

## LICENSING COMMITTEE

**Monday, 5 September 2022**

**5.30 pm**

**Committee Rooms 1 and 2,  
City Hall, Beaumont Fee,  
Lincoln, LN1 1DD**

Membership: Councillors Loraine Woolley (Chair), Pat Vaughan (Vice-Chair), Biff Bean, Alan Briggs, Liz Bushell, Martin Christopher, David Clarkson, Matthew Fido, Jackie Kirk, Jane Loffhagen, Adrianna McNulty and Emily Wood

Substitute member(s): Councillors Chris Burke and Clare Smalley

Officers attending: Tom Charlesworth, Becky Scott, and Victoria Poulson.

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## A G E N D A

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<b>SECTION A</b>	<b>Page(s)</b>
1. Confirmation of Minutes - 16 March 2022	<b>3 - 6</b>
2. Declarations of Interest	
Please note that, in accordance with the Members' Code of Conduct, when declaring interests members must disclose the existence and nature of the interest, and whether it is a disclosable pecuniary interest (DPI) or personal and/or pecuniary.	
3. Confirmation of Hackney Carriage and Private Hire Minutes from 14 April and 9 June 2022	<b>7 - 14</b>
4. Review of Hackney Carriage Fares	<b>15 - 40</b>

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**Present:** Councillor Loraine Woolley (*in the Chair*),  
Councillor Pat Vaughan, Councillor Biff Bean, Councillor  
Bill Bilton, Councillor Alan Briggs, Councillor  
David Clarkson, Councillor Adrianna McNulty and  
Councillor Clare Smalley

**Apologies for Absence:** Councillor Liz Bushell, Councillor Matthew Fido,  
Councillor Jane Loffhagen, Councillor Calum Watt and  
Charlesworth

**7. Confirmation of Minutes - 17 November 2021**

RESOLVED that the minutes of the meeting held on 17 November 2021 be confirmed and signed by the Chair as an accurate record.

**8. Declarations of Interest**

No declarations of interest were received.

**9. Hackney Carriage and Private Hire minutes of previous meeting/s**

**10. 24 November 2021**

RESOLVED that the minutes of the Hackney Carriage and Private Hire Sub-Committee held on 24 November 2021 be confirmed.

**11. 16 December 2021**

RESOLVED that the minutes of the Hackney Carriage and Private Hire Sub-Committee held on 16 December 2021 be confirmed.

**12. 27 January 2022**

RESOLVED that the minutes of the Hackney Carriage and Private Hire Sub-Committee held on 27 January 2022 be confirmed.

**13. 24 February 2022**

RESOLVED that the minutes of the Hackney Carriage and Private Hire Sub-Committee held on 24 February 2022 be confirmed.

**14. Statutory Taxi and Private Hire Vehicle Standards**

Ian Cullen, Licensing Team Leader;

- a) presented a report to the Licensing Committee to seek approval for the implementation of the statutory taxi and private hire vehicle standards and explained how the standards would operate within the Council.
- b) explained the background to the consultation process covering the following main points:

- On the 21 July 2020 the Department for Transport (DfT) published new Statutory Taxi and Private Hire Vehicle Standards (the Standards) to all licensing authorities, seen at Appendix A to the report. The Standards were aimed at safeguarding children and vulnerable adults
  - The Standards were a result of extensive consultation with the police, the trade, the Institute of Licensing and others and set out the approach that Licensing Authorities should adopt when carrying out their functions
  - Although the Standards were guidance and not compulsory, the DfT expected that the recommendations laid out would be implemented by licensing authorities unless there was a compelling local reason not to do so
  - This Council had already previously implemented a number of the recommendations of its own volition, but the guidance provided the opportunity to consider further changes
  - A consultation was held from 17 January 2022 to 21 February 2022 which requested feedback from members of the trade, stakeholders and members of the public regarding the proposed changes to policy, conditions and procedures
  - In addition, a survey document was produced and circulated to all Private Hire operators, PH/HC proprietors and PH/HC drivers as well as other key stakeholders. In total over 500 different individuals and bodies were consulted. The consultation was also posted on the Council website
  - The Council received 2 responses to the consultation exercise and could be seen at Appendices C and D to the report
  - The consultation responses and comments were considered by the Licensing Team Leader and Licensing Officers. The comments received and results presented did not provide a compelling or strong reason as to why the Council should not implement the proposed changes
- c) requested approval for the implementation of the statutory taxi and private hire vehicle standards

The Chair thanked Ian for a thorough report and welcomed any comments and questions from members. The following comments emerged from discussions held:

- Consideration was given to the potential purchase of NR3 National Register of Refusals and Revocations software with comments that the use of the software is due to made compulsory
- Confirmation was provided that at present, we relied on the trustworthiness of applicants in the disclosure of any previous licenses held or granted
- It was agreed that the use of NR3 software would be of benefit and that previous revocations had been discovered because of the due diligence carried out by the licensing team
- Considerations had been given to the purchase of NR3 by the Council however work was ongoing to see if an established link could be made

with the use of the database and other departments of the Council such as housing

- As an internal operational decision, the purchase of NR3 could be a recommendation that would be considered further
- Members discussed the cost of the database being borne by license holders and it was agreed that the Licensing Team Leader would take comments to the Service Manager
- The possibility of sharing the database with other authorities was explored however it was concluded that this would be an unlikely option owing to software licensing conditions
- It was confirmed that in the instance of application of NR3 there would be a data protection impact assessment as part of the procurement exercise

The Chair gave thanks for comments received.

RESOLVED that approval be agreed for the implementation of the statutory taxi and private hire vehicle standards and how the standards would operate within the Council.

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**Present:** Councillor Pat Vaughan (*in the Chair*),  
Councillor Loraine Woolley, Councillor Adrianna McNulty,  
Councillor David Clarkson and Councillor Matthew Fido

**Apologies for Absence:** Councillor Alan Briggs

**40. Confirmation of Minutes - 24 February 2022**

RESOLVED that the minutes of the meeting held on 24 February 2022 be confirmed.

**41. Declarations of Interest**

No declarations of interest were received.

**42. Exclusion of Press and Public**

RESOLVED that the press and public be excluded from the meeting during consideration of the following item(s) of business because it is likely that if members of the public were present there would be a disclosure to them of 'exempt information' as defined by Section 100I and Schedule 12A to the Local Government Act 1972.

**43. To Interview An Existing Driver Who Has Failed To Disclose A New Conviction**

The Licensing Officer:

- a) stated that the licensee had held a Private Hire Drivers Licence since 2 February 2019
- b) highlighted that the licensee was required to appear before the Sub-committee when he made his first application as he failed to disclose a previous offence of using threatening, abusive, insulting words or behaviour with intent to cause fear or provocation of violence. A copy of the report was shown at Appendix A
- c) explained that on 16 December 2021 the licence holder contacted the Licensing Team to apply for a re-licence. The application form, documents and fee were supplied/paid on 21 December 2021
- d) highlighted that the licence holder declared at part 2 of the application form that he had not received any convictions or criminal findings of guilt since his last application. A criminal record check (DBS) was requested on 28 January 2022, when the licensee returned this to the Council, and upon its return it showed an additional offence
- e) highlighted that within the Best Practice Standards, which were agreed on 16 March 2022, it stated the following in terms of offences involving violence;

*' Where an applicant has a conviction for an offence of violence against the person, or connected with any offence of violence, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed'*

- f) highlighted that within the current Hackney Carriage and Private Hire Licensing Convictions Policy it stated the following in relation to giving or making a false declaration, of which the licensee failed to declare the new conviction;

*' It is an offence for any person knowingly or recklessly to make a false declaration or to omit any material particular in giving information required by the application for a licence. Where an applicant has made a false statement or a false declaration on their application for the grant or renewal of a licence, the licence will normally be refused'*

The Sub-Committee questioned the applicant and received responses from the applicant.

The Decision was made as follows:

That the private hire vehicle driver's licence be renewed and that the driver be issued with a warning letter regarding his future conduct.

Reason for the Decision:

Upon applying for a licence renewal, the driver had failed to disclose a conviction for common assault which had occurred in October 2020 after an incident in July 2020. The Sub-Committee noted that the driver had also previously failed to disclose a caution for using threatening, abusive, insulting words or behaviour with intent to cause fear or provocation of violence when initially applying for a licence in 2018.

The Sub-Committee had particular regard to the Council's policies relating to violent offences and giving or making false declarations, both of which would normally result in a licence not being granted. As a result the Sub-Committee noted that its decision was finely balanced in finding that the driver remained a fit and proper person to hold a licence.

In reaching its decision, the Sub-Committee had been persuaded by the applicant that his failure to disclose his conviction for common assault was owing to his misunderstanding of the meaning of the term 'conditional discharge' upon conviction by the court. This misunderstanding had been exacerbated by the exceptional circumstances around the coronavirus pandemic and remote hearings. The Sub-Committee considered that these factors explained adequately the driver's contention that he did not understand that he had been convicted of a criminal offence which would need to be disclosed.

The Sub-Committee further considered that the exceptional circumstances around the coronavirus pandemic had been a significant contributory factor in his conviction for common assault upon his partner. The Sub-Committee took convictions for violent offences extremely seriously but was satisfied by the driver's account and that the offence was an isolated incident at the lower end of the scale of violent offences, as indicated by the conditional discharge.



