



Taxi regulation in Jersey

JCRA position paper

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I. Introduction and Executive Summary

This paper examines taxi regulation in Jersey and seeks to assist the relevant authorities make an informed decision about changes to the current regulatory regime. The evidence would suggest that the current system of taxi regulation in Jersey is not working in consumers' best interests, which is supported by evidence of high taxi fares in Jersey:

- The cost of a rank taxi cab journey in Jersey is among the most expensive in the United Kingdom ("UK"). A two-mile daytime journey cost 7% more in Jersey compared to the average price in the South West of England and almost 20% more compared to the UK national average. For a five-mile daytime journey in Jersey the situation improves as the cost is just under the average cost in the South-West of England, but it is still 13% more than the UK national average. These comparisons are with the VAT and GST included in the fares.
- While Jersey rank taxi fares are similar to those in Guernsey, they are 17% more expensive, depending on the distance travelled, than in the Isle of Man. However, this difference is less when comparing journeys from the Isle of Man Airport.
- In Jersey, between May 2006 and June 2010, fares for both rank and private-hire taxis on average have increased by nearly 22% for day-time journeys and 17% for night-time journeys, compared to the increase in Jersey's overall retail price index ("RPI") over the same period of roughly 13.5%. Thus taxi fares have increased *by more than* the rate of inflation during the period of our study. Private-hire taxis cost nearly 30% more than the rank equivalent.

Clearly, the taxi market needs to work better for consumers in Jersey. To address this concern, we recommend the following changes to the way taxis are regulated in Jersey:

- Remove quantitative restrictions - Currently, Jersey restricts the number of rank and private-hire taxi cabs. Such restrictions go against UK best practice and we strongly recommend that they be eliminated. The default position in Jersey, as in Britain, is that a person or a business is free to provide services to another person or a business subject to legislation and other conditions as appropriate. This

general principle should also apply to the provision of taxi services. There is no compelling reason to restrict the number of people who can provide a taxi service or the type of service that is provided in respect of the degree of luxury offered, the hours of availability and the prices that are charged (with maximum fares in place), so long as the people providing the service are appropriately qualified to do so and the service meets certain standards.

- Qualitative restrictions should be proportionate - Our recommendation to eliminate quantitative restrictions is not advocating the complete deregulation of the taxi industry in Jersey. Specifically, qualitative restrictions, such as rules governing the necessary qualifications of drivers or the operating and safety standards of vehicles, should remain. Such rules and standards, however, should be tailored as narrowly as possible to satisfy legitimate and transparent public policy objectives, which *should not* include the need to maintain drivers' incomes.
- Increased transparency in fares - Currently in Jersey, there is little transparency for example, on how rank taxi fares are determined by the Minister for Transport and Technical Services, (the "Minister"), or the fare structures of individual private hire taxi companies. We recommend that the Minister takes steps to increase price transparency in this area, as it would facilitate greater consumer choice.
- Maintain maximum fares in some circumstances - Consumers may have little option of selection or negotiation when getting into a taxi at a taxi rank and thus maintaining government-controlled maximum fares for rank taxis is sensible.

The remainder of this paper compares the current situation with respect to taxis in Jersey with that in Guernsey, the Isle of Man ("IoM") and the Isle of Wight ("IoW")/UK. It then reviews best international practice, for example as it is applied in the UK and explains the JCRA's specific recommendations in more detail.

II. Comparison of Taxi Regulation in Jurisdictions across the British Isles

In this section we give a brief overview of the regulation of taxi services in Jersey with that in Guernsey, the Isle of Man, and the Isle of Wight/UK.

Jersey

In Jersey the number of taxi licences is regulated by the Minister. There are three types of taxis:

- Controlled taxis are licensed to use taxi ranks and a maximum fare control is in place. They can be hailed and drivers should be in radio communication with each other to deal with demand. (There are 140 controlled licences, 136 of which are owner/drivers)
- Restricted taxis¹ obtain most of their work from taxicab companies. They can be booked or hailed on the street. Restricted taxis cannot use ranks, except at the Airport and Harbour, when a passenger is waiting and no controlled taxi is available. (There are 165 licences, of which 50 are company operated licences).
- Limousine taxis must be pre-booked and payment is 'on account'. (There are 35 licences).

There is a maximum fare control for controlled taxis, which includes four different fare structures. Higher fares apply between the hours of 11.00 pm and 7.00 am, on Sundays and on public holidays. Fares will be discussed later in this paper. The fares for controlled taxis are set by the Minister, but how these figures are arrived at is not transparent for the consumer. We were advised that since 2006, the Minister has used a taxi inflation figure obtained from the Statistics Unit, but obtaining this information is not straightforward in comparison to other jurisdictions which often have dedicated taxi tariff websites. The most recent fare increases in Jersey were 6% in June 2010 and 7.5% in 2008.²

¹ This is terminology specific to Jersey. 'Rank taxis', and 'private hire vehicles' ("PHV") are used to denote controlled and restricted taxis respectively from this point on.

