



Communities Directorate

25 February 2016

Licensing Committee	
Date:	07 March 2016
Time:	7:00pm
Venue:	Queen Elizabeth II Room, The Shoreham Centre, Pond Road

<p>Committee Membership: Emma Evans (Chairman), David Simmons (Vice Chair), Pat Beresford, Ann Bridges, Fred Lewis, Peter Metcalfe, Stephen Chipp, Lyn Phillips, David Lambourne, Ben Stride</p>

Agenda

Part A

1. Declarations of Interest / Substitute Members

Members and officers must declare any disclosable pecuniary interests in relation to any business on the agenda. Declarations should also be made at any stage such an interest becomes apparent during the meeting.

If in doubt contact the Legal or Democratic Services representative for this meeting.

2. Confirmation of Minutes

To approve the minutes of the Licensing Committee meetings held on 27 October 2015 and the 9 November 2015, copies of which have been previously circulated.

3. Public Question Time

To receive any questions from Members of the public in accordance with Standing Order 11.2

(Note: Public Question Time will operate for a maximum of 30 minutes.)

4. Items Raised Under Urgency Provisions

To consider any items the Chairman of the meeting considers to be urgent

5. Local Government (Miscellaneous Provisions) Act 1976 Proposed Increase in the Taxi Tariff

To consider a report by the Director for Communities, copy attached as item 5

Part B - Licensing Act 2003 and Gambling Act 2005 Applications

Part C - Not for publication - Exempt Information Reports

None

Recording of this meeting: The Council will be voice recording the meeting including public question time. The recording will be available on the Council's website as soon as practicable after the meeting. The Council will not be recording any discussions in Part B of the agenda (where the press and public have been excluded).

For Democratic Services enquiries relating to this meeting please contact:	For Legal Services enquiries relating to this meeting please contact:
Chris Cadman-Dando Democratic Services Officer 01903 221364 chris.cadman-dando@adur-worthing.gov.uk	Michele Wilkinson Solicitor 01903 221030 michele.wilkinson@adur-worthing.gov.uk

Duration of the Meeting: Four hours after the commencement of the meeting the Chairperson will adjourn the meeting to consider if it wishes to continue. A vote will be taken and a simple majority in favour will be necessary for the meeting to continue.

**Local Government (Miscellaneous Provisions) Act 1976
Proposed Increase in the Taxi Tariff**

Report by the Director for Communities

1.0 Summary

- 1.1 Members are requested to consider an application received from an Adur Taxi proprietor & chairman of the Adur Taxi Trade Group for an increase in the Hackney Carriage Tariff.

2.0 Background

- 2.1 Adur District Council has powers under Section 65, of the Local Government (Miscellaneous Provisions) Act 1976 to set a tariff for Hackney Carriages (Taxis).
- 2.2 The last such increase was authorised in September 2008. A copy of the current Adur Taxi tariff structure is attached marked Appendix A.
- 2.3 The tariff is the maximum fare a licensed hackney carriage driver can charge for a journey. It is the driver's prerogative as to whether he/she charges up to this fee but it is an offence to charge more than the set tariff.
- 2.4 Members of the Adur Taxi Trade hold local trade meetings at least once a year. Officers from the Adur & Worthing Councils' Licensing Unit are usually invited to attend part of these meetings.
- 2.5 On two previous occasions during the course of these meetings the trade has agreed to seek a tariff increase in 2011 and 2014. Both proposals were duly made, considered but refused by this committee's members.

3.0 Proposal

- 3.1 At the Adur Taxi Trade meeting on 29 July 2015 a constitution was agreed and a chairman was elected to represent the trade - Mr Jonathan Campfield (a longstanding Taxi Driver and Proprietor). At the meeting the matter of a tariff

increase was also revisited by members of the trade and Mr Campfield was tasked with putting a new tariff proposal to the council.

3.2 Mr Campfield has now presented an application to the Councils' Licensing Unit for an increase to the current Hackney carriage tariff and members are requested to consider it. The proposed tariff is detailed at Appendix B

3.3 The proposed tariff has been checked and officers can confirm that the tariff is mathematically consistent and can be programmed into taximeters.

4.0 Consideration

4.1 The application has been subject to the statutory consultation and statutory public advertisement arrangements in accordance with the provisions of the Act. In respect of which representations objecting to an increase were received from the following:

- Two members of the public
- One Licensed Adur Hackney Carriage Driver

4.2 Details of the representations received are reproduced in full at Appendices C 1-3.

4.3 One of the representations received, complained, that because the consultation period covered both the Christmas and New Year holidays, this might mean the public not responding because they missed the advert or were too preoccupied. To address this concern the proposal and consultation period were re-advertised in the local press on 21 January 2016. Consultation closed on 5 February 2016. No further representations were received.

4.4 In addition, during November the Councils' Licensing Unit held a closed postal ballot of all 78 licensed Adur Hackney Carriage drivers regarding Mr Campfield's proposed new tariff. Such a ballot is not a legal requirement or binding but it was felt that such information could assist members in their consideration. The ballot was responded to by 35 licensed drivers of whom 26 were in favour of the increased tariff and 9 were against.

4.5 In response to the representations received and included at Appendix C 1-3 the applicant Mr J. Campfield has produced a written response, together with a copy of the 'Adur Licensed Trade rules' and National Fare Table published in January's edition of 'Private Hire Trade Monthly' which are reproduced at Appendix D 1 - 3.

5.0 Legal

5.1 The Council has powers under Section 65, Local Government (Miscellaneous Provisions) Act 1976 ("the Act") to set a tariff for Hackney Carriages, (Taxis). It is important that the tariff set is consistent and unambiguous.

5.2 The suggested tariff must be advertised in a local paper giving the proposed variation in fares, a copy of the notice must be lodged at the Council offices,

available for inspection by the public “at all reasonable hours”, and at least 14 days must be allowed after such publication for any objections.

- 5.3 If there are no objections, or any objections made are withdrawn, the new tariff may come into effect on a date which is 14 days after the date of publication, or the date of withdrawal of the last objection, whichever is later.
- 5.4 If there are objections, the Council must consider them unless previously withdrawn. The new tariff, if imposed by members after such consideration, will then come into effect on a date set by the Committee, which is not more than two months after the first specified day.

6.0 Financial implications

- 6.1 There are no direct financial implications for the Council.
- 6.2 Members should bear in mind that the vast majority of taxi drivers are small sole trader businesses, whose income is indirectly regulated by the Council.
- 6.3 The tariff set is a maximum tariff, and drivers are not obliged to charge the full amount shown on the meter, in every case.

