

Licensing Committee (Non Licensing Act 2003 Functions)

Date: **27 June 2019**

Time: **3.00pm**

Venue **Council Chamber, Hove Town Hall**

Members: **Councillors:**O'Quinn (Chair), Henry (Deputy Chair), Deane (Opposition Spokesperson), Simson (Group Spokesperson), Appich, Atkinson, Bagaeen, Davis, Ebel, Fowler, Hill, Lewry, Osborne, Rainey and Wares

Contact: **Penny Jennings**
Democratic Services Officer
01273 291065
penny.jennings@brighton-hove.gov.uk

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk.
Agendas are available to view five working days prior to the meeting date.

Electronic agendas can also be accessed through our meetings app available through ModernGov: [iOS/Windows/Android](#)

This agenda and all accompanying reports are printed on recycled paper

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

In each case, you need to declare

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

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

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

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

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

2 MINUTES OF THE PREVIOUS MEETING

7 - 12

Minutes of the meeting held on 14 March 2019 (copy attached)

3 CHAIR'S COMMUNICATIONS

4 PUBLIC INVOLVEMENT

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

- (a) **Petitions:** to receive any petitions presented to the full council or at the meeting itself;
- (b) **Written Questions:** to receive any questions submitted by the due date of 12 noon on the 21 June 2019;
- (c) **Deputations:** to receive any deputations submitted by the due date of 12 noon on the 21 June 2019

5 MEMBER INVOLVEMENT

To consider the following matters raised by councillors:

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

6 HACKNEY CARRIAGE FARE REVIEW

13 - 36

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

Contact Officer: Jim Whitelegg

Tel: 01273 292438

Ward Affected: All Wards

7 HACKNEY CARRIAGE AND PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING

37 - 44

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

Contact Officer: Jim Whitelegg

Tel: 01273 292438

Ward Affected: All Wards

8 ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the [Insert Date] 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

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

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

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. Infra-red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.

FURTHER INFORMATION

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

WEBCASTING NOTICE

This meeting may be filmed for live or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act 1998. Data collected during this web cast will be retained in accordance with the Council's published policy.

Therefore, by entering the meeting room and using the seats in the chamber you are deemed to be consenting to being filmed and to the possible use of those images and sound recordings for the purpose of web casting and/or Member training. If members of the public do not wish to have their image captured, they should sit in the public gallery area.

ACCESS NOTICE

The Public Gallery is situated on the first floor of the Town Hall and is limited in size but does have 2 spaces designated for wheelchair users. The lift cannot be used in an emergency. Evac Chairs are available for self-transfer and you are requested to inform Reception prior to going up to the Public Gallery. **For your own safety please do not go beyond the Ground Floor if you are unable to use the stairs.**

Please inform staff on Reception of this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question.

FIRE / EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions:

- You should proceed calmly; do not run and do not use the lifts;
- Do not stop to collect personal belongings;
- Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and
- Do not re-enter the building until told that it is safe to do so.

BRIGHTON & HOVE CITY COUNCIL

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

3.00PM 14 MARCH 2019

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillors O'Quinn (Chair), Morris (Deputy Chair), Hyde (Opposition Spokesperson), Deane (Group Spokesperson), Bennett, Cattell, Cobb, Gilbey, Horan, Lewry, Marsh, Page, C Theobald and Wares

PART ONE

20 PROCEDURAL BUSINESS

20(a) Declarations of Substitutes

20.1 There were none.

20(b) Declarations of Interest

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

20(c) Exclusion of Press and Public

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

20.4 **RESOLVED:** That the press and public be excluded from the meeting during consideration of the items contained in part two of the agenda.

21 MINUTES OF THE PREVIOUS MEETING

21.1 **RESOLVED** – That the minutes of the Licensing Committee (Licensing Act 2003 Functions) Meeting held on 29 November 2018 be agreed and signed by the Chair as a correct record.

22 CHAIR'S COMMUNICATIONS

EV Taxi Hubs Project Meeting

- 22.1 The Chair, Councillor O'Quinn explained that on 5 February 2019, the government had awarded more than £6 million to support ultra-low emission taxis right across the country, furthering its ambition for a zero-emission future. This had been announced at the Smart Transport conference by the Future of Mobility Minister, the funding would see almost 300 rapid charge points and 46 fast charge points installed for ultra-low emission taxis in 17 local authorities, including in Greater Manchester, Brighton and Hove, Leicester and the north east.
- 22.3 Brighton & Hove City Council had been awarded the full amount requested, £468,000. Which equated to 75% of the total cost of the project with an additional 25% being acquired through a concessionaire.
- 22.4 The Chair stated that she wanted to thank everyone involved in the taxi trade who had helped with surveys, meeting and gathering of telematics data which had helped to secure this funding. This grant would enable us to initially install 4 rapid charging hubs each with 3 rapid chargers for taxis at strategic locations across Brighton & Hove, a key part of the council's strategy to implement EV charging infrastructure across the city to encourage people to switch over to electric and to meet the varied needs of EV drivers. The Council would continue to engage with the trade as work progressed, initially re the identification of suitable locations for the rapid charging hubs. The following was proposed:

4 off street rapid charging hubs – 6 bays (installation Oct 2020) (plus 200 lamp post by Oct 2019);

To consider – existing grid capacity;

Areas – Racecourse, Amex, Black Rock, Valley Gardens, Lagoon (consultation with trade for other areas);

Enforcement – NSL (not public highway so similar to Preston Park);

Original scope – exclusive taxi but OLEV recommended some public initially while take up is limited;

Action – put options to trade in April for discussion at May Forum.

Uber

- 22.5 The decision to refuse to Uber's licence had been overturned on appeal on 27 November 2018 – The principle issue had been one of law – it had been ruled that exercising rights to cross border was not relevant to consideration of whether a provider was "fit & proper".
- 22.6 OLA had submitted an application for a private hire operator's licence in December 2018 and officers were in the process of carrying out a number of safety and security checks regarding the company and their directors. Their App catered for both private hire vehicles and hackney carriage vehicles.