² In 2009 there was no increase.

For restricted taxis there is no fare regulation and they command higher prices than controlled taxis. Prior to 2008, there was a price agreement between the suppliers of restricted taxis that resulted in a uniform price. Such an agreement is prohibited under the Competition (Jersey) Law 2005 (the “Law”) and it was subsequently revoked by the restricted taxi industry following intervention by the JCRA.³ However, as competition is currently weak among the companies and price transparency is poor, prices have increased.

Private Hire Vehicles in Jersey

In Jersey, pricing information is not available on websites or from any other easily accessible source. When a booking is made on the telephone, in theory the customer can obtain a quote, but in practice it appears that the price of the journey is based on the meter. If consumers could rely on the fixed price quote given then they could shop around for the best deal. However, comparing prices would mean calling all the companies prior to each journey, which is unrealistic.

There are several tariffs, which makes it difficult for consumers to make price comparisons. The main problem is that although the rate structure is straightforward, there are different distances for which these rates apply. For example, there is an initial £2.50-£3.00 cost which covers a specified initial distance and then the price increases in increments of 30p or 40p, depending on the operator, but the distance travelled per increment changes according to which tariff applies, resulting in less distance being travelled per increment at the higher tariffs. A customer probably knows the distance of their journey in kilometres or miles but this method of calculating a fare is not at all easy, especially when companies are free to change at will the monetary value of the increment and the corresponding route length. It is recommended that these tariffs are made widely available. For example, in the supermarkets £ per kg or £ per litre are displayed alongside the actual price. There are some positive examples in the UK where maximum fares are

³ JCRA Media Release, *Jersey Cab Drivers Association Eliminate Scale Fares*, 1 September 2008.

given on a per mile basis, although this is not done in a uniform way. This practice is followed for example, in the IoM and Nottingham. Increased price transparency would facilitate consumer choice by making comparisons easy and straightforward.

Locally, there are six registered restricted taxi companies totalling 165 cars, although one new company has seven cars and another only two. We understand that current practice restricts the entry of new drivers as the Minister can determine the maximum number of licences.⁴ Since January 2010, for every two licence holders over 65 years old who fail to achieve 50% of the average mileage, a new licence is issued and two new licences have been issued this year so far. This means that the majority of individuals without a licence, who want to provide a taxi service, can do so only through companies with spare licences, which works in favour of the licence holders. We note that the recent entry of a new company has already produced some positive results for consumers as they offer cheaper rates and are open to negotiate on fixed prices. However, this is not a true example of a new market entry, as the company was formed by existing licence holders who previously worked for other companies.

Further, it is not entirely clear to what extent the higher restricted taxi charges are attributable to the increased costs that can be associated with overheads, such as the provision of an operator 24 hours a day, the lack of potential competition, other unknown factors or a combination of all three. One would also expect to see lower fares when the vehicle is booked over the phone as is the situation in the UK⁵, as it allows the driver to better schedule their work, but the opposite is true in Jersey.

⁴ Under Article 9(6) of the Motor Traffic (Jersey) Law 1935: "The Minister may, in respect of a class of public service vehicles, determine that public service vehicle licences shall not be granted in excess of such number the Minister considers desirable." quoted from DVS email.

⁵ UK evidence shows that in some regions PHV fares are significantly lower than fares for rank taxis, whereas in some areas they charge the same amount. There is no evidence of PHV fares being higher. Source: OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003, pg 61, para 6.10.

Guernsey

Guernsey has a similar system to Jersey and places strict controls on the number of licences issued; effectively no new licences are made available. Applications for taxi licences are denied if it is believed that the services can be adequately delivered by existing operators. The onus is on the applicant to demonstrate the unmet demand. However, licensing is done in consultation with the Guernsey Taxi Owners' Federation ("GTOF") who, as one would expect, do not favour stronger competition and an increase in the number of taxis. In 2006, the Guernsey Environment Department ("GED"), in its role as the government department responsible for taxi regulation, published a comprehensive paper on taxi licensing policy.⁶ The GED also conducted an 'unmet demand and supply survey' in the same year, however, we are not aware of the results of this survey. Since 2003, the majority of price increases have followed the RPI.

