



**NOTICE OF MEETING**

**Meeting:** Licensing Committee

**Date and Time:** Tuesday 2 August 2022 7.00 pm

**Place:** Council Chamber

**Enquiries to:** Committee Services  
committeeservices@hart.gov.uk

**Members:** Wildsmith (Chairman), Butler, Collins, Crisp,  
Coburn, Delaney, Farmer (Vice-Chairman),  
Forster, Harward, Lamb and Smith

Joint Chief Executive

CIVIC OFFICES, HARLINGTON WAY  
FLEET, HAMPSHIRE GU51 4AE

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**AGENDA**

**This Agenda and associated appendices are provided in electronic form only and are published on the Hart District Council Website.**

**Please download all papers through the Modern.Gov app before the meeting.**

- **At the start of the meeting, the Lead Officer will confirm the Fire Evacuation Procedure.**
- **The Chairman will announce that this meeting may be recorded and that anyone remaining at the meeting has provided their consent to any such recording.**

**1 MINUTES OF THE PREVIOUS MEETING (Pages 3 - 6)**

The minutes of the meeting held on 7 June 2022 are attached for confirmation and signature as a current record.

## **2 APOLOGIES FOR ABSENCE**

To receive any apologies for absence from Members\*.

**\*Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they will be absent.

## **3 DECLARATIONS OF INTEREST**

To declare disclosable pecuniary, and any other, interests\*.

**\*Note:** Members are asked to email Committee Services in advance of the meeting as soon as they become aware they may have an interest to declare.

## **4 CHAIRMAN'S ANNOUNCEMENTS**

## **5 CONSIDERATION OF HACKNEY CARRIAGE FARE REVIEW FOLLOWING PUBLIC CONSULTATION (Pages 7 - 22)**

To consider the objections to the proposed variation of the Hackney Carriage table of fares following public consultation.

### **RECOMMENDATION**

Licensing Committee is recommended to:

1. consider the objections to the proposed variation of hackney carriage fares; and either:
  - determine that no changes are necessary to the advertised fares with the published fare update becoming effective as soon as the meters can be updated, or
  - determine whether to modify the table of fares approved by the Committee at its last meeting, and to set the commencement date for any new table of fares;
2. approve a Fare Schedule and its implementation date as soon as practicable.

**Date of Publication: Monday, 25 July 2022**

# Public Document Pack Agenda Item 1

## LICENSING COMMITTEE

**Date and Time:** Tuesday 7 June 2022 at 7.00 pm

**Place:** Council Chamber

**Present:**

Wildsmith (Chairman), Collins, Coburn, Farmer, Forster and Harward

**In attendance:** Butcher, Lamb, Smith

**Officers:** Mark Jaggard, Head of Place  
Emma Coles, Licensing Team Leader, Shared Licensing Services  
Robert Draper, Interim Head of Service  
Louise Misselbrook, Shared Legal Services  
Andrew Wake, Senior Licensing Officer, Shared Licensing Services  
Neil Hince, Environmental Health & Licensing Manager  
Chris Williams, Interim Regulatory Service Manager  
Rebecca Borrett, Committee Services Officer

### 1 ELECTION OF VICE CHAIRMAN

Councillor Farmer was elected as Vice Chairman for the year 2022/23.

### 2 MINUTES OF THE PREVIOUS MEETING

The minutes of 5 April 2022 were agreed and confirmed and signed as a correct record.

### 3 APOLOGIES FOR ABSENCE

Apologies were received from Councillor's Butler and Delaney.

### 4 DECLARATIONS OF INTEREST

None declared.

### 5 CHAIRMAN'S ANNOUNCEMENTS

The Chairman announced members of trade who attended the meeting would be given the opportunity to speak on Item 6 of the agenda.

### 6 HACKNEY CARRIAGE TARIFFS

Members were asked to consider an increase to the Hackney Carriage fares and to approve a proposal for public consultation.

Members attention was drawn to the following pages of the report:

- 29,30 and 32 - the 4/10 & 6/10 have been shown incorrectly in yards and meters and has been amended on the master document
- 27 - Waverley's last increase was in 2014
- 23 - the petrol and diesel price information has increased since the document was produced
- 25 & 26 there have been changes to Hackney Carriage Two Mile Tariff

Representatives of Hart Taxis and VGT Taxis read out pre-prepared written statements.