Brighton Station Taxi Rank

22.7 This had been discussed at the Taxi Forum meeting held in January 2019 where GTR reps had attended and raised a number of points for consideration and a contact. It was noted that GTR were working on infrastructure at the back of the station.

CCTV – DPIA update

22.8 Current thinking was that an initial representation would be made to the ICO arguing for continuous visual and audio recording. The authority's principle arguments would be around the risk controls in place to limit disclosure. The cctv would be stored on a highly encrypted device and we will limit how and when it could be disclosed. For those purposes it would be explained that the authority would allow/seek disclosure.

Secret Shopper/Test Purchasing

22.9 The following had been observed and dealt with:

Flipping – Private hire vehicle taking passengers that had not been not pre-booked through an operator;
HC Refusing to take passengers based on the journey not being lucrative – i.e. short journeys / multi seater;
Wheelchair users

Animal Licensing

22.10 It was noted that the licensing authority was working through the list of those who either have had a licence in the past or had applied for a licence. Six licences mostly home dog boarding. A number of businesses had not been able to comply with the new conditions or requirements and had subsequently stopped offering their services since the regulations were introduced. In common with other local authorities once the list had been worked through officers would start tackling those who were trading without a licence. Officers Were aware of a number of 'on-line' companies who used third party hosts to board dogs. These national companies were discussing the need for licenses with DEFRA and the licensing authority was of the view that the majority if not all of the hosts would need to be licensed.

23 PUBLIC INVOLVEMENT

23.1 There were no items.

24 MEMBER INVOLVEMENT

24.1 There were no items.

25 HACKNEY CARRIAGE VEHICLE TRANSFER AND PRIVATE HIRE DOOR SIGN AMENDMENTS

25.1 The Committee considered a report of the Executive Director of Neighbourhoods Communities and Housing which requested Members to consider whether it was appropriate for a Hackney Carriage Vehicle to continue to be required to be wheelchair accessible following transfer to another person. Members were also asked to consider whether to approve a generic private hire door sign.

- 25.2 Councillors Wares and Hyde considered that the recommendation as set out in Recommendation 1 of the report represented a pragmatic and sensible way forward, and that Recommendation 3 would be superfluous. It would be appropriate however for each of the report recommendations to be voted on separately in their view.
- 25.3 Councillor Wares also considered that it would be appropriate for the situation to continue to be monitored and to form the basis of further discussions at a future Taxi Forum meeting as appropriate.
- 25.4 Councillors Marsh and Gilbey and Morris also concurred with the views expressed
- 25.5 **RESOLVED** – (1) That Members agree to remove the requirement that a Hackney Carriage Vehicle must become wheelchair accessible following transfer to another person but confirm that existing compulsory wheelchair accessible vehicles must remain wheelchair accessible; and
- (2) Non-wheelchair accessible vehicle proprietors would have a choice, on transfer, of whether to change the type of vehicle or not; and
- (3) That Members approve the generic Private Hire door sign as shown in appendix 1 to the report.

26 HACKNEY CARRIAGE & PRIVATE HIRE DRIVER ENFORCEMENT AND MONITORING

- 26.1 The Committee considered a report of the Executive Director of Neighbourhoods, Communities and Housing providing Members with an up-date on enforcement action taken against Hackney Carriage and Private Hire Drivers and Applicants between November 2018 and February 2019.
- 26.2 Councillor Marsh sought clarification of the stepped stage process used and the follow-up process used following issue of a formal warning letter.
- 26.3 Councillor O'Quinn referred to Items 9 and 12 set out in the report, the latter of which had involved a previous refusal which had been upheld by the Magistrates Court. Both were very serious cases and it was encouraging for Members to be provided with this information on a regular basis and for them to know that the processes in place were robust.
- 26.4 **RESOLVED** - That Members note the contents of the report and that officers should continue to take action as appropriate.

27 ITEMS REFERRED FOR COUNCIL

- 27.1 There were none.

The meeting concluded at 5.35pm

Signed

Chairman

Dated this

day of

LICENSING COMMITTEE (NON LICENSING FUNCTIONS)

Agenda Item 6

Brighton & Hove City Council

Subject:	Hackney Carriage Fare Review		
Date of Meeting:	27 June 2019		
Report of:	Executive Director of Neighbourhoods, Communities & Housing		
Contact Officer:	Name:	Martin Seymour	Tel: 29-6655
	Email:	martin.seymour@brighton-hove.gov.uk	
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

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

2. RECOMMENDATIONS:

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

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The council may fix the rates for hackney carriage fares within the district as well as time and distance and all other charges in connection with the hire of a vehicle or with the arrangements for hire of a vehicle to be paid in respect of the hire of a hackney carriage. The council does not have the power to set private hire vehicle fares but historically the local operators follow the hackney carriage tariffs set by the council 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 (see paragraph 3.3). It is proposed that the running cost per mile on the proposed tariff sheet is increased, from £2.20 to £2.40 which remains below the formula limit of £2.43.

- 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 councillor of the licensing committee who will then present any proposal agreed by that meeting to the next available meeting of the Licensing Committee for their consideration.
- 3.3 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 were 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. As the AA have not updated these figures since 2014 an inflation figure based on CPI from March 15 to December 18 has been added to the last updated AA figures.
- 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 March 2015. The hackney carriage trade now seeks a further increase.
- 3.6 Justification by the trade for an increase in fares is that the fares have not changed since March 2015 since which they have absorbed increasing of fuel prices and other costs associated with running a Hackney Carriage Vehicle. The trade also require an increase so proprietors can maintain the high level of vehicle standard and specification for Brighton & Hove. The full BHTTFA (Brighton & Hove Taxi Trade Forum Association) submission can be found at appendix 1.
- 3.7 The proposal from the trade is for 20p increase to the initial fare (flag) for tariffs 1 & 2, 30p for tariffs 4, 6, 7, 40p for tariffs 3 & 5, 45p Tariff 9 & 60p for tariffs 8 & 10, and a reduction of the initial yardage from 320 yards to 293yards in all tariffs except 3 & 8 where it will increase from 640 yards to 660 yards.
- 3.8 Tariffs 6 to 10 are in effect 1.5 x the tariffs of 1 to 5 which was introduced to encourage proprietors purchasing wheelchair accessible vehicles and is applied to vehicles carrying 5 or more passengers.
- 3.9 The fouling charge is to increase from £50 to 'UPTO £100'.
- 3.10 Currently in the national league tables for fares shows that Brighton & Hove is positioned 28 (June 19) for Tariff 1 at the 2 mile point and after the proposed increase it is estimated that the position will be 6 out of 363 Local Authorities.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

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

this power offers passengers protection. Not undertaking a hackney carriage review may make businesses unprofitable and inadequate number of taxis to meet demand.

