/a	£4.00	n/a
2000	£3.48	£5.00	£4.00	£4.10
2001	£3.78	£5.00	£4.40	£4.50
2002	£4.05	£6.00	£4.60	£4.60
2003	£4.27	£6.00	£4.80	£4.60
2004	£4.39	£6.00	£5.20	£5.20
2005	£4.57	£5.70	£6.00	£5.20
2006	£4.82	£5.70	£6.00	£5.20
2007	£4.94	£5.70	£6.20	£5.80
2008	£5.19	£5.70	£6.40	£5.80
2009	£5.47	£6.40	£6.40	£6.20
2010	£5.53	£6.70	£6.40	£6.40
2011	£5.70	£6.70	£6.60	£6.40
2012	£6.00	£7.00	£7.00	£7.00
2013	£6.01	£7.30	£7.20	£7.00
Percentage Increase	75.73%	46.00%	80.00%	70.73%

MAY EACH YEAR	SOUTHERN AVERAGE	Gravesham	Maidstone	Mid Sussex
1999	£3.42	£3.50	£3.90	£3.80
2000	£3.48	£3.50	£3.90	£3.80
2001	£3.78	£3.80	£4.50	£4.00
2002	£4.05	£3.80	£4.50	£4.00
2003	£4.27	£4.00	£4.60	£4.00
2004	£4.39	£4.30	£5.00	£4.20
2005	£4.57	£4.80	£5.00	£5.00
2006	£4.82	£4.80	£5.30	£5.40
2007	£4.94	£4.80	£5.40	£5.80
2008	£5.19	£5.60	£5.60	£6.00
2009	£5.47	£6.00	£5.80	£6.20
2010	£5.53	£6.00	£6.00	£6.20
2011	£5.70	£6.00	£6.00	£6.40
2012	£6.00	£6.40	£6.00	£6.40
2013	£6.01	£6.40	£6.40	£6.40
Percentage Increase	75.73%	82.86%	64.10%	68.42%

MAY EACH YEAR	SOUTHERN AVERAGE	Crawley	Harlow	Hart
1999	£3.42	£3.60	£3.20	£3.20
2000	£3.48	£3.60	£3.40	£3.20
2001	£3.78	£3.80	£3.60	£3.80
2002	£4.05	£3.90	£4.00	£4.20
2003	£4.27	£4.20	£4.10	£4.20
2004	£4.39	£4.40	£4.60	£4.20

2005	£4.57	£4.60	£4.80	£4.50
2006	£4.82	£4.80	£5.00	£5.00
2007	£4.94	£5.00	£5.20	£5.00
2008	£5.19	£5.20	£5.20	£5.60
2009	£5.47	£5.40	£5.40	£5.60
2010	£5.53	£5.40	£5.60	£6.00
2011	£5.70	£5.60	£5.60	£6.00
2012	£6.00	£5.60	£6.20	£6.20
2013	£6.01	£6.20	£6.20	£6.20
Percentage Increase	75.73%	72.22%	93.75%	93.75%

MAY EACH YEAR	SOUTHERN AVERAGE	Swindon	Vale of White Horse	Bracknell Forest
1999	£3.42	£3.21	£3.85	£3.60
2000	£3.48	£3.21	£3.85	£3.70
2001	£3.78	£3.60	£4.45	£3.90
2002	£4.05	£3.80	£4.45	£4.00
2003	£4.27	£3.80	£4.65	£4.20
2004	£4.39	£3.80	£5.30	£4.40
2005	£4.57	£5.10	£5.30	£4.50
2006	£4.82	£5.10	£5.30	£4.80
2007	£4.94	£5.10	£5.30	£5.00
2008	£5.19	£5.10	£5.70	£5.20
2009	£5.47	£6.10	£6.10	£5.40
2010	£5.53	£6.10	£6.10	£5.40
2011	£5.70	£6.10	£6.10	£5.40
2012	£6.00	£6.10	£6.10	£6.00
2013	£6.01	£6.10	£6.10	£6.00
Percentage Increase	75.73%	90.03%	58.44%	66.67%

MAY EACH YEAR	SOUTHERN AVERAGE	West Wiltshire	Tendring	Ashford
1999	£3.42	£3.35	£3.20	£3.40
2000	£3.48	£3.35	£3.60	£3.40
2001	£3.78	£3.77	£3.80	£3.80
2002	£4.05	£3.77	£4.20	£4.00
2003	£4.27	£4.08	£4.20	£4.30
2004	£4.39	£4.08	£4.20	£4.30
2005	£4.57	£4.70	£4.65	£4.60
2006	£4.82	£4.85	£4.65	£4.80
2007	£4.94	£4.85	£4.65	£5.10
2008	£5.19	£5.14	£4.65	£5.40
2009	£5.47	£5.46	£5.30	£5.40
2010	£5.53	£5.46	£5.30	£5.40
2011	£5.70	£6.00	£5.30	£5.80
2012	£5.87	£6.00	£5.30	£5.90

2013	£6.01	£6.00	£5.95	£5.90
Percentage Increase				
	75.73%	79.10%	85.94%	73.53%

MAY EACH YEAR	SOUTHERN AVERAGE	Hastings	Isle of Wight	Luton
1999	£3.42	£3.20	£4.40	£3.00
2000	£3.48	£3.20	£4.40	£3.00
2001	£3.78	£3.60	£4.40	£3.80
2002	£4.05	£3.80	£4.40	£4.00
2003	£4.27	£4.00	£4.40	£4.00
2004	£4.39	£4.00	£4.60	£4.00
2005	£4.57	£4.00	£4.60	£4.50
2006	£4.82	£4.30	£4.60	£4.50
2007	£4.94	£4.90	£4.60	£4.50
2008	£5.19	£5.20	£4.60	£4.50
2009	£5.53	£5.20	£4.60	£5.30
2010	£5.70	£5.30	£5.40	£5.30
2011	£5.70	£5.70	£5.40	£5.30
2012	£6.00	£5.70	£5.40	£5.70
2013	£6.01	£5.70	£5.70	£5.70
Percentage Increase				
	75.73%	78.13%	29.54%	90.00%

MAY EACH YEAR	SOUTHERN AVERAGE	Fareham	Havant	Test Valley
1999	£3.42	£3.50	£2.90	£3.30
2000	£3.48	£3.50	£2.90	£3.30
2001	£3.78	£3.80	£3.20	£3.60
2002	£4.05	£3.90	£3.50	£3.70
2003	£4.27	£3.90	£3.80	£4.10
2004	£4.39	£4.00	£3.80	£4.10
2005	£4.57	£4.00	£4.20	£4.10
2006	£4.82	£4.20	£4.20	£4.50
2007	£4.94	£4.40	£4.20	£4.50
2008	£5.19	£5.20	£5.00	£4.50
2009	£5.53	£5.40	£5.40	£4.80
2010	£5.70	£5.40	£5.40	£4.80
2011	£5.70	£5.40	£5.40	£5.00
2012	£6.00	£5.40	£5.40	£5.00
2013	£6.01	£5.40	£5.40	£5.40
Percentage Increase				
	75.73%	61.19%	93.10%	42.11%

London	Salisbury	Colchester	Reading	Adur
£4.00	£3.70	£3.60	£4.10	£3.80
£4.00	£3.70	£3.60	£4.10	£3.80
£4.20	£4.10	£4.20	£4.40	£4.80
£4.80	£4.10	£4.20	£4.40	£5.00
£5.20	£4.10	£4.60	£4.70	£5.00
£5.40	£4.50	£4.80	£4.70	£5.20
£5.80	£4.50	£5.20	£5.00	£5.20
£6.00	£4.80	£5.40	£5.10	£5.90
£6.20	£5.20	£5.60	£5.40	£5.90
£6.20	£5.20	£5.60	£5.60	£6.20
£6.40	£5.70	£6.80	£6.20	£6.60
£6.60	£5.70	£6.80	£6.20	£6.60
£6.60	£5.70	£6.80	£6.20	£6.60
£7.00	£7.00	£6.80	£6.60	£6.60
£7.20	£7.00	£6.80	£6.80	£6.60
80.00%	89.19%	73.68%	65.85%	34.00%

Rother	Surrey Heath	Watford	Wokingham	Sevenoaks
£3.10	£3.40	£3.40	£3.50	£3.80
£3.10	£3.80	£3.40	£3.50	£3.80
£3.50	£4.20	£3.60	£4.10	£4.60
£3.90	£4.20	£3.80	£4.40	£4.60
£4.00	£4.30	£4.00	£4.50	£5.00
£4.00	£4.30	£4.00	£4.50	£5.00
£4.40	£4.70	£4.40	£4.50	£5.00
£4.40	£4.70	£5.60	£4.70	£5.52
£4.80	£4.80	£5.80	£5.60	£5.52
£5.20	£4.80	£5.80	£5.60	£5.52
£5.20	£5.60	£5.80	£5.60	£6.02
£5.80	£5.60	£6.40	£6.00	£6.02
£6.20	£5.60	£6.40	£6.00	£6.32
£6.40	£5.60	£6.40	£6.40	£6.32
£6.40	£6.40	£6.40	£6.40	£6.32
100.00%	88.24%	88.23%	82.86%	66.32%

Horsham	Oxford	Poole	Runnymede	Shepway
£4.00	£3.40	£3.80	£3.70	£3.40
£4.00	£3.40	£3.80	£3.90	£3.50
£4.20	£3.80	£4.10	£4.10	£3.80
£4.20	£4.00	£4.40	£4.10	£3.90
£4.20	£4.10	£4.60	£4.30	£4.30
£4.50	£4.20	£4.60	£4.30	£4.30

£4.50	£4.40	£4.50	£4.70	£4.70
£5.00	£4.70	£4.80	£4.80	£4.70
£5.00	£4.80	£5.00	£5.20	£4.70
£5.00	£5.20	£5.40	£5.60	£4.70
£5.50	£5.20	£5.40	£5.60	£5.30
£5.50	£5.20	£5.60	£5.60	£5.30
£5.50	£5.65	£5.90	£5.60	£5.40
£5.50	£5.65	£6.20	£6.20	£5.40
£6.20	£6.20	£6.20	£6.20	£6.20
55.00%	82.35%	63.16%	67.57%	82.35%

Brentwood	Canterbury	Castle Point	Dover	East Hampshire
£3.70	£3.50	£3.30	£3.20	£3.40
£3.70	£3.50	£3.40	£3.20	£3.40
£4.20	£4.00	£3.60	£3.40	£3.70
£4.50	£4.00	£3.60	£3.80	£3.70
£4.70	£4.00	£3.60	£3.80	£4.20
£4.70	£4.60	£4.00	£4.20	£4.20
£5.00	£4.60	£4.20	£4.20	£4.60
£5.20	£5.20	£4.40	£4.90	£4.60
£5.20	£5.20	£4.60	£4.90	£4.80
£5.20	£5.20	£5.00	£5.20	£5.20
£5.60	£6.00	£5.40	£5.70	£5.20
£5.60	£6.00	£5.40	£5.70	£5.20
£5.60	£6.00	£5.40	£5.70	£5.20
£6.00	£6.00	£6.00	£6.00	£6.00
£6.00	£6.00	£6.00	£6.00	£6.00
62.16%	71.43%	81.82%	87.50%	76.47%

Christchurch	St/hampton	Three Rivers	Rushmoor	Chichester
£3.80	£4.00	£2.70	£3.30	£3.40
£3.80	£4.00	£2.70	£3.30	£3.40
£4.00	£4.20	£3.40	£3.60	£3.40
£4.16	£4.40	£3.40	£3.60	£3.70
£4.20	£4.50	£3.60	£4.20	£3.90
£4.40	£4.50	£3.80	£4.20	£4.30
£4.40	£4.80	£3.90	£4.60	£4.30
£4.80	£5.10	£4.20	£4.80	£4.30
£5.00	£5.20	£4.20	£5.00	£4.70
£5.10	£5.20	£5.30	£5.00	£4.80
£5.50	£5.40	£5.30	£5.20	£5.30
£5.60	£5.40	£5.30	£5.20	£5.50
£5.80	£5.80	£5.50	£5.20	£5.80
£5.90	£5.90	£5.90	£5.60	£5.80

<b>£5.90</b>	<b>£5.90</b>	<b>£5.90</b>	<b>£5.84</b>	<b>£5.80</b>
<b>55.26%</b>	<b>47.50%</b>	<b>118.52%</b>	<b>76.97%</b>	<b>58.82%</b>

Welwyn Hatfield	Basildon	Braintree	Gosport	Guildford
<b>£3.40</b>	<b>£2.80</b>	<b>£3.25</b>	<b>£3.40</b>	<b>£3.20</b>
<b>£3.40</b>	<b>£3.20</b>	<b>£3.40</b>	<b>£3.80</b>	<b>£3.60</b>
<b>£4.00</b>	<b>£3.40</b>	<b>£3.70</b>	<b>£4.00</b>	<b>£3.60</b>
<b>£4.40</b>	<b>£3.60</b>	<b>£3.90</b>	<b>£4.20</b>	<b>£4.00</b>
<b>£4.60</b>	<b>£3.60</b>	<b>£4.00</b>	<b>£4.25</b>	<b>£4.00</b>
<b>£4.60</b>	<b>£4.00</b>	<b>£4.20</b>	<b>£4.40</b>	<b>£4.60</b>
<b>£4.60</b>	<b>£4.20</b>	<b>£4.20</b>	<b>£4.50</b>	<b>£4.60</b>
<b>£5.00</b>	<b>£4.20</b>	<b>£4.70</b>	<b>£4.60</b>	<b>£4.60</b>
<b>£5.00</b>	<b>£4.40</b>	<b>£5.00</b>	<b>£4.60</b>	<b>£4.60</b>
<b>£5.20</b>	<b>£4.60</b>	<b>£5.00</b>	<b>£4.80</b>	<b>£4.90</b>
<b>£5.70</b>	<b>£5.00</b>	<b>£5.20</b>	<b>£5.20</b>	<b>£5.20</b>
<b>£5.70</b>	<b>£5.00</b>	<b>£5.20</b>	<b>£5.20</b>	<b>£5.40</b>
<b>£5.70</b>	<b>£5.00</b>	<b>£5.20</b>	<b>£5.40</b>	<b>£5.40</b>
<b>£5.70</b>	<b>£5.60</b>	<b>£5.40</b>	<b>£5.40</b>	<b>£5.40</b>
<b>£5.70</b>	<b>£5.60</b>	<b>£5.60</b>	<b>£5.60</b>	<b>£5.60</b>
<b>67.65%</b>	<b>100.00%</b>	<b>72.31%</b>	<b>64.71%</b>	<b>75.00%</b>

West Oxford	Tandridge	Broxbourne	Windsor & Maidenhead	Bedford
<b>£3.00</b>	<b>£3.40</b>	<b>£2.80</b>	<b>£3.40</b>	<b>£3.00</b>
<b>£3.00</b>	<b>£3.40</b>	<b>£2.80</b>	<b>£3.80</b>	<b>£3.00</b>
<b>£4.35</b>	<b>£3.80</b>	<b>£3.20</b>	<b>£4.00</b>	<b>£3.70</b>
<b>£4.35</b>	<b>£3.80</b>	<b>£3.70</b>	<b>£4.00</b>	<b>£3.90</b>
<b>£4.35</b>	<b>£4.30</b>	<b>£3.80</b>	<b>£4.00</b>	<b>£4.30</b>
<b>£4.35</b>	<b>£4.30</b>	<b>£4.10</b>	<b>£4.40</b>	<b>£4.40</b>
<b>£4.35</b>	<b>£4.40</b>	<b>£4.20</b>	<b>£4.40</b>	<b>£4.40</b>
<b>£4.35</b>	<b>£4.50</b>	<b>£4.40</b>	<b>£5.00</b>	<b>£4.40</b>
<b>£4.35</b>	<b>£4.80</b>	<b>£4.50</b>	<b>£5.00</b>	<b>£4.40</b>
<b>£5.40</b>	<b>£4.80</b>	<b>£4.90</b>	<b>£5.00</b>	<b>£4.40</b>
<b>£5.40</b>	<b>£5.30</b>	<b>£4.90</b>	<b>£5.00</b>	<b>£4.80</b>
<b>£5.40</b>	<b>£5.30</b>	<b>£4.90</b>	<b>£5.00</b>	<b>£4.80</b>
<b>£5.40</b>	<b>£5.30</b>	<b>£5.10</b>	<b>£5.00</b>	<b>£4.80</b>
<b>£5.40</b>	<b>£5.40</b>	<b>£5.30</b>	<b>£5.25</b>	<b>£4.80</b>
<b>£5.40</b>	<b>£5.40</b>	<b>£5.30</b>	<b>£5.25</b>	<b>£5.20</b>
<b>80.00%</b>	<b>58.82%</b>	<b>89.29%</b>	<b>54.41%</b>	<b>73.33%</b>

Dartford	Guernsey	Tunbridge Wells	West Berkshire
£3.50	£3.40	£4.00	£3.40
£3.50	n/a	£4.00	£4.00
£4.00	£3.60	£4.00	£4.00
£4.20	£3.80	£4.50	£4.10
£4.40	£4.20	£5.00	£4.30
£4.60	£4.40	£5.00	£4.30
£4.80	£4.60	£5.00	£4.50
£5.20	£4.80	£5.40	£5.10
£5.40	£5.00	£5.40	£5.20
£5.60	£5.60	£6.20	£5.70
£6.20	£5.60	£6.20	£5.70
£6.20	£6.00	£6.20	£6.00
£6.20	£6.00	£6.60	£6.20
£6.20	£6.20	£6.60	£6.55
£6.60	£6.60	£6.60	£6.55
88.57%	94.12%	65.00%	92.65%

Mole Valley	North Herts	Tonbridge & Malling	Woking
£3.60	£3.30	£3.80	£3.30
£3.80	£3.50	£3.80	£3.50
£3.90	£3.70	£4.30	£3.70
£4.40	£4.20	£4.30	£4.00
£4.80	£4.40	£4.30	£4.00
£5.00	£4.40	£4.30	£4.80
£5.00	£4.80	£4.60	£4.80
£5.00	£4.90	£5.00	£5.10
£5.20	£5.10	£5.00	£5.10
£5.20	£5.30	£5.60	£5.10
£5.90	£6.00	£5.60	£5.60
£5.90	£6.00	£5.60	£5.60
£6.10	£6.00	£5.90	£6.00
£6.30	£6.30	£5.90	£6.30
£6.30	£6.30	£6.30	£6.30
69.44%	90.91%	65.78%	90.91%

Swale	Winchester	Waverley	Eastleigh
£3.70	£3.70	£3.50	£3.70
£3.70	£3.70	£4.00	£3.70
£4.10	£4.20	£4.00	£4.20
£4.20	£4.20	£4.20	£4.50
£4.20	£4.50	£4.40	£4.50
£4.70	£4.60	£4.40	£4.50

£4.90	£4.80	£4.80	£4.90
£5.10	£5.30	£4.80	£4.90
£5.10	£5.40	£5.40	£5.20
£5.30	£5.60	£5.40	£5.50
£5.70	£5.60	£5.80	£5.50
£5.90	£5.60	£5.80	£6.00
£5.90	£5.60	£5.80	£6.00
£6.00	£6.20	£5.60	£6.10
£6.20	£6.20	£6.20	£6.10
67.57%	67.57%	77.14%	64.86%

Kennet (Now Wiltshire East)	Milton Keynes	North Wiltshire	Rochford
£3.00	£3.40	£3.10	£3.40
£3.00	£3.50	£3.10	£3.40
£3.50	£4.20	£3.40	£3.80
£4.10	£4.30	£3.60	£3.80
£4.35	£4.30	£3.60	£4.00
£4.35	£4.70	£4.00	£4.10
£4.60	£4.70	£4.00	£4.30
£4.80	£4.70	£4.00	£4.40
£4.80	£5.00	£4.50	£4.40
£4.80	£5.40	£4.70	£5.00
£5.00	£5.40	£4.90	£5.20
£5.00	£5.40	£4.90	£5.20
£5.00	£5.40	£6.00	£5.20
£6.00	£5.40	£6.00	£5.20
£6.00	£6.00	£6.00	£6.00
100.00%	76.47%	93.55%	76.47%

East Herts	Medway	Reigate & Banstead	Slough
£3.00	£3.70	£3.00	£3.60
£3.00	£3.70	£3.20	£3.70
£3.70	£4.20	£3.60	£3.90
£3.80	£4.20	£4.00	£4.10
£4.10	£4.40	£4.30	£4.20
£4.10	£4.80	£4.40	£4.50
£4.40	£5.00	£4.40	£4.60
£4.60	£5.00	£4.70	£4.80
£4.60	£5.00	£4.80	£5.00
£4.80	£5.40	£4.80	£5.00
£5.20	£5.80	£5.20	£5.20
£5.20	£5.80	£5.20	£5.20
£5.80	£5.80	£5.20	£5.80
£5.80	£6.00	£5.80	£5.80

£5.80	£5.80	£5.80	£5.80
	reduced from £6		
93.33%	now 56.756% was 62.22%	93.33%	61.11%
Lewes	Portsmouth	Worthing	Mid Beds Now Central Beds
n/a	£3.30	£3.40	£3.00
n/a	£3.30	£3.40	£3.00
£3.60	£3.50	£3.70	£3.70
£3.60	£4.10	£4.20	£3.70
£4.00	£4.10	£4.20	£3.70
£4.00	£4.60	£4.60	£4.20
£4.40	£4.60	£4.60	£4.20
£4.40	£4.60	£4.80	£4.70
£4.80	£5.00	£4.80	£4.70
£5.40	£5.00	£5.20	£4.70
£5.40	£5.20	£5.20	£5.10
£5.40	£5.20	£5.60	£5.10
£5.60	£5.60	£5.60	£5.10
£5.60	£5.60	£5.60	£5.10
£5.60	£5.60	£5.60	£5.50
55.56%	69.70%	64.71%	83.33%

Wycombe	Cherwell	South Bucks	Thanet
£3.30	£3.35	£2.95	n/a
£3.30	£3.35	£2.95	n/a
£3.90	£4.00	£3.25	£3.80
£4.00	£4.00	£3.25	£4.00
£4.00	£4.00	£3.25	£4.60
£4.20	£4.30	£3.90	£4.60
£4.20	£4.30	£3.90	£4.80
£4.30	£4.30	£3.90	£4.80
£4.35	£4.30	£4.60	£5.00
£4.80	£4.30	£4.60	£5.00
£4.90	£5.08	£4.60	£5.00
£4.60	£5.08	£4.60	£5.00
£5.10	£5.08	£5.00	£5.00
£5.10	£5.08	£5.00	£5.00
£5.10	£5.56	£5.00	£5.00
54.55%	65.97%	69.49%	31.57%

Jersey	Arun	Brighton & Hove
n/a	£3.60	£3.82
n/a	£3.60	£4.40
n/a	£4.10	£5.00
£3.80	£4.30	£5.00
£4.20	£4.30	£5.10
£4.70	£4.50	£5.10
£4.70	£4.80	£5.10
£4.90	£5.10	£5.10
£5.00	£5.40	£5.30
£5.40	£5.50	£5.60
£5.70	£6.30	£5.60
£5.70	£6.30	£6.00
£6.10	£6.40	£6.00
£6.50	£6.40	£6.20
£6.50	£6.40	£6.40
71.05%	75.00%	67.54%

Basingstoke & Deane	Bournemouth	Chelmsford
£3.40	£3.80	£3.40
£3.40	£3.80	£3.50
£3.80	£4.16	£3.90
£3.80	£4.23	£3.90
£4.00	£4.30	£3.90
£4.20	£4.50	£4.30
£4.20	£4.80	£4.30
£4.80	£5.00	£4.75
£5.00	£5.30	£4.75
£5.40	£5.60	£5.40
£5.40	£5.60	£5.80
£5.40	£5.60	£5.80
£5.60	£5.90	£5.80
£6.20	£6.20	£5.60
£6.20	£6.20	£6.20
64.05%	63.16%	87.88%

Elmbridge	New Forest	Spelthorne
£3.75	£3.40	n/a
£3.75	£3.40	£3.80
£4.50	£4.20	£3.80
£4.50	£4.20	£3.80
£4.50	£4.20	£3.80
£5.00	£4.20	£3.80

£5.00	£4.70	£4.50
£5.00	£4.70	£4.60
£5.00	£5.00	£4.60
£5.50	£5.40	£5.20
£5.50	£5.40	£5.20
£5.50	£5.40	£5.20
£5.50	£5.80	£5.60
£6.10	£5.80	£6.10
£6.10	£6.10	£6.10
62.67%	79.41%	60.53%

Southend On Sea	Stevenage	Thurrock
£3.00	£3.30	£3.10
£3.00	£3.30	£3.20
£3.60	£3.90	£3.60
£4.00	£4.00	£3.90
£4.10	£4.00	£3.90
£4.20	£4.20	£4.30
£4.30	£4.20	£4.30
£4.60	£4.60	£5.00
£4.80	£4.60	£5.20
£4.80	£5.00	£5.20
£5.20	£5.20	£5.30
£5.40	£5.20	£5.30
£5.40	£6.00	£5.30
£6.00	£6.00	£5.30
£6.00	£6.00	£6.00
100.00%	81.82%	93.55%

St Albans	Uttlesford	Eastbourne
£3.70	£2.80	£3.30
£3.70	£2.80	£3.30
£3.70	£3.30	£3.60
£4.20	£3.30	£3.90
£4.20	£3.60	£3.90
£4.20	£3.60	£4.50
£4.60	£4.00	£4.50
£4.60	£4.20	£4.70
£5.10	£4.20	£4.70
£5.10	£4.50	£5.00
£5.10	£4.50	£5.70
£5.10	£4.80	£5.70
£5.80	£5.20	£5.70
£5.80	£5.60	£5.70

<b>£5.80</b>	<b>£5.80</b>	<b>£5.70</b>
<b>37.83%</b>	<b>107.14%</b>	<b>72.72%</b>

<b>South Beds</b> Now Central Beds	<b>Dacorum</b>	<b>Chiltern</b>
<b>£3.40</b>	<b>£3.60</b>	<b>£2.80</b>
<b>£3.80</b>	<b>£3.60</b>	<b>£3.25</b>
<b>£3.80</b>	<b>£4.00</b>	<b>£3.35</b>
<b>£3.80</b>	<b>£4.00</b>	<b>£3.75</b>
<b>£4.40</b>	<b>£4.00</b>	<b>£3.75</b>
<b>£4.46</b>	<b>£4.20</b>	<b>£3.90</b>
<b>£4.52</b>	<b>£4.20</b>	<b>£4.05</b>
<b>£4.58</b>	<b>£4.60</b>	<b>£4.20</b>
<b>£4.64</b>	<b>£4.60</b>	<b>£4.50</b>
<b>£4.74</b>	<b>£5.00</b>	<b>£5.20</b>
<b>£5.10</b>	<b>£5.00</b>	<b>£5.20</b>
<b>£5.10</b>	<b>£5.00</b>	<b>£5.20</b>
<b>£5.10</b>	<b>£5.00</b>	<b>£5.20</b>
<b>£5.10</b>	<b>£5.44</b>	<b>£5.20</b>
<b>£5.50</b>	<b>£5.44</b>	<b>£5.40</b>
<b>61.78%</b>	<b>51.11%</b>	<b>92.86%</b>

<b>Aylesbury Vale</b>
<b>£3.00</b>
<b>£3.00</b>
<b>£3.30</b>
<b>£3.30</b>
<b>£3.60</b>
<b>£3.60</b>
<b>£3.60</b>
<b>£3.60</b>
<b>£4.10</b>
<b>£4.10</b>
<b>£4.10</b>
<b>£4.10</b>
<b>£4.30</b>
<b>£4.30</b>
<b>£4.30</b>
<b>43.33%</b>

<b>£5.10</b>
<b>87.50%</b>
<b>£5.00</b>
<b>51.51%</b>



## AA Motoring Costs 2013

### PETROL

18K-25K

#### Standing Charges per year, £

Road Tax	200
Insurance	1,078
Cost of Capital	389
Depreciation*	3,636
Breakdown Cover	50
<b>Total</b>	<b>5,353</b>

This value is 1.4 times (40% higher) than the AA value of £2597.