Members questioned:

- The proportion of short fares (2 miles) against longer fares
- If public consultation includes members of the public
- Why, as the previous two consultations process has three clear views and a clear choice received from trade, was a different option now offered?
- To what degree had neighbouring authorities applied increases
- If a higher cost of living in Hart had been taken into account
- Waiting times and booking fees being excluded from the proposal
- The number of Hackney Carriages in Hart and if there had been a reduction in numbers
- If additional feedback had been received
- The coloration on fuel prices to potential margins
- The need to look at both public and trade sides
- If there was a mathematical formula for the figures

Officers confirmed:

- Officers have attempted a hybrid using information from the trades suggestions also having in mind the public impact to create a solution that balances these two issues
- There is no statutory requirement to engage with trade prior to consultation but is undertaken to forge good working relations
- Balance needs to be achieved to support trade and protect the Community
- The tariffs suggested by the trade would have put Hart second highest rate in the country, and top five for two-mile rate
- Rushmoor had applied an increase and reflected recently due to cost of fuel and cost of living, but not reviewing further as at an appropriate level
- Basingstoke & Deane had not fed in the cost of living and will review in 6 months
- 234 licensed Hackney Carriage drivers in Hart, yet not all are currently using their licences
- Feedback received included: a long time since an increase had been

applied; the need for an increase but not at the expense of losing business

- Fuel and other costs total 15% of £10 so there is a tax opportunity
- Parts and increase can be applied in percentages, but adding up to 30% would be negative to the public who are also impacted by the cost of living increases

Members debated:

- Achieving balance between providing residents with a competitive service, but ensuring trade can provide a service
- Adding of booking and waiting fees
- The need for a regular review of not more than 12 months, looking at average CPI and costs for an upwards or downwards review
- Statutory consultation period to be applied, and extended to social media and parish councils
- A future review to take into account electric vehicles

Councillor Forster proposed the Committee agree to proceed to public consultation as set out in Appendix H, with these amendments, the flags to be set at £3.20, £4.60 & £6.80.

Members undertook a recorded vote:

Councillor Collins	Against
Councillor Coburn	For
Councillor Farmer	For
Councillor Forster	For
Councillor Harward	Against
Councillor Wildsmith	For

The proposal was accepted by a vote of 4 – 2.

## **DECISION**

1. To approve an increase in the current Hackney Carriage Fare table, for public consultation as per Appendix H, with these amendments, a flag of £3.20, £4.60 & £6.80
2. To add booking fees and waiting times into the consultation document
3. To review Hackney Carriage Tariffs in no more than 12 months and at any relevant time within that period
4. To undertake a three-week consultation
5. The Committee to be sent copies of the amended proposal
6. To authorise the Head of Place to make minor administrative

amendments to the documents prior to consultation

7. To postpone the next meeting scheduled for 5 July 2022 and to convene a new meeting as soon as reasonably possible following the consultation

The meeting closed at 8.31 pm

## LICENSING COMMITTEE

**DATE OF MEETING: 2 AUGUST 2022**

**TITLE OF REPORT: CONSIDERATION OF HACKNEY CARRIAGE FARE REVIEW FOLLOWING PUBLIC CONSULTATION**

**Report of:** Head of Place

**Cabinet Portfolio:** Regulatory

**Key Decision:** No

**Confidentiality:** Non-Exempt

### PURPOSE OF REPORT

1. To consider the objections to the proposed variation of the Hackney Carriage table of fares following public consultation.

### RECOMMENDATION

Licensing Committee is recommended to:

- consider the objections to the proposed variation of hackney carriage fares; and either:
  - determine that no changes are necessary to the advertised fares with the published fare update becoming effective as soon as the meters can be updated, or
  - determine whether to modify the table of fares approved by the Committee at its last meeting, and to set the commencement date for any new table of fares;
- approve a Fare Schedule and its implementation date as soon as practicable.

### BACKGROUND

2. The Hackney Carriage trade approached the Shared Licensing Team and requested a review of the tariffs they are permitted to charge, following the impact to the trade from the COVID-19 pandemic compounded by the current increase in fuel prices and cost of living crisis.
3. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 provides that a District Council may fix the rates or fares. This can be done in respect of both time and distance as well as all other charges in connection with the hire of a vehicle. The setting of the tariff is the responsibility of the Licensing Authority.
4. At the meeting on the 7 June 2022 the Licensing Committee considered a proposed variation of the Hackney Carriage fares. The Committee made some amendments to the proposed fares and agreed the revised tariff schedule should be consulted upon. This is attached at Appendix C.
5. In setting the setting of the Consultation Version of the tariffs the Licensing Committee were keen to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.
6. The statutory procedure under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 is for a public notice to be published in a local newspaper, with a copy being deposited in the Council Offices. From the

date of publication, a period of at least 14 days must then be allowed for any objections to be made. Any objections received, must be considered by the authority.

7. Licensing Committee agreed that the consultation period should be for 21 days. The consultation was undertaken using a locally distributed newspaper, communication with the trade, communications with Hart's Parish and Town Councils, and wider promotion utilising the Council's social media, placement of a public notice, and updates to the Council's website.
8. Under Section 65 (4) of the above Act, if any objections are duly made and are not withdrawn, the Council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modification as decided by them after consideration of the objections. The revised table of fares would come into force as soon as meters can be updated.