Noting these exceptional circumstances, the contrition and the reassurances offered by the driver regarding his future conduct, the Sub-Committee determined to renew the driver's licence. The Sub-Committee further requested that officers write a warning letter to the driver stressing that the Sub-Committee took his offence and failure to disclose the offence very seriously. The driver should also seek to ensure he was conversant and compliant with all rules relating to his conduct, including those recently agreed by the Licensing Committee at its meeting of 16 March 2022.

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**Present:** Councillor Pat Vaughan (*in the Chair*),  
Councillor Alan Briggs, Councillor David Clarkson,  
Councillor Adrianna McNulty and Councillor  
Lorraine Woolley

**Apologies for Absence:** None.

**44. Confirmation of Minutes from 14 April 2022**

RESOLVED that the minutes of the meeting held on 14 April 2022 be confirmed.

**45. Declarations of Interest**

No declarations of interest were received.

**46. Exclusion of Press and Public**

RESOLVED that the press and public be excluded from the meeting during consideration of the following item(s) of business because it is likely that if members of the public were present there would be a disclosure to them of 'exempt information' as defined by Section 100I and Schedule 12A to the Local Government Act 1972.

**47. To Interview an Existing Driver who has 9 Current Penalty Points - Item Number: 04/2022**

The Licensing Officer:

- a) stated that the licensee had held a Private Hire Drivers Licence since 2 July 2021
- b) highlighted that on 28 April 2022, the licence holder contacted the Licensing Team to apply for a re-licence application, he mentioned that he had received a total of 6 new penalty points for 2 SP30 offences and emailed to confirm this
- c) explained that a DVLA check showed a total of 9 penalty points for 3 SP30 offences
- d) highlighted that within the current Hackney Carriage and Private Hire Licensing Policy it stated the following in relation to penalty points and taking a stepped approach to driver licence enforcement;

*'If a driver receives 9 or more penalty points for minor or some hybrid traffic offences, the matter will be referred to the Hackney Carriage and Private Hire Sub-Committee for a hearing. The driver will be expected to address the issues before the Sub-Committee.'*

The Sub-Committee questioned the applicant and received responses from the applicant.

The Decision was made as follows:

The Licence be granted with the following conditions:

- A DVLA check is to be carried out every 6 months
- A strongly worded letter to be sent to the Licensee to reiterate his responsibilities to notify the Licensing Team of any convictions as soon as possible after the event.

Reason for the Decision:

- The Sub-Committee believed that the licensee came across as a fit and proper person to hold a Private Hire Drivers Licence.
- The licensee explained that he had obtained 3 of the penalty points before becoming a licence holder, however, the 6 further points (the result of 2 separate incidents) were obtained after being granted his licence.
- The licensee explained that he was new to being a professional driver and had not properly understood the need to notify the authority of any points. He assured the committee that being invited to attend the Sub-Committee had instilled in him just how important this was and he would not be making this mistake again.
- The licensee was very remorseful for his actions and understood the seriousness of them.
- The licensee was open and honest about his offences, and he owned up to the mistakes he made.
- The licensee understood that any further offences may lead to him losing his driving licence.

**48. To Interview an Existing Driver who has 9 Current Penalty Points - Item Number: 05/2022**

The Licensing Officer:

- a) stated that the licensee had held a Private Hire Drivers Licence since August 2005
- b) highlighted that in December 2021, the licence holder contacted the Licensing Team to inform them he had received a conditional offer of a fixed penalty notice which would take him to a total of 9 penalty points
- c) explained that a DVLA check showed a total of 9 penalty points for 3 SP30 offences
- d) highlighted that within the current Hackney Carriage and Private Hire Licensing Policy it stated the following in relation to penalty points and taking a stepped approach to driver licence enforcement;

*'If a driver receives 9 or more penalty points for minor or some hybrid traffic offences, the matter will be referred to the Hackney Carriage and*

*Private Hire Sub-Committee for a hearing. The driver will be expected to address the issues before the Sub-Committee.'*

The Sub-Committee questioned the applicant and received responses from the applicant.

The Decision was made as follows:

The Licence was to be granted.

Reason for the Decision:

- The licensee had been a taxi driver since 2005 and had never been before the Sub-Committee before.
- The licensee was very honest about his offences and declared them to the Licensing Team as soon as they occurred. The licensee had in fact notified the licensing team about the possibility of the points before he had even decided that he would accept the points as a way of dealing with the offence. The Sub-Committee believed that he had done everything the authority expected of him in respect of the points.
- The Sub-Committee believed the Licensee to be a fit and proper person to hold a Private Hire Drivers Licence.

**49. To Interview an Existing Driver who has 15 Current Penalty Points - Item Number: 06/2022**

The Licensing Officer:

- a) stated that the licensee had held a Private Hire Drivers Licence since November 2012
- b) highlighted that on 5 May 2022 the licence holder contacted the Licensing Team to say they had been convicted of driving without due care and attention (CD10) and received 9 penalty points. He also stated that this now took him to a total of 15 valid penalty points
- c) highlighted that within the current Hackney Carriage and Private Hire Licensing Policy it stated the following in relation to penalty points and taking a stepped approach to driver licence enforcement;

*'If a driver receives 9 or more penalty points for minor or some hybrid traffic offences, the matter will be referred to the Hackney Carriage and Private Hire Sub-Committee for a hearing. The driver will be expected to address the issues before the Sub-Committee.'*

- d) explained that the current Policy also stated the following in relation to the totting up process;

*'In the case of an existing Hackney Carriage or PHV driver where the 'totting-up' disqualification of a DVLA licence is considered by the court, even if the court does not disqualify, the Council is likely to revoke the Hackney Carriage or PHV licence. At least 2 to 3 years should elapse before the individual is considered for a licence.'*

- e) highlighted that the licensee previously appeared before the Sub-Committee on 7 January 2015 as he had been disqualified from driving for a period of 56 days for exceeding a 50mph speed limit, admitting he was doing 100mph, the licence was granted.

The Sub-Committee questioned the applicant and received responses from the applicant.

The Decision was made as follows:

The licence be revoked with the applicant being able to re-apply for his Private Hire Drivers Licence in 12 months.

Reason for the Decision:

- The Sub-Committee believed that the circumstances around the CD10 offence caused concern for the welfare of the public given its seriousness. The licensee admitted that conditions were not suitable leading up to the offence but still made the manoeuvre which caused a serious accident.
- The licensee also explained to the Sub-Committee that whilst there was very little injury caused during the collision both he and first responders believed that he was incredibly lucky in the circumstances and that it could have been much worse.
- The licensee was well aware of the seriousness of the accident and was remorseful in respect of this, but the Sub-Committee believed that the licensee was indifferent as to whether he had a licence or not as he was not an active Private Hire Driver.
- The licensee explained to the committee that this was not his full-time employment, but his license was a backup as he was only employed in a temporary contract and this could be ended quickly, his license gave him an instant opportunity to earn a wage should his temporary contact be terminated.
- The licensee was not driving as a professional driver at the time of the accident but was on a personal errand. However, he acknowledged that the accident was entirely his fault and was due to decisions and manoeuvres that he made. The Sub-Committee had a duty of care to the public and felt that the licensee was not a fit and proper person to hold a Private Hire Drivers Licence.
- The Sub-committee noted that the licensee had been able to obtain a positive letter of recommendation to support the hearing but this was not enough to waylay their fears.
- The Sub-Committee decided to depart from policy and allow the driver to reapply for a Private Hire Drivers Licence in 1 year as some of the points would be removed from his licence by then, however, this was by no means a guarantee that he would be successful in a future application made.

<b>SUBJECT:</b>	<b>REVIEW OF HACKNEY CARRIAGE FARES</b>
<b>DIRECTORATE:</b>	<b>COMMUNITIES AND ENVIRONMENT</b>
<b>REPORT AUTHOR:</b>	<b>THOMAS CHARLESWORTH, LICENSING OFFICER</b>

**1. Purpose of Report**

1.1 To consider two options from hackney carriage proprietors, to increase the fares for Hackney Carriages in Lincoln.

**2. Executive Summary**

2.1 Committee decision to consider requests to vary the Hackney Carriage Fares in accordance with the submitted options.

**3. Current Fares**

3.1 The last fare increase took place in March 2019; the current tariff is shown at Appendix A.

3.2 A hackney carriage driver can levy 4 rates; this is dependent on the date, time of day and number of passengers.

3.3 Rate 1 is levied if there are 1 to 4 passengers, and the time of day is between 6am and 11pm. This rate is commonly referred to as the day rate.

3.4 Rate 2 is levied if there are 1 to 4 passengers, and the time of day is between 11pm and 6am. This rate is commonly referred to as the night rate.

3.5 Rate 2 is also levied if there are 5 to 8 passengers regardless of the time of day.

3.6 Lastly, rate 2 can be levied regardless of the time of day on all public, bank holidays and Easter Sunday. Also, from noon to 11pm on Christmas Eve and from 6pm to 11pm on New Year's Eve.

3.7 Rate 3 is levied if there are 1 to 4 passengers, and the time of day is from 11pm on Christmas Eve until 6am on 27<sup>th</sup> December and from 11pm on New Year's Eve until 6am on 1<sup>st</sup> January.

3.8 Rate 4 is levied if there are 5 to 8 passengers, and the time of day is from 11pm on Christmas Eve until 6am on 27<sup>th</sup> December and from 11pm on New Year's Eve until 6am on 1<sup>st</sup> January.