#### Standing Charges, pence per mile

at 5,000 miles per year	107.06
at 10,000	53.53
at 15,000	35.69
at 20,000	26.76
at 25,000	21.41
at 30,000	17.84

#### Running Costs, pence per mile

Petrol	15.72
Tyres	1.65
Service labour costs	3.85
Replacement parts	2.08
Parking and tolls	1.80
<b>Total Running Costs only, pence</b>	<b>25.10</b>

Based on price of 137.3p per litre (April 13) provided by the AA.  
The AA initial figure was 137.7p.

The AA say for each penny more or less, add or subtract 0.13 to AA figure in table of 15.77.

#### Total of standing and running costs as pence per mile

at 5,000 miles per year	132.15
at 10,000 miles	78.63
at 15,000 miles	60.78
at 20,000 miles	51.86
at 25,000 miles	46.51
at 30,000 miles	<b>42.94</b>

**AA Motoring Costs 2013**

**DIESEL** 22K - 26K

*Standing Charges per year, £*

Road Tax 175  
 Insurance 1,100  
 Cost of Capital 453  
 Depreciation\* 3,954  
 Breakdown Cover 50

This value is 1.4 times (40% higher) than the AA value of £2824.

**Total 5,732**

*Standing Charges, pence per mile*

at 5,000 miles per year 114.63  
 at 10,000 57.32  
 at 15,000 38.21  
 at 20,000 28.66  
 at 25,000 22.93  
 at 30,000 19.11

*Running Costs, pence per mile*

Diesel 13.57  
 Tyres 1.34  
 Service labour costs 3.58  
 Replacement parts 2.21  
 Parking and tolls 1.80  
**Total Running Costs only, pence 22.50**

Based on price of 142.4p per litre (April 13). Provided by the AA.  
 The AA initial figure was 142.6p.  
 The AA say for each penny more or less, add or subtract 0.10 to AA figure in table of 13.59.

*Total of standing and running costs as pence per mile*

at 5,000 miles per year 137.13  
 at 10,000 miles 79.82  
 at 15,000 miles 60.71  
 at 20,000 miles 51.16  
 at 25,000 miles 45.43  
**at 30,000 miles 41.61**

### Mileage 2012/2013

£

SE Average Earnings \*1 (Median gross weekly earnings) 27,903

#### AA running costs \*2

Petrol per mile (based on 140.5 pence per litre) 0.4294

Diesel per mile (based on 147.1 pence per litre) 0.4161

0.8455

0.423

Average cost per mile  
Cost of 30000 miles 12,683

Insurance \*3 1,088

Total

41,674

Average per Mile (based on 18000 miles)

2.32

#### NOTES

\*1 Data provided by ASHE 2012 (as of April 2012, published by [www.statistics.gov.uk](http://www.statistics.gov.uk) in November 2012)

\*2 Data provided by AA Motor Running Costs ([www.theaa.co.uk](http://www.theaa.co.uk)). Depreciation value in calculations is 40% higher than standard AA value. Consistent with all previous calculations

\*3 Average of quotes from Westinster Taxi Insurance, £2441.18 Cabshield £2090.00, Coversure £2100.00). Average =£2210.39 -AA insurance £1122.50 = £1087.89



# Fuel Price Report

April 2013



Pump prices have dropped substantially following a fall in the price of oil and the wholesale price of petrol and diesel. There is now potential for the UK's average pump price of petrol to fall to 134p a litre in two to three weeks.  
Oil: \$97 a barrel

Unleaded prices have fallen by 3.0ppl from 139.9ppl to 136.9ppl. Diesel prices have fallen by 4.6ppl from 146.4ppl to 141.8ppl. The price difference between unleaded and diesel has fallen to 4.9ppl.

Northern Ireland recorded the highest price for unleaded at 137.8ppl. London recorded the lowest price for unleaded at 136.1ppl. Northern Ireland recorded the highest diesel price at 142.8ppl. Yorkshire and Humberside has the cheapest diesel at 140.8ppl.

Supermarket prices for unleaded fell by 3.8ppl. The gap between supermarket prices and the UK average for unleaded has risen to 2.1ppl.

The UK has the tenth highest petrol price and the third highest diesel price.

Garages and Supermarkets	Unleaded 95 Octane (pence)		Diesel (pence)		Super Unleaded (pence)		LPG (pence)
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
Northern Ireland	137.8	626.5	142.8	649.18	146.6	666.5	n/a
Scotland	137.2	623.7	142.0	645.54	145.3	660.5	75.2
Wales	137.2	623.7	142.1	646.00	143.6	652.8	71.7
North	136.7	621.5	141.5	643.27	148.1	673.3	71.9
North West	137.1	623.3	141.4	642.82	147.6	671.0	69.9
Yorkshire & Humberside	136.3	619.6	140.8	640.09	147.2	669.2	74.6
West Midlands	136.8	621.9	141.5	643.27	146.1	664.2	76.7
East Midlands	136.9	622.4	141.6	643.73	145.1	659.6	n/a
East Anglia	137.1	623.3	142.3	646.91	145.3	660.5	n/a
South East	137.3	624.2	142.4	647.36	144.7	657.8	74.1
South West	137.0	622.8	141.9	645.09	145.2	660.1	72.9
London	136.1	618.7	141.8	644.64	144.0	654.6	74.0
<b>UK AVERAGE</b>	<b>136.9</b>	<b>622.4</b>	<b>141.8</b>	<b>644.64</b>	<b>145.3</b>	<b>660.5</b>	<b>74.4</b>
Per cent taken as Tax		59.0		57.54		56.6	

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
<b>SUPERMARKET AVERAGE</b>	<b>134.8</b>	<b>612.8</b>	<b>139.2</b>	<b>632.8</b>	<b>140.5</b>	<b>638.7</b>	<b>71.5</b>
Per cent taken as Tax		59.7		58.3		57.9	

The AA Public Affairs Fuel Price Report uses data sourced from Experian Catalist ([www.catalist.com](http://www.catalist.com))  
They are an average of mid-month prices from the respective regions.

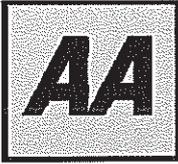


# Motoring Costs 2013

## Petrol Cars

		Purchase price of the car when new:				
		Up to £13 000	£13 000 to £18 000	£18 000 to £25 000	£25 000 to £32 000	Over £32 000
See note:	<b>Standing charges per year, £</b>					
A	VED ( Road Tax)	125	175	200	260	455
B	Insurance	667	806	1078	1617	3395
C	Cost of capital	227	313	389	548	966
D	Depreciation	1223	2006	2597	3857	8159
E	Breakdown cover	50	50	50	50	50
<b>Standing charges only: £</b>		<b>2292</b>	<b>3350</b>	<b>4314</b>	<b>6332</b>	<b>13025</b>
<b>Standing charges as pence per mile</b>						
at 5,000 miles per year		45.35	66.20	85.24	125.10	257.24
at 10,000		22.92	33.50	43.14	63.32	130.25
at 15,000		15.61	22.87	29.45	43.24	89.01
at 20,000		12.07	17.75	22.87	33.59	69.20
at 25,000		9.76	14.36	18.50	27.18	56.02
at 30,000		8.17	12.04	15.51	22.78	46.95
<b>Running costs, pence per mile</b>						
F	Petrol *	12.67	14.19	15.77	17.32	21.80
G	Tyres	1.28	1.83	2.16	2.90	3.75
H	Service labour costs	4.85	4.98	4.55	4.32	7.32
I	Replacement parts	2.50	2.75	2.88	3.50	3.63
J	Parking and tolls	2.00	2.00	2.00	2.00	2.00
<b>Running costs only: pence</b>		<b>23.30</b>	<b>25.75</b>	<b>27.36</b>	<b>30.04</b>	<b>38.50</b>
* NB: Petrol at 137.7 pence per litre						
For each penny more or less,						
add or take away:		0.10	0.11	0.13	0.14	0.17
<b>Total of standing and running costs as pence per mile</b>						
at 5,000 miles per year		68.65	91.95	112.60	155.14	295.74
at 10,000		46.22	59.25	70.50	93.36	168.75
at 15,000		38.90	48.62	56.81	73.28	127.51
at 20,000		35.37	43.50	50.23	63.63	107.70
at 25,000		33.05	40.11	45.86	57.22	94.52
at 30,000		31.47	37.79	42.87	52.82	85.45

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.



# Motoring Costs 2013

## Diesel Cars

		Purchase price of the car when new:				
		Up to £16 000	£16 000 to £22 000	£22 000 to £26 000	£26 000 to £36 000	Over £36 000
See note:	<b>Standing charges per year, £</b>					
A	VED (Road Tax)	30	140	175	220	475
B	Insurance	700	840	1100	1495	1930
C	Cost of capital	253	374	453	582	959
D	Depreciation	1487	2301	2824	3713	7438
E	Breakdown cover	50	50	50	50	50
<b>Standing charges only: £</b>		<b>2520</b>	<b>3705</b>	<b>4602</b>	<b>6060</b>	<b>10852</b>

### Standing charges as pence per mile

at 5,000 miles per year	49.81	73.18	90.91	119.71	214.06
at 10,000	25.20	37.05	46.02	60.60	108.52
at 15,000	17.20	25.31	31.43	41.39	74.33
at 20,000	13.34	19.68	24.42	32.16	57.98
at 25,000	10.79	15.92	19.76	26.02	46.98
at 30,000	9.04	13.35	16.56	21.81	39.40

### Running costs, pence per mile

F	Diesel Fuel *	10.03	12.19	13.59	15.44	19.97
G	Tyres	1.20	1.80	1.95	3.30	3.90
H	Service labour costs	4.35	4.45	4.77	4.81	7.46
I	Replacement parts	2.91	2.81	2.88	3.43	3.72
J	Parking and tolls	2.00	2.00	2.00	2.00	2.00
<b>Running costs only: pence</b>		<b>20.49</b>	<b>23.25</b>	<b>25.19</b>	<b>28.98</b>	<b>37.05</b>

\* NB Fuel at: 142.6 pence per litre

For each penny more or less,

add or take away:	0.07	0.08	0.10	0.11	0.14
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### Total of standing and running costs as pence per mile

at 5,000 miles per year	70.29	96.43	116.10	148.69	251.12
at 10,000	45.69	60.30	71.21	89.58	145.57
at 15,000	37.68	48.57	56.62	70.37	111.38
at 20,000	33.83	42.93	49.61	61.13	95.03
at 25,000	31.28	39.18	44.95	55.00	84.03
at 30,000	29.53	36.60	41.76	50.78	76.45

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.



**CURRENT TARIFF**

<b>Name :</b> <input type="text" value="TARIFF 1"/>	<b>Name :</b> <input type="text" value="TARIFF 2"/>
<b>Date:</b> <input type="text" value="8/1/2012"/>	<b>Date:</b> <input type="text" value="8/1/2012"/>
<b>Soiling charge:</b> <input type="text" value="£50.00"/>	<b>Soiling charge:</b> <input type="text" value="£50.00"/>
<b>Wait:</b> <input type="text" value="36"/> (secs)	<b>Wait:</b> <input type="text" value="36"/> (secs)
<b>Flag fall:</b> <input type="text" value="£2.80"/> A	<b>Flag fall:</b> <input type="text" value="£3.80"/> A
<b>Initial yardage:</b> <input type="text" value="640"/> B	<b>Initial yardage:</b> <input type="text" value="640"/> B
<b>Unit thereafter:</b> <input type="text" value="160"/> C	<b>Unit thereafter:</b> <input type="text" value="160"/> C
<b>Price unit :</b> <input type="text" value="0.2"/> D	<b>Price unit :</b> <input type="text" value="0.2"/> D
<b>Initial Waiting Time (secs)</b> <input type="text" value="144"/>	<b>Initial Waiting Time (secs)</b> <input type="text" value="144"/>

<b>Name :</b>	TARIFF 3
<b>Date:</b>	8/1/2012
<b>Soiling ch</b>	£50.00
<b>Wait:</b>	36 (secs)
<b>Flag fall:</b>	£3.90 A
<b>Initial yard</b>	640 B
<b>Unit thereafter</b>	
<b>:</b>	160 C
<b>Price unit</b>	0.3 D
<b>Initial Waiting Time (sec)</b>	144

**PROPOSAL 2 - MARCH 2013**

<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 1"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 80px;" type="text" value="£2.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 80px;" type="text" value="480"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 80px;" type="text" value="160"/> C</p> <p><b>Price unit :</b> <input style="width: 80px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 80px;" type="text" value="108"/></p>	<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 2"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 80px;" type="text" value="£3.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 80px;" type="text" value="480"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 80px;" type="text" value="160"/> C</p> <p><b>Price unit :</b> <input style="width: 80px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 80px;" type="text" value="108"/></p>
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Distance (miles)	TARIFF 1			TARIFF 2		
	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
<b>Flag</b>	£2.80	<b>£2.80</b>	0.00%	£3.80	<b>£3.80</b>	0.00%
<b>1</b>	£4.20	<b>£4.40</b>	4.76%	£5.20	<b>£5.40</b>	3.85%
<b>2</b>	£6.40	<b>£6.60</b>	3.12%	£7.40	<b>£7.60</b>	2.70%
<b>3</b>	£8.60	<b>£8.80</b>	2.33%	£9.60	<b>£9.80</b>	2.08%
<b>4</b>	£10.80	<b>£11.00</b>	1.85%	£11.80	<b>£12.00</b>	1.69%
<b>5</b>	£13.00	<b>£13.20</b>	1.54%	£14.00	<b>£14.20</b>	1.43%
<b>6</b>	£15.20	<b>£15.40</b>	1.32%	£16.20	<b>£16.40</b>	1.23%
<b>7</b>	£17.40	<b>£17.60</b>	1.15%	£18.40	<b>£18.60</b>	1.09%
<b>8</b>	£19.60	<b>£19.80</b>	1.02%	£20.60	<b>£20.80</b>	0.97%
<b>9</b>	£21.80	<b>£22.00</b>	0.92%	£22.80	<b>£23.00</b>	0.88%
<b>10</b>	£24.00	<b>£24.20</b>	0.83%	£25.00	<b>£25.20</b>	0.80%

Name :

Wait:  (secs)

Flag fall:  A

Initial yard  B

Unit  
thereafter  
:  C

Price unit  D

Initial Waiting Time (\$

TARIFF 3		
<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
£3.90	<b>£3.90</b>	0.00%
£6.00	<b>£6.30</b>	5.00%
£9.30	<b>£9.60</b>	3.23%
£12.60	<b>£12.90</b>	2.38%
£15.90	<b>£16.20</b>	1.89%
£19.20	<b>£19.50</b>	1.56%
£22.50	<b>£22.80</b>	1.33%
£25.80	<b>£26.10</b>	1.16%
£29.10	<b>£29.40</b>	1.03%
£32.40	<b>£32.70</b>	0.93%
£35.70	<b>£36.00</b>	0.84%

**PROPOSAL 3 - MARCH 2013**

<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 1"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 50px;" type="text" value="£2.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 50px;" type="text" value="640"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 50px;" type="text" value="146.6666"/> C</p> <p><b>Price unit :</b> <input style="width: 50px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 50px;" type="text" value="157"/></p>	<p><b>Name :</b> <input style="width: 150px;" type="text" value="TARIFF 2"/></p> <p><b>Wait:</b> <input style="width: 50px;" type="text" value="36"/> (secs)</p> <p><b>Flag fall:</b> <input style="width: 50px;" type="text" value="£3.80"/> A</p> <p><b>Initial yardage:</b> <input style="width: 50px;" type="text" value="640"/> B</p> <p><b>Unit thereafter :</b> <input style="width: 50px;" type="text" value="146.6666"/> C</p> <p><b>Price unit :</b> <input style="width: 50px;" type="text" value="0.2"/> D</p> <p><b>Initial Waiting Time (\$</b> <input style="width: 50px;" type="text" value="157"/></p>
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Distance (miles)	TARIFF 1			TARIFF 2		
	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>	<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
<b>Flag</b>	£2.80	<b>£2.80</b>	0.00%	£3.80	<b>£3.80</b>	0.00%
<b>1</b>	£4.20	<b>£4.40</b>	4.76%	£5.20	<b>£5.40</b>	3.85%
<b>2</b>	£6.40	<b>£6.80</b>	6.25%	£7.40	<b>£7.80</b>	5.41%
<b>3</b>	£8.60	<b>£9.20</b>	6.98%	£9.60	<b>£10.20</b>	6.25%
<b>4</b>	£10.80	<b>£11.60</b>	7.41%	£11.80	<b>£12.60</b>	6.78%
<b>5</b>	£13.00	<b>£14.00</b>	7.69%	£14.00	<b>£15.00</b>	7.14%
<b>6</b>	£15.20	<b>£16.40</b>	7.89%	£16.20	<b>£17.40</b>	7.41%
<b>7</b>	£17.40	<b>£18.80</b>	8.05%	£18.40	<b>£19.80</b>	7.61%
<b>8</b>	£19.60	<b>£21.20</b>	8.16%	£20.60	<b>£22.20</b>	7.77%
<b>9</b>	£21.80	<b>£23.60</b>	8.26%	£22.80	<b>£24.60</b>	7.89%
<b>10</b>	£24.00	<b>£26.00</b>	8.33%	£25.00	<b>£27.00</b>	8.00%

Name :

Wait:  (secs)

Flag fall:  A

Initial yard  B

Unit thereafter :  C

Price unit  D

Initial Waiting Time (\$

TARIFF 3		
<i>Current</i>	<i>Proposed</i>	<i>% Change</i>
£3.90	<b>£3.90</b>	0.00%
£6.00	<b>£6.30</b>	5.00%
£9.30	<b>£9.90</b>	6.45%
£12.60	<b>£13.50</b>	7.14%
£15.90	<b>£17.10</b>	7.55%
£19.20	<b>£20.70</b>	7.81%
£22.50	<b>£24.30</b>	8.00%
£25.80	<b>£27.90</b>	8.14%
£29.10	<b>£31.50</b>	8.25%
£32.40	<b>£35.10</b>	8.33%
£35.70	<b>£38.70</b>	8.40%

Annual Increases for Southern Area since 1999

MAY EACH YEAR	SOUTHERN AVERAGE	Luton Airport	Epsom & Ewell	Herlemere	London	Salisbury	Cochester	Reading	Adur	Darford	Guemsey	Tunbridge Wells	West Berkshire	Jersey	Arun	Brighton & Hove
1999	£3.42	n/a	£3.00	n/a	£4.00	£3.70	£3.60	£4.10	£3.80	£4.50	£3.40	£4.00	£3.40	n/a	£3.60	£3.62
2000	£3.48	n/a	£3.00	£4.10	£4.20	£3.80	£4.10	£4.10	£4.00	£4.50	£3.40	£4.00	£3.40	n/a	£3.60	£3.62
2001	£3.78	£4.50	£3.00	£4.20	£4.20	£4.10	£4.20	£4.40	£4.00	£4.50	£3.60	£4.10	£4.00	n/a	£4.10	£3.90
2002	£4.05	£4.80	£3.00	£4.40	£4.40	£4.20	£4.40	£4.50	£4.00	£4.50	£3.80	£4.10	£4.00	£3.80	£4.30	£3.90
2003	£4.27	£6.00	£4.80	£4.60	£5.20	£4.10	£4.70	£4.70	£5.00	£4.40	£4.20	£4.20	£4.30	£4.20	£4.30	£5.10
2004	£4.39	£6.00	£5.20	£5.20	£5.40	£4.80	£4.70	£5.20	£5.20	£4.60	£4.60	£4.70	£4.30	£4.70	£4.50	£5.10
2005	£4.57	£5.70	£6.00	£5.20	£5.40	£4.80	£5.20	£5.00	£5.20	£4.80	£4.80	£5.00	£4.90	£4.90	£4.80	£5.10
2006	£4.62	£5.70	£6.00	£5.20	£5.60	£4.80	£5.20	£5.00	£5.20	£4.80	£4.80	£5.00	£4.90	£4.90	£4.80	£5.10
2007	£4.84	£5.70	£6.00	£5.20	£5.60	£4.80	£5.20	£5.00	£5.20	£4.80	£4.80	£5.00	£4.90	£4.90	£4.80	£5.10
2008	£5.17	£6.40	£6.00	£5.20	£5.60	£4.80	£5.20	£5.00	£5.20	£4.80	£4.80	£5.00	£4.90	£4.90	£4.80	£5.10
2009	£5.47	£6.40	£6.00	£5.20	£5.60	£4.80	£5.20	£5.00	£5.20	£4.80	£4.80	£5.00	£4.90	£4.90	£4.80	£5.10
2010	£5.53	£6.40	£6.00	£5.40	£5.60	£5.70	£5.60	£5.20	£5.60	£5.20	£5.00	£5.20	£5.00	£5.10	£5.40	£5.00
2011	£5.70	£6.00	£6.00	£5.40	£5.60	£5.70	£5.60	£5.20	£5.60	£5.20	£5.00	£5.20	£5.00	£5.10	£5.40	£5.00
2012	£5.70	£6.00	£6.00	£5.40	£5.60	£5.70	£5.60	£5.20	£5.60	£5.20	£5.00	£5.20	£5.00	£5.10	£5.40	£5.00
2013	£5.01	£6.40	£6.00	£7.00	£7.00	£7.00	£6.80	£6.60	£6.60	£6.40	£6.20	£6.50	£6.50	£6.30	£6.40	£6.40
Percentage Increase	75.75%	46.00%	80.00%	70.75%	80.00%	89.19%	73.68%	65.65%	34.00%	88.57%	94.12%	65.00%	92.65%	71.05%	75.00%	67.54%