7.0 Recommendation

- 7.1 Members are requested to determine the request from the Adur licensed proprietor and driver for a new Tariff Scheme. If members are of a mind to approve a new tariff they are requested to determine an effective start date which can be no later than 4 April 2016.

John Mitchell
Director for Communities

Principal Author & Contact Officer:

Teresa Bowley

Licensing Officer

Tel: 01273 63146 or Email: teresa.bowley@adur-worthing.gov.uk

Background Papers:

- Local Government Act 1972
- Local Government (Miscellaneous Provisions) Act 1976

Appendices:

- Appendix A – Current Taxi Tariff
- Appendix B – Proposed Tariff
- Appendix C1-3 - Representations received as a result of public consultation.
- Appendix D1-3 - Representation from Applicant, copy of the Trade rules and National Fare Table published in January’s edition of ‘Private Hire Trade Monthly’

Schedule of other matters

1.0 Council Priority

1.1 Taxi licensing is directly related to public safety issues.

2.0 Specific Action Plans

2.1 Matter considered and no issues identified.

3.0 Sustainability Issues

3.1 Matter considered and no issues identified.

4.0 Equality Issues

4.1 Dealt with in the body of the report.

5.0 Community Safety Issues (Section 17)

5.1 Matter considered and no issues identified.

6.0 Human Rights Issues

6.1 Applicants have the right to expect applications to be properly and fairly considered.

7.0 Reputation

7.1 Matter considered and no issues identified.

8.0 Consultations

8.1 Dealt with in the body of the report.

9.0 Risk Assessment

9.1 Matter considered and no issues identified.

10.0 Health & Safety Issues

10.1 Matter considered and no issues identified.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

Appendix A Current Adur District Hackney Carriage Tariff



ADUR DISTRICT COUNCIL HACKNEY CARRIAGE FARES

The table of fares made by the Council under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, provides that the proprietor or driver of a Hackney Carriage shall be entitled to demand for the hire of the carriage the rate or fare prescribed by the following table. The fare payable shall be by way of a combination of time and distance automatically calculated and displayed by the Taximeter fitted to the carriage. The taximeter must be switched on at the start of each journey.

<u>Tariff (1)</u>	Mileage For the first 549 meters (600 yards) or 2 minutes 44 seconds or Un-completed part thereof.....£2.80p For each subsequent 161 meters (176 yards) or 48 seconds or Un-completed part thereof.....20p <u>Authorised Surcharges</u>
<u>Tariff (2)</u>	For hirings begun between 2200Hrs and 0600Hrs on any day, all day Sunday and Bank Holidays including Good Friday (Except where Tariff 3 applies)....., + £1.00 p
<u>Tariff (3)</u>	For hirings begun between 2200Hrs on 24 th December to 0600Hrs on 27 th December + 100% Extra of Tariff 1 For hirings begun between 2200Hrs on 31 st December to 1000Hrs on 1 st January..... + 100% Extra of Tariff

Extra Charges

More than four passengers carried in vehicles.....	Relevant Tariff
licensed to carry 5-8 passengers	+ 50% of Tariff 1

SOILING OR FOULING CHARGE.....£60.00

Where a Hackney Carriage is hired and the taximeter is used to automatically calculate the Fare payable for the hiring, the proprietor or driver shall not be entitled to demand or take a fare greater than that recorded on the face of the taximeter.

Dated this 17th Day of March 2008

Any complaints regarding the taxi or taxi driver should be reported to:-

The Licensing Officer
Adur District Council
9 Commerce Way, Lancing, BN15 8TA
Telephone 01273-263144 (Noting the Licence Number of taxi and driver)

Appendix B
Proposed Adur District Hackney Carriage Tariff

ADUR DISTRICT COUNCIL

Local Government (Miscellaneous Provisions) Act 1976

Section 65

NOTICE OF VARIATION OF HACKNEY CARRIAGE FARES

Notice is hereby given that ADUR DISTRICT COUNCIL pursuant to powers given by SECTION 65 of the LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 are proposing to vary the table of maximum fares and other charges to be paid in connection with the hire of Hackney Carriages operating within the ADUR DISTRICT. If the variation comes into effect the following table of fares will apply:

**HACKNEY CARRIAGE
MAXIMUM FARES AND DISTANCE**

Tariff (1)	Mileage For the first 200 yards (182.88 metres) or 48 seconds or uncompleted part thereof	£3.00
	For each subsequent 150 yards (137.16 metres) or 36 seconds or uncompleted part thereof	£0.20

Authorised Surcharges

Tariff (2)	For hirings begun between 21:00 hours and 06:00 hours on any day, all day Sunday and Bank Holidays including Good Friday (except where Tariff 3 applies)	+ £1.00
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Tariff (3)	For hirings begun between 21:00 hours on 24 December to 06:00 hours on 27 December	+ 100% Extra of Tariff 1
	For hirings begun between 21:00 hours on 31 December to 10:00 hours on 1 January	+ 100% Extra of Tariff 1

Extra Charges

More than four passengers carried in vehicles licensed to carry 5 – 8 passengers
Relevant Tariff + 50% of Tariff 1

Waiting time per hour £20.00

Soiling or fouling charge £60.00

This variation will come into effect on 5 February 2016 if

- (i) no objections are received; or
- (ii) any objections received have been withdrawn before 5pm on 4 February 2016.

If relevant representation is received and requires consideration by the Authority any variation must come into effect no later than 5 April 2016.

Any previous objections made will be taken into account.

A copy of this notice has been deposited at Adur & Worthing Councils' Services Office, Unit 9, Commerce Way, Lancing, BN15 8TA it may be inspected free of charge during normal office hours for the duration of the objection period.

Any objections to the proposed amendments to the table of fares should be made in writing to the undersigned not later than 14 days after publication, stating the grounds for the objection.

Tina Favier
Licensing Unit
9 Commerce Way
Lancing, BN15 8TA

Dated this eighteenth day of January 2016.



Lancing
West Sussex



21st December 2015

Dear Tina

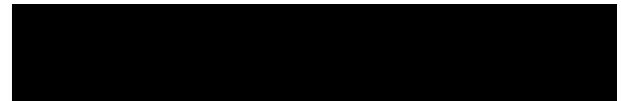
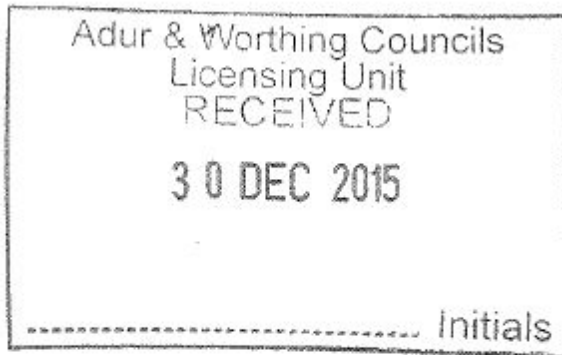
With regards to the proposed amendments to the table of new taxi fares, I would like to make a strong objection to this.