#### **4. Current Fare Prices**

- 4.1 Currently under rate 1 if the distance does not exceed 180 metres for the whole distance the price is £3.00. This is known as the drop price. For distances over 180 metres, for the first 180 metres £3.00 will be added to the fare. For each subsequent 180 metres or part of, 20p is added to the fare.
- 4.2 In mileage terms, the fare levied under rate 1 would be as follows:
- 1 mile = £4.60
  - 2 mile = £6.40
  - 3 mile = £8.20
  - 4 mile = £10.00
  - 5 mile = £11.80
- 4.3 Under rate 2 if the distance does not exceed 202 metres for the whole distance the price is £3.80 (the drop price). For distances over 202 metres, for the first 202 metres £3.80 will be added to the fare. For each subsequent 202 or part of, 30p is added to the fare.
- 4.4 In mileage terms, the fare levied under rate 2 would be as follows:
- 1 mile = £5.90
  - 2 mile = £8.30
  - 3 mile = £10.70
  - 4 mile = £13.10
  - 5 mile = £15.50
- 4.5 The price for rate 3 is calculated using the same metred distances and prices as set out in rate 1, plus 100%.
- 4.6 In mileage terms, the fare levied under rate 3 would be as follows:
- 1 mile = £9.20
  - 2 mile = £12.80
  - 3 mile = £16.40
  - 4 mile = £20.00
  - 5 mile = £23.60
- 4.7 The price for rate 4 is calculated using the same metred distances and prices as set out in rate 2, plus 100%.
- 4.8 In mileage terms, the fare levied under rate 4 would be as follows:
- 1 mile = £11.80
  - 2 mile = £16.60
  - 3 mile = £21.40
  - 4 mile = £26.20
  - 5 mile = £31.00



## **5. Option 1 – Simon Hearn (Hackney Carriage Proprietor)**

- 5.1 This option keeps the same number of rates as the current tariff i.e., 4 rates but seeks a fare increase to both rate 1 and rate 2. If this increase is agreed by the Council, then rate 3 and rate 4 will also change as rate 3 is charged at rate 1 plus 100% and rate 4 is charged at rate 2 plus 100%.
- 5.2 The increase to rate 1 and rate 2 is achieved by altering both the metred distance and the drop price for both rates. The metred distance for both rates have been reduced and therefore the meter will increase the fare at a faster rate than the current tariff. The drop price i.e., the minimum fare that can be levied before the vehicle moves a specific metred distance has also increased for both rates.
- 5.3 This option keeps the same criteria as the current tariff regarding the 4 rates and when they can be levied. This criterion is dependent on the date, time of day and number of passengers. With the one following amendment:
- 5.4 Rate 2: For 1 to 4 passengers, from 6pm Saturday to 6am Monday.
- 5.5 This means that on a Saturday rate 2 will begin 5 hours earlier and will be operative 24 hours a day on a Sunday. Under the current tariff, rate 2 is operative for 7 hours on a Sunday (midnight to 6am and 11pm to midnight).

## **6. Fare Increases for Option 1**

- 6.1 Currently under rate 1 the drop price is £3.00, and the meter price increases by 20p every 180 metres.
- 6.2 Option 1 increases the drop price to £3.80, and the meter price to increase by 20p every 169 metres.
- 6.3 Consequently, for rate 1 if the distance does not exceed 169 metres for the whole distance the price will be £3.80. For distances over 169 metres, for the first 169 metres £3.80 will be added to the fare. Therefore, there will be an increase of 80p to the drop price from the current rate 1 tariff. For each subsequent 169 metres or part of, 20p is added to the fare. Therefore, whilst there has not been an increase to the incremental price levied, that of 20p, the rate at which it is and will subsequently be added to the fare now occurs 11 metres sooner than the current tariff.
- 6.4 In mileage terms, the fare levied under the proposed rate 1 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 1 fare and the proposed rate 1 fare).
- 1 mile = £5.60 (+£1.00)
  - 2 mile = £7.60 (+£1.20)
  - 3 mile = £9.40 (+£1.20)
  - 4 mile = £11.40 (+£1.40)

- 5 mile = £13.20 (+£1.40)
- 6.5 Currently under rate 2 the drop price is £3.80, and the meter price increases by 30p every 202 metres.
- 6.6 Option 1 increases the drop price to £4.40, and the meter price to increase by 30p every 192 metres.
- 6.7 Consequently, for rate 2 if the distance does not exceed 192 metres for the whole distance the price will be £4.40. For distances over 192 metres, for the first 192 metres £4.40 will be added to the fare. Therefore, there will be an increase of 60p to the drop price from the current rate 2 tariff. For each subsequent 192 metres or part of, 30p is added to the fare. Therefore, whilst there has not been an increase to the incremental price levied, that of 30p, the rate at which it is and will subsequently be added to the fare now occurs 10 metres sooner than the current tariff.
- 6.8 In mileage terms, the fare levied under the proposed rate 2 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 2 fare and the proposed rate 2 fare).
- 1 mile = £6.80 (+£0.90)
  - 2 mile = £9.20 (+£0.90)
  - 3 mile = £11.90 (+£1.20)
  - 4 mile = £14.30 (+£1.20)
  - 5 mile = £16.70 (+£1.20)
- 6.9 The price for rate 3 is calculated using the same metred distances and prices as set out in the proposed rate 1, plus 100%.
- 6.10 In mileage terms, the fare levied under the proposed rate 3 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 3 fare and the proposed rate 3 fare).
- 1 mile = £11.20 (+£2.00)
  - 2 mile = £15.20 (+£2.40)
  - 3 mile = £18.80 (+£2.40)
  - 4 mile = £22.80 (+£2.80)
  - 5 mile = £26.40 (+£2.80)
- 6.11 The price for rate 4 is calculated using the same metred distances and prices as set out in the proposed rate 2, plus 100%.
- 6.12 In mileage terms, the fare levied under the proposed rate 4 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 4 fare and the proposed rate 4 fare).
- 1 mile = £13.60 (+£1.80)
  - 2 mile = £18.40 (+£1.80)

- 3 mile = £23.80 (+£2.40)
- 4 mile = £28.60 (+£2.40)
- 5 mile = £33.40 (+£2.40)

6.13 At Appendix B you can see a comparative spreadsheet that shows the 4 rates of the current tariff, as well as the rates of both proposed tariffs, for a journey of 1 mile through to a journey of 5 miles. The monetary difference in pounds and pence between the current and proposed tariffs has also been included, to aid the members.

## **7. Miscellaneous Charges for Option 1**

7.1 Waiting time in a hackney carriage is currently charged at a rate of 20p for every 45 seconds for rate 1 and a rate of 30p for every 45 seconds at rate 2.

7.2 Extras can also be levied, see Appendix A for the table of maximum fares that display the prices for these extras, which also includes the soling charge.

7.3 This option does not seek to change any of the miscellaneous charges as detailed above and in Appendix A.

7.4 At appendix C you can see a 'mock-up' of the hackney carriage table of maximum fares that displays the proposed tariff of option 1.

## **8. Option 2 – Sultan Mohamadi (Hackney Carriage Proprietor)**

8.1 This option is for a tariff containing 5 rates. The significant difference from the current tariff is the inclusion of an extra 'night' rate (daily from 9pm to 6am) for when there are more than 4 passengers in the vehicle. This forms part of the newly proposed rate 3 which is discussed in greater detail below.

8.2 Rate 1 applies for 1 to 4 passengers, daily from 6am to 9pm.

8.3 This has altered from the current tariff with the time frame that the rate is operative reduced and now finishing 2 hours earlier.

8.4 The metered distance and both the drop price and the incremental price for rate 1 have also changed.

8.5 Rate 2 applies in five specific circumstances which are dependent on the number of passengers in the vehicle, the time of day, and the date.

8.6 1. For 1 to 4 passengers, daily from 9pm to 6am.

8.7 This has altered from the current tariff with the time frame that the rate is operative increased and now starting 2 hours earlier.

8.8 2. For more than 4 passengers, daily from 6am to 9pm.

8.9 Rate 2 will now become the 'day' rate for more than 4 passengers with the new

rate 3 becoming the 'night' rate for more than 4 passengers. Under the current tariff when there are more than 4 passengers (except on specific holidays) rate 2 is in effect, 24 hours a day.

- 8.10 3. For 1 to 4 passengers, 24 hours on all public, bank holidays and Easter Sunday
- 8.11 All public, bank holidays and Easter Sunday, for 24 hours a day, are now split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect, 24 hours a day, on these specific holidays.
- 8.12 4. For 1 to 4 passengers, from noon to 9pm on Christmas Eve
- 8.13 Christmas Eve, from noon to 9pm, is also split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect on Christmas Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.14 5. For 1 to 4 passengers, from noon to 9pm on New Year's Eve
- 8.15 New Year's Eve, from noon to 9pm, is also split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect on New Year's Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.16 The metered distance and both the drop price and the incremental price for rate 2 have also changed.
- 8.17 Rate 3 applies for more than 4 passengers, in four specific circumstances which are dependent on the time of day and the date.
- 8.18 1. For more than 4 passengers, daily from 9pm to 6am.
- 8.19 As mentioned earlier in the report, the new rate 3 will now become the 'night' rate for more than 4 passengers and rate 2 will now become the 'day' rate for more than 4 passengers. Under the current tariff when there are more than 4 passengers (except on specific holidays) rate 2 is in effect, 24 hours a day.
- 8.20 2. For more than 4 passengers, 24 hours on all public, bank holidays and Easter Sunday
- 8.21 All public, bank holidays and Easter Sunday, for 24 hours a day, are now split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect, 24 hours a day, on these specific holidays.