5. COMMUNITY ENGAGEMENT AND CONSULTATION

- 5.1 The subject of the fare review is a constant agenda item at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions. The forum members have delegated negotiations to selected representatives.
- 5.2 The procedure for presenting the trade's request for a review has been followed. This involves the trade's representatives making representations to the chair of The Licensing Committee (non Licensing Act 2003) and officers. The trades Representatives accept the recommendations as reasonable.
- 5.3 A meeting with the trade representatives, council officers and the chairman Licensing Committee (non Licensing Act 2003) was held on 19 January 2015 where a proposal was agreed in principle to go to the committee.

6. CONCLUSION

- 6.1 That members confirm their support for an increase in maximum fares and that the Head of Regulatory Services advertises the proposed variation in fares, and invites any objections in accordance with the legal requirements.

7. FINANCIAL & OTHER IMPLICATIONS:

7.1 Financial Implications:

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

Finance Officer Consulted: Michael Bentley Date: 22/05/19

7.2 Legal Implications:

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

Lawyer Consulted: Name Rebecca Sidell

Date: 22/05/19

7.3 Equalities Implications:

The survey will provide information from various categories of society in Brighton & Hove, which the council will use to ensure that taxis in the city are licensed to best serve the needs of all. The results will assist the Council in planning for the future ensuring that no group of persons will be disadvantaged through using taxis.

7.4 Sustainability Implications:

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

7.5 Any Other Significant Implications:

None

SUPPORTING DOCUMENTATION

Appendix 1 Trade Submission

Appendix 2 Current tariff card.

Appendix 3 Proposed tariff card.

Appendix 4 % Change Sheet. (Tariffs 1,2,3,4,5)

Appendix 5 % Change Sheet. (Tariffs 6,7,8,9,10)

Appendix 6 Fares Formula.

BH T T F A

Brighton & Hove Taxi Trade Forum Association

United Taxi Drivers Association - Brighton Sudanese Taxi Forum - Independent Taxi Drivers
 City Cabs - Radio Cabs - Streamline Taxis - NPTTU - Unite the Union - GMB BHTS
 Brighton & Hove Private Hire Association - email: info@bhtffa.co.uk

HCO Brighton & Hove Council

June 3 2019

Brighton & Hove Hackney Carriage Fare Review 2019

Background

The Brighton & Hove Taxi trade has a combined workforce of around 1500+ people.

The council can only control Hackney Carriage fares. Private Hire rates are not controlled by the council and such it is down to the Operator of the vehicle to determine what rates would apply.

There is no obligation for a PHV to utilise the facility of a meter. However if a PHV utilises a meter then this must be calibrated to a 'Table of Fares' and be displayed in just the same way as where a Hackney Carriage must display the councils controlled 'Hackney Carriage Fares'.

The historic standard procedure to initiate any Fare Review is for the combined hackney carriage and PHV trade to consult and debate within the Trade Forum. This has been the procedure for a number of years.

It should be noted that a cab company that exclusively has a fleet of PHV's and no hackney carriages could charge whatever rates that it wished just as Uber does.

However as all the cab companies run a mix of hackney carriages and private hire vehicles the Hackney Carriage 'Fare Table' is applied as standard for uniformity. For example if two cars were needed at the same time and a hackney carriage and a PHV were both sent then the charging rate would be identical.

This has allowed standardisation for the local fares with the competition aspect based on service and reliability. Effectively the public knows what the cost of a cab is in the city when using a local company.

At each review the trade seeks advice from the HCO for the acceptable parameters based on the well used Brighton & Hove 'Fare Formula' which was adopted many years ago.

The 'Fare Formula' is based on specific set variables which are updated to provide a sustainable level of income for the trade.

These variables include:

AA Vehicle Running Costs (Fuel/Repairs) – Average Public Hire Vehicle Insurance

SE Average Earnings *1 (Median gross weekly earnings) £29,900

The recently updated figures show that the trade should be running at £2.43 per mile. Currently the trade runs at £2.20 per mile.

The AA Fuel Price Report for January 2015 and December 2018 (Appendix 1) shows an increase for:

Petrol from 108.4L to 122.6L = 13% increase Diesel: 116.2L to 133.4 L = = 14.8% increase

This gives an average of a 13.9% increase in fuel costs over four years

A fare review took place in 2013. The last fare review took place two years later in 2015 which simply added a basic 20p all fares. (Current Hackney Carriage Table of Fares Appendix 2)

The following is taken from the Minutes of the March 5 2015 Licensing Committee Minutes:

LICENSING COMMITTEE (NON LICENSING ACT 2 003 FUNCTIONS) 5 MARCH 2015

30 HACKNEY CARRIAGE FARE REVIEW

30.5 Councillor Simson stated that whilst noting that these figures had been put forward by the Taxi Forum she considered that the trade needed to be mindful that there should be a suitable time lapse before there were any further increases. Other Members of the Committee concurred in that view.

It was stated at that meeting “...***the trade needed to be mindful that there should be a suitable time lapse before there were any further increases***”

To date the trade has complied with this directive of over four years ago and after advice from the HCO with regards to the data calculations for the ‘Fare Formula’ the trade is now seeking to move from a running miles of £2.20 to a running mile of £2.40.

It should be noted that it is not advisable to leave such a long time of a four and a half year period between Fare Reviews and a better practice is an annual review for the Financial Year much like every other institution and an inflation related adjustment. For example the new council practice or licensing fees set at 2% per year.

The established ‘National Fares League Table’ published by Private Hire & Taxi Monthly currently shows Brighton & Hove at the 25th. This is national table is based on a two mile journey on Tariff 1.

