

CHESHIRE EAST BOROUGH COUNCIL (CONGLETON) ZONE
LICENSING DIVISION

CHESHIRE EAST BOROUGH COUNCIL (CONGLETON ZONE)

HACKNEY CARRIAGE - SCALE OF FARES
WITH EFFECT FROM 14th June 2011

1. Mileage

If the distance does not exceed 1,760 yards or part thereof	£2.90
For the second mile and further miles (metered in units for each 176 yards or part thereof)	£2.00

2. Waiting time £26.40 per hour

3. Soilage charge £44.00

4. Extra charges

(a)	(i)	For hiring begun between 11.30 pm and 7.00 am	Time and one half
	(ii)	Sundays and Bank Holidays	Time and one half
(b)	Christmas Eve	- 7.00 am to 6.00 pm	Ordinary time
		6.00 pm to 12 midnight	Time and one half
	Christmas Day	- 0.00 am to 7 a.m. on Boxing Day	Double time
	New Year's Eve	- 7.00 am to 6.00 pm	Ordinary time
		6.00 pm to 12 midnight	Time and one half
	New Year's Day	- 0.00 am (1 st January)	
		to 7.00 am (2 nd January)	Double time

Any comment about the Taxi or Driver should be sent in writing to Licensing Department, Westfields, Middlewich Road, Sandbach, Cheshire. CW11 1HZ, quoting either the Registration number or Plate number of the taxi or Drivers' badge.



TARIFF OF CHARGES FOR THE HIRE OF HACKNEY CARRIAGES IN THE CREWE and NANTWICH ZONE OF CHESHIRE EAST COUNCIL

FARES FOR DISTANCE

(1) MILEAGE

TARIFF 1		£
i	DAY RATE (7am to 9pm)	
ii	The first 176 yards	2.40
iii	Subsequent 176 yards	0.20
iv	Waiting time Each minute (or part of)	0.33
TARIFF 2		£
v	NIGHT RATE (9pm to 7am) ALL SUNDAYS	
vi	The first 160 yards	2.40
vii	Subsequent 160 yards	0.20
viii	Waiting time Each minute (or part of)	0.33
TARIFF 3		£
ix	ALL BANK HOLIDAYS (midnight to midnight) CHRISTMAS & NEW YEAR (from 6pm 24th December to 8am 27th December and from 6pm 31st December to 8am 2nd January)	
x	The first 135.38 yards	3.50
xi	Subsequent 135.38 yards	0.20
xii	Waiting time Each minute (or part of)	0.33
(2) EXTRA CHARGES		£
xiii	Per person (over one)	0.33
xiv	Soiling Charge	44.00

(3) VALUE ADDED TAX

xv The above tariff is inclusive of VAT where applicable

Tariffs effective from 14th June 2011



TAXI FARES from 14th June 2011 in Cheshire East Council – Zone 3 Macclesfield
 Fares for Distance – meters automatically display the correct fare for the time and date

Tariff 1	Tariff 2 Night Rate	Tariff 3	Tariff 4
Monday to Saturday	Monday to Sunday	Sunday and Bank Holidays except Christmas Day, Boxing Day and New Year's Day	Christmas Day, Boxing Day and New Year's Day
7.00am to 11.30pm	11.30pm to 7.00am	7.00am to 11.30pm	7pm 24 Dec to 7am 27 Dec 7pm 31 Dec to 7am 2 Jan
First mile 1760yds (1609.34m) £3.30 Subsequent miles £2.00	Tariff 1 + 50%	Tariff 1 + 33.3%	Tariff 1 + 100%
Initial or minimum fare First 1320yds £2.70 Each subsequent 88yds £0.10 Up to every 24.8 seconds of Waiting time £0.10			

Extra charges at the discretion of the driver	The fare shown on the meter is the fare to be paid
For each person in excess of one £0.22	Any comment about the Taxi or Driver should be send to writing to:
Use of luggage space £0.11 per item not to exceed £0.44	Licensing Department, Westfields, Middlewich Road, Sandbach, Cheshire, CW11 1HZ – quoting
Wheel chairs, guide dogs and other assistance dogs No charge	either the registration number or the plate number of the taxi, or the driver's badge number.
Extra Charges will not exceed £1.10	
Except vehicles licensed to carry up to 8 passengers and are carrying in excess of 5 then extra charges will not exceed £1.98	
Soilage charge £49.50	

FROM LICENSING COMMITTEE REPORT (7th March 2011)

authorities; and (3) That local authorities should be encouraged to look at ways of encouraging fair competition on taxi services where appropriate.