- 8.22 3. For more than 4 passengers, from noon to 9pm on Christmas Eve
- 8.23 Christmas Eve, from noon to 9pm, is also split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect on Christmas Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.24 4. For more than 4 passengers, from noon to 9pm on New Year's Eve
- 8.25 New Year's Eve, from noon to 9pm, is also split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect on New Year's Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.26 As this is a newly proposed rate, the metered distance and both the drop price and the incremental price are different to their counterparts in rates 1 and 2 of option 2.
- 8.27 Rate 4 applies for 1 to 4 passengers, in two specific circumstances which are dependent on the time of day and the date.
- 8.28 1. For 1 to 4 passengers, from 9pm on Christmas Eve until 6am on 27<sup>th</sup> December
- 8.29 Rate 4 is essentially the same as rate 3 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.30 2. For 1 to 4 passengers, from 9pm on New Year's Eve until 6am on 1<sup>st</sup> January
- 8.31 Rate 4 is essentially the same as rate 3 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.32 Rate 4 is levied at rate 1, plus 100%.
- 8.33 Rate 5 applies for more than 4 passengers, in two specific circumstances which are dependent on the time of day and the date.
- 8.34 1. For more than 4 passengers, from 9pm on Christmas Eve until 6am on 27<sup>th</sup> December
- 8.35 Rate 5 is essentially the same as rate 4 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.36 2. For more than 4 passengers, from 9pm on New Year's Eve until 6am on 1<sup>st</sup> January

8.37 Rate 5 is essentially the same as rate 4 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.

8.38 Rate 5 is levied at rate 2, plus 100%.

## **9. Fare Increases for Option 2**

9.1 Currently under rate 1 the drop price is £3.00, and the meter price increases by 20p every 180 metres.

9.2 Option 2 increases the drop price to £3.80, and the meter price to increase by 25p every 175 metres.

9.3 Consequently, for rate 1 if the distance does not exceed 175 metres for the whole distance the price will be £3.80. For distances over 175 metres, for the first 175 metres £3.80 will be added to the fare. Therefore, there will be an increase of 80p to the drop price from the current rate 1 tariff. For each subsequent 175 metres or part of, 25p is added to the fare. Therefore, the rate at which this incremental price is and will subsequently be levied now occurs 5 metres sooner than the current tariff. The incremental price has also increased by 5p from the current rate 1 tariff.

9.4 In mileage terms, the fare levied under the proposed rate 1 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 1 fare and the proposed rate 1 fare).

- 1 mile = £6.05 (+£1.45)
- 2 mile = £8.30 (+£1.90)
- 3 mile = £10.55 (+£2.35)
- 4 mile = £12.80 (+£2.80)
- 5 mile = £15.05 (+£3.25)

9.5 Currently under rate 2 the drop price is £3.80, and the meter price increases by 30p every 202 metres.

9.6 Option 2 increases the drop price to £4.80, and the meter price to increase by 35p every 190 metres.

9.7 Consequently, for rate 2 if the distance does not exceed 190 metres for the whole distance the price will be £4.80. For distances over 190 metres, for the first 190 metres £4.80 will be added to the fare. Therefore, there will be an increase of £1.00 to the drop price from the current rate 2 tariff. For each subsequent 190 metres or part of, 35p is added to the fare. Therefore, the rate at which this incremental price is and will subsequently be levied now occurs 12 metres sooner than the current tariff. The incremental price has also increased by 5p from the current rate 1 tariff.

9.8 In mileage terms, the fare levied under the proposed rate 2 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 2 fare and the proposed rate 2 fare).

- 1 mile = £7.60 (+£1.70)
- 2 mile = £10.40 (+£2.10)
- 3 mile = £13.55 (+£2.85)
- 4 mile = £16.35 (+£3.25)
- 5 mile = £19.50 (+£4.00)

9.9 As the newly proposed rate 3 is an extra rate not currently represented on the existing tariff, the prices and the metred distances have been freshly calculated.

9.10 Option 2 sets the drop price at £5.80, and the meter price to increase by 40p every 180 metres.

9.11 Consequently, for rate 3 if the distance does not exceed 180 metres for the whole distance the price will be £5.80. For distances over 180 metres, for the first 180 metres £5.80 will be added to the fare. For each subsequent 180 metres or part of, 40p is added to the fare.

9.12 In mileage terms, the fare levied under the proposed rate 3 would be as follows: (please note that as this rate is not represented on the current tariff, there are no comparison figures in brackets to show the price differential)

- 1 mile = £9.00
- 2 mile = £12.60
- 3 mile = £16.20
- 4 mile = £19.80
- 5 mile = £23.40

9.13 The price for rate 4 is calculated using the same metred distances and prices as set out in the proposed rate 1, plus 100%.

9.14 In mileage terms, the fare levied under the proposed rate 4 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 3 fare and the proposed rate 4 fare).

- 1 mile = £12.10 (+£2.90)
- 2 mile = £16.60 (+£3.80)
- 3 mile = £21.10 (+£4.70)
- 4 mile = £25.60 (+£5.60)
- 5 mile = £30.10 (+£6.50)

9.15 The price for rate 5 is calculated using the same metred distances and prices as set out in the proposed rate 2, plus 100%.

9.16 In mileage terms, the fare levied under the proposed rate 5 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 4 fare and the proposed rate 5 fare).

- 1 mile = £15.20 (+£3.40)
- 2 mile = £20.80 (+£4.20)

- 3 mile = £27.10 (+£5.70)
- 4 mile = £32.70 (+£6.50)
- 5 mile = £39.00 (+£8.00)

9.17 At Appendix B you can see a comparative spreadsheet that shows the 4 rates of the current tariff, as well as the rates of both proposed tariffs, for a journey of 1 mile through to a journey of 5 miles. The monetary difference in pounds and pence between the current and proposed tariffs has also been included, to aid the members.

## 10. Miscellaneous Charges for Option 2

10.1 Waiting time in a hackney carriage is currently charged at a rate of 20p for every 45 seconds for rate 1 and a rate of 30p for every 45 seconds at rate 2.

10.2 This option proposes the following rates for waiting time:

- Rate 1 – 25p for every 40 seconds
- Rate 2 – 35p for every 40 seconds
- Rate 3 – 40p for every 40 seconds

10.3 Consequently, there will be an increase of 5p to the waiting time rates from the current tariff, for both rate 1 and rate 2, and the rate at which waiting time is and will subsequently be levied now occurs 5 seconds sooner than the current tariff.

10.4 As the newly proposed rate 3 is an extra rate not currently represented on the existing tariff, the waiting time rate has been freshly calculated.

10.5 Extras can also be levied, see Appendix A for the table of maximum fares that display the prices for these extras, which also includes the soling charge.

10.6 This option seeks to amend the following extras:

- For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) – £3.00  
[currently £2.00]
- Soiling charge – £65.00  
[currently £50.00]

10.7 This option also seeks to add the following extra:

- Household removals – £25.00

10.8 At appendix D you can see a 'mock-up' of the hackney carriage table of maximum fares that displays the proposed tariff of option 2.

## 11. Consultation

11.1 All hackney carriage proprietors and drivers were consulted and were asked if they had a preference between the two options, or if the current tariff should



instead, remain in operation.

- 11.2
- 21 were in favour of option 2.
  - 10 were in favour of option 1.
  - 1 was in favour of the current tariff remaining in operation.
  - 4 abstained.
- 11.3 Out of the responses, the following comments were made:
- 11.4
- 'sultans is going to be to expensive' – *referring to option 2.*
  - 'Although I believe the fare of these two proposals still has not gone up enough after nearly 4 years compare to private hires in last 4 years in Lincoln, however my vote goes for Sultan Mohammadi's proposal. Can you please chase this process as fast as it is possible as the inflation hit our business badly followed epidemic.'
  - 'Tom on receipt of both proposals, both proposals ,the fuel price ,will need changing in the extras chart,as if its left the same we would have to be charging extras right from its introduction .of the two proposals Mr Hern proposals in general I prefer, but it doesn't cover multi-passenger rates ,when we are on rate 2 in rate 2 periods .The fuel charge I have already mentioned. I personally would like the waiting time changing from £16 an hour to £20 an hour ( 20 pence every 35 seconds ) .Tom I would appreciate it if you could bring my comments to the attention of the committee when you take the rate proposals to them. Ps could you get so we get a 5% rate rise every year after this rise.' 'Tom I know that I mentioned to you in my response to rate rise about the fuel charges in extras. I couldn't not believe both party's had over looked, at updating these charges, but I am lead to believe that even with a rate rise some drivers intended to still charge the extras if its not updated. As I don't think we will ever see £1.60 a liter again and I believe it will level of around £2 a liter so I think if the £1.60 is changed to £2.20 on the extra chart. This would be more sensible.' – *for clarification, he voted for option 1.*
  - 'Thank you for providing us both Simons and Sultans fare proposals, after a cautiously reading both proposals and comparing them with the current fare tariffs, I cannot see how Simon proposal justfys his very little increase in the fares compared to increase in prices of everything, from fuel to tyres and other car parts. Therefore I like to state that I prefer and vote for Sultans fare proposal.' – *referring to option 2.*
  - 'Hi Tom, I would like to vote for Simon Hearn's rate rise as I believe Sultans proposal is too high.'
  - 'Thank you for your e-mail regarding the New fare. I would to let you know that I Agree with the fare probosle proposed by Sultan Mohamed because of the currant increase in livings specialy fule prices and everything else. Look forward to hear from you.'
  - 'I would like to vote for Simons fare increase proposal please. I believe Sultans is too expensive and detrimental to our trade.' – *for clarification, he voted for option 1.*

## **12. Decision Process**

- 12.1 Whilst the comments received during the consultation should be considered, the members should note that no other options have been received from other hackney carriage proprietors. These are merely comments to the options submitted.
- 12.2 A consensus between the hackney carriage proprietors and drivers would be difficult to achieve and the Licensing Team see no benefit in carrying out consultation with the hackney carriage trade regarding the suggestions received as comments.
- 12.3 It is the opinion of the Licensing Team that if a proprietor/driver seeks to alter the tariff of fares then they themselves should submit an option.
- 12.4 The members should be aware that the tariff of fares is the maximum amount that can be levied. A discounted fare from that shown on the meter at the end of a journey can be levied by any driver if they so wish.