To compare the Tariffs the following shows some examples (see Appendix 3 for full chart)

1: London (Heathrow) 10.60*
*includes £2.80 airport supplement
2: Luton Airport - £9.20
3: Watford - £8.40
4: Epsom & Ewell - £7.80
5: London - £7.80
6: Carrick - £7.30
7: Reading - £7.20
8: Dartford - £7.10
9: Penworth - £7.10
10: Bournemouth - £7.00
11: Herstsmere £7.00
12: Mid-Sussex £7.00

13: Poole - £7.00
14: Stroud - £7.00
15: Tonbridge & Malling - £7.00
16: Tunbridge Wells - £7.00
17: Wiltshire - £7.00
18: Jersey - £6.99
19: Restormel - £6.95
20: Vale of white Horse - £6.90
21: Wealdon - £6.90
22: Weymouth & Portland - £6.90
23: Adur - £6.80 (Rise in 2016)
24: Bath & NE Somerset – £6.80
25: Brighton & Hove £6.80 (Rise in 2015)

The Uber Effect

Since the last review in March 2015 the city has seen the arrival of Uber of which only uses locally licensed 'Private Hire Vehicles' on its Uber Brighton Operator Licence and not locally licensed 'Hackney Carriage Taxis' other than a mixture of both these types brought in from other areas.

Because of this model of operating this is now a unique position in the city as Uber Brighton is exclusively a Private Hire service exclusively using Brighton & Hove licensed PHV's where controls on pricing are not determined by the council. Indeed as there is no control on such pricing Uber often raises the cost of its service by 3 to 4 times the standard fare known as 'Surge Pricing'.

This is opposed to the established cab companies in the city who have always run a mixture of PHV's and Hackneys within their respective fleets thus both types of vehicles comply with the council controlled fares which allows the public to have a 'Fair Fare' within the city with no such 'Surge Pricing'.

It should be emphasised that for many years the whole trade has worked closely with the council to ensure that the trade has a sustainable income to ensure that standards are high.

18 months ago the BBC carried an experiment by ordering both a Brighton & Hove licensed vehicle from one of the main cab companies and an Uber vehicle (licensed area unknown) to go from Queens Road Brighton to Sussex University. As Uber was not on its Surge Pricing mode both fares came out the same at £13.

Whilst it has been established that Uber is not cheaper than the local companies the facility to increase the fares by '**Surge Pricing**' on a whim has had the effect of enticing drivers to its platform where they can earn more when it rains and indeed at any other time that Uber considers fit to raise prices. For example during Pride 2018 we were informed that Uber was frequently on 'Surge Pricing' mode where the local trade were working on the council controlled rate. 'Surge Pricing' is of course a commercial decision.

The Brighton & Hove council controlled fares used by both the Hackney and PH trade quite rightly does not allow for such 'Surge Pricing'. However with the arrival of Uber the drivers have an incentive to leave the local cab companies that have used the 'council controlled charging' system for many years to work on the Uber platform that allows for fares to be massively inflated when demand is greater and thus achieve a higher income.

Maybe one day Uber may have dominance in the city where 'Surge Pricing' throughout the day is common rather than where we currently are with the long established circuits using the 'council controlled fares' having disappeared though lack of drivers having gone to Uber who rely on such inflated fares due to 'Surge Pricing'.

So whilst the trade has never had any issues at all with Uber as a commercial competitor it is a paradoxical situation that the system Uber uses to calculate fares via 'Surge Pricing' has now given further reasons for the local trade to raise fares to compete on a fair basis in order to retain drivers on the local companies.

Without these drivers the local companies would cease to exist and international companies will take over the city.

Tariff Proposal

The Brighton & Hove Taxi Trade is applying for a fare review after four years of keeping fares down and complying with the statement from the March 5 2015 Licensing Committee of a "...suitable time lapse".

The increase is to move from £2.20 per mile to £2.40 per mile which is in line with the 'Fare Formula' as provided by the council via the HCO which is in fact £2.43 per mile (as of February 2019) with an increase in the flag fall (meter start rate). This coincides with licensing authorities such as Mid-Sussex and Lewes.

Information has been provided that Worthing will also be adjusting the flag fare accordingly.

There is no application to increase the rate of current waiting time.

Radio Relay – Taxi Meter Consultants

Radio Relay serves a wide area of licensing authority's and extensive consultation has taken place with the trade to ensure that the technical complexities of the meter calibrations provide completely accurate calculations that range from the five tariffs rates for the saloon cars and the further 5 tariff rates for multi-seater cars.

There is also a proposal for the 'Fouling' charge to increase from £50 to £100 as the current fouling charge has remained the same for a number of years.

The November 2018 Licensing Committee Meeting it was recommended that all licensing fees should now be raised at a rate of 2% each year. The proposal amounts to around 1.92% per year since the last Fare Review in 2015.

The trade would like to respectfully make the point to the council that the taxi trade is exactly the same as any other business in the city and has taken into consideration many factors for the proposed Fare Review.

The position is that whilst each taxi driver is an individual self-employed business... under Bylaws the council is uniquely given the power to determine what the trade charges... which under general business practice is quite a unique situation.

With the current situation of other Licensing Authorities having lower standard than Brighton & Hove meaning that we now have hundreds of those drivers/vehicles working in the city there is no incentive to recruit new drivers for the trade.

One solution is to lower our standards. However it is much more preferable to provide an income that matches the standards expected.

Trade & Council Meeting February 13 2019

On February 13 a meeting took place for the trade to make a presentation on the Fare Review based on the proposal for the meter to go from £2.20 to £2.40 per mile.

Present at the meeting for the trade was Andrew Peters (GMB), George Beresford (Independent Hackney Carriage Drivers) and Dervish Bayram. For the council Martin Seymour HCO, Jim Whitelegg Regulatory Services Manager (Licensing & Trading Standards) and Michael Bentley Finance Officer.

We are pleased to state that Mr. Bentley raised no objection to the principle of the proposal.

Since that meeting Radio Relay has looked at the technical intricacies for the meter capabilities and has set out the tariff card to ensure accuracy.