I would like to point out that with the reduction in fuel prices recently, this has not made any difference to the present fares. I am 88 years old and I like to go out at least one evening to the local club to play Bingo. My legs aren't what they used to be and so like to take a taxi to/from the club especially with the weather we have been having of late. Also I find that 2100hrs is quite early and not of an unsociable hour to be putting the tariff up so my journey home is more expensive.

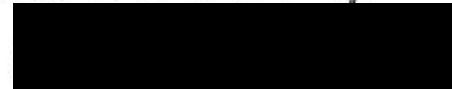
With the increase you are proposing the cost of my evening would affect my budget immensely. I do hope some thought will be given to us golden oldies that are only on a pension.

Yours sincerely





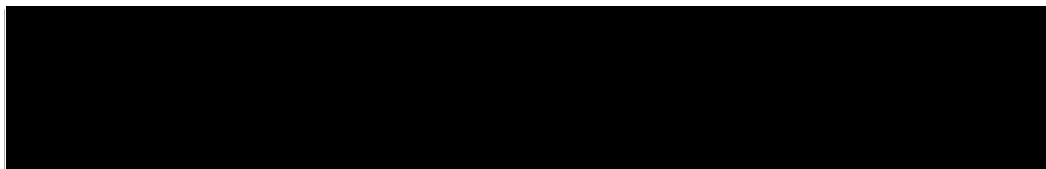
Worthing



30.12.15

ina Favier
Licensing Unit

I object to the proposed Hackney Carriage
increase. While the Government
still introducing austerity,
it is not reasonable to
expect people on fixed incomes
pay increased fares, especially
pensioners who depend on
this.





Lancing
West Sussex

28th December 2015

Sent by Recorded Delivery

Dear Madam,

Proposed Variation (Increase) Of Adur Hackney Carriage Fares

I write to object to the 'Variation of Hackney Carriage Fares' as advertised in the 'Herald' group of newspapers on December 17th.

The grounds for my objection are as follows:

As you know, many trade members have constantly resisted all previous attempts to increase Hackney Carriage fares disproportionately and this is due to a number of factors, perhaps the biggest being the recessive and austere financial climate in the UK and this area both recently and currently, the fact that most members of the General Public having forgotten what a pay increase is – if they indeed even have a job at the moment, together with a very real common sense commercial desire from many trade members to still be in business next year with a good stock of loyal customers. Exactly the same 'Tariff' proposal was previously considered and refused by your Licensing Committee.

I make no apology for the length of this letter of objection as it is important for you (as a lay Council) to be appraised with all of the facts surrounding this "Tariff" proposal. As whether your Council decides to 'hike' local Taxi fares by such a disproportionate percentage or not, will impact not only on the safety of the Local Taxi Trade, but will also negatively affect a local Taxi Trade that may well not be here in the coming months in terms of financial running costs and viability purely by way of lack of custom.

Turning to these 'running costs';

Insurance

Whilst Insurance costs have generally increased, considerable cost reductions can be made by 'Shopping Around'. Some drivers have achieved savings of circa. £200 p.a.

Vehicle Maintenance

Vehicle maintenance costs have largely remained the same, given the current recession financial climate, together with fierce competition in the 'local garage' market. Again, considerable savings can be and have been achieved by 'shopping around'.

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Licensing Fees

This is the one 'Cost Head' that cannot be 'shopped around for'. Adur's Licensing fees are currently and historically have been, around and often the highest in the whole County. The trade questions why this should be!? Fees were also disproportionately increased this year by the Council, despite objections from the Trade.

Fuel

Road fuel is the single largest and most recurrent cost factor in the Taxi trade. Petrol & Diesel (the fuel used by the majority of Taxis in the Adur District) are now at their cheapest level for many years, Diesel prices even dropped below Petrol briefly this year for the first time in 16 years! Petrol is now 10% cheaper and Diesel 16% than when the current Hackney Carriage Fares were resolved – therefore fuel has gone down NOT up!

Source: HM Government: Department of Energy & Climate Change

***** Fuel & running costs are not significantly any more
in Adur over any other area, locally or nationally *****

To turn to the Tariff proposal specifically:

Adur have the 27th dearest Taxi Fares, out of 365 areas nationally and are the third dearest area in Sussex – the dearest being Mid Sussex and there are sound reasons of commercial viability as to why this should be so, if you bear in mind the considerable rural & geographic spread of their licensing district. From Poyning's to East Grinstead and Lindfield, Haywards Heath, Bolney & Twineham!"

My source for the Tariff figures is the 'National Taxi Tariff' league. This is published by the National Taxi/Private Hire Association in the "National Private Hire & Taxi" monthly magazine through its Editor "Bryan Rowland" and has been since 1999. It considers every single tariff, from every local (licensing) authority that regulates hackney carriage fares; from 'Land's End to John O'Groats'. Bryan also works closely with Local Authority Licensing Departments and Councils up and down the Country (including NALEO). Not only licensing departments, but also a significant number of local Hackney associations and Hackney trade groups.

Being the 27th dearest Taxi Fares in the UK (the whole Country) and as Adur has not had an increase since 2008, this merely goes to highlight just how artificially expensive Adur Fares have been and are in comparison to neighbouring areas and indeed the whole Country. For your information if resolved, these new fares will make Adur the 3rd dearest Taxi Fares in the UK, joint 3rd with Heathrow Airport (London Black Cabs) – can anyone justify this to the General Public???

This proposed Tariff is nasty in its make up. It has been so designed to purposely and unfairly penalise and punish the shorter journeys, exactly the opposite of the traditional method of constructing Taxi Tariffs which are normally designed to pre-load the longer journeys, so as to cover the driver's 'dead mileage' returning to his/her licensed district, empty after dropping the passenger. The charging increases in this proposed tariff have also been achieved by some rather devious and downright immoral tactics. **Both**, the Flag Fare has been increased (from £2-80 to £3-00) and also the Initial distance and time has been increased by reduction (from 600 yards or 2 mins 44 seconds to 200 yards or 48 seconds – a sizeable and more so a disproportionate increase) – this is a double increase and is **IMMORAL!!!** It may surprise or hopefully shock you to learn that the percentage for this increase amounts to 7.1% increase on the initial "Flag" fare together with a **66.7%** increase on yardage and time (by reduction) (let me repeat that, a **66.7%** increase on yardage and time (by reduction) – making a scandalous total increase in the initial charging phase of some **73.8%** - and you'll pardon the pun but – but do you regard that as fare??? What will your electorate make of your Council potentially resolving such an increase?