There are 125 rank taxis and 12 private hire vehicles in Guernsey, in addition to a small number of vehicles such as limousines that are restricted in their use. Licensed taxis can be split into three categories:

- White plates (currently 115 in use) are the normal taxis and include a condition to drive a minimum 25,000 miles per year.
- Green plates (currently 10 in use) are for drivers above retirement age wishing to provide a service of not less than 13,000 miles per year. The plates cannot be transferred and expire after five years, unless they are renewed based on individual circumstances or on request, in the absence of a waiting list.
- Red plates are designed to meet the demands of peak hours and are to be used only during these periods. However, red plates have never been issued as the GTOF's view has been that additional plates would not increase taxi availability due to the difficulty of recruiting drivers. It is argued by the GTOF that these plates would only attract existing drivers.

⁶ Guernsey Environment Department, *Taxi and Private Hire Service Licences Policy*, http://www.gov.gg/ccm/cms-service/download/asset/?asset_id=13560217

The GED can issue new licences at its discretion but, in respect of taxi companies acquiring new licences, the department encourages the transfer of licences from individuals to companies. Yet, at the same time the GED seeks to maintain a large number of individually owned licences; each company is allowed only a maximum of 25 licences and no more than 50 company licences can be in operation at any one time, excluding minibuses and private hire vehicles. There are also some specific rules that taxi companies must adhere to such as providing a 24 hour service, ownership restrictions, as well as qualitative requirements. In Guernsey, a third of the taxi ranks are equipped with a telephone and there is a requirement to be present at the airport at certain times of the day. There is an existing transfer market where plates can be traded subject to specific conditions; however, there is no mention of the transaction price.⁷

Isle of Man

The Isle of Man also operates a restrictive system. There are currently 234 rank taxis in the four districts, half of which are allocated in the capital Douglas. Among the private hire vehicles, 39 are taxis and the remaining 50 are for special occasions such as weddings. The Road Transport Licensing Committee (“RTLTC”) is responsible for the regulation of taxis and in 2006, conducted an unmet demand survey, but it focused solely on rank taxis and was for a period of three years and is thus now out of date. The RTLTC sets a maximum fare for the rank taxis (see Appendix I for 2010 tariff card) and in respect of PHV, a price must be pre-agreed between the driver and the customer. The RTLTC does permit the use of meters for PHV in some instances, but all meters are calibrated and sealed by an RTLTC inspector.

Rank taxis are able to operate only at the ranks in a specific district of the Island, of which there are four: Douglas, the airport and two other districts. Each district has a set number of licences. The RTLTC inherited this restriction and since 2002, the increase in numbers has been minimal as an applicant has to evidence that there is an unmet demand

⁷ Ibid, pg 9, para 4.1-4.3.

before a licence is granted. This is very hard for an individual applicant to prove. The restriction that a rank taxi driver can work only within a specific district was due to end in April 2007. Currently, the Department of Infrastructure in IoM is finishing a consultation document proposing the introduction of an all island licensing system.

Private hire vehicles can drive island wide and there is no limit on the number, as anyone “fit and proper” can apply for a licence. Drivers do not have to be attached to a company and most are solo operations. Interestingly, in spite of this, there are few PHV in operation on the island, but we were told that this may change as the number of licenses in this category is on the rise.

The Isle of Wight and the UK

The licensing regulations for the Isle of Wight tend to follow UK best practice, which means that there are no restrictions on the number of taxi licences issued.⁸ In the UK in 2005, 45% of local authorities applied restrictions on the number of licences granted. Since then, the number has decreased, largely as a result of an analysis by the Office of Fair Trading⁹ and Department for Transport recommendations¹⁰. However, Jersey’s Transport and Technical Services Department (“TTS”), advised that the situation is somewhat different in small UK local authorities such as the IoW. 22 councils in the UK, with a population of between 90,000 and 100,000, do not have regulated taxis. A further eight councils allow unrestricted access for wheelchair accessible vehicles and there are five councils who do regulate the number of taxis. In our view, given its administrative resources, compared to a UK local authority with a similar sized population, Jersey should follow the practice of larger councils.

In the IoW in 2008, there were 172 rank taxis and 58 PHV. The local authority has published several taxi newsletters concerning fare reviews¹¹. The maximum rank taxi

⁸Isle of Wight Council, *Taxis and Private Hire*. http://www.iwight.com/living_here/environment/environmental_health/Licensing/taxispri.asp

⁹ OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003.

¹⁰ Department for Transport, *Taxi and private hire vehicle licensing: Best practice guidance*, March 2010.

¹¹ Isle of Wight City Council Taxi & Private Hire Newsletter, April 2008, Issue Number 5.

fares increased this year and a two mile daytime journey costs 3% less than the average price in the South West of England and is 5% more expensive than the UK national average. Prior to this increase, an extensive survey about taxi prices was conducted and the increase was the first in many years.