The conclusion of the meeting was that it was agreed to forward the proposal from the trade to the Licensing Committee with the new 'Fouling Charge' to be worded as;

"Fouling Up to £100"

It should be noted that photographic evidence was provided of a recent case of such fouling in a taxi to demonstrate the extent of what can happen.

It was also recommended by the trade to utilise the rear of the new Fare Card to show important contact numbers for matters such as Safe Guarding.

Andrew Peters
GMB Brighton & Hove Taxi Section

On behalf of the Brighton & Hove Taxi Trade Forum

United Taxi Driver Association (Bangladeshi Group)
Sudanese Taxi Forum
Independent Taxi Drivers
Brighton & Hove Private Hire Driver Association
NPTTU
City Cabs
Radio Cabs
Streamline Taxis
Unite the Union
GMB Brighton & Hove Taxi Section

Car Rates 1 - 5

Flag	Flag	First	Unit	First	First	Each mile thereafter	Initial Waiting Time
Rate 1	Yards	Drop	Unit	Mile	Yards	Yards	Seconds
Day	£ 3.00	293	146.7	£0.20	=	£2.40	1 Minute 12 Seconds
Rate 2	£ 4.00	293	146.7	£0.20	=	£2.40	1 Minute 12 Seconds
Late Night	£ 4.00	293	146.7	£0.20	=	£2.40	1 Minute 12 Seconds
Rate 3	£ 4.80	660	146.7	£0.20	=	£2.40	2 Minutes 42 Seconds
W/E Late	£ 4.80	660	146.7	£0.20	=	£2.40	2 Minutes 42 Seconds
Rate 4	£ 4.50	293	146.7	£0.30	=	£3.60	1 Minute 12 Seconds
Xmas	£ 4.50	293	146.7	£0.30	=	£3.60	1 Minute 12 Seconds
Rate 5	£ 6.00	293	146.7	£0.40	=	£4.80	1 Minute 12 Seconds
N Year	£ 6.00	293	146.7	£0.40	=	£4.80	1 Minute 12 Seconds

Multi Seater Rates 6 - 10

Rate 6	Yards	Drop	Unit	£ 4.50	£ 4.50	£7.50	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Multi 1	Yards	Drop	Unit	£ 6.00	£ 6.00	£9.00	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Rate 7	Yards	Drop	Unit	£ 7.20	£ 7.20	£9.45	1760	146.7	12.00	x	£0.30	=	£3.60	161.96	2 Minutes 42 Seconds
Multi 3	Yards	Drop	Unit	£ 6.75	£ 6.75	£11.25	1760	146.7	12.00	x	£0.45	=	£5.40	71.90	1 Minute 12 Seconds
Rate 9	Yards	Drop	Unit	£ 9.00	£ 9.00	£15.00	1760	146.7	12.00	x	£0.60	=	£7.20	71.90	1 Minute 12 Seconds
Multi 5	Yards	Drop	Unit	£ 9.00	£ 9.00	£15.00	1760	146.7	12.00	x	£0.60	=	£7.20	71.90	1 Minute 12 Seconds
Rate 6	£ 4.50	293	146.7	£0.30	=	£7.50	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Multi 1	£ 4.50	293	146.7	£0.30	=	£7.50	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Rate 7	£ 6.00	293	146.7	£0.30	=	£9.00	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Multi 2	£ 6.00	293	146.7	£0.30	=	£9.00	1760	146.7	12.00	x	£0.30	=	£3.60	71.90	1 Minute 12 Seconds
Rate 8	£ 7.20	660	146.7	£0.30	=	£9.45	1760	146.7	12.00	x	£0.30	=	£3.60	161.96	2 Minutes 42 Seconds
Multi 3	£ 7.20	660	146.7	£0.30	=	£9.45	1760	146.7	12.00	x	£0.30	=	£3.60	161.96	2 Minutes 42 Seconds
Rate 9	£ 6.75	293	146.7	£0.45	=	£11.25	1760	146.7	12.00	x	£0.45	=	£5.40	71.90	1 Minute 12 Seconds
Multi 4	£ 6.75	293	146.7	£0.45	=	£11.25	1760	146.7	12.00	x	£0.45	=	£5.40	71.90	1 Minute 12 Seconds
Rate 10	£ 9.00	293	146.7	£0.60	=	£15.00	1760	146.7	12.00	x	£0.60	=	£7.20	71.90	1 Minute 12 Seconds
Multi 5	£ 9.00	293	146.7	£0.60	=	£15.00	1760	146.7	12.00	x	£0.60	=	£7.20	71.90	1 Minute 12 Seconds

Waiting Costs Per Hour
(Matches Current Tariff Exactly)

Rate 1 -	£20.00
Rate 2 -	£20.00
Rate 3 -	£20.00
Rate 4 -	£30.00
Rate 5 -	£40.00
Rate 6 -	£30.00
Rate 7 -	£30.00
Rate 8 -	£30.00
Rate 9 -	£45.00
Rate 10 -	£60.00

**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>Tariff 1 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 2,3,4,5,6,7,8,9 &10 Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£2.80	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	20p
<p>Tariff 2 - Late Night each day between the hours of 9pm and 6am, other than under tariff 3. Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£3.80	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	20p
<p>Tariff 3 - Late Night 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>	£4.40	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	20p
<p>Tariff 4 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1st January Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£4.20	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	30p
<p>Tariff 5 - New Year between 9pm 31 December and 6am 1 January Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£5.60	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	40p

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

<p>Tariff 6 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 1,2,3,4,5,7,8,9 &10 Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£4.20	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	30p
<p>Tariff 7 - Late Night each day between the hours of 9pm and 6am, other than under tariff 8. Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge. Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.</p>	£5.70	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	30p
<p>Tariff 8 - Late Night – 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)</p>	£6.60	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance	30p

or 2 minutes 24 seconds or a combination of distance and time.		and time.	
Tariff 9 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1 st January Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.	£6.30	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	45p
Tariff 10 - New Year between 9pm 31 December and 6am 1 st January Initial distance not exceeding 320 yards (approximately 293 metres) or 1 minute 12 seconds or a combination of distance and time.	£8.40	For all or part of each subsequent 160 yards (approximately 146 metres) or 36 seconds or a combination of distance and time.	60p