10.2.7 The Government's response to the OFT report was published in March 2004. The Government did not accept the principle recommendation of the OFT (i.e. that local licensing authorities' power to restrict the number of taxi licences they issue should be repealed), taking the view that local authorities should continue to be responsible for making decisions about whether or not to control taxi numbers in their respective areas. However, the Government conveyed its belief that, in general terms, quantity restrictions were unlikely to be in the best interests of consumers. Local licensing authorities that imposed quantity controls were asked to review their policies with particular emphasis on benefits for consumers.

10.2.8 Paragraphs 45 to 51 of Guidance set out the recommendations of central government's in relation to quantity restrictions of taxi licences outside London. Paragraph 47 states:

Most local licensing authorities do not impose quantity restrictions; the Department regards that as best practice. Where restrictions are imposed, the Department would urge that the matter should be regularly reconsidered. The Department further urges that the issue to be addressed first in each reconsideration is whether the restrictions should continue at all. It is suggested that the matter should be approached in the interests of the travelling public – that is to say, the people who use taxi services. What benefits or disadvantages arise for them as a result of the continuation of the controls; and what benefits or disadvantages would result for the public if the controls were removed? Is there evidence that removal of the controls would result in a deterioration in the amount or quality of taxi service provision?

10.2.9 The Licensing Committee may recommend to the Cabinet Member for Safer & Stronger Communities one (or a combination) of the following options:

- (a) that a formal consultation is undertaken in relation to the removal of the existing quantity restriction within zone 1 (Congleton zone);
- (b) that the current position of 'de-limitation' within either zone 2 (Crewe & Nantwich) or zone 3 (Macclesfield) is maintained;
- (c) that an unmet demand survey is commissioned in one, two or all of the hackney carriage zones.

10.3 Table of Fares ('Tariffs')

10.3.1 As Members are aware, local authorities have the power, under section 65 of the 1976 Act, to set the 'table of fares' which apply to hackney carriage vehicles. As previously reported, due to the fact that the licensing of hackney carriages within Cheshire East remains on a zoned basis, it is not possible at present to set a 'table of fares' or 'tariff' which relates to the Borough as a whole and tariffs must still be set for each individual zone.

10.3.2 The tariffs which are currently in operation came into force within the areas of the predecessor district Councils during the course of 2008 (Congleton – 1 April 2008; Crewe & Nantwich – 29 September 2008; and Macclesfield – 16 April 2008). Copies of the existing tariffs are set out within appendices A, B & C of Appendix 1 to this report. The table below summarises the fares in a manner which allows a simple comparison to be made between the existing provisions:

	ZONE 1 Congleton	ZONE 2 Crewe & Nantwich	ZONE 3 Macclesfield
Flag drop	£2.60 (up to first 1,760 yards)	£2.20 (first 200 yards)	£2.60 (first 1,466.69 yards)
First mile	£2.60	£3.80	£3.00
Two miles	£4.40	£5.60	£4.80

10.3.3 The consultation document asked consultees to comment in response to the following questions: (a) *what are your views on how the differing tariffs should be brought into line?*; and (b) *whether or not the tariffs can or should be standardised across Cheshire East, what are your views on the current table of fares?*

10.3.4 Whilst the majority of consultees support the principle of standardising the tariffs across the three zones, a number of consultees suggest that the differentiation between the tariffs are too great to be harmonised and express concerns about the impact on trade/consumers in the zones where the existing fares are lowest.

10.3.5 As can be seen within the table at Appendix 2, a number of the consultation responses include proposals in relation to amended tariffs. For ease of comparison, details of these proposals are set out alongside the existing tariffs within the table at Appendix 3.