Taking into account the continuing austere times in the UK, there is also the question of: Will the General Public, particularly pensioners and cash strapped others, accept Taxi Fare rises along these lines from either Adur District Council or the Adur Taxi Trade? Of Course not! Most of the General Public haven't had a wage increase for many years and indeed some of them don't even have a job now! Pensioners (our bread & butter during the daytime shift) have a finite amount of money to stretch – it's called their pension. Taxis are no longer purely a luxury and the realm of the rich. They serve a valuable function in plugging the gaps left by the loss of considerable public transport services that have been discontinued. In essence, for some now Taxis are a necessity! The elderly, the infirm, the disabled, Shopping trips, hospital/ doctors appointments, a trip to meet the only person some people have seen this week! Are these the people that should be penalised??? Can we as a trade or your Council, afford to potentially alienate or discourage **ANY** customers from using Adur Licensed Taxis??? Again, absolutely not! The answer is No!

This increase, if adopted and resolved, will unfairly burden those on a finite income who are already 'cutting the cloth' accordingly & cannot afford to be penalised further. Yes, you've got it – the most financially vulnerable in society. It will increase a one mile taxi fare by **80p** and a two mile journey (the average journey) by **£1-00**.

Therefore, given the current financially recessive climate, any reasonable individual would conclude that to increase Fares by this percentage level in the current market would amount to commercial suicide. This Tariff, if implemented, would make us all but, the most expensive Taxi Fares in the UK, tied with London's Heathrow Airport!!!

Can anyone at Adur Council (The Licensing Authority) justify that? The mere fact that ADUR has not had a Tariff increase since 2008 and is still 3rd in the league table of Sussex & 27th in the whole of the UK, begs a question of you,,, What does this say about our fares currently & before any increase??? I would respectfully suggest that far from being too cheap, we have, for a significant period of time been significantly too expensive in comparison to other districts in the local area and indeed the whole of the UK – how's that for a statistic – not one that many trade members are proud of!!!

To become 3rd dearest (Taxi Fares) in the whole of the UK is scandalous (by anyone's standards), a fact that will not go down well amongst our customers, or your electorate! The word is greed & it's not even clever greed!!! If approved, this Tariff will also make us the dearest in Sussex and I draw your attention to the national position of our partner and neighbouring Council – Worthing, they're 133rd in the league!

With negative inflation and a negligible Retail Price Index and Consumer Price Index, these proposed percentage fare increases are inconsistent with the current commercial & financial market/trend and again to think that the General Public will accept them is sheer folly! There seems to be desire and appetite amongst some members of the Adur Taxi Trade for greed driven commercial suicide. It goes without saying that many Adur Taxi drivers, do not share this regressive desire!!!

Some will say that this will be merely the maximum fare that can be charged and they are right.

However, how acceptable would it be to enter a situation where a policy of discretionary discounting is in widespread use by the trade? A situation where a customer could get 3 different Taxis (all licensed by Adur) on 3 different days and be charged 3 vastly differing fares for the same journey. Apart from alienating and losing our customers, there is a very real risk at night, of alcohol fuelled violence from intoxicated customers who perceive they are not being given the level of discount that perhaps they received last time from a different driver... Sussex Police will not thank you for the extra workload!

Add to all of this that, the process of forming a Trade Body (instituted and facilitated by the Council) was fundamentally flawed from the very outset and has as such excluded many members of the trade from consideration of tariff options through the extremely questionable method of convening meetings and furthermore the changing of dates of such meetings at point blank notice, in order (many trade members think) to exclude and preclude many trade members. Whilst I understand that this 'process' carries no weight in law, it cannot (due to its fundamental flaws) be regarded as any kind of a "Barometer" or indeed any other evidence of widespread support from the Trade. Many members chose not to vote in the postal vote due to an overall lack of confidence in the transparent, fair and equitable nature of any process connected to the so called, "Trade Body"!

I am currently pursuing a Complaint against your Council in respect of this on behalf of Unite the Union.

There are also more incoming threats to the Local Taxi Trade as Arrow (Worthing) is about to open an office in Lancing, also the potential for (unfair) competition from 'App Based Operators' such as 'Uber'. Most sensible cab drivers accept (given the current climate) that we need to be cautious and retain the loyal customers that we have locally and not treat them as "Cash Cows".

January (known as the 'Kipper Season' by the Cab Trade Nationally) is also wholly the wrong time to be increasing our fares.

Finally, I ask you (as a Licensing Authority) to question:

- Should Adur's fares be (increased to be) higher than a Metropolitan Area (Brighton)???
- Should Adur be 3rd in the UK – the same as Black Cabs at Heathrow Airport and significantly higher than ANY OTHER (Licensing) area in Sussex, given that our operating costs are no higher than anyone else's!?
- Can the Council justify such an increase in the context of the current recessive financial climate, given the potential effect on the local community?

I am the local representative for Unite the Union and also Assistant Secretary for their South-East Region. Unite (as the UK's largest Trade Union) will be making a press release detailing all facts regarding this proposed variation (increase) of fares. We intend to appraise the General Public with all of the facts and figures, in order that they may decide as to whether they believe that this fare increase is right and just!

The timing of this legal "Notice Of Variation of Hackney Carriage Fares" (as printed in the press) is also questionable to say the very least, as we know of no other Local Authority in the UK that has ever or would, institute the legal process for varying Hackney Carriage Fares during the Christmas and New Year Holiday, in the knowledge that many members of the General Public would lack the ability to consider it and make representations or objections as 'they have more pressing things to do' and are naturally very busy at this time of the year.

An assertion will no doubt have been made that this application is supported by a process. As already stated it isn't, as many members of the trade have been/were excluded and precluded! Many others have abandoned the 'Trade Body' process altogether. One merely asks you to question; Why???

I would hope that my objection is properly considered and discussed by the Licensing Committee, when they consider whether this proposed 'Tariff' should be resolved and implemented by Adur District Council.