MAY EACH YEAR	SOUTHERN AVERAGE	Gratham	Madresara	Mid Sussex	Rother	Surrey	Witford	Wokingham	Stevensons	Mole	North Downs	Tonbridge	Woking	Basingstoke	Bournemouth	Chelmsford
1999	£3.42	£3.50	£3.90	£3.80	£3.10	£3.40	£3.40	£3.50	£3.80	£3.80	£3.80	£3.80	£3.80	£3.40	£3.80	£3.40
2000	£3.48	£3.50	£3.90	£3.80	£3.10	£3.40	£3.40	£3.50	£3.80	£3.80	£3.80	£3.80	£3.80	£3.40	£3.80	£3.40
2001	£3.78	£3.80	£4.00	£3.80	£3.50	£3.80	£3.80	£4.10	£4.00	£4.00	£4.00	£4.00	£4.00	£3.80	£4.23	£3.90
2002	£4.05	£3.80	£4.50	£4.00	£3.90	£4.20	£3.80	£4.10	£4.00	£4.00	£4.00	£4.00	£4.00	£3.80	£4.23	£3.90
2003	£4.27	£4.00	£4.60	£4.00	£4.00	£4.30	£4.00	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2004	£4.39	£4.50	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2005	£4.57	£4.80	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2006	£4.62	£4.80	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2007	£4.84	£4.80	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2008	£5.17	£4.80	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2009	£5.47	£4.80	£5.00	£5.00	£4.40	£4.70	£4.40	£4.50	£5.00	£4.40	£4.40	£4.30	£4.00	£4.00	£4.30	£3.90
2010	£5.53	£6.00	£6.00	£5.20	£5.80	£5.60	£5.60	£5.00	£5.02	£5.90	£5.00	£5.60	£5.60	£5.40	£5.60	£5.60
2011	£5.70	£6.00	£6.00	£5.20	£5.80	£5.60	£5.60	£5.00	£5.02	£5.90	£5.00	£5.60	£5.60	£5.40	£5.60	£5.60
2012	£5.70	£6.00	£6.00	£5.40	£5.80	£5.60	£5.60	£5.00	£5.32	£6.10	£5.00	£5.60	£5.60	£5.40	£5.60	£5.60
2013	£5.01	£6.40	£6.00	£5.40	£5.80	£5.60	£5.60	£5.00	£5.32	£6.30	£5.30	£5.30	£5.30	£5.20	£5.20	£5.60
Percentage Increase	75.75%	82.86%	64.10%	68.42%	100.00%	84.24%	85.25%	82.86%	66.32%	69.44%	90.91%	65.76%	90.91%	64.65%	63.16%	87.68%

MAY EACH YEAR	SOUTHERN AVERAGE	Crawley	Harlow	Hert	Horsham	Oxford	Poole	Ramsgate	Shepway	Swale	Wichester	Waverley	Eastleigh	Embridge	New Forest	Spelthorne
1999	£3.42	£3.60	£3.20	£3.20	£4.00	£3.40	£3.80	£3.70	£3.40	£3.70	£3.70	£3.50	£3.70	£3.75	£3.40	n/a
2000	£3.48	£3.60	£3.40	£3.20	£4.00	£3.40	£3.80	£3.90	£3.50	£3.70	£3.70	£3.50	£3.70	£3.75	£3.40	£3.80
2001	£3.78	£3.80	£3.60	£3.80	£4.20	£3.80	£4.10	£4.10	£3.80	£4.10	£4.20	£4.00	£4.20	£4.50	£4.20	£3.80
2002	£4.05	£4.00	£4.00	£4.20	£4.20	£4.00	£4.40	£4.10	£3.90	£4.20	£4.20	£4.20	£4.50	£4.50	£4.20	£3.80
2003	£4.27	£4.40	£4.10	£4.20	£4.20	£4.10	£4.60	£4.30	£4.20	£4.20	£4.20	£4.40	£4.50	£4.50	£4.20	£3.80
2004	£4.39	£4.40	£4.80	£4.20	£4.50	£4.20	£4.60	£4.30	£4.30	£4.20	£4.20	£4.40	£4.50	£4.50	£4.20	£3.80
2005	£4.57	£4.40	£4.80	£4.20	£4.50	£4.20	£4.60	£4.30	£4.30	£4.20	£4.20	£4.40	£4.50	£4.50	£4.20	£3.80
2006	£4.62	£4.40	£4.80	£4.20	£4.50	£4.20	£4.60	£4.30	£4.30	£4.20	£4.20	£4.40	£4.50	£4.50	£4.20	£3.80
2007	£4.84	£4.40	£4.80	£4.20	£4.50	£4.20	£4.60	£4.30	£4.30	£4.20	£4.20	£4.40	£4.50	£4.50	£4.20	£3.80
2008	£5.17	£5.20	£5.00	£5.00	£5.00	£4.60	£5.00	£5.20	£4.70	£5.10	£5.00	£5.40	£5.20	£5.00	£5.00	£4.60
2009	£5.47	£5.40	£5.00	£5.00	£5.00	£5.20	£5.40	£5.60	£4.70	£5.10	£5.00	£5.40	£5.20	£5.00	£5.00	£4.60
2010	£5.53	£5.40	£5.00	£5.00	£5.00	£5.20	£5.40	£5.60	£4.70	£5.10	£5.00	£5.40	£5.20	£5.00	£5.00	£4.60
2011	£5.70	£5.40	£5.60	£5.00	£5.50	£5.20	£5.60	£5.60	£5.30	£5.70	£5.60	£5.60	£5.60	£5.50	£5.40	£5.20
2012	£5.00	£5.60	£5.60	£5.20	£5.50	£5.65	£5.60	£5.60	£5.40	£5.80	£5.60	£5.60	£5.60	£5.50	£5.40	£5.60
2013	£5.01	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.20	£5.10	£5.10	£5.10	£5.10
Percentage Increase	75.75%	72.22%	93.75%	83.75%	55.00%	82.35%	63.16%	67.57%	62.35%	67.57%	67.57%	77.14%	64.66%	62.67%	79.41%	60.53%

MAY EACH YEAR	SOUTHERN AVERAGE	Swindon	Wale of White Horse	Bradwell Forest	Brenthwood	Canterbury	Gaile Point	Dover	East Hampshire	Kennet (New Water East)	Milton Keynes	North Wiltshire	Rochford	Southend On Sea	Stewage	Thurrock
1999	£3.42	£3.21	£3.85	£3.60	£3.70	£3.50	£3.30	£3.20	£3.40	£3.00	£3.40	£3.10	£3.40	£3.00	£3.30	£3.10
2000	£3.48	£3.21	£3.85	£3.70	£3.70	£3.50	£3.30	£3.20	£3.40	£3.50	£3.50	£3.10	£3.40	£3.00	£3.30	£3.20
2001	£3.78	£3.60	£4.45	£3.90	£3.70	£4.00	£3.60	£3.40	£3.50	£3.50	£3.50	£3.10	£3.80	£3.60	£3.90	£3.60
2002	£4.05	£3.90	£4.45	£4.00	£4.50	£4.00	£3.60	£3.80	£3.70	£4.10	£4.30	£3.60	£4.00	£4.00	£4.00	£3.90
2003	£4.27	£3.90	£4.85	£4.20	£4.70	£4.00	£3.80	£3.80	£3.80	£4.20	£4.50	£3.80	£4.00	£4.00	£4.00	£3.90
2004	£4.39	£4.10	£4.85	£4.30	£4.70	£4.10	£3.80	£3.80	£3.80	£4.30	£4.70	£3.80	£4.00	£4.00	£4.00	£3.90
2005	£4.62	£5.10	£5.30	£4.60	£5.20	£4.60	£4.40	£4.20	£4.60	£4.80	£4.70	£4.40	£4.40	£4.60	£4.60	£4.50
2006	£4.84	£5.10	£5.30	£4.90	£5.20	£4.90	£4.60	£4.40	£4.90	£5.10	£5.00	£4.60	£4.60	£4.90	£4.90	£4.80
2007	£5.19	£6.10	£6.10	£5.20	£5.20	£5.20	£5.00	£5.20	£5.20	£6.00	£5.40	£5.00	£5.20	£5.20	£5.20	£5.30
2008	£5.53	£6.10	£6.10	£6.00	£6.00	£6.00	£5.40	£5.70	£5.40	£6.00	£5.40	£5.00	£5.20	£5.20	£5.20	£5.30
2009	£5.70	£6.10	£6.10	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00
2010	£6.01	£6.10	£6.10	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00
2011	£6.01	£6.10	£6.10	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00
2012	£6.01	£6.10	£6.10	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00
2013	£6.01	£6.10	£6.10	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00	£6.00
Percentage Increase	75.75%	90.05%	58.44%	66.67%	62.46%	71.43%	81.82%	87.50%	76.47%	100.00%	76.47%	93.55%	76.47%	100.00%	81.82%	93.55%
MAY EACH YEAR	SOUTHERN AVERAGE	West Wiltshire	Tending	Ashford	Christchurch	Shafton	Three Rivers	Rushmore	Chichester	East Herbs	Mevelay	Ruqate & Binsted	Slough	St Albans	Uxelford	Eastbourne
1999	£3.42	£3.35	£3.20	£3.40	£3.80	£4.00	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2000	£3.48	£3.35	£3.60	£3.40	£3.80	£4.00	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2001	£3.78	£3.77	£3.80	£3.80	£4.00	£4.20	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2002	£4.05	£3.77	£4.20	£3.80	£4.00	£4.20	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2003	£4.27	£3.77	£4.20	£3.80	£4.00	£4.20	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2004	£4.39	£4.10	£4.20	£4.00	£4.20	£4.20	£2.70	£3.30	£3.40	£3.00	£3.70	£3.00	£3.70	£3.70	£2.20	£3.30
2005	£4.62	£4.70	£4.85	£4.60	£4.80	£4.80	£3.00	£4.60	£4.80	£4.40	£5.00	£4.40	£4.60	£4.60	£2.40	£4.50
2006	£4.84	£4.85	£4.85	£4.60	£4.80	£4.80	£3.00	£4.60	£4.80	£4.40	£5.00	£4.40	£4.60	£4.60	£2.40	£4.50
2007	£5.19	£4.85	£4.85	£5.10	£5.00	£5.20	£3.00	£5.00	£4.80	£4.80	£5.40	£5.10	£5.10	£4.80	£2.40	£4.70
2008	£5.53	£5.14	£4.85	£5.40	£5.00	£5.20	£3.00	£5.00	£4.80	£4.80	£5.40	£5.10	£5.10	£4.80	£2.40	£4.70
2009	£5.47	£5.46	£5.30	£5.40	£5.50	£5.20	£3.00	£5.20	£5.30	£5.20	£5.80	£5.20	£5.20	£5.20	£2.40	£5.70
2010	£5.55	£5.46	£5.30	£5.40	£5.50	£5.20	£3.00	£5.20	£5.30	£5.20	£5.80	£5.20	£5.20	£5.20	£2.40	£5.70
2011	£5.70	£5.46	£5.30	£5.40	£5.50	£5.20	£3.00	£5.20	£5.30	£5.20	£5.80	£5.20	£5.20	£5.20	£2.40	£5.70
2012	£5.87	£5.46	£5.30	£5.40	£5.50	£5.20	£3.00	£5.20	£5.30	£5.20	£5.80	£5.20	£5.20	£5.20	£2.40	£5.70
2013	£5.87	£5.46	£5.30	£5.40	£5.50	£5.20	£3.00	£5.20	£5.30	£5.20	£5.80	£5.20	£5.20	£5.20	£2.40	£5.70
Percentage Increase	75.75%	78.15%	85.94%	73.35%	55.26%	47.30%	118.52%	76.97%	58.52%	93.33%	new 86.35% reduced from 65 was 82.22%	93.33%	61.11%	37.83%	107.44%	72.72%
MAY EACH YEAR	SOUTHERN AVERAGE	Hatfield	Weylyn Hatfield	Batford	Braintree	Geopert	Leaves	Portsmouth	Worthing	Mid Beds New Central Beds	South Beds New Central Beds	Decorum	Children			
1999	£3.42	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2000	£3.48	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2001	£3.78	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2002	£4.05	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2003	£4.27	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2004	£4.39	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2005	£4.62	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2006	£4.84	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2007	£5.19	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2008	£5.53	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2009	£5.47	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2010	£5.55	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2011	£5.70	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2012	£5.87	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
2013	£5.87	£3.20	£3.40	£2.90	£3.25	£5.40	n/a	£5.30	£5.40	£5.00	£5.40	£3.90	£2.80			
Percentage Increase	75.75%	78.15%	85.94%	42.11%	80.00%	67.05%	72.21%	64.71%	75.00%	55.55%	69.70%	64.71%	81.78%	51.11%	92.86%	
MAY EACH YEAR	SOUTHERN AVERAGE	Fareham	Havant	Test Valley	West Oxford	Tandridge	Broxbourne	Windsor & Maidenhead	Berford	Wycombe	Cherwell	South Bucks	Thames Valley	Aylesbury Vale		
1999	£3.42	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2000	£3.48	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2001	£3.78	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2002	£4.05	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2003	£4.27	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2004	£4.39	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2005	£4.62	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2006	£4.84	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2007	£5.19	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2008	£5.53	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2009	£5.47	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2010	£5.55	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2011	£5.70	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2012	£5.87	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
2013	£5.87	£3.30	£2.90	£3.00	£3.40	£3.40	£2.90	£2.90	£3.00	£3.30	£3.35	£2.95	n/a	£3.00		
Percentage Increase	75.75%	61.19%	93.10%	42.11%	80.00%	38.82%	89.29%	54.41%	73.33%	54.55%	65.97%	69.46%	31.97%	43.33%		

		ONE					RUNNING
	COUNCIL	FLAG	1 MILE	2 MILES	5 MILES	10 MILES	MILE
1	LONDON (HEATHROW)	£3.20	£5.40	£8.00	£15.60	£32.60	£2.60
2	LUTON (AIRPORT)	£4.00	£5.30	£7.30	£13.20	£23.00	£1.97
3	EPSOM & EWELL	£2.40	£4.60	£7.20	£14.80	£31.80	£2.60
4	LONDON	£2.40	£4.60	£7.20	£14.80	£31.80	£2.60
5	HERTSMERE	£2.40	£4.60	£7.00	£14.60	£32.20	2.48*
6	SALISBURY	£3.20	£5.00	£7.00	£13.00	£23.00	£2.00
7	CARADON	£3.20	£4.80	£6.80	£12.80	£22.80	£2.00
8	CARRICK	£3.00	£3.80	£6.80	£14.40	£27.40	£2.55
9	COLCHESTER	£2.60	£4.70	£6.80	£10.70	£17.30	£1.30
10	READING	£2.20	£4.40	£6.80	£14.20	£26.80	£2.51*
11	KERRIER	£2.90	£3.25	£6.75	£17.25	£34.75	£3.50
12	WEST BERKSHIRE	£2.80	£4.60	£6.70	£13.15	£23.80	£2.14
13	ADUR	£2.80	£4.40	£6.60	£13.20	£24.20	£2.20
14	BASINGSTOKE & DEANE	£3.00	£5.00	£6.60	£11.00	£21.00	£1.50*
15	DARTFORD	£2.60	£4.40	£6.60	£13.00	£27.60	£2.15
16	GUERNSEY	£3.00	£4.60	£6.60	£11.40	£23.40	£2.08
17	MID SUSSEX	£2.80	£4.60	£6.60	£12.80	£23.20	£2.07
18	TUNBRIDGE WELLS	£4.00	£4.00	£6.60	£14.40	£27.40	£2.60
19	WAVENEY	£3.00	£4.20	£6.60	£13.80	£25.80	£2.40
20	WEALDEN	£2.80	£4.60	£6.60	£12.60	£22.60	£2.00
21	WEYMOUTH & PORTLAND	£2.40	£4.80	£6.60	£12.00	£21.00	£1.80
22	JERSEY	£2.60	£4.40	£6.50	£12.50	£22.40	£1.97
23	ARUN	£2.50	£4.20	£6.40	£13.00	£24.00	£2.20
24	BATH & N.E.SOMERSET	£2.60	£4.40	£6.40	£12.40	£24.80	£2.03
25	BOURNEMOUTH	£2.80	£4.20	£6.40	£12.80	£23.60	£2.15
26	BRIGHTON & HOVE	£2.80	£4.20	£6.40	£13.00	£24.00	£2.20
27	CAMBRIDGE	£2.80	£4.60	£6.40	£11.60	£20.40	£1.76
28	GRAVESHAM	£2.40	£4.20	£6.40	£12.60	£23.20	£2.12
29	HARROGATE	£3.20	£4.50	£6.40	£12.00	£21.00	£1.82
30	MAIDSTONE	£2.80	£4.20	£6.40	£13.20	£24.20	£2.23
31	NORTH HERTS	£3.40	£4.10	£6.40	£13.40	£24.90	£2.32
32	POOLE	£2.80	£4.20	£6.40	£12.80	£23.60	£2.15
33	ROTHER	£2.60	£4.60	£6.40	£11.20	£19.60	£1.65
34	SOUTH CAMBRIDGE	£2.80	£4.60	£6.40	£11.60	£20.40	£1.76
35	SOUTH GLOUCESTER	£2.40	£4.40	£6.40	£12.40	£22.60	£2.03
36	STROUD	£2.50	£4.30	£6.40	£12.40	£22.30	£2.00
37	SURREY HEATH	£3.60	£4.00	£6.40	£13.40	£24.80	£2.30
38	WATFORD	£2.20	£4.20	£6.40	£13.00	£27.80	£2.20*
39	WOKINGHAM	£3.00	£4.20	£6.40	£12.60	£23.20	£2.11
40	SEVENOAKS	£3.80	£4.22	£6.32	£12.62	£23.12	£2.10
41	COUNTY OF HEREFORD	£2.60	£4.00	£6.30	£13.20	£24.80	£2.31
42	EAST DEVON	£3.00	£4.20	£6.30	£12.60	£23.10	£2.10
43	MOLE VALLEY	£3.90	£4.10	£6.30	£12.70	£23.30	£2.13
44	PENWITH	£2.80	£4.10	£6.30	£12.90	£23.90	£2.20
45	TONBRIDGE & MALLING	£2.90	£4.10	£6.30	£13.10	£24.50	£2.27
46	WOKING	£3.00	£4.50	£6.30	£11.40	£21.60	£1.94*
47	FOREST OF DEAN	£2.22	£3.57	£6.27	£14.37	£27.87	£2.70
48	HARBOROUGH	£3.15	£4.35	£6.27	£12.03	£21.63	£1.92
49	NUNEATON & BEDWORTH	£3.25	£4.25	£6.25	£12.25	£22.25	£2.00
50	ASHFORD	£2.80	£4.20	£6.20	£12.40	£22.60	£2.05
51	BIRMINGHAM	£2.20	£4.40	£6.20	£11.60	£20.60	£1.80
52	CHELMSFORD	£3.00	£4.20	£6.20	£12.20	£22.20	£1.99
53	CHICHESTER	£4.00	£4.00	£6.20	£12.40	£23.00	£2.10
54	CRAWLEY	£3.80	£4.00	£6.20	£12.60	£23.00	£2.10
55	CREWE & NANTWICH	£2.40	£4.20	£6.20	£12.20	£22.20	£2.00
56	HARLOW	£2.80	£4.80	£6.20	£10.20	£17.00	£1.36
57	HART	£2.60	£4.00	£6.20	£12.80	£23.80	£2.20
58	HORSHAM	£3.80	£4.30	£6.20	£11.90	£21.40	£1.89
59	LEEDS	£2.40	£4.20	£6.20	£10.60	£18.60	£1.59**
60	LINCOLN	£3.00	£4.60	£6.20	£11.00	£19.00	£1.60
61	MENDIP	£2.70	£4.20	£6.20	£12.30	£22.00	£2.02
62	NORWICH	£3.00	£4.60	£6.20	£11.00	£19.20	£1.64
63	OXFORD	£2.50	£4.70	£6.20	£10.60	£17.90	£1.46*
64	RUNNYMEDE	£3.60	£3.60	£6.20	£12.60	£23.00	£2.10
65	SHEPWAY	£3.00	£4.40	£6.20	£11.60	£20.60	£1.80
66	SOLIHULL	£2.20	£4.40	£6.20	£11.60	£20.60	£1.80
67	SOUTH LAKELAND	£3.60	£3.60	£6.20	£14.00	£27.00	£2.60
68	SWALE	£2.70	£4.40	£6.20	£11.70	£20.80	£1.83
69	TAUNTON DEANE	£2.40	£4.00	£6.20	£12.80	£23.80	£2.20
70	WAVERLEY	£3.40	£3.85	£6.20	£13.40	£25.40	£2.40
71	WINCHESTER	£2.80	£4.20	£6.20	£12.40	£22.80	£2.07
72	YORK	£2.60	£4.40	£6.20	£11.90	£21.40	£1.89
73	EASTLEIGH	£2.80	£4.30	£6.10	£11.50	£20.50	£1.80
74	ELMBRIDGE	£3.85	£4.30	£6.10	£12.85	£24.10	£2.25
75	MALVERN HILLS	£3.50	£4.00	£6.10	£12.40	£22.90	£2.10
76	NEW FOREST	£2.30	£3.70	£6.10	£13.50	£25.90	£2.46
77	SPELTORNE	£3.60	£3.60	£6.10	£13.60	£26.10	£2.50
78	SWINDON	£2.90	£4.30	£6.10	£11.30	£21.70	£1.75*
79	VALE OF WHITE HORSE	£3.50	£4.10	£6.10	£12.10	£22.10	£2.00
80	SOUTH SOMERSET	£3.00	£3.88	£6.08	£12.68	£23.68	£2.20
81	ABERDEENSHIRE	£2.60	£3.80	£6.00	£12.60	£23.60	£2.20
82	BRACKNELL FOREST	£3.00	£4.20	£6.00	£11.20	£20.00	£1.76
83	BRENTWOOD	£2.80	£3.80	£6.00	£12.40	£23.00	£2.15
84	CANTERBURY	£2.60	£4.20	£6.00	£11.40	£20.40	£1.80
85	CARMARTHENSHIRE	£2.20	£4.00	£6.00	£12.00	£22.00	£2.00
86	CASTLE POINT	£2.80	£4.00	£6.00	£12.00	£22.00	£2.00
87	CHELtenham	£2.40	£4.20	£6.00	£11.80	£21.20	£1.89
88	DOVER	£3.30	£4.35	£6.00	£10.50	£18.00	£1.50
89	EAST HAMPSHIRE	£2.80	£4.20	£6.00	£11.40	£20.40	£1.80
90	EXETER	£2.20	£4.00	£6.00	£12.00	£22.00	£2.00