## **13. Other Considerations**

- 13.1 A direct comparison with the private hire trade is difficult. Hackney carriages operate as public hire vehicles and therefore should be made available to a greater cross-section of the public than private hire vehicles. To that end Lincoln hackney carriages are wheelchair accessible and are large purpose-built vehicles that are more expensive than an average private hire vehicle licensed in Lincoln. Hackney carriages have a large interior and could for instance accommodate a pushchair without the need for disassembly, a person, with a pushchair, utilising a private hire vehicle would not be able to travel in the same way. Lincoln private hire vehicles do not have to be wheelchair accessible and therefore a second-hand family saloon car would be an acceptable vehicle to be licensed and would be more affordable than a larger bespoke hackney carriage. Therefore, it can be argued that because of this, hackney carriage fares should be levied at a greater cost than private hire fares.
- 13.2 Private Hire and Taxi Monthly is a leading trade newspaper in the UK for the private hire and hackney carriage industry. It features the hackney carriage league table, to which both licence holders and many council licensing officers refer. It is a useful tool utilised by councils nationwide when setting their fares.
- 13.3 At Appendix E you can see the national hackney fares table (as of August 2022) which lists every council's fare for a 2-mile journey at tariff one. It is colour coded so that you can see when a rise was implemented.
- 13.4 Alternatively, the table can be accessed via the following webpage.  
<https://phtm.co.uk/taxi-fares-league-tables>
- 13.5 The national average 2-mile hackney fare at tariff one is now £6.46. Lincoln is currently placed at 166 (out of 355) in the table at £6.40. Please note that the placement in the table does not reflect the actual positioning in the table i.e.,

there are 20 Councils that levy the £6.40 fee, ranging from 155 in the table to 174.

- 13.6 If option 1 was successful, the 2-mile hackney fare at tariff one would be £7.60. This would place Lincoln in the 28 to 35 range of the table.
- 13.7 If option 2 was successful, the 2-mile hackney fare at tariff one would be £8.30. This would place Lincoln at number 8 in the table, level with Uttlesford.
- 13.8 So that members can compare Lincoln's current fare and both options with other local authorities, I have listed below councils in the Lincolnshire area, the fee they levy, their placement in the table, and the year of their last fare increase:
- North East Lincolnshire - £7.20 (53) 2022
  - Boston - £6.80 (87) 2022
  - East Lindsey - £6.80 (90) 2022
  - North Kesteven - £6.40 (169) 2019
  - West Lindsey - £6.40 (173) 2022
  - South Kesteven - £5.30 (321) 2012
- 13.9 Members may wish to compare more 'like for like' councils such as York, who revised their fares in 2021. They levy a fare of £7.20, which places them at number 58 in the table.
- 13.10 It is very important to note that the table at Appendix E does not fully reflect the hackney carriage situation in the respective councils. For instance, in most other councils such as West Lindsey there are more hackney carriages than private hire vehicles, in Lincoln the situation is reversed. In West Lindsey hackney carriages do not have to be wheelchair accessible and as such a family saloon car can be licensed at a lower cost. Therefore, it can be argued that the fees levied by these councils do not have to be as high as the licensed vehicles are less expensive to purchase. Also, the hackney carriage trade in these councils is the primary means of private 'taxi' transport in their area and therefore they do not have to compete with the effective competition of a private hire trade, this again is reflected by the levied fares being charged at a lower rate. Therefore, a higher hackney carriage tariff could be viewed as being unreasonable to the public if that is the public only viable option.
- 13.11 It is also important to make the distinction between a 'rural' council and a 'town council such as Lincoln. Again, it can be argued that most bookings undertaken in Lincoln are of a shorter distance and therefore a higher tariff is needed to ensure the trade can remain sustainable. In more 'rural' councils' journeys are traditionally longer and therefore fares could be set at a lower rate as the trade maintains its survival by completing fewer bookings but at a higher cost due to the average length of each journey being potentially greater.
- 13.12 Lastly, the national hackney fares table does not take into account any other rates that are levied by each of the councils, only tariff/rate 1. It is reasonable to assume that tariff 1 would be the cheapest rate and that each council may have two to three other rates that potentially could be much more expensive.

Therefore, whilst the table is a useful tool to consider it is no way gives a complete picture of the hackney carriage fares levied by each individual council.

- 13.13 The last comparison to be made is between the private hire trade in Lincoln. Again, it's difficult to compare the fares levied directly, due to the differing nature in which they are utilised. Private hire fares in Lincoln generally operate on a zonal basis. Lincoln is split into various zones; prices vary between zones and the more zones you pass through the more expensive the fare will be. For instance, travelling 5 miles in one direction may be considerably cheaper due to passing through fewer zones. Charges are also added to the fare for extra pick-ups / drop-offs. Once outside the Lincoln district a set mileage rate usually applies, this rate is different dependent on the size of the vehicle used and the day / time. Lastly, parking / toll charges are also paid directly by the customer.
- 13.14 Like hackney carriage fares, private hire fares also increase during busy periods such as on Friday night and at the weekend. Also, on specific days such as bank holidays and at Christmas and New Year. Larger vehicles and vehicles conveying 6-8 passengers are more expensive during both normal hours and busy periods, which include specific holidays. Extras are also charged including the carriage of dogs (excludes guide dogs), a soilage charge and waiting time.
- 13.15 The two largest private hire operators in Lincoln have increased their fares more than once since the pandemic began. The situation now is that private hire vehicles are more expensive that hackney carriages for shorter journeys.
- 13.16 During the writing of this report Mr Hearn (Option 1) emailed me the following:
- 13.17 'I have worked the last few Saturdays including evenings and the one common theme to come out of it is that we are considerably cheaper than private Hire now.

Some examples are

Premier Inn Canwick to Home bar £17 pH (£7.40 hc)  
Lincoln Station to Cherry Willingham £20 pH (£13 hc)  
Lincoln Station to maple Street 5 people £15 pH (£12 hc)

Whilst I understand that this is Saturday evening I am surprised we have fallen so far behind. The examples are from conversations with customers.

In view of this I will no longer be contesting Sultans pay review and I'm aware of other drivers who now feel the same. I will however still attend the meeting on the 5th September.'

- 13.18 I decided to include Option 1 in this report as a consultation exercise was undertaken with the hackney carriage trade and their views should be considered by members. Due to time constraints, there was not enough time to undergo further consultation to see if, as indicated by Mr Hearn's email, Option 2 would have received more of the vote. Regardless, Option 2 did receive a majority of the vote and the fact that Mr Hearn is no longer contesting Option 2

does not significantly change the actual outcome of the consultation.

#### **14. Committee Procedure and Timetable for any Change in Present Fare Structure**

14.1 Should a change to our current tariff be approved, the timetable for implementation would be as follows:

- Approval of Full Council – 20/09/2022.
- Advertisement and 14 day period of objections;
- Earliest realistic implementation of new tariff if no objections received – no later than November 2022

14.2 The Council must advertise the fare increase if one is approved in the local paper and specify on that notice the date on which the new hackney carriage fare tariff will come into force.

14.3 If there are objections than a hearing must be held to hear them.

14.4 If objections are received, then the table of fares must come into force with or without modifications as decided by the Council not later than two months after the first specified date on the advertisement notice.

#### **15. Organisational Impacts**

15.1 Legal

15.2 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance, and all other charges in connection with the hire of a hackney carriage.

15.3 There are no additional legal implications to consider.

15.4 Finance

15.5 Payment of advertising costs to be met by the Licensing budget.

#### **16. Recommendation**

16.1 Members views are sought as to whether to recommend to Full Council.

1. To approve all or part of any of the submitted options.
2. To determine its own fare structure; this can include rejecting the options and keeping the current tariff of fares.