10.3.6 Paragraph 52 of the Department of Transport Best Practice Guidance states that fare scales should be designed with a view to practicality and that it is seen as good practice to “review the fare scales at regular intervals, including any graduation of the fare scale by time of day or day of the week.” The paragraph continues “The Department also suggests that in reviewing fares authorities should pay particular regards to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also so the need to give taxi drivers sufficient incentive to provide a service when it is needed. There may well be a case for higher fares at times of higher demand.” Members will also note the content of paragraphs 53 and 54 of the Guidance in relation to downward negotiation of fares between passengers and drivers.

10.3.7 The options which are available in relation to the future of tariffs are as follows:

- (a) to harmonise each of the tariffs to one of the existing tariffs;
- (b) to harmonise each of the tariffs to a new level;
- (c) to separately vary each of the existing tariffs; or
- (d) not to vary the existing tariffs.

10.3.8 Subject to the above, the Committee is requested to formulate proposals in relation to the variation to the table of fares in each of the three hackney carriage zones within the Borough and to authorise the Borough Solicitor, or an officer acting on her behalf, to publish notice of the proposals, making provision for any objections to be submitted within the statutory consultation period of fourteen days. As Members will note the consultation responses suggest a number of different approaches to tariffs, however these are not the only options available and Members have the discretion to consider differing fare structures.

10.4 Hackney carriage vehicle conditions

10.4.1 The existing vehicle conditions within the three zones are set out within appendices D, E & F of the consultation document at Appendix 1 to this report. As Members will note, there are differences between the conditions as they relate to matters such as the acceptable vehicle specification and frequency of testing. The consultation document asked the following questions in relation to existing terms and conditions: *"Which of the conditions do you think should be retained? Which do you think should be abolished or changed? Please provide reasons for your responses to this question."*

10.4.2 The responses received appear to be broadly supportive of the harmonisation of vehicle conditions across each of the three zones. The responses received do make certain specific suggestions in relation to an amended set of vehicle conditions. If Members are minded, subject to consultation, to approve amendments to the hackney carriage vehicle conditions in each of the zones, the following conditions may be considered in order to address the points raised within the consultation responses.

10.4.3 Vehicle specification

The representatives of the Association have suggested the vehicle specification in relation to private hire vehicles within Cheshire East be adopted in relation to hackney carriages, with the addition of a requirement that all new hackney carriage vehicles must be wheelchair accessible (to M1 specification) (whilst all existing saloon cars would have the benefit of 'grandfather rights.').

A copy of the Council's existing Private Hire Vehicle conditions are attached as Appendix 5.

EXTRACT FROM APPENDIX TO LICENSING COMMITTEE REPORT

	around 1990 we had a survey in Crewe & Nantwich funded by an increase in our fees of £20.00 for 3 years however the £20.00 was never removed and so in Crewe & Nantwich we are already funding it. I feel the zoning should remain in place in the short term however the knowledge test should be changed in the way of having an extensive knowledge of the driver's chosen zone and a reasonable knowledge of the other two. I also think they should be fluent in English.
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Consultation question 2:

What are your views on how the differing tariffs should be brought into line?

Consultation question 3:

Whether or not the tariffs can or should be standardised across Cheshire East, what are your views on the current tables of fares?

RESPONDENT	COMMENTS
Representatives of Association	Suggested that the tariffs should be harmonised to the Crewe rates inflated by 5% and 2.5% (to take account of the increased VAT rate). Stated that wished the legal position about charging less than the meter fare to be made clear. A meeting was held in Macclesfield on the 22nd February 2011 to discuss the setting of a standard Hackney Tariff across East Cheshire. It is agreed by all that a standard Tariff would be the prelude to de-zoning and pave the way for rationalising of all other conditions, byelaws and regulations. The meeting was attended by representatives from Wilmslow, Knutsford Macclesfield and East Cheshire Taxi & Private Hire Association. The following proposal, with options, agreed after lengthy discussions, is presented via the Councils Officers to the Licensing committee for their consideration. The proposal reflects current costs to running a Taxi, which are escalating, customer expectation of a fare(

a very lengthy discussion), the different ways which the old Borough's calculated the Fare and the Councils duty to its electorate to agree a fair and equitable rate for all Hackney Drivers, Proprietors and their customers so ensuring the continuing high standard of service.	
Tariff 1 7am to 9pm	
Flag 200yds	2.35
Consecutive 195yds	0.21
Consecutive Mile	1.90
Tariff 2 9pm to 12 midnight	+ 12%
Option 1	
Tariff 3 12 midnight to 7am	+ 33.3%
Option 2	
Tariff 3 12midnight to 7am	+ 50%
Tariff 4 Sunday & Bank Holidays	+ 33.3%
Tariff 5	
7pm Christmas Eve to 12 midnight Boxing Day	
7pm New Years Eve to 12 midnight New Years Day	+ 100%
Waiting Time per hour	18.00
Soilage	75.00