Yours Faithfully



Mr J P Campfield
[REDACTED]
Shoreham by Sea
West Sussex
[REDACTED]

19th January 2016

Mrs Emma Evans
Chairperson Licensing Committee
Adur and Worthing Councils
Commerce Way
Lancing
West Sussex
BN15 8TA

Dear Mrs Evans

Re: Hackney Tariff Increase Proposal 2015 and Objections

I write to you as elected Chairman of the Adur Licensed Taxi Trade.

When all is said and done the proposal on an ordinary daytime tariff, on fares up too £10.00 after 7½ years, represents an increase of 80p / £1.00.

Currently there is a £1.00 extra charge on Sunday journeys. Taxi users do not notice it. We know therefore, the proposal is commercially viable.

Every Adur Hackney Licensed Driver has had the opportunity to approve or reject this proposal in a postal vote which was verified by the Licensing Office. They voted by a clear majority that it should be put to your committee.

When this proposal was rejected by the Licensing Committee in 2014 we were told that it was unconvinced that the majority of the trade were in favour of the proposal and the process was unclear.

You will recall that as a consequence there was a meeting between you, the Licensing Officer, the then Chairman of the Taxi Trade Meetings and [REDACTED], a Father of the rank, who has been an Adur Licensed Driver for 34 years. They explained to you in detail how the trade works and how [REDACTED] then objections were unjustified and not held by many other drivers. In particular the issues of short journeys, yardages and extras were addressed. In addition it was explained how the alphabetically organised League Table showed merely that fares, just like council taxes and licensing fees, varied in different districts. Further, how minor differences in charges can result in major differences in positions.

1/3

No doubt you will have passed on this knowledge to your fellow committee members. Since largely, the same objections have been made by [REDACTED] again I believe we have addressed them. However by way of current example (January 2016 copy attached):

- Adur is not 27th. It is 27th equal with 11 other districts.
- The Adur tariff does not include extras on the ordinary daytime tariff. Neither does the table. Thus the actual reality is not always reflected. Take Caradon(16-22)

“each passenger over 12 years	+20p
2 children between 3 and 12 years	+20p
Uncaged animal	+20p
each package carried in the boot	+10p
entry into MOD establishments	+20p”

(Source Council website)

For example 2 adults with 4 pieces of luggage would be an extra 80p making Caradon third on the Fare Tables above London (Heathrow). Further it can be seen that a difference of say 60p can mean the difference between 27th and 133rd (or 38th and 107th).

A further example: Worthing Hackney Tariff extras on their meter

For each passenger in excess on one	+20p
For each article carried in the luggage area	+10p

So 4 adults plus 4 pieces of luggage can put the fare up by £1.00 making Worthing jump up the fare table by 110 places.

As a result of the meeting with you we established through trade meetings to which all Adur Licensed Drivers were invited, a new process.

A set of Rules (relying, of course, on good will) was drawn up in a pre-trade meeting and presented to the Trade Meeting attended by Tina Fabier, Licensing Officers and you.

In accordance with the Rules (copy attached) a Chairman and Vice Chairman were elected. You will remember that [REDACTED] put himself forward for election to both posts. He was not elected to either. Neither did he make any suggestion that the process was “fundamentally flawed”. I draw your attention to Rule 14.

More generally, experienced taxi drivers don’t shop around for cheaper garages because they want long term relationships with garages which ensure their vehicles are safe and can be seen as quickly as possible. Maintenance costs have increased, both the labour rate per hour and VAT have gone up.

Similarly they want insurance companies who understand the taxi trade and deal with their claims quickly.

We do not deal with the general public we deal with our customers - the people who actually use taxis, and it should be remembered choose to do so. The Licensing Officer does not receive complaints about the cost per se of Adur Taxi fares. She has confirmed this.

Fuel had come down but this is a result of global market battles, combined with supermarket wars. It seems just as likely to go up again quickly as before. We cannot adjust our tariffs monthly.

I take great exception to having a perfectly reasonable proposal being described as “nasty”, “immoral” and “greedy”. I take further exception to [REDACTED] inferences that question the integrity of the process and the Licensing Office.

We have acted in good faith and responsibly to the concerns of your committee.

Nothing could be fairer than a postal vote involving all Adur Hackney Licensed Drivers.

I am of course available to answer any queries your committee may have.

Yours sincerely

A large black rectangular redaction box covering the signature of Mr Jonathan Campfield.

Mr Jonathan Campfield
Chairman of Adur Hackney Licensed Drivers

Encs. Copy of Adur Licensed Drivers Trade Meeting Rules
Copy of January 2016 National Fare Tables

Cc Mr Simon Jones, Licensing Officer

ADUR LICENSED DRIVERS TRADE MEETING **RULES**

Approved by the Adur Licensed Drivers Trade Meeting of Wednesday 29th July 2015.

1. The purpose of these rules is to ensure there is an agreed process, understood and observed by Adur Licensed Drivers, the Licensing Officer and Licensing Committee members of Adur District Council.
2. Only Adur Licensed Drivers may attend the Pre-meeting.
3. Only Adur licensed drivers, Licensing Committee members, licensing officers, relevant council officers of Adur District Council or persons and any relevant party may attend the Meeting.
4. The Pre and Trade meetings will only deal with matters of general interest to the trade. They will not deal with minor matters eg. disputes between drivers which are a matter for the Licensing Officer.
5. a) There will be two meetings a year on the last Wednesdays in September and March.
 - b) The pre meeting will be at 10.00 - 11.00
 - c) The Trade Meeting will be 11.00 - 13.00
 - d) An extraordinary meeting may be called at the request of seven licensed drivers.
6. a) The trade will be represented by the Chairperson and Vice Chair.
 - b) They will be elected for a period of six months.

c) To avoid embarrassment or dispute they will be elected by blind ballot in the trade meeting by those attending the relevant pre meeting, where the teller will be a representative of the Licensing Officer.

d) Where there are more than two candidates for either post, unless one candidate's votes are more than all the others put together, the candidate with the least votes will lose. Further votes will take place until there is a successful candidate.

e) A simple majority of those attending will apply. In the event of a tie at any stage the result will be determined by the toss of a coin.

7. a) The Pre- meeting will be chaired by the Chairperson of the Vice Chair in his/her absence.

b) Any voting will be decided by a show of hands by simple majority of those present.

THIS MEANS THAT IF YOU DO NOT ATTEND THEN YOU WILL NOT HAVE A VOTE.

c) In the event of a tied vote the Chairperson's decision will be final.

8. a) The Trade meeting (not the Pre- meeting) will be chaired by a senior representative of the Licensing Office.

b) The views of the trade, as expressed by voting, will be put forward by the Chair.

