

Report title: PROPOSED VARIATION OF THE TABLE OF FARES GOVERNING THE MAXIMUM PERMITTED HACKNEY CARRIAGE CHARGE FOR JOURNEYS STARTING AND ENDING IN THE CITY

Ward(s) affected: Citywide
Strategic Director: Netta Meadows / Interim Director of Neighbourhoods
Report author: Jonathan Martin / Regulatory Compliance Unit Manager

RECOMMENDATION for the Mayor's approval:

That, having considered the objection, the table of fares shall be varied as set out in Appendix 1 ("Recommended table of fares"), to come into force on 16 November 2013

Key background / detail:

a. Purpose of report:

1. To consider an objection received following statutory consultation on a proposed variation to the Hackney Carriage table of fares; and
2. To decide whether or not the table of fares should be varied, with or without modification of what was advertised and, if so, to fix the implementation date.

b. Key details:

1. Following consideration of objections to a previous proposal considered by Cabinet at their meeting on 25 July 2013 it was decided:
 - To maintain the existing tariff that has been in operation since March 2011.
 - That a further review be undertaken, with a view to formulating an alternative proposed variation to the table of fares, to be advertised in accordance with the statutory provisions.
2. To assist with this review officers organised a series of separate meetings with the identified group of objectors (referred to in this summary as service users) and trade representatives in August 2013. There was an acceptance on behalf of the attending service users that an increase was justified due to the rise in operating costs and it was concluded by objectors that any increase on the day rate should be limited to an increase of 8% on the current tariff, based upon a three mile journey which is generally recognised as the average taxi journey. The service users also felt that the 21.00 start time for the night time tariff was too early and should be set back to 22.00.

3. The outcome of the meetings with service users was fed back to trade representatives who responded with another revised proposal which included the amendments as agreed by objectors and some additional proposals. Officers produced a compromise tariff which includes the revised tariff rates as proposed by BNTA, does not include the Automatic Tariff Increase as proposed by BNTA and maintains waiting time costs at the current level for Tariff 1 and for the remaining Tariffs nearest approximation to either existing tariff or original BNTA proposal brought before Cabinet on 25th July 2013.
4. The proposed tariff of fares was been advertised in accordance with statutory requirements. One objection was received from a service user, writing on behalf of an organisation representing people with visual impairments which were primarily in respect of the proposed Bank Holiday tariff. Further to the objection being received officers have liaised with the objector, and also with the Trade representative, BNTA. Also, the proposed bank holiday tariff has been compared with other core cities.
5. As a result officers propose that amended the advertised variation to the table of fares should be modified to include the revised bank holiday tariff, which based on a 3 mile journey would be a 9.5% increase on the current tariff rather a 27% increase as was in the advertised proposal.
6. If the recommendation is accepted a date needs to be fixed for implementation. Practically all hackney carriages require their meter to be recalibrated. This may not take place until after the new table of fares is implemented but if drivers continue to use their existing meters until calibration is complete they will be able to avoid inadvertently overcharging their passengers. It is anticipated that the meter recalibration should be completed during November. In order to facilitate future fare increases an annual review process has been agreed with the trade.

**BRISTOL CITY COUNCIL
CABINET**

31 October 2013

Ward(s) affected by this report: Citywide

Strategic Director: Netta Meadows / Interim Strategic Director of Neighbourhoods

Report author: Jonathan Martin / Regulatory Compliance Unit Manager

**Contact telephone no. 0117 9222626
& e-mail address: jonathan.martin@bristol.gov.uk**

Purpose of the report:

1. To consider an objection received following statutory consultation on a proposed variation to the Hackney Carriage table of fares; and
2. To decide whether or not the table of fares should be varied, with or without modification of what was advertised and, if so, to fix the implementation date.

RECOMMENDATION for the Mayor's approval:

1. That, having considered the objection, the table of fares shall be varied as set out in Appendix 1 ("Recommended table of fares"), to come into force on 16 November 2013.

The proposal

Context & Background

Report to Cabinet 25th July 2013.

1. The Council has a table of fares in place that controls the maximum fares that may be charged to passengers in hackney carriages and there is a statutory process that enables the table of fares to be varied. The council's current table of fares is attached as Appendix 3. Following Cabinet's consideration, on 25 July 2013, of objections to a proposed variation to that table of fares it was decided:

- To maintain the existing tariff that has been in operation since March 2011.
- That a further review be undertaken, with a view to formulating an alternative proposed variation to the table of fares, to be advertised in accordance with the statutory provisions.

Further Review & Outcomes.

2. To assist with this review officers organised a series of separate meetings with the identified group of objectors (referred to in this report as service users) and trade representatives in August 2013.
3. Recognising there will always be competing interests between the two groups, there was an acceptance among attending service users that an increase was justified due to the rise in operating costs.
4. The chief area of concern raised by the service users was the proposed day rate increase. The point was made that many disabled people have no option but to use taxis during the day for work, appointments and other necessary journeys. This is particularly true for people with a visual impairment.
5. Travelling during times when the night rate applied tended to be more lifestyle choice and therefore customers could take an informed choice whereas daytime use of taxis is often a necessity.
6. Following discussion it was concluded by service users that any increase in the day rate should be limited to an increase of 8% on the current tariff, based upon a three mile journey which is generally recognised as the average taxi journey. It was recognised that this would be a significant reduction from what had been proposed originally. The service users also felt that the 21.00 start time for the night time tariff was too early and should be set back to 22.00.
7. This was fed back to trade representatives who responded with another revised proposal.

Assessment of Revised Proposal from Bristol National Taxi Association (BNTA).

8. The trade have responded to the key areas of concern raised by service users at the meetings by reducing their proposed day rate to an approximate 8% increase based upon the benchmark 3 mile journey and extending the day rate so that it finishes at 22.00.
9. Further positive moves in the Trade's revised proposal include:
 - the introduction of a day rate for weekend day travel which represents a saving of £1.40 when compared to the original BNTA proposal, again based upon the 3 mile journey.
 - Moving the start time for bank holiday rates back from 21.00 the preceeding day to midnight. However, bank holiday rates are now consolidated so a single rate applies for both day and night-time users. Therefore day users will see a greater increase than originally proposed.

10. Whilst the revised proposal from BNTA contained a number of positive changes, there were aspects of the proposal that could have a negative impact on consumers :
- Introduction of an Automatic Tariff Increase (ATI) on Tariff 1 (Day Rate) & 3 (Weekend Day Rate) when a journey exceeds 6 miles. Whilst affecting only a relatively small number of journeys within Bristol such as those to Avonmouth, it would have more of an effect on journeys outside the city boundary such as airport or Parkway runs where it is agreed to calculate price according to meter. It reduces transparency and increased complexity of calculation for consumers.
 - Changes to some of the waiting times, particularly day time rates. Significantly the waiting time costs on tariff 1 would see a 27.78% increase or 20p every 31.3 seconds. Waiting time costs are calculated on a cumulative basis so stopping for say 25 seconds and again for a further 7 seconds adds an additional 20p to the journey and so on.

Proposed Tariff

11. The further review proved to be an intense process with trade representatives and objectors voicing their competing interests strongly. A proposed variation of the table of fares was formulated at the conclusion of the further review and advertised in line with statutory requirements. This is attached as Appendix 2 and in summary it:
- Includes the revised Tariff rates proposed by the BNTA. There will be some winners and losers particularly where a consolidated rate for day and night apply. This includes bank holidays, Christmas & New Year.
 - Does not include the Automatic Tariff Increase as proposed by BNTA. For journey's over 6 miles the additional cost is modest and is likely to only confuse passengers and reduce transparency of the tariff.
 - Maintains waiting time costs at current level for Tariff 1 and for the remaining Tariffs nearest approximation to either existing tariff or original BNTA proposal brought before Cabinet on 25th July 2013. The increase costs of waiting time may be an attempt to compensate for the lower rise in tariff, but this will have the effect of increasing journey costs over and above the 8% increase on the day rate tariff.
12. In addition to following the statutory advertisement process those who had objected to the previous proposed variation were notified.
13. At the end of the objection period one objection was received from a service user, writing on behalf of an organisation representing people with visual impairments. The objection is as follows:

“ In general I am very supportive of the new proposal. But I do have sincere concerns about the impact of bank holiday fares for the following reasons:

1 Bus services have been severely cut on bank holidays in Bristol in recent years leaving no option for some people but to use taxis – this has a disproportional impact on Disabled People and in particular Visually Impaired people who cannot choose to drive or cycle.

2 visitors to Bristol on bank holidays are more likely to be leisure travellers rather than business travellers. Will the high taxi fares put people off coming to Bristol again as visitors?

3 Surely such high fares will not compensate taxi drivers in any way because in time people will reduce their use of taxis on bank holidays because they won't be able to afford it.

Whilst I am very supportive of the other areas, I cannot currently accept the proposals for bank holidays. I think a system of having a higher initial cost and lower mile by mile cost makes sense otherwise journeys over 3 to 4 miles become cost prohibitive - many people with low incomes in Bristol live a long way from the city centre.

With best wishes and many thanks for all the work you are doing on this. “

Recommended Table of fares

14. Further to the objection being received officers have liaised with the objector and also with the Trade representative, BNTA. Also, the proposed bank holiday tariff has been compared with other core cities.
15. As a result officers propose that the advertised variation to the table of fares should be modified to include the revised bank holiday tariff, which based on a 3 mile journey would be a 9.5% increase on the current tariff rather a 27% increase as was in the advertised proposal. This recommended table of fares is included in Appendix 1. Appendix 4 compares the officer recommendation with the current fares and Appendix 5 provides a comparison of the officer recommendation with core cities.
16. If the recommendation is accepted a date needs to be fixed for implementation. Practically all hackney carriages require their meter to be recalibrated. This may not take place until after the new table of fares is implemented but if drivers continue to use their existing meters until calibration is complete they will be able to avoid inadvertently overcharging their passengers. It is anticipated that the meter recalibration should be completed during November. In order to facilitate future fare increases an annual review process has been agreed with the trade.

Decision Required.

17. There is a statutory process that must be followed in order to vary the table of fares. A Notice must be published in a local newspaper setting out the variation of the table of fares and giving a specified period of not less than 14 days from the

date of first publication of the notice during which objections may be made and the manner in which they may be made. A copy of the Notice must be deposited at the offices of the Council (City Hall) for public inspection.

18. If no objection is made within the period, or if all objections made are withdrawn, the variation will come into effect on the date of the expiration of the period specified in the Notice or the date of withdrawal of the last objection, whichever is later.
19. If objections are made and not withdrawn the elected Mayor (or person or body acting for him under his arrangements) must consider the objections and must fix 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 after consideration of the objections.
20. A notice setting out the proposed variation was placed in the Bristol Evening Post on 12 September and allowed for a fourteen day period as set out above. The objection was received within the notified period. Following further liaison with the objector and BNTA, officers are recommending that the advertised variation should come into force on 16 November 2013 with modifications following consideration of the objection.