Mottram St Andrew Parish Council	(2) They should be standardised, average and simplify, 1 st mile charge and a fixed rate for subsequent 196 yards. (3) Yes – should be similar subject to 1 st mile charges.
Knuttsford Town Council	The Town Council sees no reason for differing charges throughout the borough and would support common charges. The Town Council would welcome the publication of charges in the most effective way possible.
Wilmslow driver (zone 3)	I think the day rate should be increased by 20p and the night rate should stay the same as people do complain about the rates that's why Lynx get a lot of the work around the Wilmslow area, as they are cheaper.
Driver (zone 2)	With regard to the tariffs in the different zones, the logical solution for this would be recalculate all the tariffs with regard to how they run. i.e. all zones could just run the three tariffs. Although I would assess the judging by the documents shown, if fares were standardised the biggest reduction in income would be in zone 2 as our first mile is £3.80 compared to £2.60 in zone 1. This may not seem a large amount but over a night and week it will add up to a significant sum. For me this would require a lot of consultation and compromise. I myself would be happy with a combination of the tariffs in zones 1 – 2 something like this:
(PROPOSAL B in Appendix 4)	<u>Tariff 1 (Day rate)</u>
	First 1,500 yards £3.20
	Each 195 yards after £0.20
	Waiting time £0.30
	<u>Tariff 2 (Night rate)</u>
	First 1,300 yards £3.20
	Each 176 yards after £0.20
	Waiting time £0.30
	<u>Tariff 3 (Bank Holiday Rate)</u>
	First 1,100 yards £4.20
	Each 146 yards £0.20
	Waiting time £0.30

	Soling Charge £40.00 I believe if we dropped as low as zone 3 prices people would lose jobs and firms would go under. The current fares in zone 2 would seem to be slightly high but not when you consider the increase cost of fuel and insurance and not to mention VAT. Looking at the other zone I am confident I would be unable to run my taxi at them rates.									
Hackney Carriage Firm (zone 3)	We feel that in your next meeting you need to review the rate that the tariff is set at an increase the rate. Since the last rate increase a number of factors have changed and the result is that our company profit is getting less and less which penultimately will cause the larger companies to close. The factors I mentioned which have changed since the last rate increase are as follows: (a) fuel has increased by at least 30p per litre (b) vehicle MOT has increased by over £100.00 per year (c) vehicle insurance has increased by 25% (d) vehicle maintenance costs have increased by 20% (e) VAT has gone up by 2.5% (f) You are allowing too many hackney carriage independent drivers in zone 3 As I'm sure you will agree for companies like ourselves who are VAT registered and with costs going up as much as they have already and likely to increase further, a rate increase is the only viable option for all concerned. We have enclosed a list of our old rates with what we would consider a fair increase and I hope you will take this into consideration too. Tariff 1 Monday to Saturday 7.20am to 11.30 pm <table><tr><td></td><td>Current</td><td>Proposed</td></tr><tr><td>First mile (1760 yards)</td><td>£3.00</td><td>£3.40</td></tr><tr><td>Subsequent miles</td><td>£1.80</td><td>£2.10</td></tr></table>		Current	Proposed	First mile (1760 yards)	£3.00	£3.40	Subsequent miles	£1.80	£2.10
	Current	Proposed								
First mile (1760 yards)	£3.00	£3.40								
Subsequent miles	£1.80	£2.10								
(PROPOSAL C in Appendix 4)										