## **MAIN ISSUES**

9. In response to the Council's proposed variation of fares a total of 31 responses were received. Of these, 9 were received as objections against the proposal, along with 22 supportive representations received. The objections and representations are attached at Appendices A to this report.
10. As a result of the 9 objections received during the public consultation period Licensing Committee is required to review the objections and decide to uphold the approved table of fares or amend as a result of the objections.
11. Of the 9 objections, 8 came from drivers. One objection was raised by Hook Parish Council.
12. Appendix B provides a copy of the Bryan Roland Memorial National Hackney Fares Comparison Table June 2022 for 2 miles.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

13. Maintaining the current tariff would not alleviate the immediate financial pressures on drivers' income.

## **CORPORATE GOVERNANCE CONSIDERATIONS**

### **Relevance to Corporate Plan and/or The Hart Vision 2040**

14. Theme one states, "Ensure work, education, health and other facilities are easily reachable through effective walking, cycling or road and rail transport links". The trade plays an important role in providing transport links to those in Hart district and for this to continue they need to be able to earn enough for it to be a viable job opportunity.

### **Service Plan**

- Is the proposal identified in the Service Plan? No
- Is the proposal being funded from current budgets? No



- Have staffing resources already been identified and set aside for this proposal?  
Yes

### **Legal and Constitutional Issues**

15. All decisions taken by or on behalf of the Council must,
  - a) be within the legal powers of the Council;
  - b) comply with any procedural requirement imposed by law;
  - c) be within the powers of the body or person exercising powers on behalf of the Council;
  - d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. standing orders and financial regulations;
  - e) be fully and properly informed;
  - f) be properly motivated;
  - g) be taken having regard to the Council's fiduciary duty to its taxpayers;  
and
  - h) be reasonable and proper in all the circumstances.

### **Financial and Resource Implications**

16. The Shared Licensing Service has existing allocated resource to produce the new fare cards and to coordinate meter amendments.
17. Meter updates are provided by an external company and not the council. Meter setting costs are borne by drivers.
18. There is no financial impact from this report.

### **Risk Management**

19. A risk assessment has been completed in accordance with the council's risk management process and has identified no significant (Red or Amber) residual risks that cannot be fully minimised by existing or planned controls or additional procedures.
20. A careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely must be met.

### **EQUALITIES**

21. When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.
22. All meetings and papers have been publicly accessible. Any member of the public has been able to attend and contribute to the process. Anyone objecting to the proposed tariff must have their comments considered by the authority.
23. The changes as detailed have been assessed and it is considered that there are no direct equalities impacts arising from the recommendations.

### **CLIMATE CHANGE IMPLICATIONS**

24. There are no direct carbon/environmental impacts arising from the recommendations.

## **ACTION**

25. Following the decision on the new Hackney Carriage Fares the licensing authority will update the trade, website etc and implement the required fees amendments as soon as the meters can be updated.
26. The Shared Licensing Service will review Hackney Carriage Tariffs in within 12 months of the adoption of the new tariff, or any relevant time within the period.

**Contact Details:** Emma Coles – Shared Licensing Team Leader -  
emma.coles@basingstoke.gov.uk

## **Appendices**

**Appendix A** – Consultation Responses

**Appendix B** – Two Mile Comparison

**Appendix C** – Hackney Carriage Fare Table as approved by committee dated 7 June 2022 which was subject to public consultation.

		<b>Representation Type</b>	<b>Consultation comments (verbatim/anonymised)</b>	<b>HDC response</b>
1	Driver	Objection	<p>The increase of fare is bare minimum compare to fuel price and cost of living. As you know Hart is one of the expensive places to live too.</p> <p>For my personal opinion I would like to get a dissent increase at least 40 to 50% from current fare.</p> <p>At the moment we keep rejecting booking which is bit far away. Also, could you allow us to charge customer a bit extra if we pick up from far away. Like if someone like to book a taxi from Odiham to Basingstoke. From Fleet to Odiham is already about 7.5 miles.</p> <p>Multiple passengers should be charged over 1 passenger.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p> <p>The driver of a hackney carriage that is standing for hire (that is at a taxi rank or elsewhere on the highway) can only refuse a hiring for a journey within the district if they have a reasonable excuse (section 53 Town Police Clauses Act 1847 ("the 1847 Act" outside London; section 35 London Hackney Carriage Act 1831 and section 7 London Hackney Carriage Act 1853 in London)). In those circumstances (standing for hire) a driver can legitimately refuse to take any hiring which would be for a destination outside the district (unless there are local exemptions to that).</p> <p>There is no requirement placed upon a hackney carriage driver who is plying for hire (i.e. cruising) to respond to any hailing by a</p>

				prospective passenger (see Hunt v Morgan [1948] 2 All ER 1065 QBD).
2	Driver	Objection	<p>I object to the proposals laid down below. This was not one of the proposals (A, B, C, D, E) that were initially laid out. Having checked Appendix C, proposal B had the most votes out of all five options, which is what I also voted for.</p> <p>The cost of living has increased extra-ordinarily - with RPI and additional rise in fuel prices which directly affect the margins attained in running a Hackney Carriage.</p> <p>I believe the fares should increase according to inflation since 2014 when the rates were last set, and the proposal below falls far below that especially given recent fuel price rise considerations.</p> <p>Please could you outline how you came about to the proposal below? Once more, I object to it.</p>	<p>Proposals B from the trade would make Hart the most expensive tariff in the country not including Heathrow and is not supported by officers fearing this would be likely to discourage consumer use and have an overall detrimental impact on taxi trade custom levels.</p> <p>The RPI has shown a steady increase over the last eight year, yet the majority of wages have not increased at the same rate resulting in your customers having less disposable income to use to access the trade.</p> <p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>
3	Driver	Objection	<p>Ref. the Hackney Carriage Fare Increase Consultation for Hart District Council I would like to objections, due to current increase of diesel and cost of living I don't agree with this tariff, so my advice is to re consider with new tariff.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>