Consultation and scrutiny input:

a. Internal liaison:

Legal services and Equalities team

b. External consultation:

Statutory consultation was undertaken in respect of the revised proposal and a series of separate meetings were held with trade representatives and service users who had objected to the earlier proposed variation. These included BNTA.

Other options considered:

21. The option of implementing the fare structure as advertised was considered, however having taken into account the issues raised by the objector, it is considered that the proposed variation should be modified.

Risk management / assessment:

FIGURE 1					
The risks associated with the implementation of the <i>decision</i> :					
No.	RISK	INHERENT RISK	RISK CONTROL MEASURES	CURRENT RISK	RISK OWNER
	Threat to achievement of the key objectives of the report	(Before controls) Impact Probability	Mitigation (ie controls) and Evaluation (ie effectiveness of mitigation).	(After controls) Impact Probability	

1							
2							

The risks associated with not implementing the decision							
No.	RISK Threat to achievement of the key objectives of the report	INHERENT RISK (Before controls)		RISK CONTROL MEASURES Mitigation (i.e. controls) and Evaluation (i.e. effectiveness of	CURRENT RISK (After controls)		RISK OWNER
		Impact	Probability		Impact	Probability	
1	Hackney Carriage Drivers will continue with current fares tariff in the short term, therefore not addressing the issues raised by them in their submission to the Council.	Medium	Medium	Further dialogue with the public and the taxi trade.	Medium	Low	Nick Carter

Public sector equality duties:

22. Before making a decision, section 149 of the Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following “protected characteristics”: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
 - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those do not share it. This involves having due regard, in particular, to the need to:
 - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
 - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons' disabilities);
 - encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
 - iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
23. The preliminary equalities impact assessment (EQIA) that was produced in respect of the proposal considered in July and the objections then received has been developed to take into account the stages that have led to the revised proposal being produced. The updated EQIA is attached as Appendix 6. The EQIA highlights that at the meetings held with objectors from the original proposal issues were raised in respect of the percentage increases proposed for the daytime rate which in particular would impact on disabled people that rely on such transport modes in their daily lives. However objectors agreed that an increase was required and an 8% increase to a daytime 3 mile journey was proposed. The EQIA also takes into account the objection received from the group representing people with visual impairments and that a revised Bank Holiday tariff has been drawn up by officers

further to this objection. Consideration was also given to balancing the interests of hackney carriage drivers who face increasing overheads (e.g. fuel and insurance costs) in a difficult economic climate.

Eco impact assessment

24. Environmental impacts would arise through changes in patronage arising from the fare increase, and the mode of travel people choose instead. Negative impacts could occur if people chose to drive, whereas positive impacts would occur if people chose to walk, or not travel at all. Whilst recent research on the effect price has on demand is limited, the evidence suggests that taxi fares are “price inelastic”, which means that increases in fares are likely to lead to a much smaller reduction in demand. In view of the relatively modest price increase proposed, it is not anticipated that there will be any significant environmental impact arising from this proposal.”

Advice given by Steve Ransom /Environment Co-ordinator
Date 16 September 2013

Resource and legal implications:

Finance

a. Financial (revenue) implications:

25. There are no direct financial (revenue) implications arising from this report as the proposal is to seek further consideration of objections received following the conclusion of the statutory consultation process and the introduction of a new table of fares. However, should changes in tariffs influence the number of licences issued or renewed by the Council, there is the potential for a minor effect upon the revenue budget.

Advice given by Shahida Nasim, interim Finance Business Partner
Date 18 September 2013

b. Financial (capital) implications:

26. There are no financial (capital) implications arising from this report.

Advice given by Shahida Nasim, interim Finance Business Partner
Date 18 September 2013

c. Legal implications:

27. (i) A note on the decision making process: Most taxi decisions the Council makes are ones that in law cannot be the responsibility of the Council’s Executive. The fixing of fares for hackney carriages is one of the few functions connected with the

hackney carriage regulatory regime that is the responsibility of the Elected Mayor or those acting under arrangements made by him. This reflects its importance as a provision that affects residents and visitors to Bristol who use its licensed hackney carriages (i.e. the Bristol Blue taxis).

(ii) Under modern legislation the fares are fixed via a table of fares that, when adopted and subsequently varied from time to time in accordance with the statutory provisions, is enforceable in the Courts to ensure the public is not overcharged when using this form of transport. The maximum charges established under the table of fares apply to all journeys undertaken in a hackney carriage, i.e. whether commenced at a rank, or hailed in a street or pre-booked with the driver or via an operator. When hackney carriages are used for private hire (i.e. pre-booked) no charge may be made until the journey actually commences. In Bristol there is a mixed fleet of hackney carriages, but the Council's specification requires them all to be accessible to passengers who use wheelchairs. Therefore hackney carriages will frequently be used to fulfil private hire bookings made by or on behalf of passengers who need an accessible vehicle and the table of fares will apply to those journeys. The report accurately describes the process by which a proposed variation to the table of fares must be advertised and objections considered so as bring the proposed variation into force, with or without modification, within a two-month period from the date provided for objections to be received.

(iii) The report reflects that officers have engaged in a great deal of liaison before the proposed variation was advertised on 12 September and only one objection was received to the advertised variation. That objection must be conscientiously taken into account.

28. The report contains an accurate summary of the Council's obligations under equalities law and it will be noted that the objection raises the disadvantage connected to the protected characteristic of disability and in particular visually impaired people who cannot choose to drive or cycle. Due regard must be given to this in considering the objection and the modification to the proposal suggested by officers after liaison with the objector and the trade. This includes removing or minimizing the identified disadvantage connected to the characteristic of disability, in particular visual impairment; taking steps to meet the differing needs of those persons and encouraging participation in public life or other activity in which participation is disproportionately low. This may involve treating some persons more favourably than others, but that does not permit conduct otherwise prohibited under equalities legislation.
29. It should be emphasised that the table of fares does not establish fixed fares. The table fixes maximum fares; this is a consumer protection measure that recognises that passengers hiring at ranks or hailing on the street are not well placed to negotiate a price in advance of commencing their journey, thus justifying regulation of the maximum they may be charged. Passengers can seek to negotiate a lower fare and those who use hackney carriages regularly, including those with protected characteristics under equalities legislation, may be well placed to do so especially when having frequent dealings with particular proprietors and/or drivers.

**Advice given by Pauline Powell
Team Leader
For Service Director – Legal Services**

Date **4 October 2013**

d. Land / property implications:

There are no land/property implications arising from this report.

Advice given by **Ian Smith /Project Leader, Corporate Property**
Date **16 September 2013**

e. Human resources implications:

There are no human resources implications arising from this report.

Advice given by **Sandra Farquharson/HR Business Partner**
Date **16 September 2013**

Appendices:

Appendix 1 - Recommended table of fares (October 2013)

Appendix 2 – Varied Tariff advertised in accordance with Statutory Provisions (September 2013)

Appendix 3 – Current table of fares

Appendix 4 – Comparison of the officer proposal with the current fares

Appendix 5 – Comparison of the officer proposal and Core Cities

Appendix 6 - Equalities Impact Assessment

Access to information (background papers):

Cabinet report 25 July 2013

https://www.bristol.gov.uk/committee/2013/ua/agenda/0725_1800_ua000.html

Bristol City Council
Hackney Carriage Table of Maximum Fares - Part A

OCT 2013

Fares for distance And time	TARIFF 1 Day Rate Monday to Friday 06:00 to 22:00	TARIFF 2 Night Rate Monday to Friday 22:00 to 06:00	TARIFF 3 Weekend Day Rate Saturday & Sunday 06.00 to 22.00	TARIFF 4 Weekend Night Rate Saturday & Sunday 22.00 to 06.00	TARIFF 5 Bank / Public Holiday Rate (excluding when tariff 6 applies) from 00.01 to 06.00 the following day	TARIFF 6 Christmas and New Year Night Rate From 22.00 hours on 24/12 to 06.00 on 27/12, from 22.00 on 31/12 to 06.00 on 2/1
Initial Hiring	£2.60 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£3.20 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 153 yds (139.9 metres) or part thereof	£3.40 for the first 195.5yds (179.8 metres) or part thereof	£4.40 for the first 160 yds (146.30 metres) or part thereof
Plus approx per mile (not including waiting time)	£1.80	£2.20	£1.80	£2.30	£2.70	£3.30
By taximeter units of	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 160 yds (146.3 metres) or part thereof	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 153 yds (139.9 metres) or part thereof	30p for every subsequent 195.5yds (179.8 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof
Waiting time	20p per 40 seconds (£18/hour)	20p per 31 seconds (£23.20/hour)	20p per 31 seconds (£23.20/hour)	20p per 28.7 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)

Extras

Extra charges (excluding spoilage or fouling charge) limited to a maximum of	£6.00
Every hiring commencing at Temple Meads Railway Station (unless pre-booked)	20p
Every adult after the first one, not including children under 14	30p
Every medium holdall/rucksack/suitcase	20p
Every large/heavy holdall/rucksack/suitcase/pram/push chair	30p
Every folding bicycle	£1.00
Every non folding (rigid frame) bicycle	£2.00
Every caged animal	£1.00
Every uncaged animal (except for assistance dogs)	£2.00
Items of bulk or weight	By negotiation
Spoilage or fouling of the vehicle	£100.00
Assistance dogs, wheelchairs and any assistance aid used by a disabled passenger carried free of charge	

The meter to start with a zero reading and show fares when the vehicle starts to move subject to the variation for private hire journeys (Part B of table). For private hire (pre-booked) journeys (not flagged down or hired at a rank) Part A maximum charges apply save that: All meters to bear a zero reading either: when the passengers are seated and the vehicle is ready to move or, in the event of the vehicle having arrived at the agreed departure point, but the passenger not being ready to board at the appointed time: from the appointed time.

The taximeter must be engaged for journeys within the city boundary. For journeys beyond the city boundary a set fare or rate must be negotiated before the journey commences otherwise the taximeter must be used.