	Initial or minimum fare (first 1,466.69 yards) £2.60 £3.00 Each subsequent 97.77 yards 10p 13p Waiting time £13.19 /hour £20 /hour Up to every 27.3 seconds 10p 15p Soilage charge £45.00 £50.00 Extra charges to be done away with
Driver (zone 3)	One tariff calculated using the Brighton & Hove formula, with yearly inflation increases. Yes, the tariffs should be standardised across Cheshire East.
Company operating hackney carriages (zone 3)	I refer to your invitation for observations on various issues contained in the consultation document in relation to hackney carriage services. Whilst there are comments which pertain to individual questions I would like to offer my thoughts on the business of providing taxi services in the borough as a newish company looking at the expansion of it's fleet. I assume it is the Borough's aim to provide the borough's residents and businesses with hackney carriages that meet all rules and regulations laid down by Cheshire East and that the vehicles (after they have had their annual test) are well maintained , safe, serviceable and well presented? To achieve such a situation requires an adequate level of income to ensure proper servicing budgets are realistic. So the matter of a credible fare structure is vital to ensure that there is adequate income. It seems to me, regarding the standardisation of fares, that it is obvious that the fares have to go to the highest level that is currently in place. That region is quite clearly not going to accept a decrease in tariff when costs, like fuel, have increased by 20-30% and insurance premiums are following a similar trend. If you are going to standardise fares then an overall increase in the tariff should be done at the same time and it is vitally necessary. We are all suffering increased costs but fuel is our lifeblood and just like the haulage industry which is really struggling, it is our main cost, so please standardise but increase at the same time.

	I also feel that minibus owners like ourselves should be allowed to charge more when we are carrying in excess of 4 passengers. The current surcharge is derisory and must hark back to Hansom cab days and needs to be increased in line with private hire operators. You only have to take a trip around the ranks in Macclesfield to see how the current economic climate is impacting on both vehicles and operators alike.
x 42 hackney carriage drivers (zone 1)	The differentiation between the tariffs are too insurmountable to be harmonised in a manner that would be fair to all groups of taxi drivers in the existing separate boroughs. In the short term it would be impossible to implicate these new prices without causing damage to the trade, and in the current difficult economic conditions it would be very unfair to the public, as they are already suffering in the uncertain financial climate as it is. No, I do not believe that the tariffs should be standardised across Cheshire East. The different tariffs exist because each one has been formed so that it is appropriate to each area, hence the current Congleton tariff means that we only get £2.60 for 1,760 yards, whereas Crewe receive nearly just as much (£2.30) for only 200 yards! We in Congleton have already asked for a small fare increase on account of the current fuel and insurance prices that have risen way above the rate of inflation, meaning that many of use struggle to meet our running costs. However, to ask for more than this and increase the fares too much would be equally damaging to the taxi trade in Congleton, in not more so, as the people of Congleton will not be able to pay such high prices and as a result withdraw their business from the industry altogether by using other means of transport. For whilst it is important for us as taxi drivers to be able to earn enough to survive, it is also not fair to ask customers to pay way above what they can afford just because of the fare imposed on other areas. Proposed variation: An increase of 20 pence for the 1st mile flag fall, from £2.60 to £2.80 The second and further miles an increase of 10 pence, from £1.80 to £1.90
	PROPOSAL D in Appendix 4

	Also, as a long standing Congleton driver, I personally don't feel that it is right or proper for myself or any other Congleton drivers to comment on the states of fares in other areas of Cheshire East. I respect the decisions regarding fares that taxi drivers in other neighbouring areas have made, and hope that they would feel the same with regards to ours.
Driver (zone 3)	If you are to keep the three separate zones and we cant work in each others zone then there is no point amalgamating the three different tariffs. As above. Not until you abolish the 3 zone system. Current fares are overdue for an increase. I was last allowed to put my prices up on April 1st 2009, I can't think of another business that is treated in this way, certainly not Shell or Esso who have increased their prices by a third in the same time. Also don't forget the insurance companies in this equation. Whatever increase you do decide on, it will hardly effect the taxi drivers income, as we have been subsidising ourselves for the last eighteen months. This is without taking into account the cost of living, inflation, VAT rise, mechanical suppliers costs and the current economic climate, coupled with the fact that less people are using taxis. Do I need to go on ?
Driver (zone 2)	Our last increase was in 2008, we agreed with the trade under discussion to hold back our 2009 proposal for increase in a bid to allow the other zones to be brought into line. Unfortunately the council failed to act and we put in for an increase in 2010 which we have received no correspondence from the council about. Now with a VAT increase and fuel going through the roof we need the increase and urgently.
Chorley Parish Council	Tariffs should be the same rate across Cheshire East. Should be made simpler and described in the same way across all Hackney Carriages.
Proprietor/Driver (zone 3)	Fare standardisation is a must as if we are Cheshire East we should be one zone not three as it is hard to lower a price than to raise a price a rate as it seems Macclesfield is the higher it should be aligned across the board.
Proprietor/Driver (zone 3)	If these are tariffs are to merge, then there must be proper meetings between drivers and taxi companies from all the three zones as well as council members to discuss the merging of the tariffs.