**Key Decision** No

**Key Decision Reference No.** N/A

**Do the Exempt Information Categories Apply** No

**Call in and Urgency:** Is the decision one to which Rule 15 of the Scrutiny Procedure Rules apply? No

**Does the report contain Appendices?** Yes

**List of Background Papers:** Appendix A – Hackney Carriage Table of Maximum Fares  
Appendix B – Comparative spreadsheet  
Appendix C – Proposed tariff of option 1  
Appendix D – Proposed tariff of option 2  
Appendix E – National hackney fares table

**Lead Officer:** Tom Charlesworth  
Telephone 873263

CITY OF LINCOLN COUNCIL		HACKNEY CARRIAGE TABLE OF MAXIMUM FARES	
<b>RATE 1 (for 1 to 4 passengers)</b>	<b>MILEAGE: DAILY 6.00am to 11.00pm</b> If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of <b>WAITING TIME:</b> For each period of 45 seconds	<b>RATE 2 (for more than 4 passengers)</b>	<b>MILEAGE: DAILY 11.00pm to 6.00am ALL PUBLIC, BANK HOLIDAYS &amp; EASTER SUNDAY, from NOON to 11.00pm on CHRISTMAS EVE and from 6.00pm to 11.00pm on NEW YEAR'S EVE</b> If the distance does not exceed 202 metres for the whole distance For distances over 202 metres for the first 202 metres For each subsequent 202 metres or part of <b>WAITING TIME:</b> For each period of 45 seconds
Extras as shown		Extras as shown	
<b>RATE 3 (for 1 to 4 passengers)</b>	<b>FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY:</b> Rate 1, Plus 100%	<b>RATE 4 (for more than 4 passengers)</b>	<b>FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY:</b> Rate 2, Plus 100%
<b>EXTRAS</b>	<ul style="list-style-type: none"> <li>i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver)</li> <li>ii) If the price of diesel goes above £1.60 a litre</li> <li>iii) Each subsequent 10p increase in diesel above £1.60</li> </ul> <b>GUIDE DOGS</b> (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity	<b>SOILING CHARGE</b> <b>THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50</b>  All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD	

CITY OF LINCOLN COUNCIL		HACKNEY CARRIAGE TABLE OF MAXIMUM FARES	
<b>RATE 1 (for 1 to 4 passengers)</b>	<b>MILEAGE: DAILY 6.00am to 11.00pm</b> If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of <b>WAITING TIME:</b> For each period of 45 seconds	<b>RATE 2 (for more than 4 passengers)</b>	<b>MILEAGE: DAILY 11.00pm to 6.00am ALL PUBLIC, BANK HOLIDAYS &amp; EASTER SUNDAY, from NOON to 11.00pm on CHRISTMAS EVE and from 6.00pm to 11.00pm on NEW YEAR'S EVE</b> If the distance does not exceed 202 metres for the whole distance For distances over 202 metres for the first 202 metres For each subsequent 202 metres or part of <b>WAITING TIME:</b> For each period of 45 seconds
Extras as shown		Extras as shown	
<b>RATE 3 (for 1 to 4 passengers)</b>	<b>FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY:</b> Rate 1, Plus 100%	<b>RATE 4 (for more than 4 passengers)</b>	<b>FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY:</b> Rate 2, Plus 100%
<b>EXTRAS</b>	<ul style="list-style-type: none"> <li>i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver)</li> <li>ii) If the price of diesel goes above £1.60 a litre</li> <li>iii) Each subsequent 10p increase in diesel above £1.60</li> </ul> <b>GUIDE DOGS</b> (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity	<b>SOILING CHARGE</b> <b>THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50</b>  All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD	

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Appendix B

**Current Rates**

<b>Miles</b>	<b>Rate 1</b>	<b>Rate 2</b>	<b>Rate 3</b>	<b>Rate 4</b>
1	£4.60	£5.90	£9.20	£11.80
2	£6.40	£8.30	£12.80	£16.60
3	£8.20	£10.70	£16.40	£21.40
4	£10.00	£13.10	£20.00	£26.20
5	£11.80	£15.50	£23.60	£31.00

**Option 1**

<b>Miles</b>	<b>Rate 1</b>	<b>Rate 2</b>	<b>Rate 3</b>	<b>Rate 4</b>
1	£5.60 (+£1.00)	£6.80 (+£0.90)	£11.20 (+£2.00)	£13.60 (+£1.80)
2	£7.60 (+£1.20)	£9.20 (+£0.90)	£15.20 (+£2.40)	£18.40 (+£1.80)
3	£9.40 (+£1.20)	£11.90 (+£1.20)	£18.80 (+£2.40)	£23.80 (+£2.40)
4	£11.40 (+£1.40)	£14.30 (+£1.20)	£22.80 (+£2.80)	£28.60 (+£2.40)
5	£13.20 (+£1.40)	£16.70 (+£1.20)	£26.40 (+£2.80)	£33.40 (+£2.40)

**Option 2**

<b>Miles</b>	<b>Rate 1</b>	<b>Rate 2</b>	<b>Rate 3</b>	<b>Rate 4</b>	<b>Rate 5</b>
1	£6.05 (+£1.45)	£7.60 (+£1.70)	£9.00	£12.10 (+£2.90)	£15.20 (+£3.40)
2	£8.30 (+£1.90)	£10.40 (+£2.10)	£12.60	£16.60 (+£3.80)	£20.80 (+£4.20)
3	£10.55 (+£2.35)	£13.55 (+£2.85)	£16.20	£21.10 (+£4.70)	£27.10 (+£5.70)
4	£12.80 (+£2.80)	£16.35 (+£3.25)	£19.80	£25.60 (+£5.60)	£32.70 (+£6.50)
5	£15.05 (+£3.25)	£19.50 (+£4.00)	£23.40	£30.10 (+£6.50)	£39.00 (+£8.00)

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<p><b>RATE 1 will apply in the following circumstances:</b></p> <p>1. For 1 to 4 passengers  <b>Monday:</b> 06:00 to 23:00  <b>Tuesday:</b> 06:00 to 23:00  <b>Wednesday:</b> 06:00 to 23:00  <b>Thursday:</b> 06:00 to 23:00  <b>Friday:</b> 06:00 to 23:00  <b>Saturday:</b> 06:00 to 18:00  <b>Sunday:</b> N/A</p> <p><b>MILEAGE:</b>          If the distance does not exceed 169 metres for the whole distance          For distances over 169 metres for the first 169 metres          For each subsequent 169 metres or part of  <b>WAITING TIME:</b> For each period of 45 seconds</p> <p style="text-align: right;"><b>Extras as shown</b></p> <p style="text-align: right;">£3.80          £3.80          £0.20          £0.20</p>	<p><b>RATE 2 will apply in the following circumstances:</b></p> <p>1. For 1 to 4 passengers  <b>Monday:</b> 24:00 to 06:00 &amp; 23:00 to 24:00  <b>Tuesday:</b> 24:00 to 06:00 &amp; 23:00 to 24:00  <b>Wednesday:</b> 24:00 to 06:00 &amp; 23:00 to 24:00  <b>Thursday:</b> 24:00 to 06:00 &amp; 23:00 to 24:00  <b>Friday:</b> 24:00 to 06:00 &amp; 23:00 to 24:00  <b>Saturday:</b> 24:00 to 06:00 &amp; 18:00 to 24:00  <b>Sunday:</b> 24 hours</p> <p>2. For more than 4 passengers, Monday to Sunday: 24 hours</p> <p>3. On all PUBLIC, BANK HOLIDAYS &amp; EASTER SUNDAY: 24 hours          (excludes CHRISTMAS and NEW YEAR periods, see below and rates 3 and 4 for more information)</p> <p>4. From 12:00 to 23:00 on CHRISTMAS EVE</p> <p>5. From 18:00 to 23:00 on NEW YEAR'S EVE</p> <p><b>MILEAGE:</b>          If the distance does not exceed 192 metres for the whole distance          For distances over 192 metres for the first 192 metres          For each subsequent 192 metres or part of  <b>WAITING TIME:</b> For each period of 45 seconds</p> <p style="text-align: right;"><b>Extras as shown</b></p> <p style="text-align: right;">£4.40          £4.40          £0.30          £0.30</p>
<p><b>RATE 3 will apply in the following circumstances:</b></p> <p>1. For 1 to 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER          2. For 1 to 4 passengers, from 23:00 on NEW YEAR'S EVE until 06.00 on 1st JANUARY</p> <p>Rate 1, Plus 100%</p>	<p><b>RATE 4 will apply in the following circumstances:</b></p> <p>1. For more than 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER          2. For more than 4 passengers, from 23:00 on NEW Year's EVE until 06.00 on 1st JANUARY</p> <p>Rate 2, Plus 100%</p>
<p><b>EXTRAS</b></p> <p>i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver)</p> <p>ii) If the price of diesel goes above £1.60 a litre</p> <p>iii) Each subsequent 10p increase in diesel above £1.60</p> <p><b>GUIDE DOGS</b> (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity</p>	<p><b>SOILING CHARGE</b>          THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50</p> <p><b>All enquiries in connection with Hackney Carriage should be directed to:</b>          The Licensing Team, Directorate of Communities &amp; Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD</p>