Any complaint of overcharging, or about this taxi or its driver, should be sent in writing to the Licensing Office, Princess Street, Bristol, BS3 4AG, or by email to licensing@bristol.gov.uk, quoting the number of the taxi or its driver. Enquiries regarding any lost property accidentally left in a taxi should be made to the police.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact:
Licensing Office on 0117 914 2500



**Bristol City Council
Hackney Carriage Table of Maximum Fares - Part A**

SEPT 2013

Fares for distance And time	TARIFF 1 Day Rate Monday to Friday 06:00 to 22:00	TARIFF 2 Night Rate Monday to Friday 22:00 to 06:00	TARIFF 3 Weekend Day Rate Saturday & Sunday 06.00 to 22.00	TARIFF 4 Weekend Night Rate Saturday & Sunday 22.00 to 06.00	TARIFF 5 Bank / Public Holiday Rate (excluding when tariff 6 applies) from 00.01 to 06.00 the following day	TARIFF 6 Christmas and New Year Night Rate From 22.00 hours on 24/12 to 06.00 on 27/12, from 22.00 on 31/12 to 06.00 on 2/1
Initial Hiring	£2.60 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£3.20 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 153 yds (139.9 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£4.40 for the first 160 yds (146.30 metres) or part thereof
Plus approx per mile (not including waiting time)	£1.80	£2.20	£1.80	£2.30	£3.30	£3.30
By taximeter units of	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 160 yds (146.3 metres) or part thereof	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 153 yds (139.9 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof
Waiting time	20p per 40 seconds (£18/hour)	20p per 31 seconds (£23.20/hour)	20p per 31 seconds (£23.20/hour)	20p per 28.7 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)

Extras

Extra charges (excluding spoilage or fouling charge) limited to a maximum of	£6.00
Every hiring commencing at Temple Meads Railway Station (unless pre-booked)	20p
Every adult after the first one, not including children under 14	30p
Every medium holdall/rucksack/suitcase	20p
Every large/heavy holdall/rucksack/suitcase/pram/push chair	30p
Every folding bicycle	£1.00
Every non folding (rigid frame) bicycle	£2.00
Every caged animal	£1.00
Every uncaged animal (except for assistance dogs)	£2.00
Items of bulk or weight	By negotiation
Spoilage or fouling of the vehicle	£100.00
Assistance dogs, wheelchairs and any assistance aid used by a disabled passenger carried free of charge	

The meter to start with a zero reading and show fares when the vehicle starts to move subject to the variation for private hire journeys (Part B of table). For private hire (pre-booked) journeys (not flagged down or hired at a rank) Part A maximum charges apply save that: All meters to bear a zero reading either: when the passengers are seated and the vehicle is ready to move or, in the event of the vehicle having arrived at the agreed departure point, but the passenger not being ready to board at the appointed time: from the appointed time.

The taximeter must be engaged for journeys within the city boundary. For journeys beyond the city boundary a set fare or rate must be negotiated before the journey commences otherwise the taximeter must be used.

Any complaint of overcharging, or about this taxi or its driver, should be sent in writing to the Licensing Office, Princess Street, Bristol, BS3 4AG, or by email to licensing@bristol.gov.uk, quoting the number of the taxi or its driver. Enquiries regarding any lost property accidentally left in a taxi should be made to the police.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact:
Licensing Office on 0117 914 2500



APPENDIX 3 - CURRENT TABLE OF FARES

HACKNEY CARRIAGE TABLE OF MAXIMUM FARES – FEBRUARY 2011	
PART A	
Rate One 0600-1900 Monday-Friday	
For the first 218yds(199.33 mtrs) or part thereof	£2.60p
For every subsequent 218yds(199.33 mtrs) or part thereof	.20p
Waiting Time	
For every 39.89 seconds or part thereof after start of journey (£18.05p per hour)	.20p
Rate Two 1900-2300 Monday-Friday and 0600-2300 Saturday and Sunday	
For the first 210yds(192.02mtrs) or part thereof	£3.20p
For every subsequent 210yds(192.02mtrs) or part thereof	.20p
Waiting Time	
For every 31.89 seconds or part thereof after start of journey (£22.58p per hour)	.20p
Rate three 2300-0600 Every Day	
For the first 187.5yds(171.45mtrs) or part thereof	£3.40p
For every subsequent 187.5yds(171.45mtrs) or part thereof	.20p
Waiting Time	
For every 28.72 seconds or part thereof after start of journey (£25.07 per hour)	.20p
Surcharges	
The below charge will be added to the initial hiring charge for any journey commencing during the stated period:	
Between 2300hrs preceding any Bank/Public holiday and Easter Sunday and 0600 the day after	£3.00p
Between 1900 on 24 December and 0600 on 27 December and 1900 on 31 December and 0600 2 January	£4.00
Extras	
For every adult after the first (excluding young people that appear to be under 14)	.30p
Hand luggage(2 carrier bags shall be counted as one)	.20p
For every small/medium holdall/back pack/suitcase or similar	.20p
For every large/heavy holdall/suitcase/back pack/pram/push chair	.30p
For every fold up bicycle	.50p
For every other bicycle	£2.00p
For every caged animal	£1.00p
For every uncaged animal (with the exception of assistance dogs)	£2.00p
Item of bulk or weight not covered by the above	By negotiation
ASSISTANCE DOGS, WHEELCHAIRS AND ANY OTHER ASSISTANCE AID USED BY A DISABLED PASSENGER WILL BE CARRIED FREE OF CHARGE	
SOILING CHARGE	
Any passenger induction condition that requires the vehicle to be removed from service	£75.00
THE METER TO START WITH A ZERO READING AND SHOW FARES WHEN THE VEHICLE STARTS TO MOVE SUBJECT TO THE VARIATION FOR PRIVATE HIRE JOURNEYS (PART B OF TABLE)	

PART B

For private hire (pre-booked) journeys (not flagged down or hired at a rank)

Part A maximum charges apply save that:

All meters to bear a zero reading either when the passengers are seated and the vehicle is ready to move or, in the event of the vehicle having arrived at the agreed departure point, but the passenger not being ready to board at the appointed time: from the appointed time.

PART C

Under this Part a designated private hire contract is one which:

- is in writing; and
- is issued using a framework agreement under which the other party commissions numerous pre-booked and regular journeys; and
- where payment for the journey may be made other than in cash; and
- where payment for the journey is not due until after submission of a written invoice detailing the journeys undertaken under the contract has been provided to the other party; and
- in connection with which records of each journey carried on under the contract are retained for inspection for at least 6 months after payment is made for that journey

For journeys under designated private hire contracts the following maximum charges may be levied in addition to any applicable under Part A above (as varied by part B, above)

1. For contract administration: up to a maximum of 2.5% per journey
2. For satisfying the commissioning party's specified requirement* for a vehicle with specific attributes for the particular journey namely:
 - (i) a vehicle that is able to safely accommodate (i.e using appropriate restraints and not travelling other than facing to the front or rear of the vehicle) a passenger in a wheelchair whose dimensions exceed the standard reference wheelchair (as defined in DfT and DPTAC guidance) of 1200mm length, 700mm width and 1350 height [£1.00]
 - (ii) a vehicle with a protective screen to separate the driver from passengers [£0.50]
3. For satisfying the commissioning party's specified requirement* for a driver with specific attributes for the particular journey, namely:
 - (a) driver fluent in specified non English language (including sign language) [£0.50];
 - (b) driver who has completed specified training (e.g. disability awareness, working with special needs children, gold standard) [£1]
4. For satisfying the commissioning party's specified requirement* for a regular driver for a specified series of journeys [£1]

Providing always that the maximum charge for satisfying all specific vehicle and driver attributes (Criteria 2 – 4 above) shall be [£3] per journey

*NB these charges only apply when the attributes are specified requirements when booking the particular journey or journeys and not otherwise

Appendix 4 – Comparison between officer proposal and current fares.

Day time rate

	BCC current	BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£4.01	£4.21	5.00	£4.21	5.00
2 Miles (3520 yds)	£5.62	£6.02	7.10	£6.02	7.10
3 miles (5280 yds)	£7.23	£7.83	8.30	£7.83	8.30
4 miles (7040 yds)	£8.84	£9.64	9.00	£9.64	9.00
5 miles (8800 yds)	£10.45	£11.45	9.60	£11.45	9.60
6 miles (10560yds)	£12.06	£13.26	10.00	£13.26	10.00
7 miles (12320 yds)	£13.67	£15.16	10.90	£15.07	10.24
8 miles (14080 yds)	£15.28	£17.06	11.60	£16.88	11.19
9 miles (15840 yds)	£16.89	£18.96	12.30	£18.69	10.66
10 miles (17600 yds)	£18.50	£20.87	12.80	£20.50	10.81

Night rate

	BCC current	New BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£5.07	£5.40	6.51	£5.40	6.51
2 Miles (3520 yds)	£6.95	£7.60	9.35	£7.60	9.35
3 miles (5280 yds)	£8.83	£9.80	10.99	£9.80	10.99
4 miles (7040 yds)	£10.70	£12.00	12.15	£12.00	12.15
5 miles (8800 yds)	£12.58	£14.20	12.88	£14.20	12.88
6 miles (10560yds)	£14.46	£16.40	13.42	£16.40	13.42
7 miles (12320 yds)	£16.34	£18.60	13.83	£18.60	13.83
8 miles (14080 yds)	£18.21	£20.80	14.22	£20.80	14.22
9 miles (15840 yds)	£20.09	£23.00	14.48	£23.00	14.48
10 miles (17600 yds)	£21.97	£25.20	14.70	£25.20	14.70

Weekend Day Rate

	BCC current	New BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£4.67	£4.81	3.00	£4.81	3.00
2 Miles (3520 yds)	£6.35	£6.62	4.30	£6.62	4.30
3 miles (5280 yds)	£8.02	£8.43	5.10	£8.43	5.10
4 miles (7040 yds)	£9.70	£9.94	2.50	£9.94	2.50
5 miles (8800 yds)	£11.38	£12.05	5.90	£12.05	5.90
6 miles (10560yds)	£13.05	£13.86	6.20	£13.86	6.20
7 miles (12320 yds)	£14.73	£15.76	7.00	£15.67	6.38
8 miles (14080 yds)	£16.40	£17.66	7.70	£17.48	6.59
9 miles (15840 yds)	£18.08	£19.56	8.20	£19.29	6.69
10 miles (17600 yds)	£19.76	£21.47	8.70	£21.10	6.78

Weekend Night Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc		% increase		% increase
First mile (1760yds)	£5.07	£5.50	8.5	£5.50	8.5
2 Miles (3520 yds)	£6.95	£7.80	12.2	£7.80	12.2
3 miles (5280 yds)	£8.83	£10.10	14.4	£10.10	14.4
4 miles (7040 yds)	£10.70	£12.40	15.9	£12.40	15.9
5 miles (8800 yds)	£12.58	£14.70	16.9	£14.70	16.9
6 miles (10560yds)	£14.46	£17.00	17.6	£17.00	17.6
7 miles (12320 yds)	£16.34	£19.30	18.1	£19.30	18.1
8 miles (14080 yds)	£18.21	£21.60	18.6	£21.60	18.6
9 miles (15840 yds)	£20.09	£23.90	19.0	£23.90	19.0
10 miles (17600 yds)	£21.97	£26.20	19.3	£26.20	19.3