Taxi statistics

Islands (2010)	Population estimate	Rank	PHV	Taxi / 000 population Rank + PHV (total)
Jersey	92 500	140	165	1.51 + 1.78 (3.3)
Guernsey	62 200	125	12	2 + 0.19 (2.19)
Isle of Man	80 000	234	39	2.9 + 0.49 (3.4)
Isle of Wight	130 000	172	58	1.32 + 0.45 (1.77)

UK (2002)	Rank / 000	PHV / 000	Total / 000 population
Unrestricted urban	1.51	1.43	(2.94)
Restricted urban	1.14	2.42	(3.52)
London Taxis	2.88		(2.88)
All UK	1.08	1.46	(2.53)

Source: JCRA survey: UK data from OFT report, population data from government sites.

From these tables, one can conclude that overall taxi density is not worse in Jersey than elsewhere. For example, the present Jersey rank taxi density is almost the same as it was in 2002 in the UK, in urban areas with no restrictive measures. The IoW has the lowest taxi density, although entry is not restricted. In Guernsey, the very limited number of PHV means that overall taxi penetration is considerably lower than in Jersey and the IoM. However, one would expect a higher taxi density in Jersey (and Guernsey), compared with locations in the UK with similar populations, for the following reasons:

<http://www.iwight.com/council/committees/Licensing%20Committee/10-11-08/Appendix%208%20Issue%205%20edition%20of%20the%20Taxi%20&%20Private%20Hire%20Newsletter%20in%20April%202008.pdf>

- A large number of arrivals and departures at the Airport and Harbour generate a significant demand for taxis that does not exist in most towns; and
- The Island's status as an international finance centre. Many people arriving in the Island or travelling within Jersey are affluent and accustomed to travelling by taxi rather than public transport.
- The GDP per capita is much higher in Jersey and Guernsey than in the UK or IoM and the IoW in turn has a lower GDP per capita than the UK. Therefore, one may assume a positive correlation between GDP per capita and taxi density.

The evidence from the UK indicates that rank taxi restrictions result in more PHV to fill the gap in demand. This could well be true for Jersey, as rank taxis are restricted, but this control effectively holds for PHV licences too. Overall, the rank taxi density itself is not that important. It is however necessary that the number of taxis is sufficient to meet demand at competitive prices. There is scope for a more detailed analysis, taking into account visitor traffic, demand from business customers and car density, but this would not alter the general conclusion that taxi density in Jersey is sub-optimal.

III. Price Comparison

This section compares taxi prices in Jersey with those in other jurisdictions. Tables 1 and 2 show the cost of a fixed length journey in various locations, Table 3 compares private hire fares and finally Table 4 compares Jersey prices for rank and private hire taxis.

There is one factor that should be noted in selecting the route length for comparison. Usually the first mile is the most expensive, allowing for the fixed fee which also covers some initial distance travelled. This is set by the individual authorities; however there is no uniform initial distance, for example, it is 165 metres in Jersey and 820 metres in Guernsey. This means that in respect of a longer journey, pricing becomes more linear with the distance travelled. However, these comparisons should be treated with caution. Firstly, a short journey will cost relatively more than a longer journey as the fixed costs

associated with a car journey need to be covered in less distance. Obviously, the amount of time a taxi is used is also an important factor, as is the average distance travelled. Taxi journeys are billed based on distance, which in turn has implications if usage or mileage is lower in one location than in another, as prices would need to be higher in order for a driver in this location to achieve an identical income. In a small island such as Jersey predominantly short distances will be travelled and therefore comparisons of long distances were not included in the analysis.