4	Driver	Objection	I am sending this email to confirm that I am totally not agree with only %15 increase per mile from £2.60 to £3 in tariff 1 which not match the increase in the Diesel prices and cost of living nowadays! As I am operating a taxi firm in Fleet, I am suffering to find a driver to cover a booking because of the cheap fare and passengers suffering too to find a taxi to their destination.	The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.
5	Driver	Objection	I'm refusing this price as this is not good enough for us as fuel price going up every day. Thank you	The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.
6	Driver	Objection	When I first started as a taxi driver in November 2015 fuel was 109.9p per litre. It is currently 190.90 per litre and still rising. A 73% rise in fuel costs - our biggest expense. It is good to see the proposed fares are to be increased by about 15% but sadly it is not enough!	The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.
7	Driver	Objection	I'm quite disappointed with the slight increase in the price with less than 50 pence. With petrol price soon will be double - from next week 2£ per litre. Everything connected to the cars increased their price with 5-25%. (tyres £45 more than	The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.

			<p>last year, labour cost in local garage is £80+VAT for one hour).</p> <p>I was hoping that you can make start journey button at least £5-£6 because now many people call for taxi “just behind the corner“ (Fleet ,Branksomewood Road taxi rank to McDonalds, 250-300 yards) only because they know that we can't refuse any jobs.</p> <p>September when is time for my insurance renewal (last year was £1,400) I will decide to continue with taxi or selling my car and find something else to work. After 7 years of doing taxi I think that with this price of fuel and maintenance is very difficult for individuals to survive.</p> <p>That is my opinion ONLY.</p>	
8	Public Body	Objection	<p>Hook Parish Council would like to see some dispensation in the Hackney carriage tariff for disabled members of the community or those without any other means of transport.</p>	<p>The Taxi and private hire (Disabled Persons) Act 2022 section 167A sets out that a disabled person should be charged the same as a non-disabled person, incurring no extra charges for wheelchairs. Thus, result in no positive or negative discrimination occurring. To provide a discount for those with no other means of transport is not enforceable and would discriminate against car owners who are paying for both.</p>
9	Driver	Objection	<p>I would like to register my objection with regards to the taxi fare proposal. Please consider the inflation rate and price of fuel. I strongly believe that the accepted proposal would not be sufficient.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living</p>

				cost increases and are likely to have less disposable income too.
10	Driver	Representation	Please could you register my response to the taxi fare increase as a voting resident of the borough of Hart I am in favour of this fare increase	No response required
11	Driver	Representation	<p>I am writing to inform you that I support the rise in taxi fares locally and why.</p> <p>As a resident of the Hart District who lives outside of Fleet, I know it's almost impossible to get any taxis to service rural Hart.</p> <p>Living in rural Hart we lost our bus services about 10-12 years ago so now our only form of transport is driving your own car, cycling, walking or book a private hire vehicle. If you are lucky enough to live near Winchfield or Hook Stations, then they are an added bonus for the few.</p> <p>Taxis are needed to service areas such as Heckfield, South Warnborough, Bramshill, Winchfield, Blouce, Dora's Green etc unless the Council is going to provide huge subsidies to bus providers to do so, which I very much doubt.</p> <p>If drivers receive a fair return on investment, then once more they may be able to afford to</p>	No response required

			<p>service the whole of the Hart District instead of the majority of drivers refusing to pick up and drop off outside of Fleet.</p> <p>This would provide a service for all not just the few that live within 2 miles of Hart District Councils offices.</p>	
12	Driver	Representation	<p>I would like to add my support for the taxi meter rise, as a resident of Hart I think everyone deserves a decent wage for a decent day's work.</p> <p>As I live in Winchfield and fuel being so expensive now, it is sometimes very difficult to get a taxi as no one is prepared to travel to come and collect me.</p>	No response required
13	Driver	Representation	I support any increase to the meter rate. I hope the council will consider another increase soon after to take into account the continuing increase in fuel costs.	No response required
14	Driver	Representation	I am in subject fare increase	No response required
15	Driver	Representation	I am on favour of Taxi fare increase.	No response required
16	Driver	Representation	I am favour of taxi fare increase.	No response required
17	Driver	Representation	I'm in favour of the proposed faire increase	No response required
18	Driver	Representation	I do support the proposed new hart taxi fare tariff.	No response required