Bank H'day Rate

	BCC current	New BNTA Proposal		BCC Proposal (as advertised)		BCC Proposal (revised)	
			% increase		% increase		% increase
First mile (1760yds)	£7.01	£6.40	-8.7	£6.40	-8.7	£5.80	-17.3
2 Miles (3520 yds)	£8.62	£9.70	12.5	£9.70	12.5	£8.50	-1.4
3 miles (5280 yds)	£10.23	£13.00	27.1	£13.00	27.1	£11.20	9.5
4 miles (7040 yds)	£11.84	£16.30	37.7	£16.30	37.7	£13.90	17.4
5 miles (8800 yds)	£13.45	£19.60	45.7	£19.60	45.7	£16.60	23.4
6 miles (10560yds)	£15.06	£22.90	52.1	£22.90	52.1	£19.30	28.2
7 miles (12320 yds)	£16.67	£26.20	57.2	£26.20	57.2	£22.00	32.0
8 miles (14080 yds)	£18.28	£29.50	61.4	£29.50	61.4	£24.70	35.1
9 miles (15840 yds)	£19.89	£32.80	64.9	£32.80	64.9	£27.40	37.8
10 miles (17600 yds)	£21.50	£36.10	67.9	£36.10	67.9	£30.10	40.0

Xmas N' Year Day Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc	By calc	% inc by calc	By calc	% inc by calc
First mile (1760yds)	£8.01	£7.40	7.6	£7.40	-7.6
2 Miles (3520 yds)	£9.62	£10.70	11.2	£10.70	11.2
3 miles (5280 yds)	£11.23	£14.00	24.7	£14.00	24.7
4 miles (7040 yds)	£12.84	£17.30	34.7	£17.30	34.7
5 miles (8800 yds)	£14.45	£20.60	42.6	£20.60	42.6
6 miles (10560yds)	£16.06	£23.90	48.8	£23.90	48.8
7 miles (12320 yds)	£17.67	£27.20	53.9	£27.20	53.9
8 miles (14080 yds)	£19.28	£30.50	58.2	£30.50	58.2
9 miles (15840 yds)	£20.89	£33.80	61.8	£33.80	61.8
10 miles (17600 yds)	£22.50	£37.10	64.9	£37.10	64.9

Xmas N' Year Night Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc	By calc	% inc by calc	By calc	% inc by calc
First mile (1760yds)	£9.07	£7.40	-18.4	£7.40	-18.4
2 Miles (3520 yds)	£10.95	£10.70	-2.3	£10.70	-2.3
3 miles (5280 yds)	£12.83	£14.00	9.1	£14.00	9.1
4 miles (7040 yds)	£14.70	£17.30	17.7	£17.30	17.7
5 miles (8800 yds)	£16.58	£20.60	24.2	£20.60	24.2
6 miles (10560yds)	£18.46	£23.90	29.5	£23.90	29.5
7 miles (12320 yds)	£20.34	£27.20	33.7	£27.20	33.7
8 miles (14080 yds)	£22.21	£30.50	37.3	£30.50	37.3
9 miles (15840 yds)	£24.09	£33.80	40.3	£33.80	40.3
10 miles (17600 yds)	£25.97	£37.10	42.9	£37.10	42.9

Appendix 5 – Comparisons with Core Cities and Neighbouring Authorities

	Identifies the highest rate
	Identifies Bristol current rate

Day time rate

Comparison with core cities

The start and finish times for the day rate varies from city to city.

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£4.21	£4.01	£4.00	£4.06	£3.43	£4.15	£4.31	£3.80	£3.72
2 Miles	£6.02	£5.62	£5.52	£5.72	£4.94	£6.10	£6.11	£5.60	£5.56
3 miles	£7.83	£7.23	£7.04	£7.38	£6.45	£7.49	£7.91	£7.40	£7.40
4 miles	£9.64	£8.84	£8.56	£9.04	£7.96	£8.88	£9.71	£9.20	£8.82
5 miles	£11.45	£10.45	£10.10	£10.70	£9.47	£10.47	£11.51	£11.00	£10.24
10 miles	£20.50	£18.50	£17.80	£19.00	£15.23	£18.42	£20.51	£20.40	£17.34

Comparison with neighbouring authorities

The start and finish times for the day rate varies between authorities. This is therefore a generalised comparison

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
First mile	£4.21	£4.01	£4.22	£3.93	£4.20	£4.00	£3.60
2 Miles	£6.02	£5.62	£6.25	£5.60	£6.21	£5.80	£5.30
3 miles	£7.83	£7.23	£8.28	£7.27	£8.22	£7.60	£7.00
4 miles	£9.64	£8.84	£10.31	£8.94	£10.23	£9.40	£8.70
5 miles	£11.45	£10.45	£12.34	£10.61	£12.24	£11.20	£10.40
10 miles	£20.50	£18.50	£24.73	£18.96	£22.29	£20.60	£18.90

Appendix 5 – Comparisons with Core Cities and Neighbouring Authorities

Night time rate

Comparison with core cities

The start and finish times for the night rate varies from city to city. This is therefore a generalised comparison

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£5.40	£4.67	£4.50	£4.33	£4.29	£4.94	£4.64	£4.00	£4.91
2 Miles	£7.60	£6.34	£6.02	£6.26	£6.18	£7.08	£6.68	£6.00	£7.36
3 miles	£9.80	£8.01	£7.54	£8.19	£8.07	£8.56	£8.72	£8.00	£9.81
4 miles	£12.00	£9.68	£9.06	£10.12	£9.96	£10.04	£10.76	£10.00	£12.26
5 miles	£14.20	£11.35	£10.80	£12.05	£11.85	£11.52	£12.80	£11.80	£14.71
10 miles	£25.20	£19.70	£18.30	£21.70	£17.30	£19.27	£23.00	£22.00	£26.96

Comparison with neighbouring authorities

The start and finish times for the day rate varies between authorities. This is therefore a generalised comparison

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
First mile	£5.40	£4.67	£5.22	£4.73	£5.45	£5.20	£4.60
2 Miles	£7.60	£6.34	£7.25	£6.82	£7.46	£7.60	£6.30
3 miles	£9.80	£8.01	£9.28	£8.91	£9.47	£9.80	£8.00
4 miles	£12.00	£9.68	£11.31	£11.00	£11.48	£12.20	£9.70
5 miles	£14.20	£11.35	£13.34	£13.09	£13.49	£14.60	£11.40
10 miles	£25.20	£19.70	£25.69	£23.54	£23.54	£26.60	£19.90

Appendix 5 – Comparisons with Core Cities and Neighbouring Authorities

Weekend Rate Comparison with core cities

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
			No w/end rate	Sunday only	No w/end rate	Day rate only	Night rate example		
First mile	£4.81	£4.67	No w/end rate	£4.33	No w/end rate	£4.46	£5.01	£4.00	£4.91
2 Miles	£6.62	£6.34	No w/end rate	£6.26	No w/end rate	£6.38	£7.21	£6.00	£7.36
3 miles	£8.43	£8.01	No w/end rate	£8.19	No w/end rate	£7.77	£9.41	£8.00	£9.81
4 miles	£9.94	£9.68	No w/end rate	£10.12	No w/end rate	£9.16	£11.61	£10.00	£12.26
5 miles	£12.05	£11.35	No w/end rate	£12.05	No w/end rate	£10.75	£13.81	£11.80	£14.71
10 miles	£21.10	£19.70	No w/end rate	£21.70	No w/end rate	£18.70	£2.81	£22.00	£26.96

Comparison with neighbouring authorities

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
			No w/end rate	No w/end rate		Sunday only	Sunday only
First mile	£4.81	£4.67	No w/end rate	No w/end rate	£5.45	£5.20	£4.60
2 Miles	£6.62	£6.34	No w/end rate	No w/end rate	£7.46	£7.60	£6.30
3 miles	£8.43	£8.01	No w/end rate	No w/end rate	£9.47	£9.80	£8.00
4 miles	£9.94	£9.68	No w/end rate	No w/end rate	£11.48	£12.20	£9.70
5 miles	£12.05	£11.35	No w/end rate	No w/end rate	£13.49	£14.60	£11.40
10 miles	£21.10	£19.70	No w/end rate	No w/end rate	£23.54	£26.60	£19.90

Appendix 5 – Comparisons with Core Cities and Neighbouring Authorities

BANK HOLIDAY RATE

Comparison with core cities

	Proposed Tariff (revised)	Proposed Tariff (as advertised)	Bristol CC current	Sheffield	Newcastl e	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£5.80	£6.40	£7.01	£4.00	£4.61	£4.29	£4.45	£4.64	£3.80	£4.91
2 Miles	£8.50	£9.70	£8.62	£5.52	£6.82	£6.18	£6.40	£6.68	£5.60	£7.36
3 miles	£11.20	£13.00	£10.23	£7.04	£9.03	£8.07	£7.79	£8.72	£7.40	£9.81
4 miles	£13.90	£16.30	£11.84	£8.56	£11.24	£9.96	£9.18	£10.76	£9.20	£12.26
5 miles	£16.60	£19.60	£13.45	£10.10	£13.45	£11.85	£10.77	£12.80	£11.00	£14.71
10 miles	£30.10	£36.10	£21.50	£17.80	£24.50	£17.30	£18.72	£23.00	£20.40	£26.96

Comparison with neighbouring authorities

	Proposed Tariff (revised)	Proposed Tariff (as advertised)	Bristol CC	Bath	N Somerset	S Glos	Gloucester City	Cardiff
First mile	£5.80	£6.40	£7.01	£6.04	£5.90	£7.30	£6.00	£4.60
2 Miles	£8.50	£9.70	£8.62	£9.09	£8.41	£9.31	£8.60	£6.30
3 miles	£11.20	£13.00	£10.23	£12.14	£10.92	£11.32	£11.40	£8.00
4 miles	£13.90	£16.30	£11.84	£15.19	£13.43	£13.33	£14.20	£9.70
5 miles	£16.60	£19.60	£13.45	£18.24	£15.94	£15.34	£17.00	£11.40
10 miles	£30.10	£36.10	£21.50	£33.49	£28.49	£25.39	£30.60	£19.90

Appendix 5 – Comparisons with Core Cities and Neighbouring Authorities

Appendix 6 - Version 2.4 Last updated 18/10/13



Bristol City Council Equality Impact Assessment Form

Name of policy, project, service, contract, review or strategy being assessed (from now on called 'the proposal')

Increase in hackney carriage fares

Directorate and Service: Neighbourhoods, Enforcement and Regulatory Services

Lead officer (author of the proposal): Nick Carter, Manager – Enforcement and Regulatory Services

Additional people completing the form):

Annabelle Armstrong-Walter, Equalities Team Manager, Equalities

Emma Lake, Policy and Project Support Officer, Enforcement and Regulatory Services

Start date for EqIA: June 2013

Estimated completion date: October 2013

Step 1 – Use the following checklist to consider whether the proposal requires an EqIA

1. What is the purpose of the proposal?

Please summarise what is planned.