91	GREAT YARMOUTH	£2.20	£4.00	£6.00	£12.00	£22.00	£2.00
92	KENNET Now Wiltshire (East Zone)	£3.00	£4.00	£6.00	£12.00	£22.00	£2.00
93	KETTERING	£2.40	£3.60	£6.00	£13.20	£25.20	£2.40
94	MILTON KEYNES	£3.00	£4.40	£6.00	£12.00	£22.00	£2.00
95	NORTH DORSET	£3.00	£4.00	£6.00	£12.00	£22.00	£2.00
96	NORTH WILTSHIRE	£2.60	£4.00	£6.00	£12.00	£22.00	£2.00
97	ROCHFORD	£2.80	£4.20	£6.00	£12.20	£23.60	2.30*
98	SOUTHAMPTON	£2.60	£4.40	£6.00	£11.00	£19.00	1.61*
99	SOUTHEND-ON-SEA	£2.80	£4.20	£6.00	£12.20	£23.60	£2.30*
100	STEVENAGE	£3.00	£4.00	£6.00	£12.00	£22.00	£2.00
101	THURROCK	£2.80	£4.40	£6.00	£11.00	£21.90	1.63*
102	WEST DORSET	£3.00	£4.00	£6.00	£12.00	£22.00	£2.00
103	WEST WILTSHIRE	£2.20	£4.00	£6.00	£12.00	£22.00	£2.00
104	DARLINGTON	£2.50	£4.15	£5.95	£11.35	£20.35	£1.80
105	PURBECK	£2.80	£3.43	£5.95	£31.51	£25.51	£2.52
106	TENDRING	£2.80	£4.20	£5.95	£11.20	£19.95	£1.75
107	HIGH PEAK	£2.80	£3.32	£5.92	£13.72	£26.72	£2.60
108	TORRIDGE	£3.12	£3.72	£5.92	£12.32	£23.12	£2.15
109	CHRISTCHURCH	£2.70	£3.90	£5.90	£11.70	£21.70	£1.97
110	DUDLEY	£1.50	£4.30	£5.90	£10.70	£18.70	£1.60
111	EAST DORSET	£2.70	£3.90	£5.90	£11.70	£21.70	£1.97
112	THREE RIVERS	£2.70	£3.40	£5.90	£14.70	£29.30	£2.93
113	WALSALL	£2.50	£4.30	£5.90	£10.70	£18.70	£1.60*
114	NORTH DEVON	£2.60	£3.35	£5.85	£13.35	£25.85	£2.50
115	TEWKESBURY	£2.60	£3.85	£5.85	£11.85	£21.85	£2.00
116	RUSHMOOR	£2.64	£3.64	£5.84	£12.44	£24.44	£2.23*
117	BLACKPOOL	£2.60	£4.00	£5.80	£11.00	£19.80	£1.76
118	BRISTOL, CITY OF UA	£2.60	£4.20	£5.80	£10.60	£18.60	£1.61
119	EAST HERTS	£3.00	£3.80	£5.80	£11.40	£20.60	£1.85
120	GLOUCESTER	£3.00	£4.00	£5.80	£11.20	£20.60	£1.84
121	IPSWICH	£3.00	£4.00	£5.80	£10.80	£19.00	£1.66
122	LEWES	£2.80	£3.80	£5.80	£11.80	£21.80	£2.00
123	MEDWAY *****	£2.80	£4.20	£5.80	£10.60	£18.60	£1.60
124	MIDLOTHIAN	£2.20	£3.80	£5.80	£11.40	£21.00	£1.91
125	REIGATE & BANSTEAD	£3.60	£3.60	£5.80	£12.40	£23.20	£2.17
126	RESTORMEL	£2.80	£3.80	£5.80	£11.80	£21.80	£2.00
127	SCARBOROUGH	£3.40	£4.60	£5.80	£9.40	£15.40	£1.20
128	SEDGEMOOR	£2.60	£3.80	£5.80	£11.80	£21.60	£1.97
129	SELBY	£3.00	£4.20	£5.80	£10.60	£18.60	£1.60
130	SLOUGH	£3.00	£5.00	£5.80	£10.40	£23.60	1.76*
131	ST ALBANS	£2.50	£3.60	£5.80	£12.40	£23.40	£2.20
132	STOCKPORT	£2.00	£3.40	£5.80	£13.20	£25.40	£2.46
133	TAMWORTH	£2.40	£3.90	£5.80	£11.50	£21.00	£1.90
134	TEIGNBRIDGE	£2.40	£4.00	£5.80	£11.60	£21.00	£1.90
135	TORBAY	£2.50	£4.00	£5.80	£11.50	£20.80	£1.87
136	UTTLESFORD	£3.20	£3.70	£5.80	£12.20	£22.80	£2.12
137	WEST SOMERSET	£2.40	£3.80	£5.80	£11.60	£21.40	£1.96
138	EAST KILBRIDE	£2.80	£4.00	£5.70	£9.70	£16.30	£1.33
139	EAST Lothian	£2.50	£3.70	£5.70	£11.90	£22.30	£2.06
140	EASTBOURNE	£2.60	£4.10	£5.70	£10.50	£20.50	£2.00*
141	FYLDE	£2.50	£3.90	£5.70	£10.90	£19.70	£1.74
142	HASTINGS	£2.80	£4.20	£5.70	£10.20	£17.70	£1.49
143	ISLE OF MAN	£2.90	£4.30	£5.70	£10.50	£19.70	£1.56
144	ISLE OF WIGHT	£3.00	£3.90	£5.70	£11.10	£20.10	£1.80
145	LUTON	£3.00	£3.70	£5.70	£11.60	£21.50	£1.97
146	MANCHESTER	£2.30	£3.90	£5.70	£11.30	£20.50	£1.84
147	MID DEVON	£2.30	£3.70	£5.70	£11.90	£22.10	£1.96
148	MONMOUTHSHIRE	£3.00	£3.90	£5.70	£11.10	£20.10	£1.80
149	NORTH SOMERSET	£2.50	£4.10	£5.70	£10.70	£19.10	£1.68
150	PLYMOUTH	£3.30	£4.20	£5.70	£9.60	£16.20	£1.32
151	RYEDALE	£3.00	£3.90	£5.70	£11.10	£20.10	£1.80
152	WELWYN HATFIELD	£2.50	£3.70	£5.70	£11.90	£22.30	£2.07
153	RENFREWSHIRE	£3.25	£4.05	£5.65	£10.05	£17.25	£1.47
154	VALE OF GLAMORGAN	£2.80	£3.75	£5.65	£11.35	£20.85	£1.90
155	CHARWOOD	£3.25	£4.27	£5.63	£9.71	£16.51	£1.36
156	BASILDON	£2.20	£3.80	£5.60	£11.60	£20.60	£1.95
157	BRAINTREE	£3.00	£4.00	£5.60	£10.30	£18.30	£1.59
158	EAST LINDSEY	£3.00	£4.00	£5.60	£10.80	£19.20	£1.70
159	FIFE	£3.00	£3.60	£5.60	£11.20	£20.80	£1.90
160	GOSPORT	£2.20	£3.80	£5.60	£10.80	£19.40	£1.73
161	GUILDFORD	£3.00	£3.80	£5.60	£11.00	£22.00	£1.82
162	HINCKLEY & BOSWORTH	£2.60	£3.60	£5.60	£11.60	£21.60	£2.00
163	NEWCASTLE UPON TYNE	£2.40	£4.00	£5.60	£10.60	£19.00	£1.67
164	NORTH WEST LEICESTER	£3.70	£3.70	£5.60	£11.30	£20.80	£1.90
165	NORTHAMPTON	£2.20	£3.80	£5.60	£10.60	£19.00	£1.69
166	NOTTINGHAM	£2.00	£3.80	£5.60	£11.00	£20.40	£1.80
167	PORTSMOUTH UA	£2.20	£3.80	£5.60	£10.80	£21.60	£1.76
168	SHEFFIELD	£2.60	£4.10	£5.60	£10.10	£17.90	1.53*
169	SOUTH AYRSHIRE	£2.80	£3.60	£5.60	£11.60	£21.60	£2.00
170	STRATFORD ON AVON	£2.20	£3.60	£5.60	£11.60	£21.60	£2.00
171	SUFFOLK COASTAL	£3.40	£4.20	£5.60	£9.80	£16.80	£1.40
172	TAMESIDE	£2.00	£3.60	£5.60	£11.60	£21.60	£2.01
173	WOLVERHAMPTON	£2.80	£4.00	£5.60	£10.40	£18.40	£1.60
174	WORTHING	£3.00	£3.80	£5.60	£11.00	£20.00	£2.00
175	WREXHAM	£3.60	£3.60	£5.60	£11.40	£21.00	£1.91
176	WYRE	£2.60	£3.80	£5.60	£10.60	£19.00	£1.68
177	CHERWELL	£2.20	£3.64	£5.56	£11.32	£20.92	£1.92
178	DURHAM COUNTY COUNCIL	£2.55	£3.85	£5.55	£10.75	£19.35	£1.73
179	ARGYLE & BUTE	£2.70	£3.70	£5.50	£10.70	£19.50	£1.76
180	CARLISLE	£2.70	£3.50	£5.50	£11.70	£22.10	£2.07
181	CASTLE MORPETH	£2.50	£3.90	£5.50	£10.00	£17.70	£1.53
182	CENTRAL BEDFORDSHIRE	£3.20	£3.70	£5.50	£10.90	£19.90	£1.80

183	CHESTER	£2.50	£4.10	£5.50	£9.90	£18.30	1.47*
184	DUMFRIES & GALLOWAY	£4.50	£4.50	£5.50	£11.50	£21.50	£2.00
185	EAST STAFFORDSHIRE	£2.00	£3.70	£5.50	£11.10	£20.40	£1.85
186	EDEN	£2.50	£3.00	£5.50	£13.00	£25.50	£2.50
187	EDINBURGH	£2.00	£3.50	£5.50	£10.75	£19.75	£1.79*
188	GWYNEDD	£3.00	£3.00	£5.50	£13.00	£25.50	£2.50
189	HUNTINGDONSHIRE	£2.70	£4.10	£5.50	£10.10	£17.50	£1.50
190	LEICESTER	£2.50	£4.00	£5.50	£10.00	£17.50	£1.50
191	MORAY	£3.30	£3.30	£5.50	£12.10	£23.10	£2.20
192	OLDHAM	£1.60	£3.40	£5.50	£11.95	£22.60	£2.15
193	RUSHCLIFFE	£3.50	£3.50	£5.50	£9.50	£21.50	£2.00
194	SHETLAND ISLANDS	£3.50	£3.90	£5.50	£10.30	£18.30	£1.60
195	SHROPSHIRE	£4.00	£3.30	£5.50	£10.00	£17.50	£1.50
196	SOUTH HAMS	£2.50	£3.70	£5.50	£11.10	£20.30	£1.85
197	STAFFORD	£2.50	£4.10	£5.50	£10.10	£18.50	£1.70
198	TYNEDALE	£2.50	£3.70	£5.50	£10.70	£19.70	£1.79
199	WANSBECK	£2.10	£3.50	£5.50	£11.30	£20.90	£1.93
200	SCOTTISH BORDERS	£2.15	£3.75	£5.45	£10.55	£18.95	£1.68
201	DACORUM	£2.80	£3.68	£5.44	£10.72	£19.52	£1.76
202	GEDLING	£3.10	£3.36	£5.44	£11.68	£22.08	£2.09
203	ABERDEEN	£2.40	£3.40	£5.40	£11.20	£21.00	£1.95
204	ANGUS	£3.30	£3.30	£5.40	£11.30	£21.10	£1.96
205	BARROW IN FURNESS	£2.40	£3.40	£5.40	£11.40	£21.40	£2.00
206	CARDIFF	£2.00	£3.80	£5.40	£10.60	£19.00	£1.70
207	CHILTERN	£3.00	£3.60	£5.40	£10.80	£19.80	£1.80
208	COVENTRY	£2.80	£3.40	£5.40	£11.40	£21.20	£1.98
209	DERBY	£2.00	£3.90	£5.40	£9.90	£17.40	1.50*
210	FAREHAM	£2.20	£3.80	£5.40	£10.60	£19.00	£1.69
211	FOREST HEATH	£2.60	£3.60	£5.40	£10.60	£19.40	£1.73
212	HAVANT	£2.40	£3.80	£5.40	£10.00	£17.60	£1.53
213	MID SUFFOLK	£2.80	£3.80	£5.40	£10.00	£18.00	£1.58
214	NEWARK & SHERWOOD	£2.40	£3.60	£5.40	£10.60	£19.40	1.75*
215	NORTH LINCOLNSHIRE	£1.80	£3.60	£5.40	£10.80	£19.80	£1.80
216	NORTH WARWICKS	£2.20	£3.60	£5.40	£10.80	£19.80	£1.80
217	PEMBROKE	£3.00	£3.00	£5.40	£12.60	£24.60	£2.40
218	PERTH & KINROSS	£3.00	£3.80	£5.40	£10.20	£18.20	£1.60
219	RUGBY	£2.30	£3.60	£5.40	£10.70	£19.60	£1.78
220	SOUTH RIBBLE	£2.00	£3.40	£5.40	£11.40	£21.40	£2.00
221	TANDRIDGE	£3.40	£3.40	£5.40	£11.40	£21.40	£2.00
222	TEST VALLEY	£3.60	£3.60	£5.40	£10.80	£19.80	£1.80
223	WEST LOTHIAN	£2.60	£4.00	£5.40	£9.80	£17.20	£1.47
224	WEST OXFORD	£2.00	£3.60	£5.40	£10.80	£19.80	£1.80
225	WORCESTER	£3.20	£3.60	£5.40	£10.20	£18.20	£1.60
226	WYCHAVON	£3.40	£3.80	£5.40	£10.40	£18.40	£1.60
227	BROXTOWE	£2.50	£3.38	£5.36	£11.19	£20.87	£1.95
228	KINGS LYNN & W. NORFOLK	£3.60	£3.60	£5.36	£10.64	£19.44	£1.76
229	BASSETLAW	£3.60	£3.60	£5.35	£10.60	£19.35	£1.75
230	BRADFORD	£2.00	£3.60	£5.30	£10.20	£18.50	£1.66
231	BROMSGROVE	£3.50	£3.50	£5.30	£10.70	£19.50	£1.78
232	BROXBORNE	£2.90	£3.50	£5.30	£10.60	£19.40	£1.77
233	BURY ST EDMUNDS	£3.30	£3.70	£5.30	£10.10	£18.10	£1.60
234	COTSWOLD	£2.80	£3.10	£5.30	£11.90	£22.90	£2.20
235	Craven	£3.00	£3.80	£5.30	£9.80	£17.30	£1.49
236	FENLAND	£3.30	£3.30	£5.30	£11.30	£21.30	£2.00
237	LICHFIELD	£3.60	£3.60	£5.30	£10.40	£18.90	£1.70
238	NORTH EAST LINCOLNSHIRE	£2.00	£3.80	£5.30	£9.80	£17.30	£1.50
239	RIBBLE VALLEY	£3.30	£3.30	£5.30	£11.30	£21.30	£2.00
240	DUNDEE	£2.87	£3.77	£5.27	£9.77	£17.27	£1.50
241	SALFORD	£2.40	£3.72	£5.26	£10.10	£18.24	£1.61
242	VALE ROYAL	£2.50	£3.30	£5.25	£10.50	£19.25	£1.75
243	WINDSOR & MAIDENHEAD	£2.73	£3.57	£5.25	£10.29	£18.69	£1.68
244	BLABY	£3.20	£3.80	£5.24	£9.56	£16.76	£1.44
245	BEDFORD	£3.20	£3.60	£5.20	£10.00	£18.00	£1.60
246	BOLTON	£2.00	£3.40	£5.20	£10.80	£20.00	£1.85
247	BOSTON	£2.40	£3.60	£5.20	£10.00	£18.00	£1.60
248	BURY	£1.90	£3.10	£5.20	£11.50	£22.00	£2.10
249	DENBIGHSHIRE	£2.10	£3.60	£5.20	£10.00	£18.00	£1.60
250	ELLESMERE PORT	£2.20	£3.60	£5.20	£9.80	£17.60	£1.56
251	HALTON	£2.40	£3.60	£5.20	£10.00	£18.00	£1.60
252	HAMBLETON	£3.30	£3.30	£5.20	£10.90	£20.40	£1.90
253	MACCLESFIELD	£2.70	£3.20	£5.20	£11.20	£21.20	£2.00
254	ORKNEY ISLANDS	£3.50	£3.50	£5.20	£10.30	£18.80	£1.70
255	POWYS	£3.40	£3.40	£5.20	£10.60	£19.60	£1.80
256	PRESTON	£2.20	£3.40	£5.20	£10.60	£19.60	£1.81
257	RHONDDA CYNON TAFF	£3.60	£3.60	£5.20	£10.00	£18.00	£1.60
258	SOUTH TYNESIDE	£2.20	£3.40	£5.20	£10.60	£19.60	£1.80
259	SUNDERLAND	£2.40	£3.80	£5.20	£9.40	£16.40	£1.41
260	TRAFFORD	£2.00	£3.20	£5.20	£11.40	£21.60	£2.06
261	WIRRAL	£2.80	£3.80	£5.20	£9.60	£16.80	£1.44
262	YNYS MON	£2.80	£2.80	£5.20	£12.40	£24.40	£2.40
263	BRECKLAND	£3.14	£3.14	£5.14	£10.74	£20.34	£1.89
264	BABERGH	£2.60	£3.70	£5.10	£9.30	£16.30	£1.40
265	CALDERDALE	£1.90	£3.10	£5.10	£11.00	£21.00	£1.99
266	CANNOCK CHASE	£2.50	£3.70	£5.10	£9.50	£16.70	£1.45
267	CEREDIGION	£2.70	£3.50	£5.10	£9.90	£17.90	£1.60
268	CLACKMANNAN	£1.90	£3.18	£5.10	£10.86	£20.46	£1.92
269	NEWPORT	£3.00	£3.50	£5.10	£9.80	£17.70	£1.57
270	RICHMONDSHIRE	£2.40	£3.30	£5.10	£10.50	£19.32	£1.78
271	SOUTH STAFFORDSHIRE	£3.50	£3.50	£5.10	£9.90	£17.90	£1.60
272	WIGAN	£1.80	£3.20	£5.10	£10.50	£19.60	£1.81
273	WYCOMBE	£2.20	£3.60	£5.10	£9.80	£17.50	£1.54
274	ALNWICK	£2.50	£3.40	£5.05	£10.15	£18.40	£1.67

275	SOUTH HOLLAND	£2.20	£3.55	£5.05	£9.55	£17.05	£1.50
276	SWANSEA	£1.80	£3.30	£5.05	£10.30	£19.05	£1.75
277	BLYTH VALLEY	£2.20	£3.40	£5.00	£9.60	£17.40	£1.56
278	CHESTERFIELD	£2.00	£3.40	£5.00	£9.80	£17.80	£1.60
279	DAVENTRY	£1.80	£3.00	£5.00	£11.00	£21.00	£2.00
280	EAST RIDING	£2.20	£3.60	£5.00	£9.40	£16.80	£1.48
281	EREWASH	£3.00	£3.00	£5.00	£11.00	£21.00	£2.00
282	GLASGOW	£2.40	£3.40	£5.00	£10.00	£18.20	£1.64
283	LIVERPOOL	£2.20	£3.60	£5.00	£9.60	£15.40	1.52*
284	NEATH PORT TALBOT	£2.40	£3.00	£5.00	£11.00	£21.00	£2.00
285	NORTH EAST DERBYSHIRE	£2.00	£3.40	£5.00	£9.80	£17.80	£1.60
286	PETERBOROUGH	£3.30	£3.30	£5.00	£10.10	£16.50	£1.70
287	SOUTH BUCKINGHAM	£3.00	£3.00	£5.00	£10.25	£19.00	£1.75
288	SOUTH LANARKSHIRE(clydsie)	£3.00	£3.00	£5.00	£11.00	£21.00	£2.00
289	SOUTH NORTHANTS	£3.40	£3.40	£5.00	£9.80	£17.80	£1.60
290	THANET	£3.00	£3.80	£5.00	£9.20	£16.20	£1.28
291	WARWICK	£3.40	£3.40	£5.00	£9.80	£17.80	£1.60
292	WEST LINDSEY	£2.60	£3.50	£5.00	£9.50	£17.00	£1.50
293	STOKE ON TRENT UA	£3.00	£3.30	£4.95	£9.90	£18.15	£1.65
294	BRIDGEND	£2.50	£3.30	£4.90	£9.70	£17.70	£1.60
295	CHORLEY	£2.30	£3.20	£4.90	£10.00	£18.50	£1.70
296	CLYDEBANK	£2.20	£3.20	£4.90	£10.00	£18.50	£1.70
297	CONGLETON	£2.90	£2.90	£4.90	£10.90	£20.90	£2.00
298	DUMBARTON	£2.20	£3.10	£4.90	£10.30	£19.30	£1.80
299	FLINTSHIRE	£3.10	£3.10	£4.90	£9.70	£17.90	£1.63
300	KINGSTON-UPON-HULL	£2.20	£3.50	£4.90	£8.90	£15.70	£1.35
301	MELTON	£2.50	£3.50	£4.90	£9.10	£16.10	£1.40
302	NORTH KESTEVEN	£2.00	£3.40	£4.90	£9.40	£16.90	£1.50
303	NORTH NORFOLK	£3.00	£3.20	£4.90	£9.80	£18.10	£1.65
304	ROSENDALE	£2.50	£2.90	£4.90	£10.90	£20.90	£2.19
305	TELFORD & WREKIN	£2.00	£3.50	£4.90	£9.00	£15.50	£1.40
306	WELLINGBOROUGH	£2.30	£3.40	£4.90	£9.40	£16.90	£1.50
307	WYRE FOREST	£2.70	£3.40	£4.90	£9.40	£16.90	£1.50
308	REDDITCH	£2.78	£3.48	£4.88	£8.98	£15.88	£1.38
309	ALLERDALE	£2.90	£2.90	£4.85	£10.70	£20.45	£1.95
310	ASHFIELD	£3.00	£3.00	£4.80	£10.20	£19.20	£1.80
311	CAERPHILLY	£3.00	£3.00	£4.80	£10.20	£19.20	£1.80
312	CONWY	£2.60	£2.60	£4.80	£11.40	£22.40	£2.20
313	DERBYSHIRE DALES	£3.00	£3.00	£4.80	£10.20	£19.20	£1.80
314	DONCASTER	£2.10	£3.30	£4.80	£9.30	£16.80	£1.50
315	GATESHEAD	£2.00	£3.40	£4.80	£9.00	£16.20	£1.42
316	HAMILTON	£2.40	£3.20	£4.80	£9.60	£17.60	£1.60
317	LANCASTER	£2.40	£3.20	£4.80	£9.60	£17.60	£1.60
318	MANSFIELD	£2.40	£3.30	£4.80	£9.30	£16.80	£1.50
319	NORTH TYNESIDE	£1.60	£3.20	£4.80	£10.00	£18.40	£1.70
320	ROCHDALE	£1.80	£3.00	£4.80	£10.40	£19.60	£1.85
321	ROTHERHAM	£2.50	£3.60	£4.80	£8.40	£14.40	£1.20
322	RUTHERGLEN	£2.40	£3.20	£4.80	£9.60	£17.60	£1.60
323	TORFAEN	£3.50	£3.50	£4.80	£8.60	£14.90	£1.26
324	SANDWELL	£3.15	£3.15	£4.75	£9.15	£16.55	£1.47
325	STAFFS MOORLANDS	£2.20	£3.25	£4.75	£9.40	£17.20	£1.50**
326	BARNSELY	£3.10	£3.10	£4.70	£9.50	£17.50	£1.60
327	BERWICK ON TWEED	£1.90	£3.30	£4.70	£9.10	£16.40	£1.45
328	BLACKBURN	£2.30	£3.10	£4.70	£9.50	£17.50	£1.60
329	EAST AYRSHIRE	£2.75	£2.75	£4.70	£10.40	£19.85	£1.89
330	EAST CAMBRIDGESHIRE	£3.00	£3.00	£4.70	£9.80	£18.30	£1.70
331	EAST NORTHANTS	£2.50	£3.30	£4.70	£9.10	£16.30	£1.45
332	HIGHLANDS	£2.50	£3.30	£4.70	£8.70	£15.50	£1.35
333	HYNDBURN	£2.50	£3.40	£4.70	£8.50	£14.80	£1.26
334	STIRLING	£2.00	£2.90	£4.70	£10.10	£19.10	£1.80
335	WARRINGTON	£2.30	£3.10	£4.70	£9.50	£17.20	£1.80
336	WEST LANCASHIRE	£2.50	£3.40	£4.70	£8.60	£15.10	£1.30
337	AMBER VALLEY	£2.60	£2.60	£4.60	£10.60	£20.60	£2.00
338	COPELAND	£2.80	£2.80	£4.60	£10.00	£19.00	£1.80
339	EAST DUNBARTONSHIRE	£2.20	£3.00	£4.60	£9.40	£17.40	£1.60
340	EAST RENFREW	£3.10	£3.10	£4.60	£9.10	£16.60	£1.50
341	FALKIRK	£2.00	£2.90	£4.60	£9.80	£18.40	£1.73
342	SEFTON	£1.60	£3.20	£4.60	£9.00	£16.60	1.46*
343	WAKEFIELD	£2.00	£3.10	£4.60	£9.10	£16.60	£1.50
344	BURNLEY	£2.50	£2.90	£4.50	£9.30	£17.30	£1.60
345	CORBYP	£1.80	£3.00	£4.50	£8.90	£16.30	£1.48
346	INVERCLYDE	£2.30	£3.00	£4.50	£8.90	£16.30	£1.48
347	MERTHYR TYDFIL	£3.00	£3.00	£4.50	£9.00	£16.50	£1.50
348	REDCAR & CLEVELAND	£3.00	£3.00	£4.50	£9.00	£16.50	£1.50
349	STOCKTON ON TEES	£2.50	£3.20	£4.50	£8.40	£14.80	£1.29
350	KIRKLEES	£2.00	£3.00	£4.40	£8.60	£15.50	£1.40
351	KNOWSLEY	£2.00	£3.20	£4.40	£8.80	£17.00	£1.61*
352	NORTH AYRSHIRE	£2.50	£2.90	£4.40	£8.90	£15.20	£1.50
353	NORTH LANARKSHIRE	£2.00	£2.80	£4.40	£9.20	£17.20	£1.60
354	OADBYP & WIGSTON	£3.00	£3.00	£4.40	£8.60	£15.60	£1.40
355	PENDLE	£3.00	£3.00	£4.40	£8.60	£15.60	£1.40
356	ST. HELENS	£1.40	£2.80	£4.40	£9.20	£17.20	£1.61
357	AYLESBURY VALE	£3.00	£3.00	£4.30	£8.20	£16.20	£1.30*
358	BLAENAU GWENT	£2.80	£2.80	£4.30	£8.80	£16.30	£1.50
359	MIDDLESBROUGH	£2.80	£2.80	£4.30	£8.80	£16.30	£1.50
360	NEWCASTLE-U-LYME	£2.20	£2.90	£4.20	£8.00	£14.30	£1.26
361	WESTERN ISLES	£2.60	£2.92	£4.20	£8.04	£14.44	£1.28
362	HARTLEPOOL	£2.20	£3.00	£3.80	£6.30	£10.50	£0.84
363	SOUTH KESTEVEN	£1.70	£1.70	£3.50	£8.90	£17.90	£1.80
364	BOLSOVER	£1.80	£1.80	£2.80	£5.80	£10.80	£1.00
	NATIONAL AVERAGES	£2.68	£3.71	£5.54	£11.04	£20.24	£1.83