9. a) The agenda for the Trade Meeting will be sent out two weeks prior by the Licensing Officer.

b) If a licensed driver wishes to put a matter on to the agenda then it is his or her responsibility to give it to the Chair or Vice Chair three weeks prior to the meeting.

c) AOB (Any Other Business) on the agenda will be for minor matters not substantive issues. Whether or not a matter is substantive will be decided by the Pre-meeting.

10. a) Matters requiring a vote will be decided by simple majority on a show of hands on the day, with the exception being the election of Chairperson and Vice Chairperson as described in 6. above.

b) In the event of an equal vote, the Chairperson's decision will be final.

11. a) There will be a Hackney Tariff Review annually at the September meeting.

b) Only Hackney Carriage licensed badge holders may vote on tariff changes.

c) Only Hackney Licensed drivers may attend the Pre-meeting or any meeting dealing hackney tariffs.

d) Voting on hackney tariffs, by a show of hands and simple majority of the meeting, will take place at the Trade Meeting. The teller will be a representative of the Licensing Office.

e) The decision made in 11 d) above will be forwarded by post to each licensed driver to be returned to the Licensing Officer within 28 days. An observer, a hackney licensed driver, will observe the telling.

12. a) Where any tariff alteration has been decided it will be published prior to its submission to the Licensing Committee of the Council.

b) The Licensing Committee may reject the proposal on its' own merit.

c) The Trade will be represented by the Chairperson or Vice-Chairperson at the Licensing Committee Meeting to determine any changes to the tariff.

13. In order that there is a workable process understood by the Trade, the Licensing Office and the Licensing Committee of the Council , all aged trade matters will be dealt with only through them by the Chair and Vice Chair.

14. It is hoped that all parties will respect both the letter and the spirit of this document. Members of the trade are therefore not expected to agitate the public or go to the Press on matters where they have disagreed with decisions of the Trade.

July 29th 2015

National Fares Tables

JANUARY 2016

Table Colour Code

RISE IN 2015
RISE IN 2014
RISE IN 2013
RISE IN 2012
RISE IN 2011
RISE IN 2010
RISE IN 2009
RISE IN 2008
RISE IN 2007
RISE IN 2006
RISE IN 2002
FARE REDUCED

For full tables see
www.phtm.co.uk
www.npha.org.uk

If you are going for a fare rise and you would like to see your financial percentages
call 0161 280 2800 or email npha@btconnect.com