Further to a request from the Bristol National Taxi Association (BNTA) in August 2012 to increase the maximum permitted fares for hackney carriages in Bristol, a revised tariff was drawn up and discussed with the BNTA and the Mayor. A statutory 2 week public consultation took place (23 May to 6 June 2013) and 18 objections were received as a result of the consultation. On 25 July 2013 Cabinet agreed having considered the objections that the current table of fares that came into effect in March 2011 shall remain in operation while a further review is undertaken to formulate an alternative proposed table of fares which would then be advertised in accordance with the statutory provisions. An earlier version of the EQIA formed part of the Cabinet papers. In order to develop an alternative proposal officers have met with the identified group of objectors and trade representatives to discuss their concerns. A revised proposal has been produced which has been agreed by the Mayor. This proposal was advertised in line with statutory requirements and one objection was received from a service user on behalf of an organisation representing people with visual impairments. The objection which did acknowledge support for the revised proposal with the exception of the proposed Bank Holiday rate which could have a negative impact on Disabled People and in particular visually impaired people. Officers consulted with the objector and trade representatives and have produced a revised Bank Holiday tariff.

This EQIA takes in to account both the BNTA's viewpoint that fares need to increase and the views of objectors from equalities communities which commented on the original BNTA proposal.

Any proposal must be balanced with the interests of the trade who face increasing overheads in a difficult economic climate.

	High	Medium	Low
2. Could this be relevant to our public sector equality duty to: a) Promote equality of opportunity b) Eliminate discrimination c) Promote good relations between different equalities communities?	√ √ √		

Services* is used as a shorthand for services, strategies, policies, procedures, contracts, reviews, programmes or projects

If you have answered 'low relevance' to question 2, please describe your reasons

3. Could the proposal have a positive effect on equalities communities?

An increase in hackney carriages fares is likely to have a positive impact on hackney carriage drivers through increased incomes, and a large proportion of hackney carriage drivers are Black and minority ethnic (76%). It should be noted however that some objectors felt a rise in fares would be detrimental to the trade because it might reduce business.

There is evidence from independent sources that drivers are facing increasing costs in respect of petrol prices, running costs and insurance. The Bristol National Taxi Association (BNTA) in their correspondence have highlighted that a rise in tariff would better enable drivers to cover these increasing costs for hackney carriages such as fuel, insurance and vehicle maintenance in an economy where these costs are increasing but where there is competition for business. The BNTA when looking at the running costs of a taxi plus wages estimated that a driver needs to work 12-14 hours a day or 6-7 days a week to meet these costs.

Since 2003 there have been four increases to the table of fares and the last revision came into effect in March 2011.

4. Could the proposal have a negative effect on equalities communities?

The proposal is unlikely to have a positive impact on hackney carriage customers as the majority of fares will increase.

Older people and disabled people may be negatively impacted by an increase in the taxi tariff. Some older and disabled people use taxis as a primary method of transport, because they cannot use public transport or do not have access to a private vehicle. For some disabled people, taxis are the only accessible transport mode. Taxis and minicabs are the most expensive form of transport and this can therefore restrict disabled people's use of taxis and minicabs (Heiser,1995). Therefore an increase in the cost of taxis could reduce these communities' use of hackney carriages and could impact on older people and disabled people's ability to remain independent.

It is also possible that if increases in tariffs are too high, then the hackney carriage trade might be impacted negatively. This would have a negative impact on hackney carriage drivers, of which a high proportion are BME.

If the proposal has low relevance and you do not anticipate it will have a negative impact, please sign off now. Otherwise proceed to complete the full equalities impact assessment

Service director.....Equalities officer
Date

Step 2	Describe the Proposal
2.1	<p>Briefly describe the proposal and its aims? What are the main activities, whose needs is it designed to meet, etc.</p> <p>The Mayor is able to fix the rates or fares within Bristol and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a hackney carriage by means of table made or varied in accordance with the provisions of the legislation.</p> <p>Taxi fares are set by calibrating taxi meters with the appropriate fare structure (tariff). Typically there are different rates for day and night and for bank holidays together with a range of extra</p>

charges covering items such as luggage, additional adults, bicycles and animals (but not assistance dogs) and waiting time.

A request was made by the Bristol National Taxi Association to seek an increase in hackney carriage fares in August 2012. A proposed table of fares was drawn up further to discussions between officers and trade representatives from BNTA which was supported by the Mayor of Bristol. The proposed table of fares was advertised in line with the statutory requirements and objections were received. In total 18 objections were received to the proposal and on 25 July 2013 Cabinet agreed in view of these objections to maintain the existing tariff while an alternative proposal was developed which would then be advertised in accordance with the statutory provisions.

Following the consultation meetings the BNTA submitted a revised tariff of fares. In light of a number of changes in the BNTA proposal officers produced a recommended table of fares and is attached as Appendix 1. The revised proposal was agreed by the Mayor and advertised in line with statutory requirements. One objection was received from a service user on behalf of an organisation representing people with visual impairments, which also responded in respect of the original proposal. The objection noted that the organisation supported the revised proposal with the exception of the proposed Bank Holiday rate which could have a negative impact on Disabled People and in particular visually impaired people. As a result of the objections officers consulted with the objector and trade representatives and have come to a compromise on the Bank Holiday tariff. The amended tariff with the Bank Holiday rate is attached as Appendix 2. Appendix 3 compares the revised proposal which was advertised, the revised officer proposal which includes changes to the Bank Holiday rate with the current fares and Appendix 4 provides a comparison of the proposed tariff with core cities and neighbouring cities.

The following examples are based on a 3 mile journey which is accepted to be the average taxi journey;

- a journey during the day on a weekday would increase from £7.23 to £7.83 which is an 8.3% increase, rather than the 16.18% increase originally proposed. In comparison the same journey would cost approximately £7.04 in Sheffield, £7.91 in Birmingham and £8.28 in Bath.

	<ul style="list-style-type: none"> - a journey at 23:00 hours on a night or weekend would increase from £8.84 to £9.80 which is a 10.9% increase. In comparison the same journey would cost approximately £8.56 in Leeds, £8.00 in Nottingham approximately £8.00, £9.28 in Bath and £9.80 in Gloucester City. - A journey during the daytime at the weekend would increase from £8.02 to £8.43, however this is a £1.40 reduction when compared to the original BNTA proposal. <p>The amendment to the Bank Holiday rate is that the percentage increase for a 3 mile journey has been reduced from 27.1% to 9.5% and for a 5 mile journey 45% to 23.4%. Therefore a 3 mile journey on the Bank Holiday tariff would increase from £10.23 to £11.20 if the Mayor approved the officer recommendations rather than to £13.00 as proposed in the revised tariff which was advertised.</p> <p>Any comparison with other cities is difficult as each city's tariff is structured differently. However it is clear that the fares charged vary spatially and the proposed fares are similar to those charged in neighbouring authorities.</p>
2.2	<p>If there is more than one service* affected, please list these: N/A</p>
2.3	<p>Which staff or teams will carry out this proposal? Licensing team, Enforcement and Regulatory Services Legal Services</p>

Step 3	Current position: What information and data by equalities community do you have on service uptake, service satisfaction, service outcomes, or your workforce (if relevant)?
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Based on the demographics of the City of Bristol the majority of citizens who are potential taxi customers:

- 77.9% are White British compared to 80.5% the national average
- 16.7% have a Limiting Long-term Illness or Disability which is lower than the national average of 17.9%
- 50% are women which is in line with the national average,
- 15.6% are aged between 16-24, 31.7% aged between 25-44, 4.7% aged between 60-64, 6.5% aged between 65-74 and 6.6% are 75 and over.

Disability

The Office for Disability Issues has updated Department for Work and Pensions estimates which show there are 11.2 million disabled people in Great Britain, of whom 5.2 million are adults of working age, 5.2 million are over state pension age and 0.8 million are children (Disability prevalence estimates 2010/11) .

DPTAC research in 2002 found that disabled people were more satisfied with taxis and minicabs services compared to other forms of transport which was partly attributed to the level of personal service provided by drivers of these vehicles (Attitudes of Disabled People to Public Transport; research study conducted for Disabled Persons Transport Advisory Committee). Taxis and minicabs are vital for many disabled and older people and for some the only accessible transport mode (Beuret, 1995).

Disabled persons are reported to travel approximately a third less often than those who are not disabled, but disabled people use taxis and private hire vehicles approximately 67% more than people who are not disabled. (Disabled Persons Transport Advisory Committee, *Attitudes of Disabled People to Public Transport – a research study conducted for the Disabled Persons Transport Advisory Committee* (November 2001).)

Hackney carriage drivers

In Bristol there are currently 876 licensed hackney carriage drivers. We currently hold equalities information for nearly one third of hackney carriage drivers (31%) of which 24% are White British and 76% are BME (compared to 16% of the Bristol population). There is clearly a high proportion of BME drivers in Bristol.

3.1

Summarise how equalities communities are currently benefiting from your service* here (& add an electronic link to the information if possible).

Disabled people and older people have a number of modes of transport available which enable these groups to maintain independent lives, such as hackney carriages, private hire vehicles and community transport. In recent years there have been some cuts to community transport. However dial a ride buses continue to be available and there have been improvements to bus stops on show case routes and some buses now have low floors which can carry wheelchairs. Also it is evident from speaking to disabled people that some people prefer to travel in private hire vehicles as they can pre-book vehicles according to their needs and ensure that a fully accessible vehicle is available at a time they need it.

Young people and people on low incomes are important for the night time economy in Bristol and in recent years it is obvious that the number of people participating in this economy has reduced on Friday nights as people alter their behaviour in view of the economic climate. However there are still other forms of transport available to people including the night buses which have recently been extended until 2am Monday to Saturday.

3.2

Then compare to the relevant benchmark (e.g. the % of people from each community who use your services* with the % of people within the relevant equalities community who live in your local area or in the city of Bristol).

3.3

Evaluate what the data in 3.1 & 3.2 tells you about how the current position affects people from equalities communities (see Guidance for further information and examples).