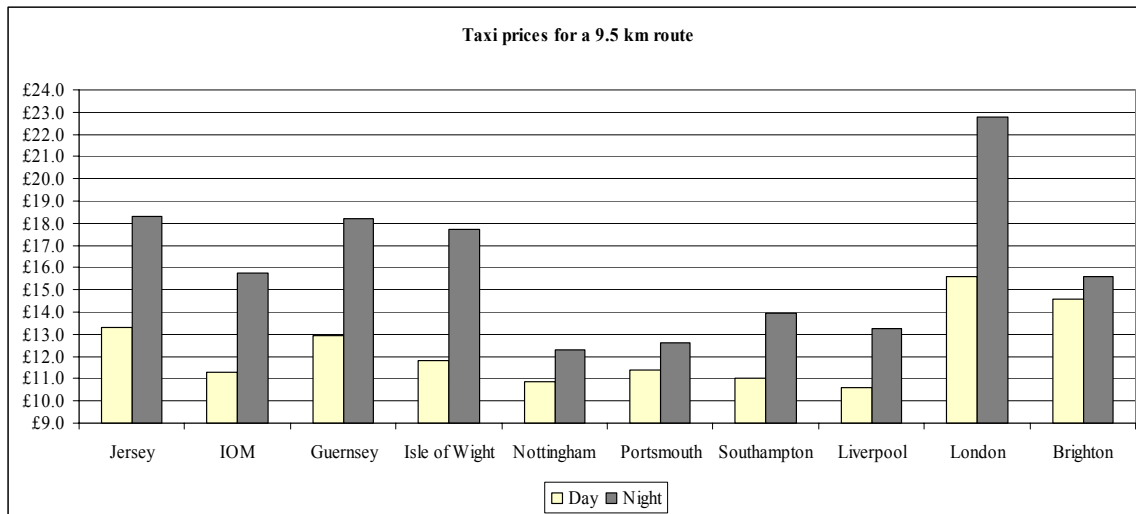


Table 1: Rank taxi maximum price comparison

Notes: Selected length of journey is 9.5 km (based on JCRA travel profile), prices based solely on distance - no waiting time. UK includes 17.5% VAT and Jersey 3% GST. The latest tariffs were used which is 2010 for the three islands, London and Brighton and 2008 for the rest of the UK. Where detailed tariffs were available the price is modelled accordingly, where only a set mileage was listed (IoM, Nottingham, Brighton) scale average was used.

Based on the illustration in Table 1, it is evident that most UK mainland tariffs are considerably cheaper than Jersey; this is especially true for night-time tariffs. The four islands listed in the table above have very high night tariffs compared to the daytime tariffs and in Jersey the same journey costs almost 21% more during the night than the selected UK mainland average; during the day it costs 8% more. Jersey prices are almost on a par with Guernsey and are cheaper than London, but cost 17% more on average than the IoM, based on the two tariffs compared in Table 1. However, when the booking is from the Airport in the Isle of Man, a £1 supplement applies and the baggage and additional passenger supplement is 50p while in Jersey it is 20p. Jersey prices are

sometimes compared to those of central London. This comparison should be made with care in relation to taxis because London has an extensive public transport system and taxis usage is different. The car congestion in London means that the average distance travelled in a given time is less than elsewhere and this is reflected in the fare structure.

From data provided by the Driver and Vehicle Standards Department (“DVS”)¹², which is collected from over 300 UK locations, we reproduced selected September 2010 data for a daytime two-mile and five-mile journey. (The full list can be found in Appendix I). We found that Jersey is the 15th most expensive place to travel by taxi, even allowing for VAT in the UK. According to DVS, Jersey drops to about equal 57th for a 5 mile day time journey and equal 68th for both a 2 mile and 5 mile night time journey. However, this assessment is only based on a comparison of rank taxi prices. It may generally be assumed that rank taxis are more expensive than private hire taxis, but in this respect Jersey is very different to the UK. Locally, supply and demand has resulted in a market where the prices of private hire taxis are actually identical or higher than those of the rank taxis (see Table 4 below). Thus where it has not proven possible to calculate the average UK or Jersey taxi prices, the Jersey average taxi price will be higher than the UK average price. For consumers, the average taxi price may be much more relevant than the average rank taxi price.

	Five-mile daytime journey	Two-mile daytime journey
Jersey	£11.50	£ 6.10
UK National Average	£ 10.18	£ 5.12
South West of England	£ 11.56	£ 5.69

¹² Source: from DVS, *UK National Fares 1999-2010*. The Guernsey price has increased since publication. We updated the table to that effect, leaving other data unchanged.

The UK national average for the two mile trip is 16% lower than the corresponding Jersey figure, for a five-mile journey the cost is 12% lower than the corresponding Jersey figure. In absolute terms this is a small difference but for a frequent user of taxis, the saving to a consumer can be substantial.