19	Driver	Representation	I fully support the proposal to increase the taxi fares as proposed by HDC Approximately 8 years ago when HDC last increased the tariff, petrol was around 104p per litre today it is on average 189p per litre! Along with the cost of the HDC Licensing increases over the same period. It only seems reasonable and fair for a price increase to be put in place ASAP.	No response required
20	Driver	Representation	I am happy with the increase.	No response required
21	Driver	Representation	I am happy with the proposed new hackney carriage tariff.	No response required
22	Driver	Representation	I wish to convey my support for the proposed new Hart Hackney Carriage increase.	No response required
23	Driver	Representation	I am favour on taxi fare increase.	No response required
24	Driver	Representation	I am om favour of Taxi Fare increase and happy with new tariff which shall start from 2 <sup>nd</sup> July 2022.	No response required
25	Driver	Representation	I am in full agreement with the proposed taxi fare increase.	No response required
26	Driver	Representation	I am favour of taxi fare increase.	No response required
27	Driver	Representation	I am supporting the new taxi fare tariff.	No response required
28	Driver	Representation	I'm agree to new fare	No response required
29	Driver	Representation	I would like to accept the tariff increase from 01 July.	No response required
30	Driver	Representation	I am on favour of Taxi fare increase.	No response required

31	Driver	Representation	I am on favour of Taxi fare increase.	No response required
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# The Bryan Roland Memorial NATIONAL HACKNEY FARES TABLE JUNE 2022