Medway are the only council in 13 years that have reduced their tariff (£6.00 to £5.80),

New addition to the table is London Heathrow where like Luton airport the airport charges are now added to the tari  
New addition to the table at number 20 is Wealden where tariffs have never been set before



	TARIFF TWO					RUNNING	EXTRA for	START	
	FLAG	1 MILE	2 MILES	5 MILES	10 MILES	MILE	NIGHTS	DATE	
1	KERRIER	£5.56	£6.18	£12.38	£30.98	£61.98	£6.20	77%	Feb-13
2	ISLE OF WIGHT	£6.00	£7.60	£10.80	£20.40	£36.40	£3.20	100%	Feb-13
3	LONDON (HEATHROW)	£3.20	£6.80	£10.60	£22.20	£40.40	£3.80	50.0%	Apr-13
4	YNYS MON	£5.60	£5.60	£10.40	£24.80	£48.80	£4.80	100%	Apr-11
5	SALISBURY	£4.50	£7.20	£10.20	£19.20	£34.20	£3.00	50.00%	Jun-12
6	MID SUSSEX	£4.20	£6.90	£9.90	£19.20	£34.80	£3.11	50%	Apr-13
7	TUNBRIDGE WELLS	£6.00	£6.00	£9.90	£21.60	£41.10	£3.90	50%	Jan-11
8	EPSOM & EWELL	£2.40	£6.00	£9.80	£21.40	£39.60	£3.80	50.0%	Apr-13
9	LONDON	£2.40	£6.00	£9.80	£21.40	£39.60	£3.80	50.0%	Apr-13
10	WEST BERKSHIRE	£3.80	£6.40	£9.80	£19.60	£36.20	£3.29	53.81%	Apr-13
11	ROTHER	£4.00	£7.00	£9.70	£16.90	£29.50	£2.47	50%	Apr-12
12	ARUN	£3.75	£6.30	£9.60	£19.50	£36.00	£3.30	50%	Apr-11
13	GRAVESHAM	£3.60	£6.30	£9.60	£18.90	£34.80	£3.17	50%	Oct-12
14	HARROGATE	£4.80	£6.90	£9.60	£18.00	£31.50	£2.73	50%	Nov-12
15	MAIDSTONE	£4.20	£6.30	£9.60	£19.80	£36.30	£3.34	50%	Dec-12
16	NORTH HERTS	£5.10	£6.15	£9.60	£20.10	£37.35	£3.47	50.00%	Nov-12
17	WOKINGHAM	£4.50	£6.30	£9.60	£18.90	£34.80	£3.16	50%	May-12
18	WEALDEN	£3.80	£6.50	£9.50	£18.50	£33.50	£3.00	50.00%	Apr-13
19	COUNTY OF HEREFORD	£3.90	£6.00	£9.45	£19.80	£37.20	£3.47	50%	Dec-12
20	MOLE VALLEY	£5.85	£6.15	£9.45	£19.05	£34.95	£3.20	50%	Apr-12
21	TONBRIDGE & MALLING	£4.35	£6.15	£9.45	£19.65	£36.75	£3.41	50%	Jan-13
22	ASHFORD	£4.20	£6.30	£9.30	£18.60	£33.90	£3.07	50%	Apr-13
23	HORSHAM	£5.70	£6.45	£9.30	£17.85	£32.10	£2.84	50%	Jul-12
24	MENDIP	£4.05	£6.30	£9.30	£18.45	£33.00	£3.03	50%	Feb-12
25	SHEPWAY	£4.50	£6.60	£9.30	£17.40	£30.90	£2.70	50%	Jul-12
26	SOUTH LAKELAND	£5.40	£5.40	£9.30	£21.00	£40.50	£3.90	50%	Apr-13
27	SWALE	£4.05	£6.60	£9.30	£17.55	£31.20	£2.74	50.00%	Oct-12
28	TAUNTON DEANE	£3.60	£6.00	£9.30	£19.20	£35.70	£3.30	50%	Nov-10
29	WAVERLEY	£5.10	£5.70	£9.30	£20.10	£38.10	£3.60	50%	Jul-12
30	WINCHESTER	£4.20	£6.30	£9.30	£18.60	£34.20	£3.11	50%	Jul-11
31	LUTON (AIRPORT)	£5.00	£6.60	£9.20	£16.70	£29.30	£2.52	28.13%	Oct-11
32	RUNNYMEDE	£5.40	£5.40	£9.20	£18.80	£34.40	£3.15	50%	Jun-11
33	TENDRING	£4.20	£6.70	£9.20	£17.20	£30.20	£2.65	50%	Jul-12
34	MALVERN HILLS	£5.25	£6.00	£9.15	£18.60	£34.35	£3.15	50%	Aug-11
35	SOUTH SOMERSET	£4.50	£5.82	£9.12	£19.02	£35.52	£3.30	50%	Sep-08
36	BASINGSTOKE & DEANE	£4.50	£6.60	£9.00	£15.60	£30.60	£2.25*	50%	Apr-13
37	BRACKNELL FOREST	£4.50	£6.30	£9.00	£16.80	£30.00	£2.64	50%	Jun-11
38	CANTERBURY	£3.90	£6.30	£9.00	£17.10	£30.60	£2.70	50%	Oct-08
39	DOVER	£4.95	£6.75	£9.00	£15.75	£27.00	£2.25	50%	Jan-12
40	EAST HAMPSHIRE	£4.20	£6.30	£9.00	£17.10	£30.60	£2.70	50%	Jun-11
41	HART	£3.90	£5.70	£9.00	£18.90	£35.40	£3.30	50%	Nov-11
42	KETTERING	£3.60	£5.40	£9.00	£19.80	£37.80	£3.60	50%	Jul-11
43	NORTH DORSET	£4.50	£6.00	£9.00	£18.00	£33.00	£3.00	50%	Aug-12
44	STEVENAGE	£4.50	£6.00	£9.00	£18.00	£33.00	£3.00	50%	Apr-11
45	WATFORD	£2.00	£5.40	£9.00	£19.60	£34.00	3.54*	60.91%	Feb-10
46	WEST DORSET	£4.50	£6.00	£9.00	£18.00	£33.00	£3.00	50%	Aug-11
47	WEST WILTSHIRE	£3.30	£6.00	£9.00	£18.00	£33.00	£3.00	50%	Dec-10
48	WOKING	£4.00	£6.25	£8.95	£16.60	£31.90	£2.63	35%	Jan-12
49	HARBOROUGH	£4.20	£6.00	£8.88	£17.52	£31.92	£2.88	50%	Aug-12
50	TORRIDGE	£4.68	£5.58	£8.88	£18.48	£34.68	£3.23	50%	Apr-13
51	NORTH DEVON	£3.90	£5.04	£8.84	£20.24	£39.24	£3.80	52%	Nov-11
52	CHICHESTER	£4.00	£5.80	£8.80	£14.60	£32.00	£2.90	38.10%	Mar-13
53	COLCHESTER	£3.40	£5.80	£8.80	£14.20	£22.90	£1.73	33.08%	Nov-11
54	GUERNSEY	£4.20	£6.20	£8.80	£16.60	£29.60	£2.61	25.21%	Nov-12
55	PENWITH	£3.50	£5.45	£8.75	£18.65	£35.15	£3.30	50%	Apr-12
56	CHELMSFORD	£4.10	£5.70	£8.70	£17.50	£32.30	£2.95	47.71%	Jul-12
57	KENNET Now Wiltshire (Ea	£4.50	£5.70	£8.70	£17.70	£32.70	£3.00	50%	Jul-11
58	MEDWAY *****	£4.20	£6.30	£8.70	£15.90	£27.90	£2.40	50%	Oct-12
59	RESTORMEL	£4.20	£8.70	£8.70	£17.70	£32.70	£3.00	50%	Jul-08
60	SEDGEMOOR	£3.90	£5.70	£8.70	£17.70	£32.40	£2.96	50%	Dec-10
61	ST ALBANS	£3.75	£5.40	£8.70	£18.60	£35.10	£3.30	50%	Mar-11

62	SURREY HEATH	£3.60	£5.40	£8.70	£18.60	£35.10	£3.30	43.44%	Oct-12
63	TEIGNBRIDGE	£3.60	£6.00	£8.70	£17.40	£31.50	£2.80	50%	Apr-11
64	UTTLESFORD	£4.80	£5.55	£8.70	£18.30	£34.20	£3.18	50%	Oct-12
65	WEST SOMERSET	£3.60	£5.70	£8.70	£17.40	£32.10	£2.93	50%	Dec-11
66	RUSHMOOR	£3.86	£5.36	£8.66	£18.56	£36.56	£3.35*	50%	Dec-12
67	THURROCK	£3.80	£6.20	£8.60	£16.10	£30.90	2.45*	50%	Nov-12
68	MID DEVON	£3.45	£5.55	£8.55	£17.85	£33.15	£2.93	50%	Nov-10
69	NEW FOREST	£2.85	£4.95	£8.55	£19.65	£38.25	£3.69	50%	Jul-12
70	VALE OF WHITE HORSE	£4.65	£5.55	£8.55	£17.55	£32.55	£3.00	50%	Oct-08
71	WELWYN HATFIELD	£3.75	£5.55	£8.55	£17.85	£33.45	£3.11	50%	Sep-08
72	BOURNEMOUTH	£3.75	£5.50	£8.50	£17.00	£31.50	£2.87	25.00%	Apr-13
73	POOLE	£3.75	£5.50	£8.50	£17.00	£31.50	£2.87	25.00%	Apr-13
74	SHROPSHIRE	£6.00	£6.00	£8.50	£16.00	£28.50	£2.50	66.66%	Apr-13
75	BRAINTREE	£4.50	£6.00	£8.40	£15.45	£27.45	£2.38	50%	Nov-12
76	EAST LINDSEY	£4.50	£6.00	£8.40	£16.20	£28.80	£2.55	50%	Mar-11
77	GOSPORT	£3.30	£5.70	£8.40	£16.20	£29.10	£2.59	50.00%	Aug-12
78	HINCKLEY & BOSWORTH	£3.90	£5.40	£8.40	£17.40	£32.40	£3.00	50%	May-11
79	PURBECK	£3.90	£4.80	£8.40	£19.20	£37.20	£3.60	43%	Jun-11
80	SPELTORNE	£5.40	£5.40	£8.40	£17.40	£32.40	£3.00	50%	Sep-11
81	TAMWORTH	£3.30	£5.55	£8.40	£16.95	£31.20	£2.85	50%	Nov-12
82	CARADON	£3.80	£5.80	£8.30	£15.80	£28.30	£2.50	25%	Nov-11
83	CENTRAL BEDFORDSHIRE	£4.80	£5.55	£8.25	£16.35	£29.85	£2.70	50%	Oct-12
84	GWYNEDD	£4.50	£4.50	£8.25	£19.50	£38.25	£3.75	50%	Nov-11
85	STAFFORD	£3.75	£6.15	£8.25	£15.15	£27.75	£2.55	50%	Oct-12
86	CARRICK	£4.00	£5.20	£8.20	£19.60	£37.00	£3.91	53.00%	Aug-12
87	EAST HERTS	£4.00	£5.20	£8.20	£16.60	£30.40	£2.78	50%	Jan-11
88	HERTSMERE	£2.40	£5.20	£8.20	£17.40	£35.00	3.06*	23.39%	Apr-13
89	JERSEY	£2.80	£5.20	£8.20	£16.90	£31.63	£2.90	47.25%	Jul-12
90	DACORUM	£4.20	£5.52	£8.16	£16.08	£29.28	£2.64	50%	Aug-11
91	NUNEATON & BEDWORTH	£3.95	£5.45	£8.15	£16.25	£29.45	£2.80	40%	May-12
92	SEVENOAKS	£5.60	£6.02	£8.12	£14.42	£24.92	£2.10	£1.80	May-11
93	BARROW IN FURNESS	£3.60	£5.10	£8.10	£17.10	£32.10	£3.00	50%	Aug-12
94	CHILTERN	£4.50	£5.40	£8.10	£16.20	£29.70	£2.70	50%	Jun-12
95	CRAWLEY	£4.80	£5.10	£8.10	£17.10	£32.10	£3.00	42.33%	Dec-12
96	FAREHAM	£3.30	£5.70	£8.10	£15.90	£28.50	£2.54	50%	Oct-08
97	HAVANT	£3.60	£5.70	£8.10	£15.00	£26.40	£2.29	50%	Sep-08
98	LUTON	£4.30	£5.50	£8.10	£15.60	£28.30	£2.52	28.13%	Oct-11
99	NEWARK & SHERWOOD	£3.60	£5.40	£8.10	£15.90	£29.10	2.63*	50%	Oct-08
100	STRATFORD ON AVON	£3.30	£5.30	£8.10	£16.50	£30.50	£2.80	40%	Jan-12
101	TEST VALLEY	£5.40	£5.40	£8.10	£16.20	£29.70	£2.70	50%	Oct-12
102	WEST OXFORD	£3.00	£5.40	£8.10	£16.20	£29.70	£2.70	50%	Sep-07
103	HIGH PEAK	£3.74	£4.46	£8.06	£18.86	£62.86	£3.60	38%	Jun-11
104	KINGS LYNN & W. NORFOL	£5.40	£5.40	£8.04	£15.96	£29.16	£2.64	50%	Aug-12
105	DARTFORD	£2.60	£5.20	£8.00	£16.60	£31.80	£2.86	33.19%	Dec-12
106	LINCOLN	£3.80	£5.90	£8.00	£14.30	£25.10	£2.15	34.00%	Jan-12
107	NORTH WILTSHIRE	£3.75	£5.50	£8.00	£15.50	£28.00	£2.50	25%	Feb-11
108	OXFORD	£2.50	£5.90	£8.00	£12.30	£19.70	£1.46*	NIL	Mar-13
109	BROXBORNE	£4.35	£5.25	£7.95	£15.90	£29.10	£2.65	50%	Nov-11
110	BURY ST EDMUNDS	£4.95	£5.55	£7.95	£15.15	£27.15	£2.40	50%	Jun-11
111	ELMBRIDGE	£4.95	£5.55	£7.95	£16.95	£31.95	£2.99	33.33%	Jul-11
112	FENLAND	£4.90	£4.90	£7.90	£16.90	£31.90	£3.00	50%	Apr-12
113	CHRISTCHURCH	£3.60	£5.10	£7.85	£15.60	£28.85	£2.63	33.33%	Apr-11
114	EAST DORSET	£3.60	£5.10	£7.85	£15.60	£28.85	£2.63	33.33%	Apr-12
115	ALLERDALE	£4.35	£4.35	£7.83	£16.53	£31.03	£2.92	50%	Mar-10
116	WINDSOR & MAIDENHEAD	£4.09	£5.33	£7.81	£15.25	£27.96	£2.52	50%	Nov-11
117	MACCLESFIELD	£4.05	£4.80	£7.80	£16.80	£31.80	£3.00	50%	Jun-11
118	MILTON KEYNES	£4.00	£5.80	£7.80	£15.00	£27.00	£2.40	20%	Nov-12
119	WAVENEY	£3.20	£4.80	£7.80	£16.60	£31.00	£2.90	20.83%	Oct-12
120	EAST DEVON	£4.00	£5.25	£7.75	£15.25	£27.75	£2.50	19%	Nov-12
121	EASTLEIGH	£3.00	£5.25	£7.75	£15.25	£27.75	£2.50	38.89%	Aug-11
122	HAMBLETON	£4.95	£4.95	£7.75	£16.15	£30.15	£2.80	47.37%	Sep-11
123	BRECKLAND	£4.70	£4.70	£7.70	£16.10	£30.50	£2.84	50%	Sep-11
124	EDEN	£3.50	£4.20	£7.70	£18.20	£35.70	£3.50	40%	Aug-11

125	GREAT YARMOUTH	£2.60	£5.00	£7.70	£15.80	£29.30	£2.71	35.38%	Feb-13
126	ISLE OF MAN	£3.70	£5.50	£7.70	£14.50	£27.50	£2.24	43.59%	Apr-13
127	SOUTHAMPTON	£3.45	£5.70	£7.70	£13.95	£23.95	2.01*	25.0%	May-13
128	CHARNWOOD	£3.75	£5.43	£7.67	£14.39	£25.59	£2.24	64.71%	Aug-10
129	BABERGH	£3.90	£5.55	£7.65	£13.95	£24.45	£2.10	50%	Nov-10
130	CANNOCK CHASE	£3.75	£5.55	£7.65	£14.25	£25.05	£2.18	50%	Jun-11
131	RIBBLE VALLEY	£4.65	£4.65	£7.65	£16.65	£31.65	£3.00	50.00%	Oct-08
132	SOUTH GLOUCESTER	£3.65	£5.65	£7.65	£13.65	£23.85	£2.03	£1.25	Oct-10
133	ADUR	£3.80	£5.40	£7.60	£14.20	£25.20	£2.20	£1	Oct-08
134	DARLINGTON	£3.00	£5.20	£7.60	£14.80	£20.70	£2.40	25%	Aug-12
135	GLOUCESTER	£4.00	£5.20	£7.60	£14.60	£26.60	£2.38	29.05%	Feb-12
136	GUILDFORD	£4.00	£5.20	£7.60	£15.10	£29.20	£2.50	37.60%	Oct-12
137	HASTINGS	£3.40	£5.40	£7.60	£13.80	£24.20	£2.10	40.48%	Apr-11
138	READING	£3.20	£5.20	£7.60	£15.20	£28.20	£2.61**	3.98%	Jan-13
139	SLOUGH	£4.80	£6.80	£7.60	£12.20	£23.60	1.76*	£1.80	Jul-10
140	SOUTHEND-ON-SEA	£5.00	£6.00	£7.60	£13.40	£24.40	£2.30*	£2.20	Oct-11
141	STOCKPORT	£2.60	£4.40	£7.60	£17.60	£34.00	£3.28	33%	Jan-13
142	BASSETLAW	£3.00	£5.10	£7.55	£14.90	£27.15	£2.45	40%	Apr-11
143	CHELTENHAM	£3.00	£5.25	£7.50	£14.75	£26.50	£2.37	25%	Nov-12
144	EXETER	£2.75	£5.00	£7.50	£15.00	£27.50	£2.50	25%	Nov-08
145	NORTH WARWICKS	£3.00	£4.95	£7.50	£15.15	£27.90	£2.55	42%	Feb-11
146	SOUTH NORTHANTS	£5.10	£5.10	£7.50	£10.35	£14.70	£2.40	50%	Oct-08
147	STROUD	£3.00	£5.10	£7.50	£14.70	£26.40	£2.35	17.33%	Jul-11
148	TEWKESBURY	£3.60	£5.10	£7.50	£14.70	£26.70	£2.40	20%	Jul-11
149	WARWICK	£5.10	£5.10	£7.50	£14.70	£26.70	£2.40	50%	Apr-08
150	WEYMOUTH & PORTLAND	£2.90	£5.40	£7.50	£13.80	£24.30	£2.10	15.00%	Mar-13
151	WORTHING	£4.00	£4.75	£7.50	£15.75	£29.50	£2.75	37.50%	Jun-10
152	WYCHAVON	£4.50	£5.10	£7.50	£15.00	£27.00	£2.40	50%	Feb-13
153	BATH & N.E.SOMERSET	£3.60	£5.40	£7.40	£13.40	£25.80	£2.03	£1	Dec-11
154	BRIGHTON & HOVE	£3.80	£5.20	£7.40	£14.00	£25.00	£2.20	£1	Aug-12
155	CAMBRIDGE	£3.80	£5.60	£7.40	£12.60	£21.40	£1.76	£1	Aug-12
156	LEWES	£4.40	£5.40	£7.40	£13.40	£23.40	£2.00	£1.60	Oct-12
157	MANCHESTER	£2.80	£5.00	£7.40	£14.80	£27.20	£2.46	33.16%	Jun-12
158	NORTH WEST LEICESTER	£4.90	£4.90	£7.40	£14.90	£27.40	£2.53	33%	Feb-13
159	ROCHFORD	£4.80	£5.80	£7.40	£13.20	£21.80	2.30*	£2.00	Oct-12
160	SOUTH CAMBRIDGE	£3.80	£5.60	£7.40	£12.60	£21.40	£1.76	£1	Aug-12
161	TORBAY	£3.00	£5.00	£7.40	£15.00	£27.40	£2.50	33.33%	Sep-11
162	CHORLEY	£3.45	£4.80	£7.35	£15.00	£27.75	£2.55	50%	Jan-12
163	CONGLETON	£4.35	£4.35	£7.35	£16.35	£31.35	£3.00	50%	Jun-11
164	NORTH KESTEVEN	£3.00	£5.10	£7.35	£14.10	£25.35	£1.95	50%	Jun-08
165	ROSSENDALE	£3.75	£4.35	£7.35	£16.35	£31.35	£3.28	50%	Jul-08
166	STAFFS MOORLANDS	£3.10	£4.85	£7.35	£15.10	£28.10	£2.25**	50%	Apr-05
167	WELLINGBOROUGH	£3.45	£5.10	£7.35	£14.10	£25.35	£2.25	50%	Oct-11
168	WYRE FOREST	£4.05	£5.10	£7.35	£14.10	£25.35	£2.25	50%	Jun-12
169	BRENTWOOD	£3.50	£4.70	£7.30	£15.50	£28.90	£2.69	25.19%	Aug-11
170	NORTH NORFOLK	£4.50	£4.80	£7.30	£14.70	£27.10	£2.48	50.30%	Feb-11
171	REIGATE & BANSTEAD	£4.50	£4.50	£7.30	£15.50	£28.90	£2.71	24.62%	Dec-11
172	DERBYSHIRE DALES	£4.50	£4.50	£7.25	£15.50	£29.00	£2.70	50%	Sep-11
173	SOUTH BUCKINGHAM	£4.50	£4.50	£7.25	£15.25	£28.25	£2.63	50%	Aug-10
174	CONWY	£3.90	£3.90	£7.20	£17.10	£33.60	£3.30	50%	Aug-08
175	DURHAM COUNTY COUNCIL	£3.15	£4.95	£7.20	£14.40	£26.10	£2.36	36.34%	Sep-11
176	IPSWICH	£3.80	£5.20	£7.20	£13.20	£23.00	£1.96	18.23%	Oct-12
177	LANCASTER	£3.60	£4.80	£7.20	£14.40	£26.40	£2.40	50%	Jun-11
178	LEEDS	£3.00	£5.00	£7.20	£11.60	£19.40	£1.55**	60p	Jul-12
179	WORCESTER	£4.20	£4.80	£7.20	£13.80	£25.20	£2.25	40.63%	Nov-11
180	CARMARTHENSHIRE	£2.40	£4.65	£7.15	£14.65	£27.15	£2.50	25%	May-11
181	FOREST OF DEAN	£2.80	£4.25	£7.15	£15.85	£30.35	£2.90	7.4%	Apr-11
182	WALSALL	£3.25	£4.90	£7.15	£13.90	£25.15	£2.25*	41%	May-12
183	BOSTON	£3.10	£4.90	£7.10	£13.70	£24.70	£2.20	37.50%	Aug-11
184	CARLISLE	£3.60	£4.60	£7.10	£14.80	£28.30	£2.66	33%	Oct-11
185	DENBIGHSHIRE	£2.30	£4.70	£7.10	£14.30	£26.30	£2.40	50.00%	Oct-10
186	LICHFIELD	£4.80	£4.80	£7.10	£14.00	£25.50	£2.30	35.27%	Dec-12
187	PEMBROKE	£4.10	£4.10	£7.10	£16.10	£31.10	£3.00	25%	Feb-08