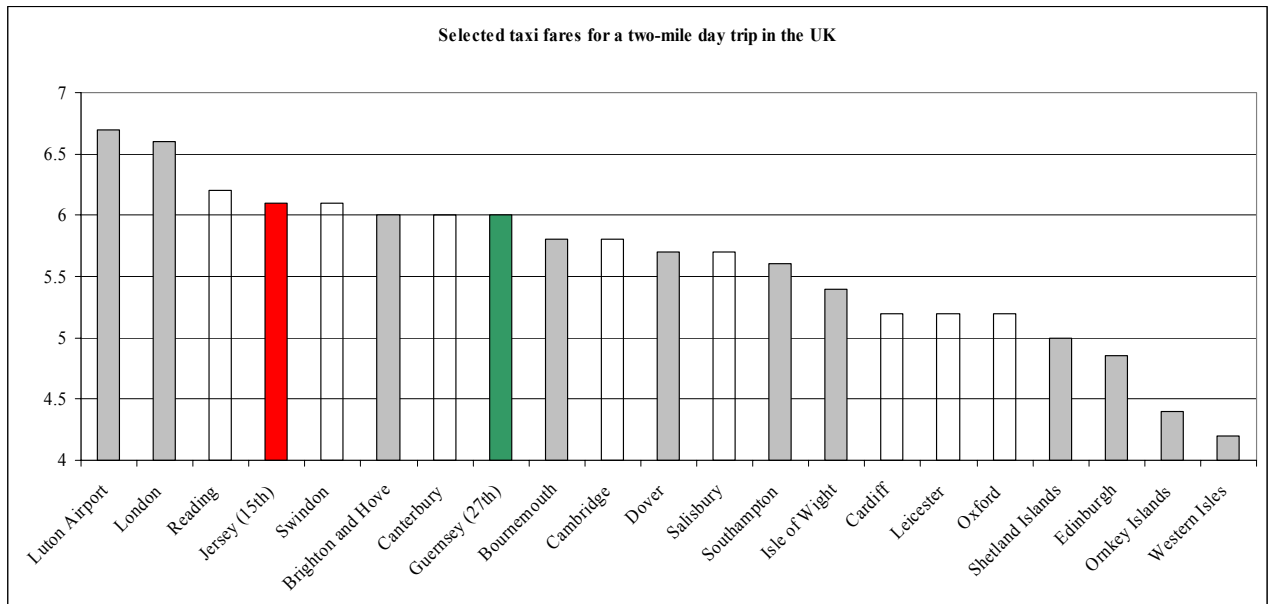


Table 2: Selected fares for a two-mile daytime journey in the UK

Source: see footnote 9.

In the private hire vehicle sector we have not found special offers in Jersey or Guernsey, although below we list some examples from the UK. To standardise the comparison, values are shown on a £ per km basis. As one would expect, better deals are available in the UK.

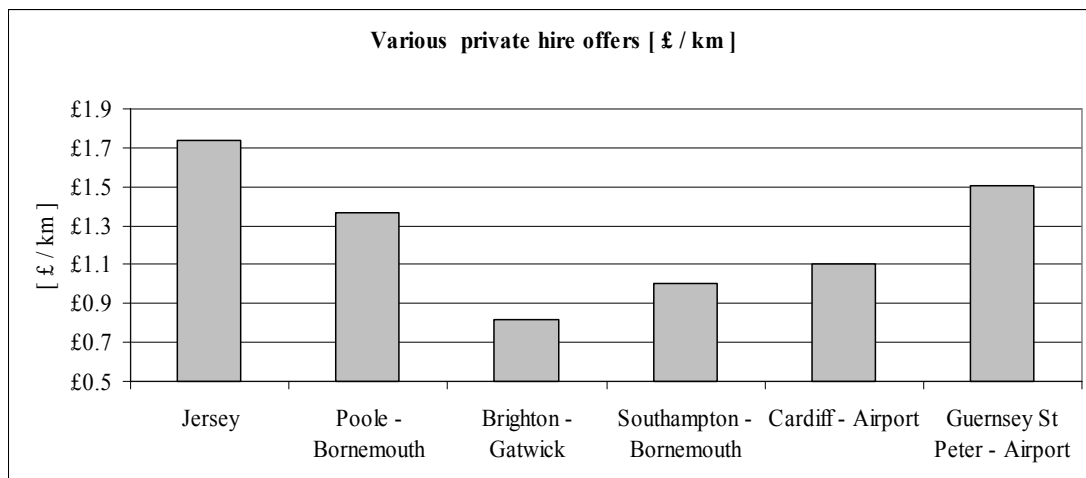


Table 3: Private hire vehicle price comparisons

Source: UK websites detailed in the Appendix. Only Guernsey rank taxi prices were available.

Table 4 illustrates the prices in Jersey. As a result of having access to limited data for Jersey, we have used the information of two PHV companies, although six are in operation. Fares for these two companies were almost identical and we expect that the result would have been similar if we had used the data of the other companies. On average, PHV cost about 30% more than rank taxis.