Pos.	Council	Tariff 1 :	2 Miles	Pos.	Council	Tariff 1 :	2 Miles	Pos.	Council	Tariff 1 :	2 Miles
1	LUTON (AIRPORT)		£9.20	74	ASHFORD	£6.20		147	BLACKPOOL		£5.80
2	WATFORD		£8.40	75	BIRMINGHAM	£6.20		148	BROMSGROVE		£5.80
3	LONDON (HEATHROW)		£7.60	76	BRENTWOOD	£6.20		149	EAST HERTS		£5.80
4	EPSOM & EWELL		£7.20	77	BRISTOL, CITY OF UA	£6.20		150	FYLDE		£6.80
5	LONDON		£7.20	78	CHELTENHAM	£6.20		151	GLASGOW		£5.40
6	DARTFORD		£7.00	79	CHICHESTER	£6.20		152	GLOUCESTER		£5.80
7	HERTSMERE		£7.00	80	CREWE & NANTWICH	£6.20		153	HAVANT		£5.80
8	KENNET Now With Pre (East Zone)		£7.00	81	HORSHAM	£6.20		154	LEICESTER		£5.80
9	MID SUSSEX		£7.00	82	LEEDS	£6.20		155	MIDLOTHIAN		£5.80
10	NORTH WILTSHIRE		£7.00	83	LINCOLN	£6.20		156	NEWCASTLE UPON TYNE		£5.60
11	SALISBURY		£7.00	84	MENDIP	£6.20		157	NORTH WARWICKS		£5.80
12	WEST WILTSHIRE		£7.00	85	NORTHAMPTON	£6.20		158	REIGATE & BANSTEAD		£5.80
13	GUILDFORD		£6.90	86	RUNNYMEDE	£6.20		159	SELBY		£5.80
14	VALE OF WHITE HORSE		£6.90	87	SEDGEMOOR	£6.20		160	SOUTH AYRSHIRE		£5.80
15	BRIGHTON & HOVE		£6.80	88	SHEPWAY	£6.20		161	SOUTH RIBBLE		£5.80
16	CARADON		£6.80	89	SOLI HULL	£6.20		162	STOCKPORT		£5.80
17	CARRICK		£6.80	90	SOUTHAMPTON	£6.20		163	TAMWORTH		£5.80
18	COLCHESTER		£6.80	91	SPELTHORNE	£6.20		164	UTTLESFORD		£5.80
19	EAST LOTHIAN		£6.80	92	ST ALBANS	£6.20		165	WEST SOMERSET		£5.80
20	HART		£6.80	93	STRATFORD ON AVON	£6.20		166	SCOTTISH BORDERS		£5.75
21	READING		£6.80	94	TAUNTON DEANE	£6.20		167	EAST KILBRIDE		£5.70
22	WEST BERKSHIRE		£6.80	95	TEIGNBRIDGE	£6.20		168	EASTBOURNE		£5.70
23	KERRIER		£6.75	96	WAVERLEY	£6.20		169	ISLE OF MAN		£5.70
24	SEVENOAKS		£6.74	97	WEST OXFORD	£6.20		170	ISLE OF WIGHT		£5.70
25	EASTLEIGH		£6.70	98	WINCHESTER	£6.20		171	MANCHESTER		£5.70
26	WEYMOUTH & PORTLAND		£6.70	99	TORBAY	£6.15		172	MID DEVON		£5.70
27	ADUR		£6.60	100	ELM BRIDGE	£6.10		173	MONMOUTHSHIRE		£5.70
28	BASINGSTOKE & DEANE		£6.60	101	NEW FOREST	£6.10		174	NORTH SOMERSET		£5.70
29	BOURNEMOUTH		£6.60	102	NORTH HERTS	£6.10		175	PLYMOUTH		£5.70
30	CRAWLEY		£6.60	103	SWINDON	£6.10		176	RYEDALE		£5.70
31	EXETER		£6.60	104	SOUTH SOMERSET	£6.00		177	WELWYN HATFIELD		£5.70
32	JERSEY		£6.60	105	CHARNWOOD	£6.05		178	WORCESTER		£6.70
33	MAIDSTONE		£6.60	106	SHETLAND ISLANDS	£6.05		179	CARLISLE		£6.65
34	MEDWAY		£6.60	107	ABERDEENSHIRE	£6.00		180	VALE OF GLAMORGAN		£5.65
35	POOLE		£6.60	108	BRACKNELL FOREST	£6.00		181	WYCOMBE		£6.65
36	TUNBRIDGE WELLS		£6.60	109	BRAINTREE	£6.00		182	BASILDON		£5.60
37	WAVENEY		£6.60	110	CANTERBURY	£6.00		183	BOSTON		£5.60
38	WEALDEN		£6.60	111	CARMARTHENSHIRE	£6.00		184	BRECKLAND		£5.60
39	CHELMSFORD		£6.50	112	CASTLE POINT	£6.00		185	BROXBORNE		£5.60
40	MOLE VALLEY		£6.50	113	CHESTER	£6.00		186	EDINBURGH		£5.60
41	RESTORMEL		£6.45	114	DOVER	£6.00		187	FOREST HEATH		£5.60
42	ARUN		£6.40	115	EAST HAMPSHIRE	£6.00		188	GOSPORT		£5.60
43	BATH & N.E.SOMERSET		£6.40	116	FIFE	£6.00		189	HINCKLEY & BOSWORTH		£5.60
44	CAMBRIDGE		£6.40	117	GREAT YARMOUTH	£6.00		190	NORTH KESTIVEN		£5.60
45	GRAVESHAM		£6.40	118	IPSWICH	£6.00		191	NORTH WEST LEICESTER		£5.60
46	GUERNSEY		£6.40	119	KETTERING	£6.00		192	NOTTINGHAM		£5.60
47	HARLOW		£6.40	120	LUTON	£6.00		193	PORTSMOUTH UA		£5.60
48	HARROGATE		£6.40	121	MILTON KEYNES	£6.00		194	RENFREWSHIRE		£6.60
49	MALVERN HILLS		£6.40	122	NORTH DORSET	£6.00		195	RUSHCLIFFE		£5.60
50	NORWICH		£6.40	123	ROCHFORD	£6.00		196	SANDWELL		£5.60
51	OXFORD		£6.40	124	SCARBOROUGH	£6.00		197	SHEFFIELD		£5.60
52	PURBECK		£6.40	125	SLOUGH	£6.00		198	SOUTH BUCKINGHAM		£5.60
53	ROTHER		£6.40	126	SOUTHEND-ON-SEA	£6.00		199	SUFFOLK COASTAL		£5.60
54	SOUTH CAMBRIDGE		£6.40	127	STEVENAGE	£6.00		200	TAMESIDE		£5.60
55	SOUTH GLOUCESTER		£6.40	128	TEST VALLEY	£6.00		201	WOLVERHAMPTON		£5.60
56	SOUTH LAKELAND		£6.40	129	THREE RIVERS	£6.00		202	WREXHAM		£5.60
57	STROUD		£6.40	130	THURROCK	£6.00		203	WYRE		£5.60
58	SURREY HEATH		£6.40	131	WARWICK	£6.00		204	DUNDEE		£5.48
59	WOKING		£6.40	132	WEST DORSET	£6.00		205	CHERWELL		£5.56
60	WOKINGHAM		£6.40	133	WORTHING	£6.00		206	DURHAM COUNTY COUNCIL		£5.55
61	COUNTY OF HEREFORD		£6.30	134	DARLINGTON	£5.95		207	NEWPORT		£5.51
62	COVENTRY		£6.30	135	TENDRING	£5.95		208	BROXTOWE		£5.50
63	BACORUM		£6.30	136	HIGH PEAK	£5.92		209	GANNOCK CHASE		£5.60
64	EAST DEVON		£6.30	137	TORRIDGE	£5.92		210	CASTLE MORPETH		£5.50
65	LEWES		£6.30	138	CHRISTCHURCH	£5.90		211	CENTRAL BEDFORDSHIRE		£5.50
66	PENWITH		£6.30	139	DUDLEY	£5.90		212	DUMFRIES & GALLOWAY		£5.50
67	SWALE		£6.30	140	EAST DORSET	£5.90		213	EAST CAMBRIDGESHIRE		£5.50
68	TONBRIDGE & MALLING		£6.30	141	EAST LINDSEY	£5.90		214	EAST STAFFORDSHIRE		£5.50
69	YORK		£6.30	142	HASTINGS	£5.90		215	EDEN		£5.50
70	FOREST OF DEAN		£6.27	143	RUSHMOOR	£5.90		216	EPPING FOREST		£5.58
71	HARBOROUGH		£6.27	144	WALSALL	£5.90		217	GWYNEDD		£5.50
72	NUNEATON & BEDWORTH		£6.25	145	NORTH DEVON	£5.85		218	HAMBLETON		£5.50
73	ARGYLL & BUTE		£6.20	146	TEWKESBURY	£5.85		219	HUNTINGDONSHIRE		£5.50