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CITY OF LINCOLN COUNCIL	HACKNEY CARRIAGE TABLE OF MAXIMUM FARES		CITY OF LINCOLN COUNCIL					
<p><b>RATE 1 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For 1 to 4 passengers, daily from 6.00am to 9.00pm</li> </ol> <p><b>MILEAGE:</b> If the distance does not exceed 175 metres for the whole distance For distances over 175 metres for the first 175 metres For each subsequent 175 metres or part of</p> <p><b>WAITING TIME:</b> For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p><b>RATE 2 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For 1 to 4 passengers, daily from 9.00pm to 6.00am</li> <li>For more than 4 passengers, daily from 6.00am to 9.00pm</li> <li>For 1 to 4 passengers, 24 hours on ALL PUBLIC, BANK HOLIDAYS &amp; EASTER SUNDAY (excludes Christmas and New Year periods, see below and rates 4 and 5 for more information)</li> <li>For 1 to 4 passengers, from NOON to 9.00pm on CHRISTMAS EVE</li> <li>For 1 to 4 passengers, from NOON to 9.00pm on NEW YEAR'S EVE</li> </ol> <p><b>MILEAGE:</b> If the distance does not exceed 190 metres for the whole distance For distances over 190 metres for the first 190 metres For each subsequent 190 metres or part of</p> <p><b>WAITING TIME:</b> For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p><b>RATE 3 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For more than 4 passengers, daily from 9.00pm to 6.00am</li> <li>For more than 4 passengers, 24 hours on ALL PUBLIC, BANK HOLIDAYS &amp; EASTER SUNDAY (excludes Christmas and New Year periods, see below and rates 4 and 5 for more information)</li> <li>For more than 4 passengers, from NOON to 9.00pm on CHRISTMAS EVE</li> <li>For more than 4 passengers, from NOON to 9.00pm on NEW YEAR'S EVE</li> </ol> <p><b>MILEAGE:</b> If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of</p> <p><b>WAITING TIME:</b> For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p><b>RATE 4 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For 1 to 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27<sup>TH</sup> DECEMBER</li> <li>For 1 to 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1<sup>ST</sup> JANUARY</li> </ol> <p>Rate 1, plus 100%</p> <p><b>RATE 5 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For more than 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27<sup>TH</sup> DECEMBER</li> <li>For more than 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1<sup>ST</sup> JANUARY</li> </ol> <p>Rate 2, plus 100%</p>	<p><b>RATE 5 will apply in the following circumstances:</b></p> <ol style="list-style-type: none"> <li>For more than 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27<sup>TH</sup> DECEMBER</li> <li>For more than 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1<sup>ST</sup> JANUARY</li> </ol> <p>Rate 2, plus 100%</p>	<p><b>EXTRAS</b></p> <ol style="list-style-type: none"> <li>For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver)</li> <li>If the price of diesel goes above £1.60 a litre Each subsequent 10p increase in diesel above £1.60</li> <li><b>GUIDE DOGS</b> (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity Household removals</li> </ol>	<p><b>SOILING CHARGE</b></p> <p>THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £65</p>	<p><b>NO CHARGE</b></p> <p>£25</p>	<p><b>All enquiries in connection with Hackney Carriage should be directed to:</b></p> <p>The Licensing Team, Directorate of Communities &amp; Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD</p>

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TABLE  
COLOUR CODE

- RISE IN 2022
- RISE IN 2021
- RISE IN 2020
- RISE IN 2019
- RISE IN 2018
- RISE IN 2017
- RISE IN 2016
- RISE IN 2015
- RISE IN 2014
- RISE IN 2013
- RISE IN 2012
- RISE IN 2011
- RISE IN 2010
- RISE IN 2009
- RISE IN 2008
- NO SET FARE

**The Bryan Roland Memorial**  
**NATIONAL HACKNEY FARES TABLE AUGUST 2022**

POSITION	TARIFF ONE COUNCIL/AIRPORT	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£13.40	66	RUGBY	£7.10	131	HAVANT	£6.60
2	GUILDFORD	£10.00	67	WINDSOR & MAIDENHEAD	£7.10	132	HIGH PEAK	£6.60
3	EPSOM & EWELL	£9.80	68	HARBOROUGH	£7.09	133	MEDWAY	£6.60
4	LONDON	£9.80	69	SEVENOAKS	£7.06	134	MORAY (x)	£6.60
5	LUTON AIRPORT	£9.70	70	BROMSGROVE	£7.00	135	NORTH HERTS	£6.60
6	STEVENAGE	£8.70	71	EAST LOTHIAN	£7.00	136	NORWICH	£6.60
7	WATFORD (x)	£8.40	72	EDINBURGH	£7.00	137	PLYMOUTH	£6.60
8	UTTLESFORD	£8.30	73	HERTSMERE	£7.00	138	RUNNYMEDE	£6.60
9	CARRICK	£8.20	74	MACCLESFIELD	£7.00	139	SCARBOROUGH	£6.60
10	WOKINGHAM	£8.20	75	SLOUGH	£7.00	140	SHETLAND ISLES	£6.60
11	BRENTWOOD	£8.10	76	TONBRIDGE & MALLING	£7.00	141	TEIGNBRIDGE	£6.60
12	BRECKLAND	£8.00	77	WELWYN HATFIELD	£7.00	142	ASHFORD	£6.50
13	MAIDSTONE	£8.00	78	WILTSHIRE	£7.00	143	BASSETLAW	£6.50
14	READING	£8.00	79	CRAVEN	£6.99	144	CALDERDALE	£6.50
15	STROUD	£8.00	80	SANDWELL	£6.92	145	DURHAM COUNTY COUNCIL	£6.50
16	TORRIDGE	£8.00	81	COLCHESTER	£6.90	146	EREWASH	£6.50
17	TUNBRIDGE WELLS	£8.00	82	EASTBOURNE	£6.90	147	HUNTINGDONSHIRE	£6.50
18	ISLE OF MAN	£7.90	83	VALE OF WHITE HORSE	£6.90	148	LIVERPOOL	£6.50
19	RESTORMEL	£7.90	84	WORCESTER CITY	£6.90	149	LUTON	£6.50
20	BRACKNELL FOREST	£7.80	85	ADUR	£6.80	150	ORKNEY	£6.50
21	BRIGHTON & HOVE	£7.80	86	BEDFORD	£6.80	151	SOUTH SOMERSET	£6.50
22	SURREY HEATH	£7.80	87	BOSTON	£6.80	152	WORTHING	£6.50
23	WAVERLEY	£7.80	88	CARMARTHENSHIRE	£6.80	153	CHESTERFIELD	£6.45
24	CHELMSFORD	£7.70	89	CARADON	£6.80	154	HYNDBURN	£6.42
25	GUERNSEY	£7.70	90	EAST LINDSEY	£6.80	155	BASILDON	£6.40
26	WEALDON	£7.70	91	FIFE	£6.80	156	BLAENAU GWENT	£6.40
27	BCP	£7.65	92	GLASGOW	£6.80	157	BRISTOL	£6.40
28	EAST AYRSHIRE	£7.60	93	GLOUCESTER	£6.80	158	COUNTY OF HEREFORD	£6.40
29	BASINGSTOKE & DEANE	£7.60	94	GRAVESHAM	£6.80	159	CREWE & NANTWICH	£6.40
30	CHELTENHAM	£7.40	95	HART (x)	£6.80	160	EAST HAMPSHIRE	£6.40
31	KERRIER	£7.60	96	KINGSTON-UPON-HULL	£6.80	161	EAST RENFREW	£6.40
32	MONMOUTHSHIRE	£7.60	97	MID DEVON	£6.80	162	HASTINGS	£6.40
33	OXFORD CITY	£7.50	98	NORTH CORNWALL	£6.80	163	HINCKLEY & BOSWORTH	£6.40
34	RUSHMOOR	£7.60	99	NORTH WARWICK	£6.80	164	IPSWICH	£6.40
35	SOUTHAMPTON	£7.60	100	NOTTINGHAM	£6.80	165	LEEDS	£6.40
36	TORBAY	£7.51	101	SEDGEMOOR	£6.80	166	LINCOLN	£6.40
37	JERSEY	£7.43	102	SOMERSET WEST & TAUNTON	£6.80	167	MELTON	£6.40
38	CANTERBURY	£7.40	103	SWALE	£6.80	168	MID SUFFOLK	£6.40
39	HARROGATE	£7.40	104	TENDRING	£6.80	169	NORTH KESTEVEN	£6.40
40	MID SUSSEX	£7.40	105	VALE OF GLAMORGAN	£6.80	170	SHROPSHIRE	£6.40
41	SOUTH AYRSHIRE	£7.40	106	WOLVERHAMPTON	£6.80	171	SOUTHEND ON SEA	£6.40
42	TEWKESBURY	£7.40	107	NUNEATON & BEDWORTH	£6.75	172	TAMESIDE	£6.40
43	WEST BERKSHIRE	£7.40	108	MALVERN HILLS	£6.72	173	WEST LINDSEY	£6.40
44	CAMBRIDGE CITY	£7.30	109	ANGUS	£6.70	174	WOKING	£6.40
45	DARTFORD	£7.30	110	BRAINTREE	£6.70	175	PERTH & KINROSS	£6.33
46	NORTH DEVON	£7.30	111	CHESTER	£6.70	176	NEWARK & SHERWOOD	£6.32
47	SOUTH CAMBRIDGE	£7.30	112	CONGLETON	£6.70	177	BLACKBURN	£6.30
48	WEYMOUTH & PORTLAND	£7.30	113	CRAWLEY	£6.70	178	BURY	£6.30
49	ARUN	£ 7.20	114	EASTLEIGH	£6.70	179	COTSWOLD (y)	£6.30
50	BATH & NORTH EAST SOMERSET	£7.20	115	FYLDE	£6.70	180	COVENTRY	£6.30
51	DORSET	£7.20	116	MANCHESTER	£6.70	181	DACORUM	£6.30
52	EAST NORTHANTS	£7.20	117	NORTH SOMERSET	£6.70	182	DARLINGTON	£6.30
53	NORTH EAST LINCOLNSHIRE	£7.20	118	NORTH TYNESIDE	£6.70	183	LEWES	£6.30
54	PORTSMOUTH UA	£7.20	119	SHEFFIELD	£6.70	184	PEMBROKESHIRE	£6.30
55	REIGATE & BANSTEAD	£7.20	120	SOUTH LAKELAND	£6.70	185	SOUTH HOLLAND	£6.30
56	SOUTH GLOUCESTER	£7.20	121	SWINDON	£6.70	186	SOUTH RIBBLE	£6.30
57	ROTHER	£7.20	122	THREE RIVERS	£6.70	187	DUNDEE CITY	£6.28
58	YORK	£7.20	123	SOUTH HAMS	£6.66	188	FOREST OF DEAN	£6.27
59	EAST DEVON	£7.15	124	CARLISLE	£6.60	189	BABERGH	£6.26
60	ARGYLL & BUTE	£7.13	125	CONWY	£6.60	190	REDDITCH	£6.25
61	DOVER	£7.10	126	DUDLEY	£6.60	191	MIDLOTHIAN	£6.22
62	ISLE OF WIGHT	£7.10	127	EAST SUFFOLK (NORTH)	£6.60	192	THANET	£6.21
63	MENDIP	£7.10	128	EDEN	£6.60	193	BIRMINGHAM	£6.20
64	MOLE VALLEY	£7.10	129	EXETER	£6.60	194	CHICHESTER	£6.20
65	PENWITH	£7.10	130	HARLOW	£6.60	195	CHORLEY	£6.20