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

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

Theses 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	March 15
--	-----------------

**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>Tariff 1 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 2,3,4,5,6,7,8,9 &10 Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time.</p>	£3.00	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time.	20p
<p>Tariff 2 - Late Night each day between the hours of 9pm and 6am, other than under tariff 3. Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time.</p>	£4.00	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	20p
<p>Tariff 3 - Late Night each Friday night and Saturday night only between the hours of 12 midnight and 6am the following day Initial distance not exceeding 660 yards or 2 minute 42 seconds or a combination of distance and time.</p>	£4.80	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	20p
<p>Tariff 4 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1st January Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time</p>	£4.50	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	30p
<p>Tariff 5 - New Year between 9pm 31 December and 6am 1 January Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time</p>	£6.00	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	40p

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

<p>Tariff 6 – NORMAL FARE Applies to all hiring's except those mentioned in tariffs 1,2,3,4,5,7,8,9 &10 Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time</p>	£4.50	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	30p
<p>Tariff 7 - Late Night each day between the hours of 9pm and 6am, other than under tariff 8. Sundays – between the hours of 6am and 9pm. Bank or Public Holiday - excluding the times covered by Christmas and new year extra charge. Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time</p>	£6.00	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	30p
<p>Tariff 8 - Late Night – each Friday Night and Saturday night only between the hours of 12 midnight and 6am the following day Initial distance not exceeding 660 yards or 2 minutes 42 seconds or a combination of distance and time.</p>	£7.20	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	30p

Tariff 9 - Christmas Day & Boxing Day between 9pm 24 December and 6am 27 December. New Year - between 6am and 10am 1 st January Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time	£6.75	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	45p
Tariff 10 - New Year between 9pm 31 December and 6am 1 st January Initial distance not exceeding 293 yards or 72 seconds or a combination of distance and time	£9.00	For all or part of each subsequent 146.7 yards or 36 seconds or a combination of distance and time	60p

Extra Charges – that may be added to the metered fare by the driver	
Fouling Charge **Booking Fee for telephone and pre-booked hiring's **The driver may charge any road charges or toll's where applicable (this must be agreed with the customer before hire commences)	** UPTO £100.00 **20p**

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

Theses 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	June 19
--	----------------

CURRENT TARIFF

<p>Name : TARIFF 1</p> <p>Date: 01/03/15</p> <p>Soiling charge: £50.00</p> <p>Wait: 36 (secs)</p> <p>Flag fall: £2.80 A</p> <p>Initial yardage: 320 B</p> <p>Unit thereafter: 160 C</p> <p>Price unit : 0.2 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 2</p> <p>Date: 01/03/15</p> <p>Soiling charge: £50.00</p> <p>Wait: 36 (secs)</p> <p>Flag fall: £3.80 A</p> <p>Initial yardage: 320 B</p> <p>Unit thereafter: 160 C</p> <p>Price unit : 0.2 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 3</p> <p>Date: 01/03/15</p> <p>Soiling charge: £50.00</p> <p>Wait: 36 (secs)</p> <p>Flag fall: £4.40 A</p> <p>Initial yardage: 640 B</p> <p>Unit thereafter: 160 C</p> <p>Price unit : 0.2 D</p> <p>Initial Waiting Time (secs): 144</p>	<p>Name : TARIFF 4</p> <p>Date: 01/03/15</p> <p>Soiling charge: £50.00</p> <p>Wait: 36 (secs)</p> <p>Flag fall: £4.20 A</p> <p>Initial yardage: 320 B</p> <p>Unit thereafter: 160 C</p> <p>Price unit : 0.3 D</p> <p>Initial Waiting Time (secs): 72</p>	<p>Name : TARIFF 5</p> <p>Date: 01/03/15</p> <p>Soiling charge: £50.00</p> <p>Wait: 36 (secs)</p> <p>Flag fall: £5.60 A</p> <p>Initial yardage: 320 B</p> <p>Unit thereafter: 160 C</p> <p>Price unit : 0.4 D</p> <p>Initial Waiting Time (secs): 72</p>
---	---	--	---	---

PROPOS Jun-19

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

PROPOSAL Jun-19

Distance (miles)	TARIFF 1			TARIFF 2			TARIFF 3			Distance (miles)	TARIFF 4			TARIFF 5		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change		Current	Proposed	% Change	Current	Proposed	% Change
Flag	£2.80	£3.00	7.14%	£3.80	£4.00	5.26%	£4.40	£4.80	9.09%	Flag	£4.20	£4.50	7.14%	£5.60	£6.00	7.14%
1	£4.60	£5.00	8.70%	£5.60	£6.00	7.14%	£5.80	£6.40	10.34%	1	£4.60	£5.00	8.70%	£5.60	£6.00	7.14%
2	£6.80	£7.40	8.82%	£7.80	£8.40	7.69%	£8.00	£8.80	10.00%	2	£6.80	£7.40	8.82%	£7.80	£8.40	7.69%
3	£9.00	£9.80	8.89%	£10.00	£10.80	8.00%	£10.20	£11.20	9.80%	3	£9.00	£9.80	8.89%	£10.00	£10.80	8.00%
4	£11.20	£12.20	8.93%	£12.20	£13.20	8.20%	£12.40	£13.60	9.68%	4	£11.20	£12.20	8.93%	£12.20	£13.20	8.20%
5	£13.40	£14.60	8.96%	£14.40	£15.60	8.33%	£14.60	£16.00	9.59%	5	£13.40	£14.60	8.96%	£14.40	£15.60	8.33%
6	£15.60	£17.00	8.97%	£16.60	£18.00	8.43%	£16.80	£18.40	9.52%	6	£15.60	£17.00	8.97%	£16.60	£18.00	8.43%
7	£17.80	£19.40	8.99%	£18.80	£20.40	8.51%	£19.00	£20.80	9.47%	7	£17.80	£19.40	8.99%	£18.80	£20.40	8.51%
8	£20.00	£21.80	9.00%	£21.00	£22.80	8.57%	£21.20	£23.20	9.43%	8	£20.00	£21.80	9.00%	£21.00	£22.80	8.57%
9	£22.20	£24.20	9.01%	£23.20	£25.20	8.62%	£23.40	£25.60	9.40%	9	£22.20	£24.20	9.01%	£23.20	£25.20	8.62%
10	£24.40	£26.60	9.02%	£25.40	£27.60	8.66%	£25.60	£28.00	9.38%	10	£24.40	£26.60	9.02%	£25.40	£27.60	8.66%
			96.42%			87.43%			105.71%				96.42%			89.31%