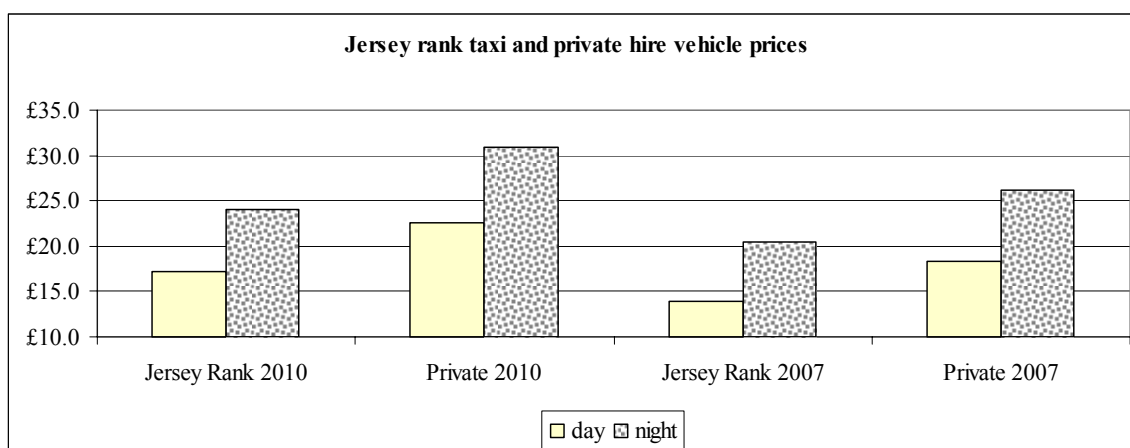


Table 4: Taxi prices in Jersey

Notes: Same 9.5 km route as above with a 2 minute waiting time.

Looking back over a three year period, increases for both rank and PHV were similar, daytime prices went up by 24%, night-time prices by 17% and 20% respectively.¹³ We note that between May 2006 and June 2010 the all item RPI went up by approximately 14%, far less than the taxi prices, over a longer period of time. In our view, the fact that PHV prices increased, as did the regulated prices, when they were already higher and in reality fixed, is a strong indication of an uncompetitive market that is not working for consumers. Obviously, this data alone is not sufficient to fully explain the price differentials. However, some assumptions can be made. Comparing the data from Jersey, Guernsey and IoM suggests that low taxi density would result in higher prices and based on data from the UK, it appears that a restriction on the number of taxis does drive up prices. (See Appendix II)

¹³ The exact rate of increase depends on the route travelled. These figures were used in Table 4.

Regarding the cost of providing a taxi service, fuel prices (net of taxes) are higher in Jersey, the list price of the cars (net of taxes) follows the UK, and wages are generally higher in Jersey and Guernsey compared to the UK. Given that no salary information was available, it was not possible to calculate how this contributes to the final fare; nevertheless one can expect increased costs in Jersey. According to TTS, during the period May 2006 – June 2010, the motoring index has increased by 15.1% for the average motorist in Jersey, which is still below taxi inflation. TTS consider that taxis will have incurred even higher inflation due to greater fuel use and the cost of servicing the vehicle.

IV. Regulation, Competition and Consumer Welfare

In this section we consider several issues, including the current regulations and the functioning of the market.

General issues concerning the purchase of taxi services

We identified other factors that could result in higher prices for taxis and the list below is not intended to be a full description of the competitive dynamics of the taxi industry.

- Taxi expenditure represents a small amount of customers' total expenditure - A few extra pounds can be a significant increase in terms of the percentage of the total fare. However, if this expenditure is small compared to the total cost of travel or to the total spending of customers, then they will be unresponsive to such differentials.
- Affluent passengers - Businesses and wealthy customers can afford to pay more, which could result in higher prices in Jersey than in other places with different customer profiles.
- No alternative solution - No alternative means of public transport places the taxi service in an almost monopolistic position and therefore taxi drivers can easily command high fares. For example, travelling home at night or to the airport by taxi is a must have option for many consumers. Once all other alternatives such as public transport, walking and cycling are exhausted the customer has to accept what is

offered. We note that for example public transport to the airport for people who are travelling on the first flights at 7am only started in October 2010.

- High additional costs associated with alternative solutions - For example, the high cost of airport parking makes the use of taxis attractive, even for travel out of the Island lasting a short period of time. Parking at Jersey Airport currently costs £14.40 a day, which is about the cost of a single journey by taxi to the Airport from St Helier on the normal tariff.
- Limited supply of taxis - An additional well known detrimental effect of limiting supply by quotas is that extra revenue is earned by the taxi drivers, as a result of customers paying more than they would in a competitive market where supply is increased. This extra amount paid by customers, due to the restrictions of supply, equates to the value of a licence if such trading occurred.
- Interaction between controlled and restricted cabs in Jersey – In Jersey, rank taxis can also be booked over the telephone. This is a lower cost alternative to PHV, although one would expect that PHV fares would match the regulated fares. We have no information on how widespread the practice of pre-booking rank taxis is, but it is likely that some customers use this option. DVS advised that rank taxi drivers are expected to work from the ranks for the majority of their working day, but the fact that people can book rank taxis may result in reduced demand for PHV. If the PHV companies need to cover their fixed costs they may respond by increasing prices.
- Premium night-time tariffs - The argument for such tariffs is to ensure that taxis work during these hours. Higher prices can also be the consequence of greater demand. However, if demand is already in excess of supply this tariff should be used with caution, especially given the size of the increase from the previous tariff level. Taxis should be encouraged to provide a night-time service by allowing new market entrants. It is possible that high consumer demand would result in greater utilisation and thus income for drivers during peak times. If drivers are not interested in providing a night-time service this could mean that daytime work already delivers sufficient income without the need to work later hours.