**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**

TARIFF ONE			TARIFF ONE			TARIFF ONE		
POSITION	COUNCIL/AIRPORT	TWO MILE FARE	POSITION	COUNCIL	TWO MILE FARE	POSITION	COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£13.40	66	WORCESTER CITY	£6.90	131	EAST RENFREW	£6.40
2	EPSOM & EWELL	£9.80	67	ADUR	£6.80	132	HASTINGS	£6.40
3	LONDON	£9.80	68	CARMARTHENSHIRE	£6.80	133	HINCKLEY & BOSWORTH	£6.40
4	LUTON AIRPORT	£9.70	69	CARADON	£6.80	134	IPSWICH	£6.40
5	WATFORD (x)	£8.40	70	EAST DEVON	£6.80	135	LEEDS	£6.40
6	UTTLESFORD	£8.30	71	FIFE	£6.80	136	LINCOLN	£6.40
7	CARRICK	£8.20	72	GLASGOW	£6.80	137	MALVERN HILLS	£6.40
8	WOKINGHAM	£8.20	73	GRAVESHAM	£6.80	138	MELTON	£6.40
9	BRECKLAND	£8.00	74	HART (x)	£6.80	139	MID SUFFOLK	£6.40
10	READING	£8.00	75	NORTH CORNWALL	£6.80	140	NORTH KESTEVEN	£6.40
11	ISLE OF MAN	£7.90	76	NOTTINGHAM	£6.80	141	SHROPSHIRE	£6.40
12	RESTORMEL	£7.90	77	SEDGEMOOR	£6.80	142	SOUTHEND ON SEA	£6.40
13	BRIGHTON & HOVE	£7.80	78	SOMERSET WEST & TAUNTON	£6.80	143	SOUTH LAKELAND	£6.40
14	SURREY HEATH	£7.80	79	SWALE	£6.80	144	WAVERTLEY	£6.40
15	GUERNSEY	£7.70	80	TENDRING	£6.80	145	WEST LINDSEY	£6.40
16	WEALDON	£7.70	81	VALE OF GLAMORGAN	£6.80	146	WINDSOR & MAIDENHEAD	£6.40
17	EAST AYRSHIRE	£7.60	82	WOLVERHAMPTON	£6.80	147	WOKING	£6.40
18	BASINGSTOKE & DEANE	£7.60	83	NUNEATON & BEDWORTH	£6.75	148	NEWARK & SHERWOOD	£6.32
19	GUILDFORD	£7.60	84	TORBAY	£6.75	149	BLACKBURN	£6.30
20	KERRIER	£7.60	85	CHESTER	£6.70	150	BURY	£6.30
21	OXFORD CITY	£7.60	86	CRAWLEY	£6.70	151	COTSWOLD (y)	£6.30
22	RUSHMOOR	£7.60	87	EASTLEIGH	£6.70	152	COVENTRY	£6.30
23	SOUTHAMPTON	£7.60	88	FYLDE	£6.70	153	DACORUM	£6.30
24	JERSEY	£7.43	89	NORTH SOMERSET	£6.70	154	DARLINGTON	£6.30
25	CHELTENHAM	£7.40	90	NORTH TYNESIDE	£6.70	155	LEWES	£6.30
26	HARROGATE	£7.40	91	SHEFFIELD	£6.70	156	PEMBROKESHIRE	£6.30
27	MAIDSTONE	£7.40	92	SWINDON	£6.70	157	SOUTH HOLLAND	£6.30
28	WEST BERKSHIRE	£7.40	93	SOUTH HAMS	£6.66	158	SOUTH RIBBLE	£6.30
29	MID SUSSEX	£7.40	94	BRACKNELL FOREST	£6.60	159	DUNDEE CITY	£6.28
30	DARTFORD	£7.30	95	BRENTWOOD	£6.60	160	FOREST OF DEAN	£6.27
31	WEYMOUTH & PORTLAND	£7.30	96	CAMBRIDGE CITY	£6.60	161	BABERGH	£6.26
32	ARUN	£ 7.20	97	CARLISLE	£6.60	162	REDDITCH	£6.25
33	BATH & NORTH EAST SOMERSET	£7.20	98	EAST SUFFOLK (NORTH)	£6.60	163	MIDLOTHIAN	£6.22
34	BCP	£7.20	99	EDEN	£6.60	164	THANET	£6.21
35	DORSET	£7.20	100	EXETER	£6.60	165	BIRMINGHAM	£6.20
36	NORTH EAST LINCOLNSHIRE	£7.20	101	HARLOW	£6.60	166	BRAINTREE	£6.20
37	SOUTH GLOUCESTER	£7.20	102	HAVANT	£6.60	167	CHICHESTER	£6.20
38	ROTHER	£7.20	103	HIGH PEAK	£6.60	168	DAVENTRY	£6.20
39	TORRIDGE	£7.20	104	MEDWAY	£6.60	169	DERBY	£6.20
40	TUNBRIDGE WELLS	£7.20	105	MORAY (x)	£6.60	170	EAST CAMBRIDGESHIRE	£6.20
41	YORK	£7.20	106	NORTH HERTS	£6.60	171	EAST SUFFOLK (SOUTH)	£6.20
42	ARGYLL & BUTE	£7.13	107	NORWICH	£6.60	172	FENLAND	£6.20
43	CHELMSFORD	£7.10	108	PLYMOUTH	£6.60	173	FOLKESTONE & HYTHE	£6.20
44	DOVER	£7.10	109	RUNNIMEDE	£6.60	174	HORSHAM	£6.20
45	ISLE OF WIGHT	£7.10	110	SCARBOROUGH	£6.60	175	NORTHAMPTON	£6.20
46	MENDIP	£7.10	111	SHETLAND ISLES	£6.60	176	PORTSMOUTH UA	£6.20
47	MOLE VALLEY	£7.10	112	SOUTH CAMBRIDGE	£6.60	177	ROCHFORD	£6.20
48	PENWITH	£7.10	113	TEIGNBRIDGE	£6.60	178	SOLIHULL	£6.20
49	RUGBY	£7.10	114	NORTH DEVON	£6.55	179	SPELTHORNE	£6.20
50	HARBOROUGH	£7.09	115	ASHFORD	£6.50	180	ST ALBANS	£6.20
51	SEVENOAKS	£7.06	116	BASSETLAW	£6.50	181	STRATFORD ON AVON	£6.20
52	BROMSGROVE	£7.00	117	CALDERDALE	£6.50	182	SUNDERLAND	£6.20
53	EAST LOTHIAN	£7.00	118	DURHAM COUNTY COUNCIL	£6.50	183	WEST OXFORD	£6.20
54	EDINBURGH	£7.00	119	HUNTINGDONSHIRE	£6.50	184	WINCHESTER	£6.20
55	HERTSMERE	£7.00	120	LIVERPOOL	£6.50	185	WYCHAVON	£6.20
56	SLOUGH	£7.00	121	LUTON	£6.50	186	WYRE FOREST	£6.14
57	STEVENAGE	£7.00	122	SOUTH SOMERSET	£6.50	187	CENTRAL BEDFORDSHIRE	£6.13
58	STROUD	£7.00	123	WORTHING	£6.50	188	ABERDEENSHIRE	£6.10
59	TONBRIDGE & MALLING	£7.00	124	BASILDON	£6.40	189	CANNOCK CHASE	£6.10
60	WELWYN HATFIELD	£7.00	125	BRISTOL	£6.40	190	CARDIFF	£6.10
61	WILTSHIRE	£7.00	126	CANTERBURY	£6.40	191	CLACKMANNAN	£6.10
62	SANDWELL	£6.92	127	CITY OF GLOUCESTER	£6.40	192	EAST HERTS	£6.10
63	COLCHESTER	£6.90	128	CREWE & NANTWICH	£6.40	193	ELMBRIDGE	£6.10
64	EASTBOURNE	£6.90	129	EAST HAMPSHIRE	£6.40	194	NEW FOREST	£6.10
65	VALE OF WHITE HORSE	£6.90	130	EAST LINDSEY	£6.40	195	NORTH WARWICK	£6.10