Mileage 2013/2014	£	
SE Average Earnings *1 (Median gross weekly earnings)	29,900	
AA running costs *2		
Petrol per mile (based on 132.3 pence per litre)	0.427	
Diesel per mile (based on 137.5 pence per litre)	0.424	
	<u>0.8508</u>	
Average cost per mile	0.425	
Cost of 30000 miles	12,762	
Insurance *3	1,129	
Total	<u>43,791</u>	<u> </u>
<u>Average per Mile (based on 18000 miles)</u>	<u>2.43</u>	

NOTES

*1 Data provided by ASHE Oct 18 (as of October 2018, published by www.statistics.gov.uk)

*2 Data provided by AA Motor Running Costs (www.theaa.co.uk). Depreciation value in calculations is 40% higher than standard AA value. Consistent with all previous calculations. Inflation figure have been added to original AA figures at CPI March 15 to Dec 18 - 105.3

*3 Estimated insurance £1600.00

BRIGHTON

CURRENT TARIFF

Name : TARIFF 6 Date: 01/03/15 Soiling charge: £50.00 Wait: 36 (secs) Flag fall: £4.20 A Initial yardage: 320 B Unit thereafter: 160 C Price unit : 0.3 D Initial Waiting Time (secs): 72	Name : TARIFF 7 Date: 01/03/15 Soiling charge: £50.00 Wait: 36 (secs) Flag fall: £5.70 A Initial yardage: 320 B Unit thereafter: 160 C Price unit : 0.3 D Initial Waiting Time (secs): 72	Name : TARIFF 8 Date: 01/03/15 Soiling charge: £50.00 Wait: 36 (secs) Flag fall: £6.60 A Initial yardage: 640 B Unit thereafter: 160 C Price unit : 0.3 D Initial Waiting Time (secs): 144	Name : TARIFF 9 Date: 01/03/15 Soiling charge: £50.00 Wait: 36 (secs) Flag fall: £6.30 A Initial yardage: 320 B Unit thereafter: 160 C Price unit : 0.45 D Initial Waiting Time (secs): 72	Name : TARIFF 10 Date: 01/03/15 Soiling charge: £50.00 Wait: 36 (secs) Flag fall: £8.40 A Initial yardage: 320 B Unit thereafter: 160 C Price unit : 0.6 D Initial Waiting Time (secs): 72
--	--	---	---	---

PROPOSA Jun-19

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

Distance (miles)	TARIFF 6			TARIFF 7			TARIFF 8			Distance (miles)	TARIFF 9			TARIFF 10		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change		Current	Proposed	% Change	Current	Proposed	% Change
Flag	£4.20	£4.50	7.14%	£5.70	£6.00	5.26%	£6.60	£7.20	9.09%	Flag	£6.30	£6.75	7.14%	£8.40	£9.00	7.14%
1	£6.90	£7.50	8.70%	£8.40	£9.00	7.14%	£8.70	£9.60	10.34%	1	£6.90	£7.50	8.70%	£8.40	£9.00	7.14%
2	£10.20	£11.10	8.82%	£11.70	£12.60	7.69%	£12.00	£13.20	10.00%	2	£10.20	£11.10	8.82%	£11.70	£12.60	7.69%
3	£13.50	£14.70	8.89%	£15.00	£16.20	8.00%	£15.30	£16.80	9.80%	3	£13.50	£14.70	8.89%	£15.00	£16.20	8.00%
4	£16.80	£18.30	8.93%	£18.30	£19.80	8.20%	£18.60	£20.40	9.68%	4	£16.80	£18.30	8.93%	£18.30	£19.80	8.20%
5	£20.10	£21.90	8.96%	£21.60	£23.40	8.33%	£21.90	£24.00	9.59%	5	£20.10	£21.90	8.96%	£21.60	£23.40	8.33%
6	£23.40	£25.50	8.97%	£24.90	£27.00	8.43%	£25.20	£27.60	9.52%	6	£23.40	£25.50	8.97%	£24.90	£27.00	8.43%
7	£26.70	£29.10	8.99%	£28.20	£30.60	8.51%	£28.50	£31.20	9.47%	7	£26.70	£29.10	8.99%	£28.20	£30.60	8.51%
8	£30.00	£32.70	9.00%	£31.50	£34.20	8.57%	£31.80	£34.80	9.43%	8	£30.00	£32.70	9.00%	£31.50	£34.20	8.57%
9	£33.30	£36.30	9.01%	£34.80	£37.80	8.62%	£35.10	£38.40	9.40%	9	£33.30	£36.30	9.01%	£34.80	£37.80	8.62%
10	£36.60	£39.90	9.02%	£38.10	£41.40	8.66%	£38.40	£42.00	9.38%	10	£36.60	£39.90	9.02%	£38.10	£41.40	8.66%
			96.42%			87.43%			105.71%				96.42%			89.31%

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

Agenda Item 7

Brighton & Hove City Council

Subject:	Hackney Carriage & Private Hire Driver Enforcement and Monitoring		
Date of Meeting:	27 June 2019		
Report of:	Executive Director of Neighbourhoods, Communities & Housing		
Contact Officer:	Name:	<i>Martin Seymour</i>	Tel: 29-6659
	E-mail:	martin.seymour@brighton-hove.gcsx.gov.uk	
Wards Affected:	All		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report is to update Members on enforcement action taken against Hackney Carriage & Private Hire Drivers and Applicants between March and May 2019.

2. RECOMMENDATIONS:

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

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

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

advice is sought where appropriate and all enforcement decisions are approved by the licensing manager/head of regulatory services. In addition, the most difficult matters would come to the Chair and to the two lead members for discussion. If a matter was really serious and required immediate suspension then officers would come to members as soon as possible after they had taken action.