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	DAVENTRY	£6.20	261	EAST RIDING	£5.85	326	HAMILTON (x)	£5.20
197	DERBY	£6.20	262	BARNSELY	£5.80	327	RHONDDA CYNON TAFF	£5.20
198	EAST CAMBRIDGESHIRE	£6.20	263	BARROW IN FURNESS	£5.80	328	STAFFS MOORLANDS	£5.20
199	EAST SUFFOLK (SOUTH)	£6.20	264	BRIDGEND	£5.80	329	WAKEFIELD	£5.20
200	FALKIRK	£6.20	265	FAREHAM	£5.80	330	WEST LANCASHIRE	£5.20
201	FENLAND	£6.20	266	FLINTSHIRE	£5.80	331	GATESHEAD	£5.10
202	FOLKESTONE & HYTHE	£6.20	267	HALTON	£5.80	332	SOUTH STAFFORDSHIRE	£5.10
203	HORSHAM	£6.20	268	HIGHLAND (x)	£5.80	333	STOCKTON ON TEES	£5.10
204	NEWCASTLE-UPON-TYNE	£6.20	269	LEICESTER	£5.80	334	COPELAND	£5.00
205	NORTHAMPTON	£6.20	270	LICHFIELD	£5.80	335	KIRKLEES	£5.00
206	NORTHUMBERLAND	£6.20	271	MERTHYR TYDFIL	£5.80	336	ROSSENDALE	£5.00
207	ROCHFORD	£6.20	272	NEATH PORT TALBOT	£5.80	337	SOUTH NORTHANTS	£5.00
208	SOLIHULL	£6.20	273	NORTHERN IRELAND	£5.80	338	CORBY	£4.90
209	SPELTHORNE	£6.20	274	NORTH LINCOLNSHIRE	£5.80	339	MIDDLESBROUGH	£4.90
210	ST ALBANS	£6.20	275	NORTH NORFOLK	£5.80	340	TELFORD & WREKIN	£4.90
211	STRATFORD ON AVON	£6.20	276	RUTHERGLEN (x)	£5.80	341	WELLINGBOROUGH	£4.90
212	SUNDERLAND	£6.20	277	SEFTON	£5.80	342	WESTERN ISLES (x)	£4.85
213	WEST OXFORD	£6.20	278	SOUTH LANARKSHIRE (Clydesdale)	£5.80	343	ASHFIELD	£4.80
214	WINCHESTER	£6.20	279	TRAFFORD	£5.80	344	DERBYSHIRE DALES	£4.80
215	WYCHAVON	£6.20	280	WEST SUFFOLK	£5.80	345	BOLSOVER	£4.60
216	WYRE FOREST	£6.14	281	WIGAN	£5.80	346	BURNLEY	£4.50
217	CENTRAL BEDFORDSHIRE	£6.13	282	WYRE	£5.80	347	REDCAR & CLEVELAND	£4.50
218	ABERDEENSHIRE	£6.10	283	YNS MON	£5.80	348	OADBY & WIGSTON	£4.40
219	CANNOCK CHASE	£6.10	284	DONCASTER	£5.75	349	PENDLE	£4.40
220	CARDIFF	£6.10	285	NORTH EAST DERBYSHIRE	£5.75	350	MALDON	£
221	CLACKMANNAN	£6.10	286	CAERPHILLY	£5.70	351	RUTLAND	£
222	EAST HERTS	£6.10	287	GEDLING	£5.70	352	SOUTH DERBYSHIRE	£
223	ELMBRIDGE	£6.10	288	RENFREWSHIRE	£5.70	353	SOUTH NORFOLK	£
224	NEW FOREST	£6.10	289	ST HELENS	£5.70	354	SOUTH OXFORDSHIRE	£
225	TAMWORTH	£6.10	290	STIRLING (x)	£5.70	355	WEST DEVON	£
226	SELBY	£6.06	291	SWANSEA	£5.70			
227	CHARNWOOD	£6.05	292	WARRINGTON	£5.70			
228	SCOTTISH BORDERS	£6.05	293	BRADFORD	£5.60			
229	ABERDEEN CITY	£6.00	294	GOSPORT	£5.60			
230	ALLERDALE	£6.00	295	NEWPORT	£5.60			
231	BLACKPOOL	£6.00	296	NORTH LANARKSHIRE	£5.60			
232	BROXTOWE	£6.00	297	RUSHCLIFFE	£5.60			
233	BUCKINGHAMSHIRE	£6.00	298	WEST LOTHIAN (x)	£5.60			
234	CASTLE POINT	£6.00	299	WREXHAM	£5.60			
235	DENBIGHSHIRE	£6.00	300	CHERWELL	£5.56			
236	SOUTH LANARKSHIRE (East Kilbride)	£6.00	301	NEWCASTLE-UNDER-LYME	£5.55			
237	EAST STAFFORDSHIRE	£6.00	302	INVERCLYDE	£5.54			
238	GREAT YARMOUTH	£6.00	303	DUMFRIES & GALLOWAY	£5.50			
239	GWYNEDD	£6.00	304	EAST DUNBARTONSHIRE	£5.50			
240	KETTERING	£6.00	305	EPPING FOREST	£5.50			
241	KINGS LYNN & WEST NORFOLK	£6.00	306	HAMBLETON	£5.50			
242	KNOWSLEY	£6.00	307	OLDHAM	£5.50			
243	LANCASTER	£6.00	308	ROCHDALE	£5.50			
244	MILTON KEYNES	£6.00	309	TORFAEN	£5.50			
245	NORTH WEST LEICESTER	£6.00	310	CEREDIGION	£5.46			
246	PETERBOROUGH	£6.00	311	SALFORD	£5.46			
247	POWYS	£6.00	312	CLYDEBANK	£5.40			
248	RICHMONDSHIRE	£6.00	313	DUNBARTON & VALE OF LEVEN (x)	£5.40			
249	RYEDALE	£6.00	314	ELLESMERE PORT	£5.40			
250	SOUTH TYNESIDE	£6.00	315	HARTLEPOOL	£5.40			
251	STOCKPORT	£6.00	316	PRESTON	£5.40			
252	TEST VALLEY (x)	£6.00	317	ROTHERHAM	£5.40			
253	THURROCK	£6.00	318	MANSFIELD	£5.35			
254	WARWICK	£6.00	319	NORTH AYRSHIRE	£5.30			
255	WIRRAL	£6.00	320	RIBBLE VALLEY	£5.30			
256	BROXBOURNE	£5.90	321	SOUTH KESTEVEN	£5.30			
257	STAFFORD	£5.90	322	VALE ROYAL	£5.30			
258	STOKE-ON-TRENT UA	£5.90	323	BLABY	£5.24			
259	TANDRIDGE	£5.90	324	AMBER VALLEY	£5.20			
260	WALSALL	£5.90	325	BOLTON	£5.20			

TABLE  
COLOUR CODE

RISE IN 2022
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RISE IN 2009
RISE IN 2008
NO SET FARE

**The Bryan Roland Memorial**  
**NATIONAL HACKNEY FARES TABLE AUGUST 2022**

NOTES:

1. Councils 350-355 do not impose a hackney fare tariff. Individual drivers charge an agreed fare prior to the journey
2. (x) – a fare update has been passed by the council, but the two-mile fare has not increased
3. (y) – a fare update has been passed by the council but the two-mile tariff has decreased

NATIONAL AVERAGE  
TWO MILE HACKNEY FARE  
TARIFF ONE

**IS NOW £6.46**

Nationwide fare increases during May-July 2022 have resulted in the average two-mile hackney fare rising by £0.24

**PHTM HACKNEY FARE LEAGUE TABLES**

Now updated daily on **PHTM website**

[www.phtm.co.uk/taxi-fares-league-tables](http://www.phtm.co.uk/taxi-fares-league-tables)