	<p>That disabled people particularly rely on hackney carriages as a form of transport and that this group is currently experiencing a number of changes through welfare reform and changes to other forms of transport.</p>
<p>Please note, your evaluation in 3.3 will be built upon in Step 5 where you will set out what you plan to do to address any issues for equalities communities</p>	

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
4.1	<p>Describe any consultations that have taken place on the proposal. Please include information on when you consulted, how many people attended, and what each equalities community had to say (& provide a web link to the detailed consultation if possible).</p> <p>In respect of the first proposed table of fares notices were published in line with the statutory requirements as required by the legislation in a newspaper, at City Hall and the Licensing Office. In total 18 objections were received two of which were received after the end date. Objections were received from a number of stakeholders including two from disability groups. One of the disability groups also commented on the revised proposal and officers have revised the Bank Holiday tariff on the table of fares.</p> <p>The key themes raised through the consultation were the impact on:</p> <ul style="list-style-type: none"> - residents of the city through increased charges - that the proposals would have a negative impact on disabled people - that the proposals would have a negative impact on older people - the proposal would have an impact on the future of the hackney carriage trade. - some respondents were in favour of an increase in fares and acknowledged that costs have risen for drivers however the level of the increase was disproportionate and above the level on inflation

Services* is used as a shorthand for services, strategies, policies, procedures, contracts, reviews, programmes or projects

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>- increases to hackney carriage fares would affect other services such as health, social care and education budgets which may use hackney carriage services.</p> <p>The following issues were raised in respect of equalities communities:</p> <ul style="list-style-type: none"> - that older people use hackney carriages particularly as some individuals may not be able to drive and an increase in fares could lead to isolation. - A number of respondents representing disability communities have identified that disabled people especially people with a visual impairment rely on taxi services to carry out everyday journeys including attending medical appointments. However private hire vehicles are also often used by people attending medical appointments for example if the individual has specific needs they can book vehicles which are appropriate to their needs at the time required. - Respondents have suggests that the impact of an increase in hackney carriage fees on disability communities particularly blind and particularly sighted residents and visitors of the city is disproportionate - One issue that was raised in a number of objections was that the proposed tariff could have a negative impact on the taxi trade in that an increase to fares could deter the public from using hackney carriages. Therefore as there are a high proportion of BME drivers in Bristol this proposal could have a negative impact on equalities communities if this did occur. - One objector felt that the health, social care and education budgets where taxis are used as transport for disabled people would be impacted. - However a number of objectors to the proposals did indicate that there should be some increase in fares which suggests that some passengers would be happy to pay higher fares although perhaps not at the level advertised on 23/5/13. <p>Following the objections being received to the original proposal a report was presented to Cabinet on 25th July 2013 recommending that in light of the objections the current table of fares should remain while a further review was undertaken to</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>develop an alternative proposals which would then be advertised in accordance with the statutory provisions. The Cabinet agreed to these recommendations and as part of the review process officers arranged separate consultation meetings with identified groups of objectors and trade representatives to discuss their concerns and to develop a revised proposal.</p> <p>The objectors that attended the meetings including were most concerned about the percentage increase in the day rate and the start time of the night rate. Objectors highlighted that taxis are vital for disabled people in their everyday lives to attend appointments etc. and that the proposed increases to the day rate were too high and disproportionate. However objectors agreed that an increase to fares was required and an 8% increase on the current tariff based on the average 3 mile journey at day rate was agreed.</p> <p>The objectors also suggested that although using taxis during the night time rate is more of a lifestyle choice and therefore passengers make an informed choice to use taxis at this time the proposed start time for the night rate should be amended from 21:00 to 22:00.</p> <p>The outcomes of the meetings with objectors were fed back to trade representatives. Subsequently the BNTA submitted a revised proposed which included an 8% increase to the average taxi journey during the day rate and that the night rate would commence from 22:00 hours. Therefore the proposal met the objector's key concerns. However the revised proposal also included a number of other changes which would increase other fares such as waiting times, fares during the day on Bank Holidays, Christmas and New Year and an Automatic Tariff Increase when a journey in Tariff 1 or 3 passed a 6 mile point.</p> <p>Officers presented the outcomes of the consultation meetings and the revised proposal from BNTA to the Mayor. Officers recommended that the proposed BNTA tariff of fares should be taken forward with the exception of the Automatic Tariff Increase, maintaining waiting costs for the current level for Tariff 1 and for the remaining Tariffs nearest approximation to either existing tariff or original BNTA proposal brought before Cabinet. The Mayor agreed to the officer recommendations with one</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	<p>minor alteration that the charge for the carriage of fold up bicycles should be reduced.</p> <p>The revised proposal was advertised in line with statutory requirements and one objection was received from a service user on behalf of an organisation representing people with visual impairments. This organisation also responded to the first proposal. The basis of the objection which acknowledged support for the revised proposal with the exception of the Bank Holiday rate. The objector considered that the proposed Bank Holiday rate could have an impact :</p> <ul style="list-style-type: none"> - Due to cuts in bus services on Bank Holidays some people rely on taxis and in particular Disabled People and in particular Visually Impaired people that do not have alternative modes of transport other than taxis. - That tourists may be put off from visiting Bristol on bank holidays due to higher taxi fares - That a reduction in the number of people travelling by taxis due to this cost on a Bank Holiday could have an impact on drivers. - People on low incomes reside away from the city centre and the proposed cost of 3-4 mile journeys on a bank holiday could become cost prohibitive. <p>Further to the issues raised in this objection officers have consulted with the objector and BNTA and have produced a revised Bank Holiday tariff. The revised table of fares which officers have produced is attached as Appendix 2.</p>
4.2	<p>Please include when and how the outcome of the consultation was fed back to the people whom you consulted.</p> <p>The responses in respect of the original BNTA proposal were included in the Cabinet report 25/7/13 and objectors were informed of the cabinet date. Meetings were held with identified objectors and trade representatives to formulate the revised Tariff of fares.</p> <p>Further to the response to the revised proposal officers have liaised with the objector and BNTA to develop a revised bank</p>

Step 4	Ensure adequate consultation is carried out on the proposal and that all relevant information is considered and included in the EqIA
	holiday tariff.

Please note details of the consultation findings in 4.1 will be built upon in Step 5 where you will set out what you plan to do to address any issues for equalities communities.

Step 5	Giving due regard to the impact of your proposal on equalities communities

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Disability</p> <p>Some disabled people rely on taxis and may not have an alternative mode of transport for example; they may not be able to travel independently and therefore cannot use other forms of public transport, find change difficult due to their impairment or may not be able to drive due to impairment.</p> <p>Such an increase in fares in conjunction with other factors such as benefit reforms, reliance on taxis for the reasons above, cuts to community transport may deter disabled communities from using their primary mode of transport and therefore could cause isolation and affect individuals from taking part in activities which are core to their wellbeing including, reduce their presence within community including the night time economy, effect ability to practice their faith, reduce ability to volunteer, pursuing a fulfilling hobby , maintaining relationships or could prevent individuals attending medical appointments, attending or ability to work and could affect their health.</p>	<p>Following consultation meetings with identified objectors the proposed percentage increase on the day rate based on an average 3 mile journey was reduced from 16.18% to 8.3% and the proposed start time for the night rate was amended from 21:00 to 22:00.</p> <p>A further statutory notice period took place in respect of the revised proposal and objectors that responded to the statutory notice for the original BNTA proposal were informed of the revised proposal.</p> <p>In light of the objection to the revised proposal officers have consulted with the objector and BNTA to develop a revised Bank Holiday tariff.</p>

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Ethnicity</p> <p>In Bristol a high proportion of hackney carriage drivers are BME. The impact of drivers earning more money could enable the running costs of taxis to be recovered.</p> <p>Age</p> <p>Some older people rely on taxis as their primary mode of travel and may not be able to use alternative forms of transport or have access to the use of a private vehicle.</p> <p>An increase in fares in conjunction with other factors such as benefit reforms, reliance on taxis for the reasons above, cuts to community transport may deter older people from using their taxis and could cause isolation, affect individuals from taking part in activities which are core to their wellbeing including, reduce their presence within community including the night time economy, effect ability to practice their faith, reduce ability to volunteer, pursuing a fulfilling hobby , maintaining relationships or could prevent individuals attending medical appointments, attending or ability to work and could affect their health.</p> <p>The impact on younger people is outlined below.</p>	

Possible Impact on Equalities Communities, whether or not you will address the impact	Actions to be included in the proposal
<p>Young people, women and LGBT people using the night-time economy</p> <p>Young people, women and LGBT people using the night-time economy may have a higher fear of crime and experience of crime. People that often use taxis could be put off from using them due to increases in fares. However there is no evidence that there is a direct impact on safety as there is alternative transport such as private hire vehicles and night buses available.</p> <p>Pregnancy and maternity</p> <p>No potential impact has been identified on this equalities community.</p> <p>Religion and belief</p> <p>No potential impact has been identified on this equalities community.</p> <p>Transgender</p> <p>No potential impact has been identified on this equalities community.</p> <p>Gender</p> <p>The potential impact on women is identified above.</p>	

5.2	
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In the table above you have identified 's to be included in the proposal'. Some of these will be in-hand (already acknowledged and mitigating actions are underway) but some may be new.

So that we can more clearly demonstrate what has changed as a result of this equalities impact assessment, please list below new actions identified and say when and how you will put these new actions into practice.

The original BNTA proposal and the objections received following the statutory process were presented to Cabinet on 25th July 2013. Cabinet agreed with the recommendations that having considered the objections the current table of fares which came into effect in March 2011 shall remain in operation and that a further review be undertaken to formulate a revised proposed variation of the table of fares which will then be advertised.

As part of the review process officers met with identified objectors and trade representatives and a revised variation of the table of fares has been produced which has been agreed by the Mayor. One objection was received in respect of the revised proposal and officers have produced a revised Bank Holiday tariff.

In future there will be an annual review of fares .

Step 6	Meeting the aims of the public sector equality duty

Step 6	Meeting the aims of the public sector equality duty
6.1	<p>Describe how, in completing steps 1-5, you have given due regard to the three aims of the public sector equality duty (a-c above).</p> <p>This equalities impact assessment has been undertaken which takes in to account the objections received, the representation from the National Taxi Association (Bristol and Districts) and the issues raised when officers met with identified objectors and trade representatives.</p> <p>We also have to consider and balance the interests of hackney carriage drivers who face increasing overheads (e.g. fuel and insurance costs) in a difficult economic climate.</p>

Step 7	Monitoring arrangements
7.1	<p>If your proposal is agreed, how do you plan to measure whether it has achieved its aims as described in 2.1. Please include how you will ensure you measure its actual impact on equalities communities?</p> <p>An annual review of fares is planned which will enable the level of fares to be monitored and benchmarked on a regular basis. The current process has served us well by identifying the groups that have an interest in taxi fares. These groups will be considered when further fare proposals are developed. Also future fare reviews will involve dialogue with disabled people's organisations before any proposals to vary the table of fares are drawn up. This EQIA will be developed throughout these processes.</p>

Step 8	Publish your EqlA
8.1	<p>Ensure the EqlA is signed off by a Service Director and the directorate equalities officer.</p> <p>Signed Gillian Douglas Date 3/10/13</p> <p>Signed Anneke van Eijkern Date 3/10/13</p>
8.2	<p>Can this EqlA can be published on the web. Yes</p> <p>If no, please explain why the proposal is confidential and cannot be published</p>
<p>Contact Communications and Marketing Team or your directorate equalities officer to arrange to publish the equalities impact assessment on the Equality and Diversity web pages.</p>	

Thank you for completing this document. We hope you found it useful to improve the overall quality of your proposal.