Pos.	Council	Tariff 1:	2 Miles	Pos.	Council	Tariff 1:	2 Miles
220	MORAY		£5.50	293	WIGAN		£5.10
221	OLDHAM		£5.50	294	ALNWICK		£5.05
222	SHROPSHIRE		£5.50	295	SOUTH HOLLAND		£5.05
223	SOUTH HAMS		£5.50	296	SWANSEA		£5.05
224	STAFFORD		£5.50	297	BLYTH VALLEY		£5.00
225	TYNEDALE		£5.50	298	CHESTERFIELD		£5.00
226	WANSBECK		£5.50	299	CONWY		£5.00
227	GEDLING		£5.50	300	COPELAND		£5.00
228	ABERDEEN		£5.50	301	DAVENTRY		£5.00
229	ANGUS		£5.50	302	EREWASH		£5.00
230	BARROW IN FURNESS		£5.44	303	LIVERPOOL		£5.00
231	CARDIFF		£5.40	304	NEATH PORT TALBOT		£5.00
232	CHILTERN		£5.40	305	NORTH EAST DERBYSHIRE		£5.00
233	CLACKMANNAN		£5.40	306	PETERBOROUGH		£5.00
234	DERBY		£5.40	307	SOUTH LANARKSHIRE(clydsle)		£5.00
235	FAREHAM		£5.40	308	SOUTH NORTHANTS		£5.00
236	LANCASTER		£5.40	309	THANET		£5.00
237	MAGGLESFIELD		£5.40	310	WEST LINDSEY		£5.00
238	MID SUFFOLK		£5.40	311	STOKE ON TRENT UA		£4.95
239	NEWARK & SHERWOOD		£5.40	312	BRIDGEND		£4.90
240	NORTH LINCOLNSHIRE		£5.40	313	CHORLEY		£4.90
241	PEMBROKESHIRE		£5.40	314	CLYDEBANK		£4.90
242	PERTH & KINROSS		£5.40	315	FLINTSHIRE		£4.90
243	RUGBY		£5.40	316	KINGSTON-UPON-HULL		£4.90
244	SUNDERLAND		£5.40	317	ROSENDALE		£4.90
245	TANDRIDGE		£5.40	318	TELFORD & WREKIN		£4.90
246	TRAFFORD		£5.40	319	WELLINGBOROUGH		£4.90
247	WEST LOTHIAN		£5.40	320	REDDITCH		£4.88
248	WINDSOR & MAIDENHEAD		£5.40	321	ALLERDALE		£4.85
249	WYCHAVON		£5.40	322	ASHFIELD		£4.80
250	KINGS LYNN & W. NORFOLK		£5.40	323	CAERPHILLY		£4.80
251	BASSETLAW		£5.40	324	DERBYSHIRE DALES		£4.80
252	RICHMONDSHIRE		£5.40	325	DONCASTER		£4.80
253	BURY ST EDMUNDS		£5.40	326	HAMILTON		£4.80
254	BRADFORD		£5.36	327	INVERCYDE		£4.80
255	COTSWOLD		£5.35	328	MANSFIELD		£4.80
256	CRAVEN		£5.30	329	NORTH AYRSHIRE		£4.80
257	DUMSBARTON		£5.30	330	NORTH LANARKSHIRE		£4.80
258	FENLAND		£5.30	331	ROCHDALE		£4.80
259	LICHFIELD		£5.30	332	ROTHERHAM		£4.80
260	MELTON		£5.30	333	RUTHERGLEN		£4.80
261	NORTH EAST LINCOLNSHIRE		£5.30	334	TORFAEN		£4.80
262	NORTH NORFOLK		£5.30	335	BARNSELY		£4.70
263	RIBBLE VALLEY		£5.30	336	BERWICK ON TWEED		£4.70
264	WYRE FOREST		£5.30	337	BLACKBURN		£4.70
265	SALFORD		£5.30	338	EAST AYRSHIRE		£4.70
266	VALE ROYAL		£5.30	339	EAST NORTHANTS		£4.70
267	BLABY		£5.30	340	FALKIRK		£4.70
268	BEDFORD		£5.26	341	HIGHLANDS		£4.70
269	BOLTON		£5.25	342	HYNDURN		£4.70
270	BURY		£5.24	343	WEST LANCASHIRE		£4.70
271	CALDERDALE		£5.10	344	BOLSOVER		£4.60
272	DENBIGHSHIRE		£5.20	345	CORBY		£4.60
273	ELLESMERE PORT		£5.20	346	EAST DUNBARTONSHIRE		£4.60
274	HALTON		£5.20	347	EAST RENFREW		£4.60
275	NORTH TYNESIDE		£5.20	348	SEFTON		£4.60
276	ORKNEY ISLANDS		£5.20	349	WAKEFIELD		£4.60
277	POWYS		£5.20	350	BURNLEY		£4.50
278	PRESTON		£5.20	351	MERTHYR TYDFIL		£4.50
279	RHONDDA CYNON TAFF		£5.20	352	REDCAR & CLEVELAND		£4.50
280	SOUTH TYNESIDE		£5.20	353	ST. HELENS		£4.50
281	STAFFS WOODLANDS		£5.20	354	STOCKTON ON TEES		£4.50
282	STIRLING		£5.20	355	KIRKLEES		£4.40
283	WARRINGTON		£5.20	356	KNOWSLEY		£4.40
284	WIRRAL		£5.20	357	OADBY & WIGSTON		£4.40
285	YNYS MON		£5.20	358	PENDLE		£4.40
286	BEREDIGION		£5.20	359	AYLESBURY VALE		£4.30
287	EAST RIDING		£5.20	360	BLAENAU GWENT		£4.30
288	AMBER VALLEY		£5.20	361	MIDDLESBROUGH		£4.30
289	BABERGH		£5.18	362	NEWCASTLE-U-LYME		£4.20
290	CONGLETON		£5.16	363	WESTERN ISLES		£4.20
291	GATESHEAD		£5.10	364	HARTLEPOOL		£4.10
292	SOUTH STAFFORDSHIRE		£5.10	365	SOUTH KESTEVEN		£3.50

THE NATIONAL AVERAGE FARE

Flag at T1 is now	£2.76
Flag at T2 is now	£3.63
1 mile fare T1 is now	£3.82
1 mile fare T2 is now	£5.02
2 mile fare T1 is now	£5.68
2 mile fare T2 is now	£7.45
5 mile fare T1 is now	£11.27
5 mile fare T2 is now	£14.73
10 mile fare T1 is now	£20.71
10 mile fare T2 is now	£27.06
Running mile on T1 is now	£1.87
Running mile on T2 is now	£2.45

AREA FARE AVERAGES

Tariff One

	Flag	1 mi.	2 mil.	5 mi.	10 mi.	Running Mile
East Anglia	£3.03	£3.95	£5.74	£11.04	£19.92	£1.78
Midlands	£2.73	£3.70	£5.47	£10.74	£19.53	£1.76
North	£2.46	£3.52	£5.23	£10.36	£19.00	£1.72
South	£2.97	£4.25	£6.24	£12.25	£22.63	£2.01
South West	£2.72	£4.02	£6.15	£12.51	£23.18	£2.12
Scotland	£2.74	£3.55	£5.33	£10.68	£19.62	£1.80
Wales	£2.82	£3.32	£5.16	£10.65	£19.79	£1.83
Nat. Avg.	£2.76	£3.82	£5.68	£11.27	£20.71	£1.87

Tariff Two

	Flag	1 mi.	2 mil.	5 mi.	10 mi.	Running Mile
East Anglia	£3.95	£5.10	£7.39	£14.24	£25.65	£2.28
Midlands	£3.63	£4.90	£7.24	£14.10	£26.14	£2.34
North	£3.05	£4.37	£6.55	£13.09	£24.00	£2.19
South	£4.08	£5.86	£8.68	£16.83	£30.84	£2.76
South West	£3.76	£5.44	£8.29	£16.91	£31.27	£2.87
Scotland	£3.44	£4.34	£6.31	£12.21	£22.05	£1.97
Wales	£3.57	£4.20	£6.58	£13.66	£25.46	£2.36
Nat. Avg.	£3.63	£5.02	£7.45	£14.73	£27.06	£2.45