- 3.5 In addition to day-to-day enforcement work, officers carryout weekly out-of-hours enforcement work, normally at weekends and weekday evenings. This includes monitoring of hot spot areas for over and illegal ranking and plying for hire, vehicle inspections and occasional test purchase operations. General enforcement is essentially checking the vehicle is safe to be on the road and that the drivers details are correct. The officers are trained in vehicle inspection and checks could include a number of things illustrated on the check list in Appendix A. Primarily, it involves checking the tyres, lights, steering, suspension, as well as the general condition of the vehicle, livery and that the meter is working correctly.
- 3.6 Officers are planning a joint operation with the DVSA and the Police to target vehicles used to transport passengers to prom nights from local schools as these are often unlicensed and unregulated. A regional operation with the Police, Immigration Officers, Customs Officer and the DVSA is due to take place at Gatwick Airport spot checking licensed vehicles dropping passengers at the airport.
- 3.7 Officers are also planning a programme of test purchasing over the summer looking at refusal of short journeys and flipping.
- 3.8 Joint enforcement agreements currently exist between BHCC and Lewes and Adur/Worthing, and we are liaising with Chichester (CDC) regarding CDC vehicles operating in B&H. Officers recently met with their counterparts in Lewes DC to discuss Lewes's recently revised Taxi Licensing Policy, information sharing and joint operations. We are planning some joint operations with Lewes over the summer. In addition, to individual joint enforcement agreements, officers have started working on an Enforcement Concordat that would cover East & West Sussex as well as other areas as necessary. The Concordat would simplify the authorisation process between authorities and include Data Sharing agreements. It is expected that the final Concordat would come back to Committee for approval later in the year.
- 3.9 Officers working in partnership with a local community organisation called YMCA Downslink to deliver a short course on child sexual exploitation (CSE), child criminal exploitation (CCE) and drug dealing on behalf of organised crime networks often referred to as 'County Lines'. It is anticipated that this course will become a requirement of licensing.
- 3.10 For actions taken against drivers / applicants between March and May 2019. 2018. See Appendix B

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1. None.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

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

Finance Officer Consulted: Michael Bentley

Date: 22/05/2019

Legal Implications:

5.2 There are no direct legal implications.

Lawyer Consulted: Date:

Equalities Implications:

5.3 None.

Sustainability Implications:

5.4 None.

Crime & Disorder Implications:

5.5 Contained in the body of the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1. None – for information only.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1. For information only.



BTEC Vehicle Inspection Programme

Vehicle Reg No _____

Mileage _____

Examining Officer _____

Private Hire

Hackney Carriage

Vehicle No

Badge No

Time Stopped

Date Stopped

Location

Exterior Lights Front	Serviceable	Unserviceable
Side Lights		
Headlights / Dip / Main		
Fog Lights Front		
Indicators N/S O/S + Hazards		
Exterior Front	Serviceable	Unserviceable
Condition Of bodywork + Number Plate		
Underbonnet Condition		
Oil / Brake / Steering Fluid		
Fluid Leakage		
N/S Front Tyre Depth Pressure		
N/S Wheel + Nuts		
N/S Suspension Leaking / Bounce		
N/S Wing Mirror		
O/S Front Tyre Depth Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		
O/S Wing Mirror		
Steering Systems	Serviceable	Unserviceable
Amount of Free Play		
Condition of Gaitors		

Driver Interior / Exterior	Serviceable	Unserviceable
Condition of Steering Wheel		
View to Front and Side / Tints		
Seatbelts / Driver + Passenger		
Footbrake Operation + Slip Device		
Carpets / Wires / Obstructions		
Radio + PDA + Sta Navs		
ABS Warning + Other Warning Lights		
Handbrake Operation + Warning Light		
Seat Security		
Door + Window Operation (All)		
Signs / Fare Tables / Badges Etc		
Taximeter + Calibration		
O/S Passenger / Interior + Exterior	Serviceable	Unserviceable
Seatbelts / Passenger + Centre Belt		
Carpet Condition / Tears / Trip Hazard		
Window Operation		
Door Operation / Fuel Filler + Cap		
O/S Rear Tyre Depth + Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		

Rear Of Vehicle	Serviceable	Unserviceable
Side Lights		
Brake Lights + High Level / Central Lights		
Indicators N/S O/S + Hazards		
Rear Fog Lights		
Reversing Lights		
Number Plate Condition + Light		
Tailgate / Boot Operation		
Spare Wheel or Inflator Kit		
N/S Passenger / Interior + Exterior	Serviceable	Unserviceable
Seatbelts / Passenger		
Carpet Condition / Tears / Trip Hazard		
Window Operation		
Door Operation / Fuel Filler + Cap		
O/S Rear Tyre Depth + Pressure		
O/S Wheel + Nuts		
O/S Suspension Leaking / Bounce		
Additions	Serviceable	Unserviceable
Fire Extinguisher		
First Aid Kit		
Wipers / Washers / Horn		

Brief Report

Defects likely to warrant suspension Yes No

General Condition of Vehicle

Good

Average

Poor

Very Poor

Other Defects Noted _____

Categorisation of Defects Section Page I.M No

Note _____

	Licence Type	Date	Brief Description of Case	Aggravating Factors:	Mitigating Factors:	Enforcement Action Taken:
1.	Dual HC/PH	05.03.2019	Conviction for driving without due care and attention	Failed to report incident to the Hackney Carriage Office	Magistrates allowed the driver to keep his DVLA Licence despite having 14 points on licence	Formal Warning and required to undertake the hackney carriage taxis assesment test.
2.	Dual HC/PH	08.05.2019	Convicted of Conspiracy to do an act to facilitate the commission of a breach of UK immigration law by a non EU person. Sentanced to 3 years imprisonment.			Licence Revoked
3.	Private Hire Driver	21.05.2019	Arressted on suspicion of Serious Sexual Assault by penetration. Second allegation of theft from an Elderly passenger	Failed to report his arrest to the Hackney Carriage Office		Licence Revoked
4.						
5.						
6.						