If you have any feedback on this process please contact the corporate equalities team at equalities.team@bristol.gov.uk

**Bristol City Council
Hackney Carriage Table of Maximum Fares - Part A**

SEPT 2013

Fares for distance And time	TARIFF 1 Day Rate Monday to Friday 06:00 to 22:00	TARIFF 2 Night Rate Monday to Friday 22:00 to 06:00	TARIFF 3 Weekend Day Rate Saturday & Sunday 06.00 to 22.00	TARIFF 4 Weekend Night Rate Saturday & Sunday 22.00 to 06.00	TARIFF 5 Bank / Public Holiday Rate (excluding when tariff 6 applies) from 00.01 to 06.00 the following day	TARIFF 6 Christmas and New Year Night Rate From 22.00 hours on 24/12 to 06.00 on 27/12, from 22.00 on 31/12 to 06.00 on 2/1
Initial Hiring	£2.60 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£3.20 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 153 yds (139.9 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£4.40 for the first 160 yds (146.30 metres) or part thereof
Plus approx per mile (not including waiting time)	£1.80	£2.20	£1.80	£2.30	£3.30	£3.30
By taximeter units of	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 160 yds (146.3 metres) or part thereof	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 153 yds (139.9 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof
Waiting time	20p per 40 seconds (£18/hour)	20p per 31 seconds (£23.20/hour)	20p per 31 seconds (£23.20/hour)	20p per 28.7 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)

Extras

Extra charges (excluding spoilage or fouling charge) limited to a maximum of	£6.00
Every hiring commencing at Temple Meads Railway Station (unless pre-booked)	20p
Every adult after the first one, not including children under 14	30p
Every medium holdall/rucksack/suitcase	20p
Every large/heavy holdall/rucksack/suitcase/pram/push chair	30p
Every folding bicycle	£1.00
Every non folding (rigid frame) bicycle	£2.00
Every caged animal	£1.00
Every uncaged animal (except for assistance dogs)	£2.00
Items of bulk or weight	By negotiation
Spoilage or fouling of the vehicle	£100.00
Assistance dogs, wheelchairs and any assistance aid used by a disabled passenger carried free of charge	

The meter to start with a zero reading and show fares when the vehicle starts to move subject to the variation for private hire journeys (Part B of table). For private hire (pre-booked) journeys (not flagged down or hired at a rank) Part A maximum charges apply save that: All meters to bear a zero reading either: when the passengers are seated and the vehicle is ready to move or, in the event of the vehicle having arrived at the agreed departure point, but the passenger not being ready to board at the appointed time: from the appointed time.

The taximeter must be engaged for journeys within the city boundary. For journeys beyond the city boundary a set fare or rate must be negotiated before the journey commences otherwise the taximeter must be used.

Any complaint of overcharging, or about this taxi or its driver, should be sent in writing to the Licensing Office, Princess Street, Bristol, BS3 4AG, or by email to licensing@bristol.gov.uk, quoting the number of the taxi or its driver. Enquiries regarding any lost property accidentally left in a taxi should be made to the police.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact:
Licensing Office on 0117 914 2500



Bristol City Council
Hackney Carriage Table of Maximum Fares - Part A

OCT 2013

Fares for distance And time	TARIFF 1 Day Rate Monday to Friday 06:00 to 22:00	TARIFF 2 Night Rate Monday to Friday 22:00 to 06:00	TARIFF 3 Weekend Day Rate Saturday & Sunday 06.00 to 22.00	TARIFF 4 Weekend Night Rate Saturday & Sunday 22.00 to 06.00	TARIFF 5 Bank / Public Holiday Rate (excluding when tariff 6 applies) from 00.01 to 06.00 the following day	TARIFF 6 Christmas and New Year Night Rate From 22.00 hours on 24/12 to 06.00 on 27/12, from 22.00 on 31/12 to 06.00 on 2/1
Initial Hiring	£2.60 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 160 yds (146.3 metres) or part thereof	£3.20 for the first 194.4yds (177.7 metres) or part thereof	£3.40 for the first 153 yds (139.9 metres) or part thereof	£3.40 for the first 195.5yds (179.8 metres) or part thereof	£4.40 for the first 160 yds (146.30 metres) or part thereof
Plus approx per mile (not including waiting time)	£1.80	£2.20	£1.80	£2.30	£2.70	£3.30
By taximeter units of	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 160 yds (146.3 metres) or part thereof	20p for every subsequent 194.4 yds (177.7 metres) or part thereof	20p for every subsequent 153 yds (139.9 metres) or part thereof	30p for every subsequent 195.5yds (179.8 metres) or part thereof	30p for every subsequent 160 yds (146.3 metres) or part thereof
Waiting time	20p per 40 seconds (£18/hour)	20p per 31 seconds (£23.20/hour)	20p per 31 seconds (£23.20/hour)	20p per 28.7 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)	30p per 43 seconds (£25.10/hour)

Extras

Extra charges (excluding spoilage or fouling charge) limited to a maximum of	£6.00
Every hiring commencing at Temple Meads Railway Station (unless pre-booked)	20p
Every adult after the first one, not including children under 14	30p
Every medium holdall/rucksack/suitcase	20p
Every large/heavy holdall/rucksack/suitcase/pram/push chair	30p
Every folding bicycle	£1.00
Every non folding (rigid frame) bicycle	£2.00
Every caged animal	£1.00
Every uncaged animal (except for assistance dogs)	£2.00
Items of bulk or weight	By negotiation
Spoilage or fouling of the vehicle	£100.00
Assistance dogs, wheelchairs and any assistance aid used by a disabled passenger carried free of charge	

The meter to start with a zero reading and show fares when the vehicle starts to move subject to the variation for private hire journeys (Part B of table). For private hire (pre-booked) journeys (not flagged down or hired at a rank) Part A maximum charges apply save that: All meters to bear a zero reading either: when the passengers are seated and the vehicle is ready to move or, in the event of the vehicle having arrived at the agreed departure point, but the passenger not being ready to board at the appointed time: from the appointed time.

The taximeter must be engaged for journeys within the city boundary. For journeys beyond the city boundary a set fare or rate must be negotiated before the journey commences otherwise the taximeter must be used.

Any complaint of overcharging, or about this taxi or its driver, should be sent in writing to the Licensing Office, Princess Street, Bristol, BS3 4AG, or by email to licensing@bristol.gov.uk, quoting the number of the taxi or its driver. Enquiries regarding any lost property accidentally left in a taxi should be made to the police.

If you would like this information in another language, Braille, audio tape, large print, easy English, BSL video or CD rom or plain text please contact:
Licensing Office on 0117 914 2500



Appendix 3 – Comparison between officer proposal and current fares.**Day time rate**

	BCC current	BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£4.01	£4.21	5.00	£4.21	5.00
2 Miles (3520 yds)	£5.62	£6.02	7.10	£6.02	7.10
3 miles (5280 yds)	£7.23	£7.83	8.30	£7.83	8.30
4 miles (7040 yds)	£8.84	£9.64	9.00	£9.64	9.00
5 miles (8800 yds)	£10.45	£11.45	9.60	£11.45	9.60
6 miles (10560yds)	£12.06	£13.26	10.00	£13.26	10.00
7 miles (12320 yds)	£13.67	£15.16	10.90	£15.07	10.24
8 miles (14080 yds)	£15.28	£17.06	11.60	£16.88	11.19
9 miles (15840 yds)	£16.89	£18.96	12.30	£18.69	10.66
10 miles (17600 yds)	£18.50	£20.87	12.80	£20.50	10.81

Night rate

	BCC current	New BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£5.07	£5.40	6.51	£5.40	6.51
2 Miles (3520 yds)	£6.95	£7.60	9.35	£7.60	9.35
3 miles (5280 yds)	£8.83	£9.80	10.99	£9.80	10.99
4 miles (7040 yds)	£10.70	£12.00	12.15	£12.00	12.15
5 miles (8800 yds)	£12.58	£14.20	12.88	£14.20	12.88
6 miles (10560yds)	£14.46	£16.40	13.42	£16.40	13.42
7 miles (12320 yds)	£16.34	£18.60	13.83	£18.60	13.83
8 miles (14080 yds)	£18.21	£20.80	14.22	£20.80	14.22
9 miles (15840 yds)	£20.09	£23.00	14.48	£23.00	14.48
10 miles (17600 yds)	£21.97	£25.20	14.70	£25.20	14.70

Weekend Day Rate

	BCC current	New BNTA Proposal		BCC Proposal	
			% increase		% increase
First mile (1760yds)	£4.67	£4.81	3.00	£4.81	3.00
2 Miles (3520 yds)	£6.35	£6.62	4.30	£6.62	4.30
3 miles (5280 yds)	£8.02	£8.43	5.10	£8.43	5.10
4 miles (7040 yds)	£9.70	£9.94	2.50	£9.94	2.50
5 miles (8800 yds)	£11.38	£12.05	5.90	£12.05	5.90

6 miles (10560yds)	£13.05	£13.86	6.20	£13.86	6.20
7 miles (12320 yds)	£14.73	£15.76	7.00	£15.67	6.38
8 miles (14080 yds)	£16.40	£17.66	7.70	£17.48	6.59
9 miles (15840 yds)	£18.08	£19.56	8.20	£19.29	6.69
10 miles (17600 yds)	£19.76	£21.47	8.70	£21.10	6.78

Weekend Night Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc		% increase		% increase
First mile (1760yds)	£5.07	£5.50	8.5	£5.50	8.5
2 Miles (3520 yds)	£6.95	£7.80	12.2	£7.80	12.2
3 miles (5280 yds)	£8.83	£10.10	14.4	£10.10	14.4
4 miles (7040 yds)	£10.70	£12.40	15.9	£12.40	15.9
5 miles (8800 yds)	£12.58	£14.70	16.9	£14.70	16.9
6 miles (10560yds)	£14.46	£17.00	17.6	£17.00	17.6
7 miles (12320 yds)	£16.34	£19.30	18.1	£19.30	18.1
8 miles (14080 yds)	£18.21	£21.60	18.6	£21.60	18.6
9 miles (15840 yds)	£20.09	£23.90	19.0	£23.90	19.0
10 miles (17600 yds)	£21.97	£26.20	19.3	£26.20	19.3