188	SANDWELL	£4.70	£5.00	£7.10	£13.70	£24.80	£2.21	50%	Dec-08
189	SOUTH HAMS	£3.30	£4.70	£7.10	£13.90	£25.30	£2.27	22.58%	Dec-12
190	TAMESIDE	£2.70	£4.50	£7.10	£14.70	£27.10	£2.51	25%	Oct-12
191	YORK	£3.40	£5.20	£7.10	£12.80	£22.30	£1.89	80p	Apr-12
192	EAST NORTHANTS	£3.75	£4.95	£7.05	£13.65	£24.45	£2.18	50%	Jan-12
193	ABERDEENSHIRE	£3.60	£4.80	£7.00	£13.60	£24.60	£2.20	£1	Aug-11
194	BASILDON	£3.80	£5.40	£7.00	£13.20	£22.20	£1.95*	£1.60	Jul-11
195	BLACKPOOL	£2.60	£4.60	£7.00	£14.00	£25.80	£2.34	33.33%	Sep-12
196	BRISTOL, CITY OF UA	£3.40	£5.20	£7.00	£12.60	£22.00	£1.88	16.27%	Apr-11
197	DAVENTRY	£2.20	£4.00	£7.00	£16.00	£31.00	£3.00	50%	Dec-07
198	FIFE	£3.75	£4.50	£7.00	£14.00	£26.00	£2.38	25%	Oct-11
199	HALTON	£3.20	£4.80	£7.00	£13.40	£24.00	£2.13	33.33%	Oct-12
200	HARLOW	£3.20	£5.40	£7.00	£12.00	£20.40	£1.68	24%	Dec-12
201	MORAY	£4.80	£4.80	£7.00	£13.60	£24.60	£2.20	£1.50	Aug-12
202	NORTH SOMERSET	£3.00	£5.00	£7.00	£13.25	£23.75	£2.09	25%	Sep-12
203	NORWICH	£3.40	£5.00	£7.00	£12.60	£22.00	£1.89	15.59%	Oct-11
204	SOUTH HOLLAND	£3.20	£5.00	£7.00	£13.00	£23.00	£2.00	33.33%	Oct-08
205	THANET	£4.00	£5.50	£7.00	£13.00	£22.60	£1.76	37.5%	Apr-07
206	VALE ROYAL	£3.50	£4.30	£7.00	£14.50	£27.00	£2.50	42.85%	Oct-11
207	AMBER VALLEY	£3.90	£3.90	£6.90	£15.90	£30.90	£3.00	50%	Aug-12
208	CLACKMANNAN	£2.70	£4.38	£6.90	£14.46	£27.06	£2.52	33%	Oct-11
209	COPELAND	£4.20	£4.20	£6.90	£13.65	£25.65	£2.70	50%	Apr-11
210	RYEDALE	£3.60	£4.70	£6.90	£13.50	£24.50	£2.20	22.22%	Apr-12
211	SOUTH RIBBLE	£2.70	£4.50	£6.90	£14.10	£26.10	£2.40	20%	Sep-11
212	WANSBECK	£2.70	£4.50	£6.90	£14.30	£26.50	£2.20	26.39%	Aug-12
213	TRAFFORD	£2.65	£4.25	£6.85	£15.05	£28.85	£2.74	33%	Dec-11
214	GEDLING	£3.88	£4.21	£6.81	£14.16	£27.61	£2.62	25%	Apr-11
215	BIRMINGHAM	£2.40	£4.80	£6.80	£13.00	£23.20	£2.04	13%	Jun-12
216	FYLDE	£2.80	£4.60	£6.80	£13.40	£24.40	£2.19	25.47%	Aug-12
217	NORTH LINCOLNSHIRE	£2.40	£4.60	£6.80	£13.40	£24.40	£2.20	22.22%	Feb-12
218	NORTHAMPTON	£3.40	£5.00	£6.80	£12.00	£20.80	£1.74	2.96%	May-08
219	PERTH & KINROSS	£3.80	£4.80	£6.80	£12.80	£22.80	£2.00	25%	Aug-11
220	RICHMONDSHIRE	£3.20	£4.40	£6.80	£14.00	£25.76	£2.37	33%	Oct-11
221	SCOTTISH BORDERS	£2.70	£4.70	£6.80	£13.10	£23.60	£2.10	25%	Dec-12
222	SOLIHULL	£2.40	£4.80	£6.80	£13.00	£23.20	£2.04	13%	Jun-12
223	WEST LINDSEY	£3.60	£4.80	£6.80	£12.80	£22.80	£2.00	25%	Apr-11
224	CORBYS	£2.70	£4.50	£6.75	£13.35	£24.45	£2.22	50%	Dec-12
225	EASTBOURNE	£3.00	£4.80	£6.70	£12.40	£23.40	£2.20*	10.00%	Jul-09
226	FOREST HEATH	£3.10	£4.50	£6.70	£13.70	£24.90	£2.27	30.97%	Dec-12
227	HUNTINGDONSHIRE	£2.70	£4.70	£6.70	£12.70	£22.70	£2.00	33%	Nov-11
228	PLYMOUTH	£4.00	£5.20	£6.70	£10.60	£17.20	£1.32	£1	Nov-11
229	SOUTH LANARKSHIRE(clydes	£4.00	£4.00	£6.70	£14.70	£28.00	£2.67	33%	Oct-08
230	SWINDON	£3.50	£4.90	£6.70	£11.90	£22.30	£1.75*	60p	Sep-08
231	WYRE	£2.70	£4.50	£6.70	£13.30	£24.30	£2.20	31.25%	Apr-11
232	MONMOUTHSHIRE	£3.50	£4.55	£6.65	£12.95	£23.45	£2.10	16.67%	Apr-11
233	BROXTOWE	£3.10	£4.22	£6.60	£14.02	£26.06	£2.43	25%	Nov-10
234	CREWE & NANTWICH	£2.40	£4.40	£6.60	£13.20	£24.20	£2.20	10.00%	Jun-11
235	SOUTH AYRSHIRE	£3.80	£4.60	£6.60	£12.60	£21.60	£2.00	£1	Dec-12
236	STOKE ON TRENT UA	£4.00	£4.40	£6.60	£13.20	£24.20	£2.20	33.33%	Oct-10
237	SALFORD	£3.00	£4.54	£6.52	£12.24	£21.70	£1.90	17.65%	Jan-12
238	DUMFRIES & GALLOWAY	£5.50	£5.50	£6.50	£12.50	£22.50	£2.00	£1	May-13
239	EAST STAFFORDSHIRE	£3.00	£4.70	£6.50	£12.10	£21.40	£1.85	£1	Aug-08
240	EDINBURGH	£3.00	£4.50	£6.50	£11.75	£20.75	£1.79*	£1.00	Dec-11
241	ELLESMERE PORT	£2.75	£4.50	£6.50	£12.25	£22.00	£1.95	25%	Apr-11
242	LEICESTER	£3.00	£4.70	£6.50	£11.90	£20.90	£1.80	20%	Jan-11
243	MANSFIELD	£3.30	£4.42	£6.50	£12.74	£23.14	£2.08	38.67%	Sep-11
244	ORKNEY ISLANDS	£4.50	£4.50	£6.50	£12.50	£22.50	£2.00	25.00%	Apr-13
245	SELBY	£3.50	£4.80	£6.50	£11.60	£20.10	£1.70	6.25%	Apr-13
246	SHETLAND ISLANDS	£4.00	£4.50	£6.50	£12.50	£22.50	£2.00	20.00%	Feb-12
247	SUFFOLK COASTAL	£3.90	£4.90	£6.50	£11.30	£19.30	£1.60	14.30%	Jul-12
248	WYCOMBE	£2.75	£4.45	£6.45	£12.35	£22.05	£1.96	27.27%	Apr-11
249	ABERDEEN	£3.40	£4.40	£6.40	£12.20	£22.00	£1.95	£1	Dec-11
250	ANGUS	£3.50	£4.20	£6.40	£13.00	£24.00	£2.20	12.5%	Apr-13

251	ARGYLE & BUTE	£3.20	£4.40	£6.40	£12.60	£23.00	£2.07	17.61%	Mar-11
252	CARDIFF	£3.00	£4.80	£6.40	£11.60	£20.00	£1.70	£1	Sep-11
253	CASTLE MORPETH	£2.60	£4.40	£6.40	£10.20	£21.80	£1.93	26.37%	Aug-12
254	CEREDIGION	£3.10	£4.20	£6.40	£13.00	£24.00	£2.20	38%	Jan-13
255	DUDLEY	£2.00	£4.80	£6.40	£11.20	£19.20	£1.60	50p	Jul-11
256	MID SUFFOLK	£3.40	£4.60	£6.40	£12.20	£21.60	£1.89	19.89%	Nov-11
257	OLDHAM	£1.60	£3.85	£6.40	£14.20	£27.10	£2.59	20.59%	Aug-12
258	PRESTON	£2.80	£4.20	£6.40	£13.20	£24.40	£2.24	23.57%	Aug-12
259	SCARBOROUGH	£3.60	£5.00	£6.40	£10.60	£17.60	£1.40	16.66%	Aug-12
260	SOUTH STAFFORDSHIRE	£4.40	£4.40	£6.40	£12.40	£22.40	£2.00	25%	May-09
261	SUNDERLAND	£2.80	£4.60	£6.40	£11.80	£20.80	£1.81	28.21%	May-12
262	THREE RIVERS	£3.20	£3.90	£6.40	£15.20	£29.80	£2.93	50p	Nov-11
263	WARRINGTON	£2.80	£4.00	£6.40	£13.60	£30.40	£2.40	50%	Nov-09
264	DUNDEE	£3.44	£4.52	£6.32	£11.72	£20.72	£1.80	20%	Jul-12
265	ALNWICK	£3.10	£4.30	£6.30	£12.50	£23.10	£2.09	25%	Aug-12
266	BRIDGEND	£3.30	£4.30	£6.30	£12.30	£22.30	£2.00	25%	Aug-11
267	BROMSGROVE	£4.50	£4.50	£6.30	£11.70	£20.50	£1.78	£1	Sep-08
268	EAST KILBRIDE	£3.40	£4.60	£6.30	£10.30	£16.90	£1.33	60p	Jan-12
269	HIGHLANDS	£3.00	£4.40	£6.30	£12.00	£21.60	£1.83	41.30%	Jun-11
270	MIDLOTHIAN	£2.70	£4.30	£6.30	£11.90	£21.50	£1.91	50p	Jan-10
271	NORTH EAST LINCOLNSHIRE	£2.20	£4.40	£6.30	£12.10	£21.60	£1.90	26.66%	Sep-11
272	TANDRIDGE	£3.70	£3.70	£6.30	£14.10	£27.10	£2.60	30.00%	Jul-11
273	TELFORD & WREKIN	£3.00	£4.50	£6.30	£11.70	£20.70	£1.80	29%	Aug-11
274	TYNEDALE	£2.90	£4.30	£6.30	£12.30	£22.70	£2.05	14.53%	Aug-12
275	VALE OF GLAMORGAN	£3.00	£4.10	£6.30	£12.90	£23.90	£2.20	15.79%	Aug-11
276	WOLVERHAMPTON	£3.50	£4.70	£6.30	£11.10	£19.10	£1.60	70p	Jan-13
277	CHESTERFIELD	£2.50	£4.25	£6.25	£12.25	£22.25	£2.00	25.00%	Apr-12
278	LIVERPOOL	£2.75	£4.50	£6.25	£12.00	£19.26	£1.90*	25%	Nov-11
279	NORTH EAST DERBYSHIRE	£2.50	£4.25	£6.25	£12.25	£22.25	£2.00	25.00%	Jun-12
280	RENFREWSHIRE	£3.85	£4.65	£6.25	£10.65	£17.85	£1.47	60p	May-12
281	WIGAN	£2.25	£4.05	£6.25	£13.05	£24.35	£2.26	24.36%	Mar-11
282	NEATH PORT TALBOT	£3.00	£3.92	£6.22	£13.12	£24.62	£2.30	15%	May-11
283	OADBY & WIGSTON	£4.00	£4.00	£6.22	£11.77	£21.02	£1.86	33.00%	Sep-07
284	ASHFIELD	£4.00	£4.00	£6.20	£12.60	£23.40	£2.15	19.44%	Dec-10
285	BEDFORD	£4.20	£4.60	£6.20	£11.00	£19.00	£1.60	£1	Mar-13
286	BURY	£2.30	£3.70	£6.20	£13.70	£26.20	£2.50	19.05%	Jul-08
287	CHESTER	£2.80	£4.40	£6.20	£11.00	£20.40	1.65*	12.50%	Apr-11
288	COVENTRY	£3.60	£4.20	£6.20	£12.20	£22.00	£1.98	80p	Sep-08
289	EAST LOTHIAN	£3.00	£4.20	£6.20	£12.40	£22.80	£2.06	50p	Nov-10
290	EAST RIDING	£2.40	£4.20	£6.20	£12.20	£21.80	£1.95	31.57%	Aug-08
291	MELTON	£3.00	£4.40	£6.20	£11.60	£20.80	£1.83	30.71%	Jun-12
292	MERTHYR TYDFIL	£4.00	£4.00	£6.20	£12.80	£23.80	£2.20	46.67%	Aug-08
293	NEWCASTLE UPON TYNE	£2.40	£4.20	£6.20	£12.00	£21.60	£1.93	15.93%	Sep-08
294	POWYS	£4.00	£4.00	£6.20	£12.80	£23.80	£2.20	22%	May-11
295	SOUTH TYNESIDE	£2.40	£4.20	£6.20	£12.20	£22.20	£2.00	14.77%	May-13
296	COTSWOLD	£3.20	£3.59	£6.19	£13.99	£26.99	£2.60	18.18%	Oct-08
297	WREXHAM	£3.96	£3.96	£6.16	£12.54	£23.10	£2.10	10%	Mar-11
298	CHERWELL	£2.50	£4.06	£6.14	£12.38	£22.78	£2.08	8.33%	Jan-13
299	REDDITCH	£4.03	£4.73	£6.13	£10.23	£17.13	£1.38	£1.25	Apr-11
300	BLYTH VALLEY	£2.70	£4.10	£6.10	£11.70	£20.90	£1.87	19.68%	Aug-12
301	CRAVEN	£3.30	£4.30	£6.10	£11.50	£20.50	£1.79	20.13%	May-11
302	EAST DUNBARTONSHIRE	£3.70	£4.50	£6.10	£10.90	£18.90	£1.60	£1.50	May-12
303	NEWPORT	£4.00	£4.50	£6.10	£10.80	£18.70	£1.57	£1	Oct-10
304	SHEFFIELD	£3.10	£4.60	£6.10	£10.60	£18.40	1.53*	50p	Nov-10
305	BOLTON	£2.60	£3.80	£6.00	£13.00	£24.80	£2.35	27.02%	Sep-08
306	CASTLE POINT	£3.80	£5.00	£6.00	£13.00	£23.00	£2.00	£1.00	Nov-11
307	GLASGOW	£3.40	£4.40	£6.00	£11.00	£19.20	£1.64	£1	Dec-12
308	NORTH TYNESIDE	£2.40	£4.20	£6.00	£11.80	£21.20	£1.90	25%	Dec-09
309	NOTTINGHAM	£2.00	£4.00	£6.00	£11.80	£22.00	£1.95	8.33%	Dec-11
310	ROCHDALE	£2.25	£3.75	£6.00	£13.00	£24.50	£2.32	25%	Jun-11
311	SWANSEA	£2.10	£3.90	£6.00	£12.30	£22.80	£2.10	20%	Oct-08
312	CALDERDALE	£2.00	£3.60	£5.90	£12.70	£24.00	£2.27	14.08%	Feb-12
313	EREWASH	£3.40	£3.40	£5.90	£13.40	£25.90	£2.50	25%	Apr-08

314	GATESHEAD	£2.50	£4.10	£5.90	£11.30	£20.10	£1.77	24.6%	Mar-11
315	RUGBY	£2.80	£4.10	£5.90	£11.20	£20.10	£1.78	50p	Feb-09
316	STIRLING	£2.50	£3.70	£5.90	£12.70	£23.90	£2.25	25.53%	Jan-10
317	WIRRAL	£3.30	£4.30	£5.90	£11.10	£19.70	£1.72	19.51%	Nov-12
318	TORFAEN	£4.20	£4.20	£5.85	£10.65	£18.60	£1.60	26.98%	Sep-08
319	BURNLEY	£3.00	£3.60	£5.80	£12.40	£23.40	£2.20	37.50%	Jul-08
320	EAST CAMBRIDGESHIRE	£3.80	£3.80	£5.80	£11.80	£21.80	£2.00	17.65%	Jul-10
321	FALKIRK	£2.50	£3.60	£5.80	£12.30	£23.00	£2.16	25%	Apr-12
322	STOCKTON ON TEES	£2.80	£3.85	£5.80	£11.65	£21.25	£1.94	50.38%	Jun-08
323	WEST LOTHIAN	£3.00	£4.40	£5.80	£10.20	£17.60	£1.47	40p	Oct-12
324	WEST LANCASHIRE	£3.10	£4.18	£5.74	£10.42	£18.22	£1.56	20%	May-11
325	BLAENAU GWENT	£3.70	£3.70	£5.70	£11.70	£21.70	£2.00	25%	Apr-11
326	EAST AYRSHIRE	£3.75	£3.75	£5.70	£11.40	£20.85	£1.89	£1	Dec-10
327	KINGSTON-UPON-HULL	£2.20	£3.90	£5.70	£10.90	£19.70	£1.76	30.37%	Aug-11
328	NEWCASTLE-U-LYME	£3.00	£4.05	£5.70	£10.65	£18.90	£1.65	30.95%	Aug-08
329	RHONDDA CYNON TAFF	£3.90	£3.90	£5.70	£11.10	£20.10	£1.80	12.50%	May-12
330	BRADFORD	£2.00	£3.80	£5.60	£11.20	£20.40	£1.85	11.45%	Jan-09
331	PORTSMOUTH UA	£2.60	£4.00	£5.60	£11.20	£21.60	£1.87	6.25%	Dec-10
332	BLABY	£3.50	£4.10	£5.54	£9.86	£17.06	£1.44	30p	Aug-11
333	CAERPHILLY	£3.50	£3.50	£5.50	£11.50	£21.50	£2.00	11.11%	Aug-10
334	CLYDEBANK	£2.70	£3.70	£5.50	£10.90	£19.90	£1.80	5.88%	Aug-08
335	DERBY	£2.50	£4.40	£5.50	£10.80	£18.80	1.60*	6.66%	Sep-08
336	KIRKLEES	£2.50	£3.70	£5.50	£10.90	£19.90	£1.80	28.57%	Oct-06
337	RUSHCLIFFE	£3.50	£3.50	£5.50	£9.50	£21.50	£2.00	NIL	May-10
338	SEFTON	£2.00	£3.75	£5.50	£10.50	£19.00	£1.83	25.00%	Nov-11
339	AYLESBURY VALE	£3.75	£3.75	£5.45	£10.35	£20.25	£1.65	25%	Jul-10
340	BARNSELY	£3.80	£3.80	£5.40	£10.20	£18.20	£1.60	80p	Nov-10
341	HAMILTON	£3.00	£3.80	£5.40	£10.20	£18.20	£1.60	60p	Jun-12
342	NORTH LANARKSHIRE	£3.00	£3.80	£5.40	£10.20	£17.20	£1.60	£1	Jul-11
343	RUTHERGLEN	£3.00	£3.80	£5.40	£10.20	£18.20	£1.60	60p	Dec-11
344	ST. HELENS	£1.50	£3.30	£5.40	£11.90	£22.60	£2.15	33.33%	Mar-11
345	FLINTSHIRE	£3.41	£3.41	£5.39	£10.67	£19.69	£1.79	10%	Sep-08
346	BERWICK ON TWEED	£2.50	£3.90	£5.30	£9.70	£17.00	£1.45	60p	Aug-12
347	BLACKBURN	£2.40	£3.50	£5.30	£10.70	£19.70	£1.80	12.50%	Sep-11
348	NORTH AYRSHIRE	£3.00	£3.50	£5.30	£10.70	£19.70	£1.80	20%	May-12
349	REDCAR & CLEVELAND	£3.50	£3.50	£5.30	£10.70	£19.70	£1.80	20%	Oct-11
350	WAKEFIELD	£2.00	£3.60	£5.30	£10.40	£18.90	£1.70	13.33%	Dec-11
351	KNOWSLEY	£2.25	£3.75	£5.25	£10.75	£21.00	£2.01*	24.84%	Oct-11
352	SOUTH KESTEVEN	£2.55	£2.55	£5.25	£13.35	£26.85	£2.70	50%	Jan-12
353	WESTERN ISLES	£3.25	£3.65	£5.25	£10.05	£18.05	£1.60	25%	Apr-07
354	DUMBARTON	£2.50	£3.40	£5.20	£10.60	£19.60	£1.80	10.2%	Aug-11
355	HYNDBURN	£3.00	£3.90	£5.20	£9.00	£15.30	£1.26	50p	May-08
356	ROTHERHAM	£2.50	£3.80	£5.20	£9.40	£16.40	£1.40	14.28%	Dec-07
357	EAST RENFREW	£3.65	£3.65	£5.15	£9.65	£17.15	£1.50	55p	Jun-13
358	DONCASTER	£2.55	£3.40	£5.10	£10.20	£18.70	£1.70	13.33%	Oct-08
359	HARTLEPOOL	£2.20	£3.60	£5.10	£9.50	£16.80	£1.47	75%	Jun-13
360	PENDLE	£3.50	£3.50	£5.00	£9.50	£17.00	£1.50	7.14%	Jan-08
361	PETERBOROUGH	£3.30	£3.30	£5.00	£10.10	£16.50	£1.70	NIL	Jul-08
362	INVERCLYDE	£2.40	£3.10	£4.60	£9.20	£16.80	£1.52	2.59%	Nov-12
363	MIDDLESBROUGH	£2.80	£2.80	£4.30	£8.80	£16.30	£1.50	NIL	Dec-12
364	BOLSOVER	£2.70	£2.70	£4.20	£8.70	£20.80	£1.50	50%	Oct-02
	NATIONAL AVERAGES	£3.57	£4.90	£7.30	£14.40	£26.44	£2.39		

Medway are the only council in 13 years that have reduced their tariff (£6.00 to £5.80)

New addition to the table is London Heathrow where like Luton airport the airport charges are now added to the tar

New addition to the table at number 20 is Wealden where tariffs have never been set before

# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 10

Brighton & Hove City Council

<b>Subject:</b>	<b>Amendment of Street Trading Policy</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Planning and Public Protection</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jean Cranford</b>	<b>Tel: 29-2550</b>
	<b>Email:</b>	<b>jean.cranford@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Queens Park, Regency and central Hove</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Brighton & Hove City Council street trading policy was introduced on 2 April 1998 and on 26 November 2009, a revised street trading policy was adopted.
- 1.2 At licensing committee on 23 June 2011 that policy was confirmed by committee as being current with addition of guidelines for relevant convictions and further issue zone B trading consents.
- 1.3 Officers have received a request for a farmers market in central Brighton which will require a change to the current policy.

#### 2. RECOMMENDATIONS:

- 2.1 That, subject to designation as a Consent Street, the committee agrees that street trading in Memorial Way will be restricted for use as a farmers market..
- 2.2 That members confirm that consent fees will be payable for this farmers market, subject to designation.
- 2.3 That committee endorses the minor amendment to the policy which has arisen since June 2011, that is the granting of consents for street artists in George Street Hove.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Street trading policy will need to be amended to restrict consents to a farmers' market in Memorial Way (currently farmers markets are permitted in George Street Hove, Bartholomew Square, Black Lion Street, New Road and Jubilee Street).
- 3.2 Outstanding street trading licensing issues since June 2011 include whether street artists can be permitted in George Street.

- 3.3 Licensing Committee reviews and sets fees annually. Street trading consent fees were set on 22 November 2012 by Licensing Committee in accordance with corporate fee setting policy. Fees are regulated by the Provision of Services Regulations 2009, and set at a level reasonably expected to cover administration costs. Trading accounts are reported to Licensing Committee to justify fees. The organisers of this market have asked that fees be waived for this particular market. If no fee were charged for this market, other street traders may justifiably have reasonable expectation that other fees may be waived. Fee income is considered within the Council's budget setting process and trading accounts show street trading consent income generates over £70k per annum. The alternative is for the general fund to cover costs.
- 3.4 Costs would normally be considered part of the street trading "trading account" with income from consent holder fees (ref: Provision of services regulations 2009) offsetting administration costs. A schedule of fees is appended.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Finance and legal services. Designation of a street requires engagement with Sussex Police and officers acting as highway authority.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 Fees charged will be in accordance with the existing schedule of street trading charges. These are set locally under the Local Government (Miscellaneous Provisions) Act 1982. They must be set at a level which is reasonably expected to cover costs.