	Between Macclesfield and Congleton zones I would have thought that they could be merged together, fairly easily and without too many problems. However, the C & N tariffs are so much more, that if their rates were to be adopted by the other zones, then it would decimate their taxi-rank businesses. I feel that the only way forward to be to increase the tariffs in Macclesfield and Congleton zones in steps over a number of years.
x79 drivers	Tariffs should be standardised across the whole of Cheshire. So we can be flagged down in Cheshire East anywhere.
Proprietor/driver	I personally would like to see all the fares in Cheshire East to be standardised for uniformity. I don't think having yellow, blue, red triangles in the licence plate makes a difference. Example is: You drop off a fare in Congleton at 01.45 am and someone is flagging you down because they want to go home and you can't pick them up because the tariffs in Congleton and Macclesfield and Crewe are different. People see a taxi sign they don't see what colour triangle is in the plate to distinguish which area you are coming from. So standardising the fares will make it easier for us to serve the public so that if I drop off in Crewe and I see people needing a taxi I can drop in and help shift the people home safe and sound after all it's one Cheshire East Council. This also applies to the bye-laws. By merging them into one standard law will make the area more organised and we as drivers will be working together to achieve one common goal.
Private Hire Driver	A short note to you, I have been a Private Hire Driver for 12 years. What bothers me the amount of taxis or private hire cars running is what do they charge for a journey, how much goes in the books or back pocket no one is checked only the VAT boys. One more, what insurance do they carry. It makes people wonder you can go from Holmes Chapel to Man Air return for £50.00 with a Middlewich taxi company.
Proprietor/Driver (zone 3)	(a) First of all Crewe appears the only zone which includes Vat within the tariff. This needs amendment immediately. Only vat registered proprietors should be permitted to charge Vat as they are the only ones paying Vat to the treasury. If the Vat is taken out of the tariff then this immediately reduces to the general public (and allows the Vat reg proprietor to decide if he wishes to charge it to that customer) and prevents problems when the Vat rate fluctuates. Eg: When the Vat increased from 17.5% to 20% I applied for the tariff to be adjusted, this was rejected and I suggest that this is bordering on being illegal. The treasury has increased the amount I have to pay in Vat yet I am unable to increase the amount I charge ???

	(b) The tariff for the 3 zones requires standardising but as for the best way of reaching a satisfactory conclusion I have no suggestions at present.
Sandbach Town Council	Differing tariffs should be brought in line with Crewe and Nantwich who currently offer the fairest of tariffs.
Sutton Parish Council	Q2 - What are your views on how the differing tariffs should be brought into line. A - Average tariff across all zones Q3 - a) Whether or not the tariffs can or should be standardised across Cheshire East. A - Yes b) What are your views on the current tables of fares A - Too diverse I also think the Council should automatically award an increase in fares annually, and only consult if we object on any grounds.
Driver (zone 2)	

Consultation question 4:
Which of the conditions do you think should be retained? Which do you think should be abolished or changed?
Please provide reasons for your responses to this question.

RESPONDENT	COMMENTS
Representatives of the Association	• adopt vehicle specification for hackney carriages from existing Cheshire East Borough Council Private Hire Vehicle conditions – with the addition of a requirement that all new hackney carriages must be wheelchair accessible (M1 specification); • all existing saloon cars could remain as hackney carriages (i.e. there would be 'grandfather rights' in relation to the wheelchair accessibility requirement); • any new application for a vehicle licence must relate to a vehicle under eight years of age, and no vehicle may remain licensed once it is over twelve years old, together with removal of six monthly testing