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	SOUTH AYRSHIRE	£6.10	261	WYRE	£5.80	326	CHORLEY	£5.10
197	TAMWORTH	£6.10	262	YNS MON	£5.80	327	CONGLETON	£5.10
198	SELBY	£6.06	263	CHESTERFIELD	£5.75	328	GATESHEAD	£5.10
199	CHARNWOOD	£6.05	264	DONCASTER	£5.75	329	SOUTH STAFFORDSHIRE	£5.10
200	SCOTTISH BORDERS	£6.05	265	NORTH EAST DERBYSHIRE	£5.75	330	COPELAND	£5.00
201	ABERDEEN CITY	£6.00	266	ANGUS	£5.70	331	EAST NORTHANTS	£5.00
202	BLACKPOOL	£6.00	267	CAERPHILLY	£5.70	332	KIRKLEES	£5.00
203	BOSTON	£6.00	268	GEDLING	£5.70	333	ROCHDALE	£5.00
204	BROXTOWE	£6.00	269	MID DEVON	£5.70	334	ROSSENDALE	£5.00
205	BUCKINGHAMSHIRE	£6.00	270	MONMOUTHSHIRE	£5.70	335	SOUTH NORTHANTS	£5.00
206	CASTLE POINT	£6.00	271	RENFREWSHIRE	£5.70	336	CORBYP	£4.90
207	CONWY	£6.00	272	STIRLING (x)	£5.70	337	MIDDLESBROUGH	£4.90
208	EAST STAFFORDSHIRE	£6.00	273	SWANSEA	£5.70	338	TELFORD & WREKIN	£4.90
209	GLOUCESTER	£6.00	274	WARRINGTON	£5.70	339	WELLINGBOROUGH	£4.90
210	GREAT YARMOUTH	£6.00	275	BRADFORD	£5.60	340	WESTERN ISLES (x)	£4.85
211	GWYNEDD	£6.00	276	DENBIGHSHIRE	£5.60	341	ASHFIELD	£4.80
212	KETTERING	£6.00	277	GOSPORT	£5.60	342	DERBYSHIRE DALES	£4.80
213	KINGS LYNN & WEST NORFOLK	£6.00	278	NEWPORT	£5.60	343	HYNDBURN	£4.70
214	KNOWSLEY	£6.00	279	NORTH LANARKSHIRE	£5.60	344	BOLSOVER	£4.60
215	LANCASTER	£6.00	280	RICHMONDSHIRE	£5.60	345	BURNLEY	£4.50
216	MILTON KEYNES	£6.00	281	RUSHCLIFFE	£5.60	346	REDCAR & CLEVELAND	£4.50
217	NORTH WEST LEICESTER	£6.00	282	WEST LOTHIAN (x)	£5.60	347	STOCKTON ON TEES	£4.50
218	PETERBOROUGH	£6.00	283	WREXHAM	£5.60	348	OADBY & WIGSTON	£4.40
219	RYEDALE	£6.00	284	CHERWELL	£5.56	349	PENDLE	£4.40
220	SOUTH TYNESIDE	£6.00	285	NEWCASTLE-UNDER-LYME	£5.55	350	MALDON	£
221	STOCKPORT	£6.00	286	DUMFRIES & GALLOWAY	£5.50	351	RUTLAND	£
222	TAMESIDE	£6.00	287	EAST DUNBARTONSHIRE	£5.50	352	SOUTH DERBYSHIRE	£
223	TEST VALLEY (x)	£6.00	288	EPPING FOREST	£5.50	353	SOUTH NORFOLK	£
224	THREE RIVERS	£6.00	289	EREWASH	£5.50	354	SOUTH OXFORDSHIRE	£
225	THURROCK	£6.00	290	FALKIRK	£5.50	355	WEST DEVON	£
226	WARWICK	£6.00	291	HAMBLETON	£5.50			
227	WIRRAL	£6.00	292	MERTHYR TYDFIL	£5.50			
228	BROXBORNE	£5.90	293	OLDHAM	£5.50			
229	DUDLEY	£5.90	294	TORFAEN	£5.50			
230	KINGSTON-UPON-HULL	£5.90	295	CEREDIGION	£5.46			
231	MANCHESTER	£5.90	296	SALFORD	£5.46			
232	NORTHUMBERLAND	£5.90	297	ALLERDALE	£5.45			
233	STAFFORD	£5.90	298	CLYDEBANK	£5.40			
234	STOKE-ON-TRENT UA	£5.90	299	DUNBARTON & VALE OF LEVEN (x)	£5.40			
235	TANDBRIDGE	£5.90	300	ELLESMERE PORT	£5.40			
236	WALSALL	£5.90	301	HARTLEPOOL	£5.40			
237	TEWKESBURY	£5.85	302	MACCLESFIELD	£5.40			
238	BARNSELY	£5.80	303	PERTH & KINROSS	£5.40			
239	BARROW IN FURNESS	£5.80	304	POWYS	£5.40			
240	BEDFORD	£5.80	305	PRESTON	£5.40			
241	BRIDGEND	£5.80	306	ROTHERHAM	£5.40			
242	EAST KILBRIDE (x)	£5.80	307	MANSFIELD	£5.35			
243	FAREHAM	£5.80	308	INVERCLYDE	£5.34			
244	FLINTSHIRE	£5.80	309	Craven (x)	£5.30			
245	HALTON	£5.80	310	NORTH AYRSHIRE	£5.30			
246	HIGHLAND (x)	£5.80	311	RIBBLE VALLEY	£5.30			
247	LEICESTER	£5.80	312	SOUTH KESTEVEN	£5.30			
248	LICHFIELD	£5.80	313	SOUTH LANARKSHIRE (Clydesdale)	£5.30			
249	NEWCASTLE-UPON-TYNE	£5.80	314	ST HELENS	£5.30			
250	NEATH PORT TALBOT	£5.80	315	VALE ROYAL	£5.30			
251	NORTHERN IRELAND	£5.80	316	BLABY	£5.24			
252	NORTH LINCOLNSHIRE	£5.80	317	AMBER VALLEY	£5.20			
253	NORTH NORFOLK	£5.80	318	BLAENAU GWENT	£5.20			
254	ORKNEY (x)	£5.80	319	BOLTON	£5.20			
255	REIGATE & BANSTEAD	£5.80	320	EAST RIDING	£5.20			
256	RUTHERGLEN (x)	£5.80	321	HAMILTON (x)	£5.20			
257	SEFTON	£5.80	322	RHONDDA CYNON TAFF	£5.20			
258	TRAFFORD	£5.80	323	STAFFS MOORLANDS	£5.20			
259	WEST SUFFOLK	£5.80	324	WAKEFIELD	£5.20			
260	WIGAN	£5.80	325	WEST LANCASHIRE	£5.20			