Bank H'day Rate

	BCC current	New BNTA Proposal		BCC Proposal (as advertised)		BCC Proposal (revised)	
			% increase		% increase		% increase
First mile (1760yds)	£7.01	£6.40	-8.7	£6.40	-8.7	£5.80	-17.3
2 Miles (3520 yds)	£8.62	£9.70	12.5	£9.70	12.5	£8.50	-1.4
3 miles (5280 yds)	£10.23	£13.00	27.1	£13.00	27.1	£11.20	9.5
4 miles (7040 yds)	£11.84	£16.30	37.7	£16.30	37.7	£13.90	17.4
5 miles (8800 yds)	£13.45	£19.60	45.7	£19.60	45.7	£16.60	23.4
6 miles (10560yds)	£15.06	£22.90	52.1	£22.90	52.1	£19.30	28.2
7 miles (12320 yds)	£16.67	£26.20	57.2	£26.20	57.2	£22.00	32.0
8 miles (14080 yds)	£18.28	£29.50	61.4	£29.50	61.4	£24.70	35.1
9 miles (15840 yds)	£19.89	£32.80	64.9	£32.80	64.9	£27.40	37.8
10 miles (17600 yds)	£21.50	£36.10	67.9	£36.10	67.9	£30.10	40.0

Xmas N' Year Day Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc	By calc	% inc by calc	By calc	% inc by calc
First mile (1760yds)	£8.01	£7.40	7.6	£7.40	-7.6
2 Miles (3520 yds)	£9.62	£10.70	11.2	£10.70	11.2
3 miles (5280 yds)	£11.23	£14.00	24.7	£14.00	24.7
4 miles (7040 yds)	£12.84	£17.30	34.7	£17.30	34.7
5 miles (8800 yds)	£14.45	£20.60	42.6	£20.60	42.6
6 miles (10560yds)	£16.06	£23.90	48.8	£23.90	48.8
7 miles (12320 yds)	£17.67	£27.20	53.9	£27.20	53.9
8 miles (14080 yds)	£19.28	£30.50	58.2	£30.50	58.2
9 miles (15840 yds)	£20.89	£33.80	61.8	£33.80	61.8
10 miles (17600 yds)	£22.50	£37.10	64.9	£37.10	64.9

Xmas N' Year Night Rate

	BCC current	New BNTA Proposal		BCC Proposal	
	By calc	By calc	% inc by calc	By calc	% inc by calc
First mile (1760yds)	£9.07	£7.40	-18.4	£7.40	-18.4
2 Miles (3520 yds)	£10.95	£10.70	-2.3	£10.70	-2.3
3 miles (5280 yds)	£12.83	£14.00	9.1	£14.00	9.1
4 miles (7040 yds)	£14.70	£17.30	17.7	£17.30	17.7
5 miles (8800 yds)	£16.58	£20.60	24.2	£20.60	24.2
6 miles (10560yds)	£18.46	£23.90	29.5	£23.90	29.5
7 miles (12320 yds)	£20.34	£27.20	33.7	£27.20	33.7
8 miles (14080 yds)	£22.21	£30.50	37.3	£30.50	37.3
9 miles (15840 yds)	£24.09	£33.80	40.3	£33.80	40.3
10 miles (17600 yds)	£25.97	£37.10	42.9	£37.10	42.9

EQIA - Appendix 4 – Comparisons with Core Cities and Neighbouring Authorities

	Identifies the highest rate
	Identifies Bristol current rate

Day time rate

Comparison with core cities

The start and finish times for the day rate varies from city to city.

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£4.21	£4.01	£4.00	£4.06	£3.43	£4.15	£4.31	£3.80	£3.72
2 Miles	£6.02	£5.62	£5.52	£5.72	£4.94	£6.10	£6.11	£5.60	£5.56
3 miles	£7.83	£7.23	£7.04	£7.38	£6.45	£7.49	£7.91	£7.40	£7.40
4 miles	£9.64	£8.84	£8.56	£9.04	£7.96	£8.88	£9.71	£9.20	£8.82
5 miles	£11.45	£10.45	£10.10	£10.70	£9.47	£10.47	£11.51	£11.00	£10.24
10 miles	£20.50	£18.50	£17.80	£19.00	£15.23	£18.42	£20.51	£20.40	£17.34

Comparison with neighbouring authorities

The start and finish times for the day rate varies between authorities. This is therefore a generalised comparison

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
First mile	£4.21	£4.01	£4.22	£3.93	£4.20	£4.00	£3.60
2 Miles	£6.02	£5.62	£6.25	£5.60	£6.21	£5.80	£5.30
3 miles	£7.83	£7.23	£8.28	£7.27	£8.22	£7.60	£7.00
4 miles	£9.64	£8.84	£10.31	£8.94	£10.23	£9.40	£8.70
5 miles	£11.45	£10.45	£12.34	£10.61	£12.24	£11.20	£10.40
10 miles	£20.50	£18.50	£24.73	£18.96	£22.29	£20.60	£18.90

EQIA - Appendix 4 – Comparisons with Core Cities and Neighbouring Authorities

Night time rate

Comparison with core cities

The start and finish times for the night rate varies from city to city. This is therefore a generalised comparison

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£5.40	£4.67	£4.50	£4.33	£4.29	£4.94	£4.64	£4.00	£4.91
2 Miles	£7.60	£6.34	£6.02	£6.26	£6.18	£7.08	£6.68	£6.00	£7.36
3 miles	£9.80	£8.01	£7.54	£8.19	£8.07	£8.56	£8.72	£8.00	£9.81
4 miles	£12.00	£9.68	£9.06	£10.12	£9.96	£10.04	£10.76	£10.00	£12.26
5 miles	£14.20	£11.35	£10.80	£12.05	£11.85	£11.52	£12.80	£11.80	£14.71
10 miles	£25.20	£19.70	£18.30	£21.70	£17.30	£19.27	£23.00	£22.00	£26.96

Comparison with neighbouring authorities

The start and finish times for the day rate varies between authorities. This is therefore a generalised comparison

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
First mile	£5.40	£4.67	£5.22	£4.73	£5.45	£5.20	£4.60
2 Miles	£7.60	£6.34	£7.25	£6.82	£7.46	£7.60	£6.30
3 miles	£9.80	£8.01	£9.28	£8.91	£9.47	£9.80	£8.00
4 miles	£12.00	£9.68	£11.31	£11.00	£11.48	£12.20	£9.70
5 miles	£14.20	£11.35	£13.34	£13.09	£13.49	£14.60	£11.40
10 miles	£25.20	£19.70	£25.69	£23.54	£23.54	£26.60	£19.90

EQIA - Appendix 4 – Comparisons with Core Cities and Neighbouring Authorities

**Weekend Rate
Comparison with
core cities**

	BCC Proposal	BCC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
			No w/end rate	Sunday only	No w/end rate	Day rate only	Night rate example		
First mile	£4.81	£4.67	No w/end rate	£4.33	No w/end rate	£4.46	£5.01	£4.00	£4.91
2 Miles	£6.62	£6.34	No w/end rate	£6.26	No w/end rate	£6.38	£7.21	£6.00	£7.36
3 miles	£8.43	£8.01	No w/end rate	£8.19	No w/end rate	£7.77	£9.41	£8.00	£9.81
4 miles	£9.94	£9.68	No w/end rate	£10.12	No w/end rate	£9.16	£11.61	£10.00	£12.26
5 miles	£12.05	£11.35	No w/end rate	£12.05	No w/end rate	£10.75	£13.81	£11.80	£14.71
10 miles	£21.10	£19.70	No w/end rate	£21.70	No w/end rate	£18.70	£2.81	£22.00	£26.96

Comparison with neighbouring authorities

	BCC Proposal	BCC current	Bath	North Somerset	South Glos	Gloucester City	Cardiff
			No w/end rate	No w/end rate		Sunday only	Sunday only
First mile	£4.81	£4.67	No w/end rate	No w/end rate	£5.45	£5.20	£4.60
2 Miles	£6.62	£6.34	No w/end rate	No w/end rate	£7.46	£7.60	£6.30
3 miles	£8.43	£8.01	No w/end rate	No w/end rate	£9.47	£9.80	£8.00
4 miles	£9.94	£9.68	No w/end rate	No w/end rate	£11.48	£12.20	£9.70
5 miles	£12.05	£11.35	No w/end rate	No w/end rate	£13.49	£14.60	£11.40
10 miles	£21.10	£19.70	No w/end rate	No w/end rate	£23.54	£26.60	£19.90

EQIA - Appendix 4 – Comparisons with Core Cities and Neighbouring Authorities

BANK HOLIDAY RATE

Comparison with core cities

	Proposed Tariff (revised)	Proposed Tariff (as advertised)	Bristol CC current	Sheffield	Newcastle	Liverpool	Leeds	Birmingham	Nottingham	Manchester
First mile	£5.80	£6.40	£7.01	£4.00	£4.61	£4.29	£4.45	£4.64	£3.80	£4.91
2 Miles	£8.50	£9.70	£8.62	£5.52	£6.82	£6.18	£6.40	£6.68	£5.60	£7.36
3 miles	£11.20	£13.00	£10.23	£7.04	£9.03	£8.07	£7.79	£8.72	£7.40	£9.81
4 miles	£13.90	£16.30	£11.84	£8.56	£11.24	£9.96	£9.18	£10.76	£9.20	£12.26
5 miles	£16.60	£19.60	£13.45	£10.10	£13.45	£11.85	£10.77	£12.80	£11.00	£14.71
10 miles	£30.10	£36.10	£21.50	£17.80	£24.50	£17.30	£18.72	£23.00	£20.40	£26.96

Comparison with neighbouring authorities

	Proposed Tariff (revised)	Proposed Tariff (as advertised)	Bristol CC	Bath	N Somerset	S Glos	Gloucester City	Cardiff
First mile	£5.80	£6.40	£7.01	£6.04	£5.90	£7.30	£6.00	£4.60
2 Miles	£8.50	£9.70	£8.62	£9.09	£8.41	£9.31	£8.60	£6.30
3 miles	£11.20	£13.00	£10.23	£12.14	£10.92	£11.32	£11.40	£8.00
4 miles	£13.90	£16.30	£11.84	£15.19	£13.43	£13.33	£14.20	£9.70
5 miles	£16.60	£19.60	£13.45	£18.24	£15.94	£15.34	£17.00	£11.40
10 miles	£30.10	£36.10	£21.50	£33.49	£28.49	£25.39	£30.60	£19.90

EQIA - Appendix 4 – Comparisons with Core Cities and Neighbouring Authorities