Finance Officer Consulted: Jeff Coates

Date: 07/05/13

##### Legal Implications:

- 5.2 Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 governs the Street Trading regime. Paragraphs 7,8,and 9 deal with Trading Consents and include the power to attach conditions and to charge a fee.

Lawyer Consulted: Rebecca Sidell

Date: 15/05/13

##### Equalities Implications:

- 5.3 Farmers markets may encourage availability of nutritious food economically.

##### Sustainability Implications:

- 5.4 Farmers markets promote locally sourced sustainable food produce reducing 'food miles' (distance food transported from production point).

##### Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications.

Risk and Opportunity Management Implications:

- 5.6 The farmers market is expected to run on the third Saturday of the month alongside the war memorial.

Public Health Implications:

- 5.7 The Council's healthy weight programme board seeks ways to transform the environment to promote healthy eating. Farmers markets are a recognised way to increase availability of fresh, quality food.

Corporate / Citywide Implications:

- 5.8 Food enthusiasts across Sussex may have another major farmers market to buy from. A market of locally accessible food may assist reinvigoration of the high street experience.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 No other sites have been identified as suitable for this market.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The council has worked with partners to launch a new market.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – Existing street trading policy

**Documents in Members' Rooms**

1. None.

**Background Documents**

1. None.



## STREET TRADING POLICY

Consent Street	Purpose
Zone A	
City Centre Static consent sites (Dean Street, Marlborough Street, Castle Street, Crown Street, Western Road, Clarence Square)	General trading
Upper Gardner Street	Saturday market
Bartholomew Square, Dukes Street, Market Street	Hot chestnut and other traditional Christmas trading activity
Bartholomew Square, East Street, Dukes Street, Market Street	Street artists who produce portraits on the street
George Street Hove, Bartholomew Square, Black Lion Street, New Road and Jubilee Street	Occasional markets including ethnic, farmers and crafts etc.
Zone B	
Area outside city centre	Mobile and static traders, both as regular occupation and community events and markets

Streets south of Vale Road, Portslade, along Portland Road, Sackville Road, Church Road, Western Road, Montpelier Road, Chatham Place, Viaduct Street, Upper Lewes Road, then southwards down Lewes Road, Albion Street and Grand Parade before heading East along Edward Street, Eastern Road and finishing in Arundel Road and streets within 1 mile radius from the new Falmer Community Stadium shall be prohibited streets with the exception of Kingsway, Kings Road and Seafront, Castle Street, Clarence Square, Crown Street, Dean Street, Marlborough Street, Western Road, Upper Gardner Street, Bartholomew Square, George Street Hove, New Road, Black Lion Street, Jubilee Street, East Street, Duke Street, and Market Street which shall be designated consent streets, and the Council's Parks and Gardens which shall be undesignated.

Streets North of Vale Road Portslade and along Portland Road, Sackville Road, Church Road, Western Road, Montpelier Road, Chatham Place, Viaduct Street, Upper Lewes Road, then southwards down Lewes Road, Albion Street and Grand Parade before heading East along Edward Street, Eastern Road and finishing in Arundel Road shall be consent streets, except that the Council's Parks and Gardens will be undesignated.

## Clarification

### Times of trading:

Upper Gardner Street	7am – 5pm
City Centre	8 am – 6pm
Zone B	No times set

- A waiting list will be administered where sites or types of street trading are oversubscribed.
- There will be no transfer of consents, no joint consents, preference will be given to local residents and consents will be issued not exceeding 12 months.
- Consent holders shall be fit and proper, the activity will cause no danger, obstruction, nuisance or annoyance to people in the vicinity and will leave 2m unobstructed footway.
- Preference will be given to existing traders at existing sites at renewal.
- Traders will ensure suitable refuse storage and remove refuse at the end of trading (with the exception of Upper Gardner Street).
- Traders will wear identity badges issued by the Council.
- Traders will take reasonable fire safety measures.
- Consent will only be issued following receipt of appropriate fee. Fees shall be payable quarterly.
- If the site is temporarily unavailable, it will be relocated to a nearby site or suspended and a proportion of the fee remitted.

**LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1982 :**  
**STANDARD CONDITIONS FOR STREET TRADING**

- A. The consent may not be transferred and the Trader shall not permit any person to exercise the consent in his/her absence unless that person is employed by the consent holder and is at least seventeen years of age. The consent holder shall not employ more than two persons at any one time to exercise the consent in the absence of the holder and any contravention of the standard conditions forming part of the consent by these persons shall be deemed to have been committed by the consent holder.
- B. The Trader shall not stand or use any stall, barrow or basket or other receptacle or any mobile stall or vehicle in any street except such as are specified in the consent. Such stall, barrow etc. shall be removed from the specified site at the end of each trading day for storage at a location that is not on the public highway.
- C. The Trader shall not sell, expose or offer for sale any articles on days or at times other than those specified in the consent.
- D. The Trader shall not place, store or sell, expose or offer for sale any article outside the trading area marked out at the specified site (with the exception of Upper Gardner Street).
- E. The Trader shall at all times whilst trading provide a suitable receptacle for rubbish and litter and remove the rubbish and litter from the site at the end of each days trading. Such rubbish and litter is not to be placed in municipal litter bins. In Upper Gardner Street in lieu of this condition being complied with the Council will offer a refuse collection service upon payment of an appropriate fee.
- F. The Trader shall operate in a manner which causes no nuisance to the Council or to the general public.
- G. The Trader shall at all times whilst trading wear in a prominent position an identity badge provided by the Council. In addition, for town centre street trading consents, the consent, or copy thereof, shall be displayed on the stall/mobile vehicle.
- H. The Trader shall be insured against any claim in respect of third party liability whilst trading under a consent. No consent will be issued until a current policy has been produced to the Director of Environment and the Trader shall produce evidence of such insurance to an authorised officer of the Council within seven days of the officer's request.
- I. Where there is a potential ignition source present including cooking facilities, a 2kg dry powder extinguisher which complies with the standards set out in BS 5423: 1987 must be provided.
- J. Where hot fat cooking facilities are provided a fire blanket should be provided and so positioned as to allow the blanket to be withdrawn easily and quickly.
- K. Streets within 1 mile from Falmer Community Stadium shall be prohibited streets.

## **GUIDELINES ON THE RELEVANCE OF CONVICTIONS**

### **General Principles:**

1. Each case will be decided on its own merits.
2. A person with a current conviction for serious crime need not be permanently barred from registration but should be expected to remain free of conviction for 3 to 5 years, according to the circumstances, before an application is entertained. Some discretion may be appropriate if the offence is isolated and there are mitigating circumstances. However, the overriding consideration should be the protection of the public.
3. The following examples afford a general guide on the action to be taken where convictions are admitted:

#### **Offences involving violence**

- It is imperative that applicants with convictions for offences involving violence are considered carefully. When applicants have convictions for causing grievous bodily harm, wounding or assault, or even more serious offences involving violence, at least five years should elapse before an application is considered.

#### **Drug- related offences**

- An isolated conviction for a drug offence, whether for unlawful possession only or involving the supply of controlled drugs, need not necessarily debar a candidate from registration, provided the applicant has at least three years free of convictions or five years since detoxification if he/she was an addict.

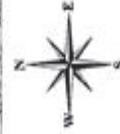
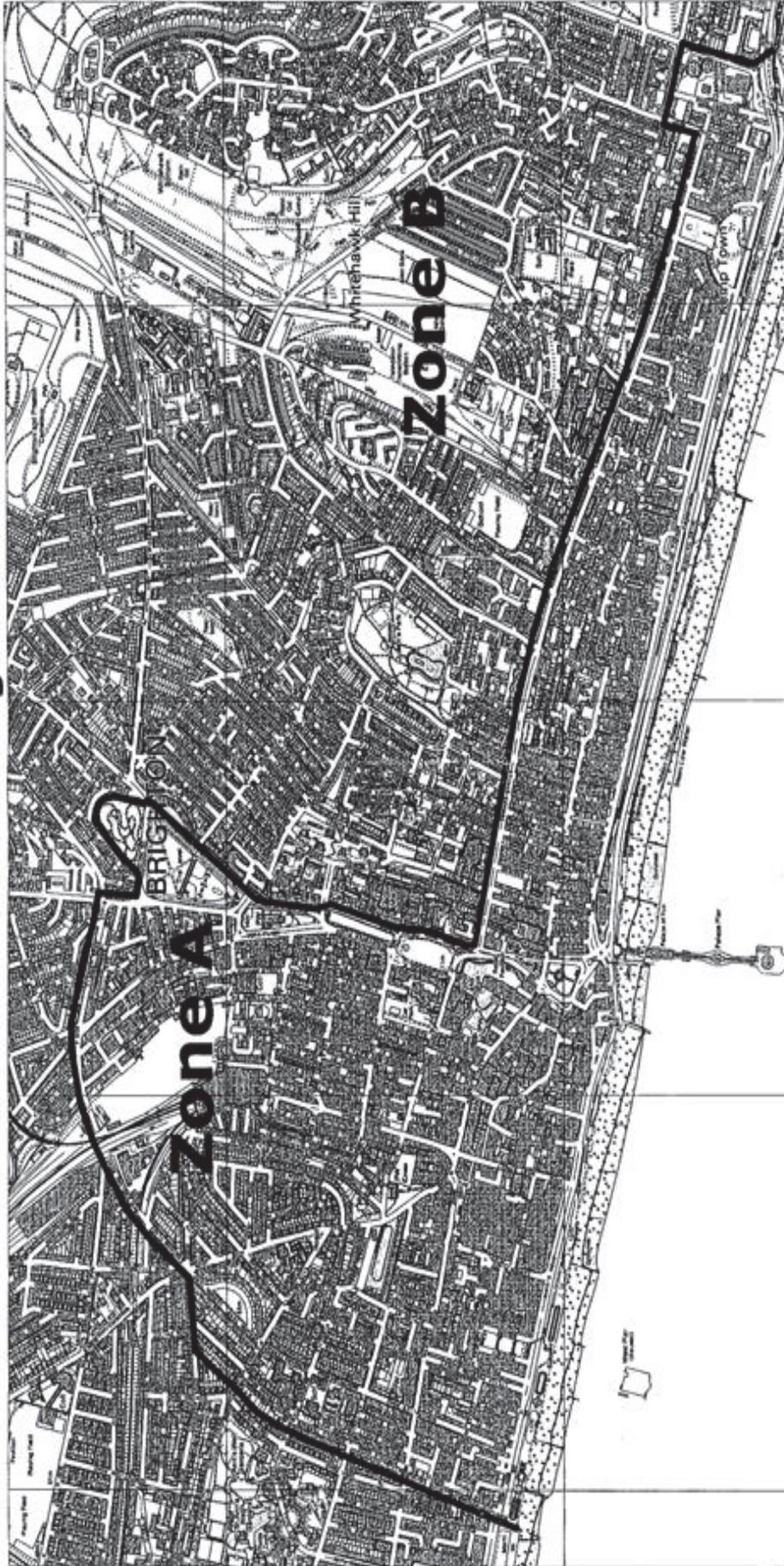
#### **Indecency offences**

- Applicants with recent indecency offences would normally be debarred.

#### **Dishonesty**

- Convictions for isolated minor offences should not debar an applicant, but in cases involving serious theft or fraud at least three years should elapse before an application is considered. When offences of dishonesty have been accompanied by violence, it is suggested that at least five years should elapse before registration.

# Street Trading Zones



**Public Safety**

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Date: 25/10/07 Scale 1:10000





# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 11

Brighton & Hove City Council

<b>Subject:</b>	<b>Designation of new consent street</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Planning and Public Protection</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jean Cranford</b>	<b>Tel:</b> <b>29-2550</b>
	<b>Email:</b>	<b>jean.cranford@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 Brighton & Hove City Council's street trading policy was introduced on 2 April 1998 and on 26 November 2009, a revised street trading policy was adopted.
- 1.2 At licensing committee on 23 June 2011 that policy was confirmed by committee as being current with the addition of guidelines for relevant convictions and further issue zone B trading consents.
- 1.3 Officers have received a request for a farmers market in central Brighton from a Ward Councillor and market organisers that would not be accommodated within current policy.

#### 2. RECOMMENDATIONS:

- 2.1 That the committee authorises the Head of Planning and Public Protection to publish notice of the council's intention to resolve to designate Memorial Way in the Old Steine as a consent street (see map at appendix D – area outlined in red); such notice to be published in the local newspaper and served on the Chief Officer of Police and Highway Authority to request necessary consent.
- 2.2 That the Head of Planning and Public Protection report any representations arising to the next meeting of the Licensing Committee.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In order to facilitate a market on a temporary basis, trial period, officers from the council's Highways team have made a sealed order for the road closures for the trial period which runs until 15 March 2014 (Appendix A). A bus lane in Valley Gardens was named specifically to allow this activity.
- 3.2 The first of these trial farmers markets took place on Saturday 20 April 2013.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Finance and legal services. Designation of a street requires engagement with Sussex Police and officers acting as Highway Authority.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 The cost of the publishing the notice will be met from within existing licensing budgets.

Finance Officer Consulted: Jeff Coates Date: 16/05/13

##### Legal Implications:

- 5.2 Schedule 4 paragraph 2 of the Local Government (Miscellaneous Provisions) Act 1982 sets out the procedure for designation of streets. The Council must consider any representations received relating to the proposed resolution.

Lawyer Consulted: Rebecca Sidell Date: 14/05/13

##### Equalities Implications:

- 5.3 Farmers markets may encourage availability of nutritious food economically.

##### Sustainability Implications:

- 5.4 Farmers markets promote locally sourced sustainable food produce reducing 'food miles' (distance food transported from production point).

##### Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications.

##### Risk and Opportunity Management Implications:

- 5.6 The farmers market is expected to run on the third Saturday of the month alongside the war memorial.

##### Public Health Implications:

- 5.7 The Council's healthy weight programme board seeks ways to transform the environment to promote healthy eating. Farmers markets are a recognised way to increase availability of fresh, quality food.

##### Corporate / Citywide Implications:

- 5.8 Food enthusiasts across Sussex may have another major farmers market to buy from. A market of locally accessible food may assist reinvigoration of the high street experience.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 No other sites have been identified as suitable for this market.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 The council has worked with partners to launch a new market.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – sealed order for the road closures for the trial period.
2. Appendix B – current street trading policy.
3. Appendix C – Street trading consent fees
4. Appendix D - Map showing Memorial Way, Old Steine.

**Documents in Members' Rooms**

1. None.

**Background Documents**

1. None.



BRIGHTON & HOVE CITY COUNCIL

SECTION 21 TOWN POLICE CLAUSES ACT  
1847

THE BRIGHTON & HOVE (MEMORIAL WAY)  
(STREET CLOSURE) ORDER 2013

1. WHEREAS IT IS PROPOSED that certain events in the nature of a Food & Drink Festival Market are to be held in Memorial Way, Brighton
2. AND WHEREAS the streets referred to in the Schedule hereto will be thronged and liable to be obstructed.
3. NOW THEREFORE pursuant to the powers in that behalf vested in them by section 21 of the Town Police Clauses Act 1847 the Brighton & Hove City Council DO HEREBY ORDER AND DIRECT THAT the passage of vehicles (other than emergency service vehicles) be prohibited in the streets specified in column (1) of the Schedule hereto between the hours and on the dates specified in column (2) of the said schedule GIVEN under the Common Seal of Brighton & Hove City Council this 18<sup>th</sup> day of April Two Thousand and Thirteen

Authorised Officer

SCHEDULE

Streets in Brighton & Hove in which  
vehicles are prohibited from being  
driven

(1)

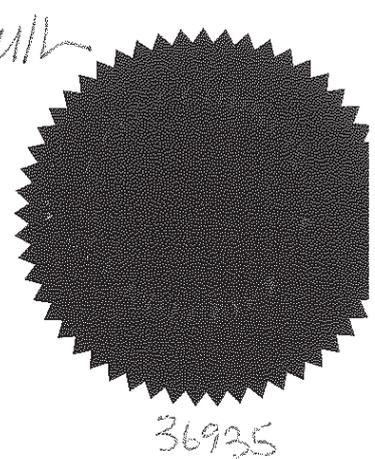
Hours and dates during which prohibition  
of driving is in operation

(2)

Memorial Way, Old Steine, Brighton

from 07:00 hr to 19:00 hr on :

20<sup>th</sup> April 2013  
18<sup>th</sup> May 2013  
15<sup>th</sup> June 2013  
20<sup>th</sup> July 2013  
17<sup>th</sup> August 2013  
21<sup>st</sup> September 2013  
19<sup>th</sup> October 2013  
16<sup>th</sup> November 2013  
21<sup>st</sup> December 2013  
18<sup>th</sup> January 2014  
15<sup>th</sup> February 2014  
15<sup>th</sup> March 2013





## STREET TRADING POLICY

Consent Street	Purpose
Zone A	
City Centre Static consent sites (Dean Street, Marlborough Street, Castle Street, Crown Street, Western Road, Clarence Square)	General trading
Upper Gardner Street	Saturday market
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Zone B	
Area outside city centre	Mobile and static traders, both as regular occupation and community events and markets

Streets south of Vale Road, Portslade, along Portland Road, Sackville Road, Church Road, Western Road, Montpelier Road, Chatham Place, Viaduct Street, Upper Lewes Road, then southwards down Lewes Road, Albion Street and Grand Parade before heading East along Edward Street, Eastern Road and finishing in Arundel Road and streets within 1 mile radius from the new Falmer Community Stadium shall be prohibited streets with the exception of Kingsway, Kings Road and Seafront, Castle Street, Clarence Square, Crown Street, Dean Street, Marlborough Street, Western Road, Upper Gardner Street, Bartholomew Square, George Street Hove, New Road, Black Lion Street, Jubilee Street, East Street, Duke Street, and Market Street which shall be designated consent streets, and the Council's Parks and Gardens which shall be undesignated.

Streets North of Vale Road Portslade and along Portland Road, Sackville Road, Church Road, Western Road, Montpelier Road, Chatham Place, Viaduct Street, Upper Lewes Road, then southwards down Lewes Road, Albion Street and Grand Parade before heading East along Edward Street, Eastern Road and finishing in Arundel Road shall be consent streets, except that the Council's Parks and Gardens will be undesignated.

## Clarification

### Times of trading:

Upper Gardner Street	7am – 5pm
City Centre	8 am – 6pm
Zone B	No times set

- A waiting list will be administered where sites or types of street trading are oversubscribed.
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- Traders will wear identity badges issued by the Council.
- Traders will take reasonable fire safety measures.
- Consent will only be issued following receipt of appropriate fee. Fees shall be payable quarterly.
- If the site is temporarily unavailable, it will be relocated to a nearby site or suspended and a proportion of the fee remitted.

**LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1982 :**  
**STANDARD CONDITIONS FOR STREET TRADING**

- A. The consent may not be transferred and the Trader shall not permit any person to exercise the consent in his/her absence unless that person is employed by the consent holder and is at least seventeen years of age. The consent holder shall not employ more than two persons at any one time to exercise the consent in the absence of the holder and any contravention of the standard conditions forming part of the consent by these persons shall be deemed to have been committed by the consent holder.
- B. The Trader shall not stand or use any stall, barrow or basket or other receptacle or any mobile stall or vehicle in any street except such as are specified in the consent. Such stall, barrow etc. shall be removed from the specified site at the end of each trading day for storage at a location that is not on the public highway.
- C. The Trader shall not sell, expose or offer for sale any articles on days or at times other than those specified in the consent.
- D. The Trader shall not place, store or sell, expose or offer for sale any article outside the trading area marked out at the specified site (with the exception of Upper Gardner Street).
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- G. The Trader shall at all times whilst trading wear in a prominent position an identity badge provided by the Council. In addition, for town centre street trading consents, the consent, or copy thereof, shall be displayed on the stall/mobile vehicle.
- H. The Trader shall be insured against any claim in respect of third party liability whilst trading under a consent. No consent will be issued until a current policy has been produced to the Director of Environment and the Trader shall produce evidence of such insurance to an authorised officer of the Council within seven days of the officer's request.
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- J. Where hot fat cooking facilities are provided a fire blanket should be provided and so positioned as to allow the blanket to be withdrawn easily and quickly.
- K. Streets within 1 mile from Falmer Community Stadium shall be prohibited streets.

## **GUIDELINES ON THE RELEVANCE OF CONVICTIONS**

### **General Principles:**

1. Each case will be decided on its own merits.
2. A person with a current conviction for serious crime need not be permanently barred from registration but should be expected to remain free of conviction for 3 to 5 years, according to the circumstances, before an application is entertained. Some discretion may be appropriate if the offence is isolated and there are mitigating circumstances. However, the overriding consideration should be the protection of the public.
3. The following examples afford a general guide on the action to be taken where convictions are admitted:

#### **Offences involving violence**

- It is imperative that applicants with convictions for offences involving violence are considered carefully. When applicants have convictions for causing grievous bodily harm, wounding or assault, or even more serious offences involving violence, at least five years should elapse before an application is considered.

#### **Drug- related offences**

- An isolated conviction for a drug offence, whether for unlawful possession only or involving the supply of controlled drugs, need not necessarily debar a candidate from registration, provided the applicant has at least three years free of convictions or five years since detoxification if he/she was an addict.

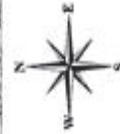
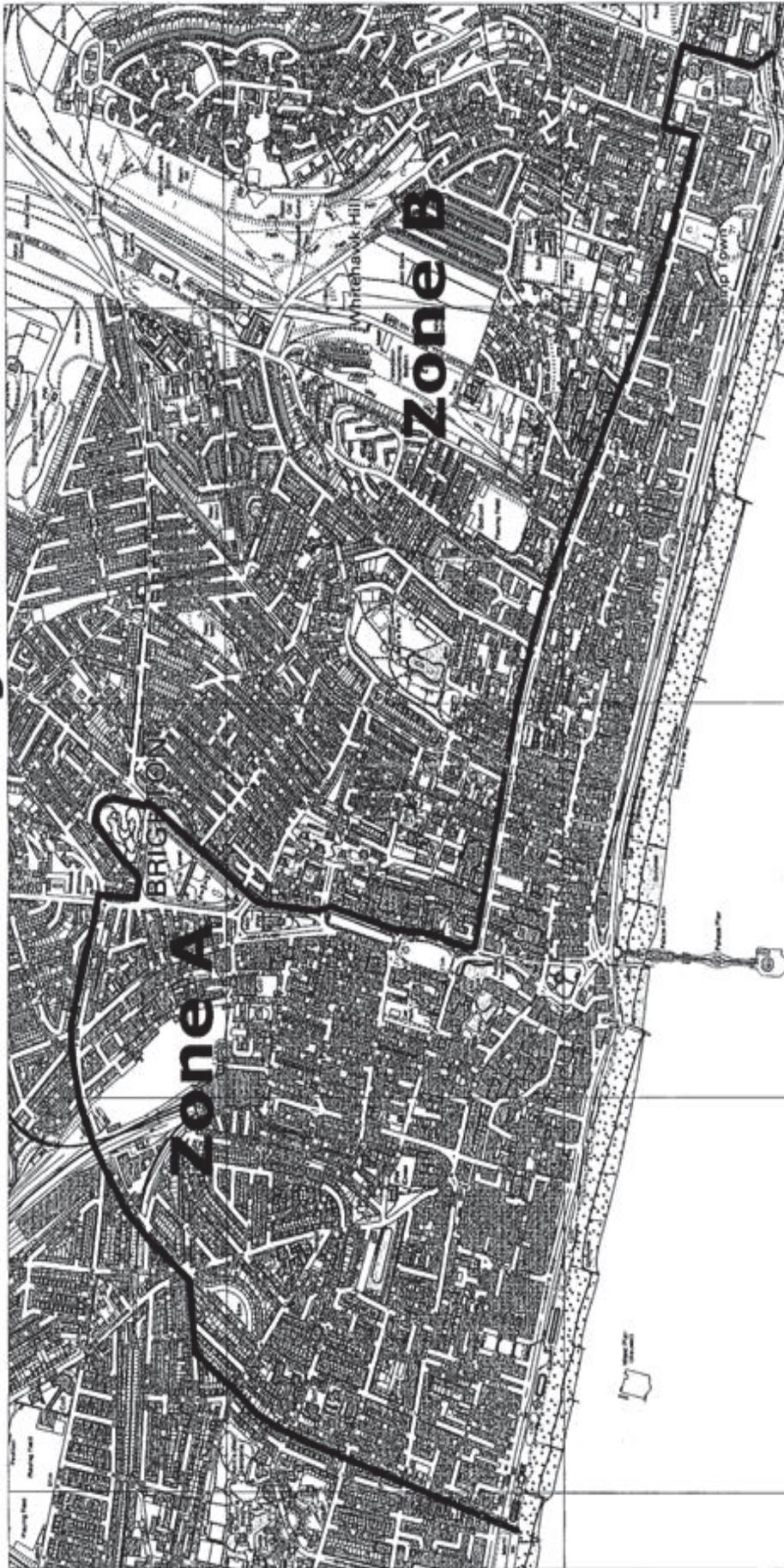
#### **Indecency offences**

- Applicants with recent indecency offences would normally be debarred.