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

Councils in positions 350-355 do not impose a tariff for their hackney carriages and instead the individual vehicle charges an agreed fare prior to the journey.

**NATIONAL AVERAGE  
TWO MILE HACKNEY FARE  
TARIFF ONE  
IS NOW £6.28**

**PLEASE NOTE**

This month sees the single biggest rise in an average two-mile taxi fare nationwide in our tables with this month's additions. On average a two-mile fare increased by 7p across all our listing.

Where an (x) appears by a listing, a fare update has been passed by the council, but our fare has not increased.

In the case of Cotswold where a (y) appears alongside the listing, the (y) refers to a fare update but one in which the fare has decreased for a two-mile tariff.

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

**Hackney Carriage Fare Table – as approved by Committee dated 7 June 2022 Subject to consultation (all changes include VAT)**

<b>Distance</b>	<b>Tariff 1</b> Daily between 7am-11pm	<b>Tariff 2</b> Daily between 11pm-7am and all bank/public holidays not covered under tariff 3 and Sundays	<b>Tariff 3</b> Between 8pm on Christmas Eve to 7am on 27 December and New Year's Eve from 7pm to 7am on 2 January
Flag fare	<b>£3.40</b>	<b>£4.20</b>	<b>£6.80</b>
Mile 1	£5.20	£6.90	£10.40
Mile 2	£8.20	£11.40	£16.40
Mile 3	£11.20	£15.90	£22.40
Mile 4	£14.20	£20.40	£28.40
Mile 5	£17.20	£24.90	£34.40
Mile 6	£20.20	£29.40	£40.40
Mile 7	£23.20	£33.90	£46.40
Mile 8	£26.20	£38.40	£52.40
Mile 9	£29.20	£42.90	£58.40
Mile 10	£32.20	£47.40	£64.40

**Extra Charges**

For each additional passenger in excess of 4 (four)	£1.25
Any fouling to the interior of the cab making it unfit for further hiring (at the discretion of the driver)	Up to a maximum of £100
Waiting time - For each period of 45 seconds or uncompleted part thereof (Tariff 1/Tariff 2/Tariff 3)	30p / 45p /60p
Booking Fee - For any hiring made by telephone or other prior arrangement	£1.25

Any complaints concerning the driver or vehicle must be made in writing to the Licensing Team, Civic Offices, London Road, Basingstoke, Hants, RG21 4AH or by email to [licence@hart.gov.uk](mailto:licence@hart.gov.uk). The Licensing Team can be contacted by telephone on 01252 622122.

The meter can only be switched on when you enter the hackney carriage.

**Thank you for using hackney carriage services in Hart.**

**All passengers are reminded that the law requires them to use the seat belts provided.**

### **Hart District Council Hackney Carriage Fare Calculations**

#### **Day rate**

£3.40 for 4/10<sup>th</sup> mile (704 yards or 643.7276 Meters)

Then by 30p per 1/10<sup>th</sup> mile (1056 yards or 965.6064 Meters) up to 1 mile (£5.20 for mile 1)

Then 30p for 1/10<sup>th</sup> mile (176 yards or 160.9344 Meters) there after

#### **Night rate and Sundays**

£4.20 for 4/10<sup>th</sup> mile (704 yards or 643.7276 Meters))

Then by 45p per 1/10<sup>th</sup> mile (1056 yards or 965.6064 Meters) up to 1 mile (£6.90 for mile 1)

Then 45p for 1/10<sup>th</sup> mile (176 yards or 160.9344 Meters) there after

#### **Christmas and New Year rate**

Double that of the Day tariff