#### **Dishonesty**

- Convictions for isolated minor offences should not debar an applicant, but in cases involving serious theft or fraud at least three years should elapse before an application is considered. When offences of dishonesty have been accompanied by violence, it is suggested that at least five years should elapse before registration.

# Street Trading Zones



**Public Safety**

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# Brighton & Hove

## STREET TRADING CONSENT - FEES 2012 - 2013

From 1<sup>st</sup> April 2012

### ZONE A

Castle Street and Clarence Square, Marlborough Street (50 Sq Ft)	£4,886.00	(£1,221.50 All four quarters)
Dean Street (42 Sq Ft) Crown Street (42 Sq Ft)	£4,225.00	(1,056.25 All four quarters)
Upper Gardner Street Market	£ 594.00	(£148.50 All four quarters)
Street Artists	£ 34.00 per month	
Miscellaneous Short Term Consents	£ 34.00 per day	

### ZONE B

Mobiles	£ 711.50	(£180.50 1 <sup>st</sup> quarter) (£177.00 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> Quarters)
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<u>SMALL STREET MARKET</u>	£ 340.00
<u>FARMERS MARKET</u> – Per Stall per year	£ 255.00

Where stated above fees may be paid in FOUR instalments due on 1st APRIL, 1st JULY, 1st OCTOBER and 1st JANUARY of each year.

If you wish to pay by instalments please complete the form below and return it to us with your first payment **made payable to Brighton and Hove City Council**.

To The Head of Environmental Health & Licensing, Health, Safety & Licensing, Brighton and Hove City Council, Bartholomew House, Bartholomew Square, Brighton BN1 1JP

I wish to pay the fee for my Street Trading Consent in FOUR instalments and agree to make all payments on the dates due.

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

Street Trading Site/Locations: \_\_\_\_\_







# LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

## Agenda Item 12

Brighton & Hove City Council

<b>Subject:</b>	<b>Law Commission Interim Statement on reforming the law of taxi and private hire services</b>		
<b>Date of Meeting:</b>	<b>27 June 2013</b>		
<b>Report of:</b>	<b>Head of Planning and Public Protection</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Martin Seymour</b>	<b>Tel: 29-2550</b>
	<b>Email:</b>	<b>martin.seymour@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To report on the Interim Statement from the Law Commission on reforming taxis and private hire legislation.

#### 2. RECOMMENDATIONS:

- 2.1 That Committee notes the interim statement.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 On 10 May 2012, the Law Commission launched consultation on reforming the law of taxi and private hire services.
- 3.2 Here is a link: <http://lawcommission.justice.gov.uk/consultations/1804.htm>
- 3.3 On the 09 April the Law Commission published an Interim Statement on its consultation regarding the reform of taxis and private hire law. This statement can be found at appendix 1.
- 3.4 Key points for us locally:
  - Limitation (hackney quantitative controls) policies will remain within the discretion of licensing authorities which would permit current Council policy of restricted numbers and managed growth. New limited districts would not allow plate transfer to preclude plates selling at premium (commercial value of hackney carriage licence).
  - Local authority discretion to set local standards for hackney carriages (but not for private hire). Allows local policies like livery and CCTV. CCTV licence conditions for private hire vehicles could be an issue.
  - Compellability to tackle the problem of taxi drivers failing to stop for disabled passengers.

- Mandatory disability awareness training, which will inform our accessibility policy.
- Secretary of State (DfT) retains powers to set standards to promote accessibility to balance local and national control. Defining an accessible vehicle and proportions of accessible vehicles in fleet still an issue.

3.5 The Government previously responded to the consultation by the Law Commission

- Reforming Quantity Controls: The Government agrees that licensing authorities should no longer have the power to restrict taxi numbers recommending special transitional measures in place, like staggered or phased removal of the power to control taxi numbers.
- Accessibility: The Government on people with disabilities recognises the importance of taxis and PHVs, considers issues difficult, stresses non-regulatory measures preferable, and
- Accessibility: The Government is concerned about the burden that a statutory obligation for disability awareness training would place on the trade and is not convinced that the benefits would justify the costs.

3.6 The Government's full response can be found at appendix 2.

#### 4. COMMUNITY ENGAGEMENT AND CONSULTATION

4.1 This matter has been discussed at the Taxi Forum.

4.2 Consultation closed on 10 September 2012. The Law Commission aims to produce a report with their final proposals and a draft Bill by November 2013.

#### 5. FINANCIAL & OTHER IMPLICATIONS:

##### Financial Implications:

5.1 There are no direct financial implications associated with the recommendation in this report, other than for the use of officer time.

*Finance Officer Consulted: Jeff Coates*

*Date: 17/05/13*

##### Legal Implications:

5.2 The legal implications are contained within the body of the report.

*Lawyer Consulted:*

*Rebecca Sidell*

*Date: 13/06/13*

##### Equalities Implications:

5.3 Policies should promote equality of opportunity, eliminate unlawful discrimination, promote participation in public life and meet the needs of disabled people. Improving access to taxis/Private Hire Vehicles (PHVs) is a priority action in the

council's Equality Scheme. Improving access to services by public transport is included in the Local Area Agreement.

#### Sustainability Implications:

- 5.4 The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. Improving accessibility is one of the government's four shared transport priorities.

#### Crime & Disorder Implications:

- 5.5 Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime.

#### Risk and Opportunity Management Implications:

- 5.6 The transport industry should be safe, profitable and be a positive experience for all residents and visitors.

#### Public Health Implications:

- 5.7 Providing a range of transport options for all passengers improves physical, mental and social wellbeing.

#### Corporate / Citywide Implications:

- 5.8 Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 N/A

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To update Licensing Committee.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Interim Statement from the Law Commission
2. Governments response to the Law Commissions consultation

**Documents in Members' Rooms**

1. None.

**Background Documents**

1. None.

# **TAXI AND PRIVATE HIRE**

## **LAW COMMISSION INTERIM STATEMENT**

### **INTRODUCTION**

1. In July 2011 the Law Commission started working on the project to review of the law relating to the regulation of taxis and private hire vehicles. We opened a four month consultation period in May 2012, outlining provisional proposals and questions, with a view to publishing a final report and draft Bill at the end of this year. Once we publish the draft Bill, it is up to government whether to accept our recommendations. We will publish our final report and a draft Bill at the end of 2013.
2. This is not a further consultation nor does this document include our analysis of the responses received. Our discussion of the responses and our reasoning will be published in the final report. This is an interim document outlining the key decisions we have reached. It is not normal practice for the Law Commission to publish any indication of its preferred policy at this point; however, we recognise that many stakeholders are concerned about possible changes to taxi and private hire licensing laws. We appreciate that waiting until the end of this year for our conclusions to be published is a long time. That is why we have decided to depart from our usual procedure and publish our thinking at this interim stage.
3. This deliberately short paper gives an indication of what will be contained in the proposed Law Commission draft Bill. We publish this alongside the responses we received during consultation. It should be stressed that this document is an interim statement and not our final report, and we will continue working on developing policy alongside Parliamentary counsel until the end of the year. It is important to be aware that our final recommendations might differ as a result of that process from those set out here. We continue to work to the government's deadline of December 2013 for our final report and draft Bill, but we would take this opportunity to stress that our recommendations cannot change the law, and the decision whether to accept the proposed policy rests with the government.

### **THE CONSULTATION**

4. The consultation attracted over 3000 written responses from a wide range of stakeholders, including taxi drivers and private hire operators, licensing officers, disability groups, specialist consultants, trade unions and the police. We attended consultation meetings and events over a period of four months. We attended 84 meetings across England and Wales, many of which attracted large-scale attendance, including conferences and meetings organised by taxi associations and trades unions representing taxi drivers, the Institute of Licensing and the National Association of Licensing and Enforcement Officers, trade associations and councillors, as well as a two day road show at an exhibition event, organised by the National Private Hire Association. The Private Hire and Taxi Monthly magazine undertook a significant survey based on our provisional proposals, with over 800 responses. We were also assisted by some very helpful discussions with experts in the field, including an advisory group and an expert legal panel on plying for hire.

## **REFORM TO TAXI AND PRIVATE HIRE LAW**

### **Retaining a two-tier system**

5. The two-tier system, distinguishing between taxis on the one hand, and private hire vehicles on the other, should remain. Only taxis should be allowed to pick passengers up from hails or at ranks. Private hire vehicles should only be able to pick up passengers if pre-booked through a licensed operator. When requested, operators should be required to give passengers the price of the journey up-front, as is already the case in London. London should be covered by the reforms, which we think give enough flexibility to allow for the significant differences in its taxi and private hire markets. We suggest moving away from the out-dated concept of plying for hire and use instead a more modern definition of the limits to the way private hire services may be offered, using the concept of pre-booking (which would be statutorily defined) through a licensed operator.

### **Quantity controls**

6. We no longer recommend abolishing quantity controls. We initially proposed that local authorities should lose the ability to limit the number of taxis licensed in their area on the basis of economic theory, whereby the market could be left to determine the appropriate number of vehicles. The weight of evidence received during consultation and further comparative research have led us to change this key recommendation in order to allow licensing authorities to limit taxi numbers should they wish to do so.
7. We propose that in any areas where the licensing authority chooses to implement new quantity restrictions, vehicle licences would not be transferrable, meaning that licences would not have a saleable value. In areas that already have quantity restrictions, transfers would continue (and therefore licences could still have a value), but we will recommend that the Secretary of State and Welsh Ministers should consider the future of licence transfers.

### **Who and what would be covered by licensing?**

8. During consultation many stakeholders complained about vehicles operating at the fringes of licensing, or outside of licensing altogether. Pedicabs and stretch limousines are two examples that we recommend bringing clearly within the scope of taxi and private hire regulation, such that they may be controlled as necessary.
9. We recommend that wedding and funeral cars should continue to be exempted from licensing. Our provisional recommendation in respect of the wedding and funeral car exemption raised unparalleled concern among members of these trades, although licensing authorities and the police agreed that the current exemption could cause problems. On balance, we have concluded that there are valid arguments to keep the exclusion from licensing in primary legislation.

### **Standard-setting**

10. Our provisional proposals for national safety standards for both taxi and private hire services proved popular and we maintain this recommendation. We think that the Secretary of State and Welsh Ministers should have the power to set standards in relation to safety, accessibility and enforcement.

### ***Local standards for taxis***

11. We also suggested that in respect of taxis, local authorities should retain their ability to impose additional conditions on top of national standards, and this too proved uncontroversial. Taxis would continue to only be able to be flagged down and use ranks in their licensing area, but would still be free to take pre-bookings elsewhere.

### ***National standards for private hire services***

12. We continue to recommend that only national standards should apply to private hire services. We appreciate the concerns of those who thought that local knowledge tests and signage should be retained, but think that appropriate national standards, including driver training, and vehicle signage, can address these concerns, alongside added customer protection through up-front pricing requirements for private hire journeys.

### ***Cross-border***

13. It would remain the case that taxis would only be allowed to pick up passengers in their own area (unless they had a pre-booking). However, we will recommend freeing up cross-border working for private hire services. Operators would no longer be limited to using drivers and vehicles from their own area; nor would they be restricted to only inviting or accepting bookings within that same licensing area. Under no circumstances would a private hire vehicle be allowed to pick up a passenger without a pre-booking with a valid operator.

### ***Operators, taxi radio circuits and intermediaries***

14. We support the retention of private hire operator licensing, but recommend a tighter definition that would only cover dispatch functions. We suggest that requiring a licence for the mere acceptance or invitation of bookings (as under current law) is unnecessary and creates grey areas around smartphone applications, aggregator websites and other intermediaries. We recommend that intermediaries should only be liable if acting in the course of business, and if they assist in the provision of an unlicensed journey. We do not propose to extend licensing to taxi radio circuits.

### ***Equality and accessibility***

15. We regard the Secretary of State and Welsh Ministers' powers to set standards to promote accessibility as striking the right balance between local and national control.
16. Stakeholders highlighted the problem of drivers avoiding disabled passengers through ignoring their hails. In order to help address this problem, we recommend clarifying compellability, combining it with a new duty to stop in certain circumstances. In addition, taxi legislation should make it clear that drivers are not allowed to charge passengers more for the time it takes them to board the vehicle, reflecting the Department for Transport best practice guidance. Provisions to make complaints procedures more accessible can also be particularly valuable to empower disabled users. We will continue to recommend that all drivers should undergo disability awareness training.

### **Enforcement**

17. Consultees were very concerned about enforcement – both that the current system was being insufficiently enforced, and that our proposals for opening up cross-border activities of private hire vehicles would increase the practical difficulties in information sharing and licence fee allocation. We recommend introducing a range of tougher powers for licensing officers, including the ability to stop licensed vehicles, impounding and fixed penalty schemes. We also recommend that such powers should apply in respect of out-of-area vehicles. We also recommend clarifying the scope of the touting offence and reinforcing licensing officers' powers in dealing with it.

### **Hearings and appeals**

18. Magistrates' courts would continue to hear appeals in respect of licensing decisions. We think it should be easier to challenge local taxi conditions. We therefore recommend a simplified judicial review procedure in the County Court, akin to procedures that exist in relation to some housing challenges.

## **Government response to Law Commission review of taxis and private hire vehicles**

**Published Date: 19/Apr/2013**

The Government's 52 paragraph response to the Law Commission consultation states:

### **Introduction**

1. This review of taxi and private hire vehicle (PHV) legislation was requested by the Government. There are many problems with the existing legislative framework. It is complex and burdensome and in need of modernisation.

2. The Government's principal objective is to simplify the licensing system as far as possible and only impose requirements where they are justified.

3. We recognise that there are some contentious issues in the consultation document. Given the number of people involved in the provision, regulation and use of taxi and PHV services, it is inevitable that opinion will be divided. The Law Commission have faced these contentious issues head-on and their consultation will, no doubt, yield a diverse range of views.

4. Taking account of the range of views and drawing up a firm plan of action will require a careful balancing act. That is what the Law Commission must do in making sense of the multitude of responses which they will inevitably receive from a range of perspectives and we would urge them to take account of Government growth objectives in doing so.

5. The Government's response gives a broad indication of our position on the various issues raised in the consultation document and identifies areas where we consider that the Law Commission could usefully carry out further investigation or consideration before reaching a conclusion. It should be stressed that the Government is simply contributing to the deliberation process. We await a final report and draft Bill at the end of 2013.

6. Before setting out our views, we would make some general points about Government expectations to assist the Law Commission in going forward.

7. The first is that the overall outcome of the review should make the legislative framework for taxis and PHVs less burdensome than at present. Non-regulatory measures should be considered as far as possible before regulatory measures. New regulatory measures should only be proposed where there is a strong Cost Benefit Analysis, a clear indication of market failure and strong evidence of why regulation is necessary.

8. There are several proposals which, if taken forward, might involve local authorities having to adopt a new or different role. The Government would expect the Law Commission to undertake a New Burdens Assessment where this is the case. The Department for Transport and the Department for Communities and Local Government would be able to facilitate in this process.

9. Similarly, there are elements of the proposed approach which will require a Justice Impact Test. As the Law Commission's plans progress the Department for Transport and the Ministry of Justice can facilitate.

10. A further point which the Government would urge the Law Commission to consider is the concept of "grandfather rights": whether there are any elements or details of the existing licensing system which might be allowed to continue after the introduction of the new system. We would also want the legislation to be framed in such a way as to give the Government sufficient flexibility and time to draw up any necessary secondary legislation or guidance.

### **Overview of Provisional Reform Proposals**

11. It is understandable that the first proposal in the consultation document relates to the way in which the whole system should work. The Government agrees with the Law Commission's proposal that regulation should continue to distinguish between taxis, which can be hailed on the street and wait at ranks, and private hire vehicles, which can only accept pre-booked fares. This approach allows for the sort of targeted approach to regulation which we would want to see in a modern regulatory framework.

### **Reform of Definitions and Scope**

12. The Government's principal objective in relation to this element is to secure legislation which (i) captures the right people and services and (ii) makes it abundantly clear to all transport providers and to all those responsible for licensing and enforcement who should be licensed and who does not need to be licensed.

13. On that basis we would invite the Law Commission to undertake further consideration of the issues. In making this request, we would urge the Law Commission to think carefully about the reasons and justification for regulation and, of course, to ensure that no new regulations are proposed except where the evidence and cost benefit analysis strongly supports it.

14. The Government agrees that London should be included within the scope of reform and that a single regulatory system should be established across the whole country.

15. We do not consider that there is a case for requiring the licensing of wedding and funeral services though there may be a case for bringing certain categories into the licensing regime and then immediately exempting them, in the way, for example, that food is within the VAT regime but zero-rated.

16. The Government does have a particular concern about the provision of taxi services at airports. We want to establish a fair deal for passengers and we have doubts about whether a sole concession with a PHV company achieves this. We would like to see whether other respondents consider that there is a problem which would benefit from regulatory intervention.

17. The Government is clear that the defining characteristic of a taxi is that it takes

immediate hirings whereas a PHV must be booked through an operator. We would urge the Law Commission to consider more creatively the way in which this distinction could be couched in new legislation, and the best way for consumers to understand the distinction so that they are clear which vehicles they are able to hail.

18. The Government agrees that leisure and non-professional use of taxis and PHVs should be permitted.

19. In establishing a modern legislative framework, we would agree that the term “hackney carriage” should be abandoned in favour of “taxi”.

### **A Reformed Regulatory Framework**

20. The proposal for national safety standards set by the Secretary of State would be a significant shift from the existing position where virtually all licensing standards are set by local licensing authorities. The Government agrees that a national approach to safety standard setting will simplify the licensing process and provide a more level playing field for the trades throughout the country.

21. We acknowledge that there might be a problem in determining what actually constitutes “safety”, and in securing agreement as to what the standards should be. We would welcome any thoughts from the Law Commission about dealing with these issues.

22. In relation to PHVs, the Government agrees that national safety standards set by the Secretary of State should be the only applicable licensing standards at present but reserve the right to revisit the matter in respect of accessibility standards in particular.

23. Another significant and radical proposal in this section is the move to a national system of PHV operation. The Government agrees with this proposal which marks a significant departure from the current position. It will have a substantial liberalising effect on the PHV trade and make it better responsive to passengers’ needs.

24. On the subject of topographical knowledge testing, the Government accepts that the whole thrust of the fresh approach to PHV licensing militates against the imposition of such a test on the basis that operators will attract custom if their drivers know where they are going and vice versa.

25. In relation to taxis, the Government agrees that local licensing authorities should retain the power to set standards locally above the national minimum standards. We would urge the Law Commission to consider an overarching framework whereby the Secretary of State or Welsh Ministers establish a range of “permitted top-up standards” which licensing authorities could choose whether or not to adopt. And we would expect licensing authorities to assess the impact on the trade and consumers of any top-up standards.

26. The Government recognises that an ability to impose individual licence conditions could be a useful tool, particularly in disciplinary cases, but would not want it to be abused and would expect to issue statutory guidance about the extent of the power.

27. The Government sees considerable advantage in allowing licensing authorities to co-operate or combine and we would want to see this facilitated in new legislation as far as is necessary.

28. The Government does not favour the creation of zones within a licensing area. They are generally an inefficient way of operating which causes frustration to passengers (who cannot understand why they cannot hail a cab licensed by their own local authority just because it is in a particular part of the district) and add to the administrative and enforcement burden of licensing authorities.

29. The Government agrees with the proposal that licensing authorities should retain the ability to regulate maximum taxi fares but not have any power to regulate PHV fares. This goes to the heart of the two-tier system in terms of regulating each mode appropriately.

### **Reform of Driver, Vehicle and Operator Licensing**

30. As a general principle, the Government would want to ensure that any new regulatory framework was as easy to use as possible. That includes the ability to make any changes in a straightforward and timely way. On that basis, we would favour the setting of national standards by the Secretary of State and Welsh Ministers rather than enshrining them in primary legislation.

31. We would expect guidance from the Law Commission's review as to what those standards should be, the underlying need and who they should apply to, to help inform the implementation process following enactment of new legislation.

32. The Government agrees that operator licensing should be retained as mandatory in respect of PHVs and that they should continue to be assessed as "fit and proper". We note the question about whether the requirement for licensing should be extended to those who run taxi radio circuits, but would simply invite the Law Commission to consider whether there is a regulatory need for an extension and the relative costs and benefits of extending the licensing system in this way.

33. The Government agrees that the definition of operators should not be extended to include intermediaries. The person who actually supplies the vehicles and drivers should be the one who is licensed, not someone further along the chain who is, for example, organising an event and calling on the services of a person who can directly provide vehicles and drivers. Provided a licensed operator is involved at some point in the transaction and is clearly legally responsible for the transaction, the Government considers it unnecessary to bring intermediaries within the definition of operators and also require them to obtain licences.

34. We agree that operators should be expressly permitted to sub-contract services.

### **Reforming Quantity Controls**

35. The Government agrees that licensing authorities should no longer have the power

to restrict taxi numbers.

36. We recognise that loss of plate premiums and a possible over-supply of taxis might be undesirable effects associated with a removal of the power to restrict taxi numbers, although this is likely to even out over a period of time. Nonetheless, we would see advantage in putting special transitional measures in place. A staggered or phased removal of the power to control taxi numbers might be a sensible way to proceed.

37. We would ask the Law Commission to consider the best approach to a phased approach to quantity control removal in order to control the impact on the current market.

### **Taxi and Private Hire Reform and Equality**

38. The Government recognises the importance of taxis and PHVs for people with disabilities and we acknowledge that there are some difficult issues to reconcile. Our main message to the Law Commission on this would be to stress the Government's guiding principle of considering non-regulatory measures as far as possible before regulatory measures.

39. In accordance with that principle, we do not consider it necessary, at the moment, to establish a separate licence category for wheelchair accessible vehicles. And we are mindful of the burden that a statutory obligation for disability awareness training would place on the trade and are not convinced that the benefits would justify the costs.

40. On the issue of how to complain, we would urge the Law Commission to consider this further, including how consumers get information at the moment about complaining and what might be an optimum solution.

### **Reforming Enforcement**

41. The Government does not consider it appropriate to extend the important and specialised power of stopping moving vehicles to taxi licensing officers. We would expect licensing authorities to work closely with the police in undertaking taxi and PHV enforcement activity.

42. The Government recognises the danger posed by taxi touts as well as the frustration to the legitimate licensed trade of touting. We consider that retention of the offence of taxi touting is important, but in the light of consultation responses, we would look to the Law Commission to judge whether the existing offence is framed in the most suitable way or whether the available sanction is appropriate.

43. The Government is inclined towards the view that impounding vehicles for vehicles breaching taxi and PHV rules would be a step too far, but would be interested to hear what other respondents think.

44. The Government considers that there is scope for greater use of fixed penalty

schemes. This would have to be restricted to offences or misdemeanours of an objective nature where the decision about any transgression is entirely clear-cut. The Government would welcome the thoughts of the Law Commission about which types of offences could be subject to fixed penalties.

45. The Government agrees with the proposal that enforcement officers should have powers to enforce against vehicles, drivers and operators licensed in other licensing areas. It is necessary in order for the proposed new model of licensing and operation to work effectively.

46. The crucial element, though, is deciding on the extent of the enforcement powers across boundaries. The Government considers that allowing licensing authorities to permanently suspend or revoke licences granted by other licensing authorities would be a radical change which goes beyond reasonable limits of enforcement powers.

47. We would urge the Law Commission to consider a compromise position, possibly involving temporary powers of enforcement for example to suspend a driver's licence for the rest of the evening but with the proviso that the licensing officer must then discuss the matter with the "home" licensing authority as soon as possible.

48. There is also an important question about funding of cross-border enforcement, which ties in with the issue of licence fees. The Government would urge the Law Commission to consider how the funding of cross-border enforcement could be achieved in an equitable way and, in particular, whether the setting of licence fees on a national basis would be a sensible course of action.

### **Reform of Hearings and Appeals**

49. The Government agrees that the right to appeal against decisions to refuse to grant or renew; or suspend or revoke a taxi or PHV licence should be limited to the applicant or, as appropriate, holder of the relevant licence.

50. The Government agrees that the first stage in the appeal process in respect of refusals, suspensions or revocations should be to require the licensing authority to reconsider its decision. There is value in looking afresh at a decision before embarking on the judicial process.

51. The Government agrees that the magistrates' court is the right place to hear taxi and PHV licensing appeals.

52. The Government considers that on efficiency grounds it would be appropriate for the magistrates' court to be the final appeal. We consider that this ought to be subject to a continuing right of appeal to the High Court by way of case stated only where a decision was wrong in law or in excess of jurisdiction.