Regulatory best practice

There have been some comprehensive studies of the industry undertaken in the UK.¹⁴ A report produced by the OFT in 2003 lists several shortfalls with quantitative restrictions on taxis, and this is consistent with recent UK Department of Transport best practice guidelines¹⁵ that recommend the abolition of quantitative restrictions. Such restrictions are generally considered counter productive. Other sectors in Jersey such as the building industry, retail outlets and restaurants do not enjoy such protection and face competition in the market. The main concerns identified with quantitative regulations were the reduced availability of taxis, increased waiting times, reduced choice and thus a need for a different means of transport and surprisingly reduced safety, by way of illegal taxis.¹⁶ Additionally, restrictions can lead to premiums being paid for existing licences and long waiting lists for these licences, i.e. high barriers to entry. This licence premium, a private transaction, does not promote consumer welfare which is clearly not a favourable outcome, although we understand that such trading does not take place in Jersey. The OFT report also considered the arguments that are usually listed for maintaining quantitative controls and found that none of these were valid. These arguments are: there is no excess demand for taxis, restrictions maintain service quality and ensure adequate supply outside of peak hours.¹⁷

At the same time, the OFT supported maximum fare regulation for rank taxis being maintained, on the basis that it protects customers in situations where their bargaining power is weak and where there is no price competition.¹⁸ This is the case when a customer flags down a taxi. Engaging into a price negotiation in that situation is clearly not a viable option. A maximum fare would also prevent the abuse of vulnerable passengers. As already mentioned, qualitative and safety regulations are currently

¹⁴ See Department for Transport, *Taxi and private hire vehicle licensing: Best practice guidance*, March 2010; OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003.

¹⁵ Department for Transport, *Taxi and private hire vehicle licensing: Best practice guidance*, March 2010.

¹⁶ Ibid, Ch 4, pg 23-44.

¹⁷ OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003, pg 40, para 4.73.

¹⁸ OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003, pg 66-68, para 6.31-6.41.

considered best practice in the UK and we consider them appropriate in the Jersey context. Such regulations, however, should be proportionate. That is, they should serve a clearly defined public interest and be no more restrictive than necessary to achieve the desired objective. Matters such as passenger safety, driver qualifications, and vehicle standards are legitimate public policy considerations that qualitative regulations can and should address, a perceived need to maintain drivers' income levels is not, and thus should not form the basis of any regulation.

We do not consider that illegal taxis are a problem in Jersey, but the other concerns identified with quantitative regulations do exist. For example, public transport is already limited in the Island; having fewer taxis could make the situation worse. People who wish to provide a taxi service that the public are willing to pay for are unable to do so and waiting times can be a problem during peak arrival hours at the Airport, the Harbour and in St Helier.

Meeting with TTS

Following a meeting with TTS, we were advised of some plans that the Minister will consider in the forthcoming review of taxi regulation. Without going into details about the proposals that are currently being considered we note the following. If we consider a market led approach, then the suggestion of only having uniform taxis, attached to one company, is not the optimal outcome. As we previously mentioned in reference to the new entrant, a small reorganization in the current market structure can produce positive effects for consumers. A possible proposal to allow all taxi drivers access to the taxi ranks is a positive initiative, as it can reduce waiting times at the ranks. Finally, as part of the review we would encourage TTS to consider changing the times that determine day and night tariffs. Currently night tariffs apply between 11.00 pm – 7.00 am, an hour longer than many places in the UK, where the tariff applies between 11.00 pm – 6.00 am.

In Ireland the taxi market was liberalised in 2000. Prior to that, entry into the taxi market was restricted (limits applied to rank taxis, but not to PHV). An in-depth economic report of the industry was published in 2009 and it found that consumers had benefited from deregulation. Traffic volumes had grown substantially (25% between 2005 and 2008), the number of taxis had increased rapidly (in Dublin the number more than doubled between 2000 and 2008) and waiting times were reduced. There is no evidence of widespread price competition, where it happens it takes place mostly in the form of advertised discounts and flat fares by operators. On the other hand, competition put pressure on taxi providers who were forced to work longer hours to make a living and their income fell slightly; although the industry did not collapse as some suggested. The number of applications for new licences grew substantially in the first few years after 2000, but now seems to have reached a natural equilibrium. A regulator is responsible for implementing industry standards and maximum fares. Maximum fares were increased in 2008 following a detailed cost index. The Irish Competition Authority too commented on the proposal of capping the number of taxis and was clearly against such action.²⁰

V. Conclusion

In conclusion, the evidence we have reviewed strongly indicates that the current situation with respect to taxis in Jersey does not appear to be working in the consumers' best interests. Taxi fares are high compared to the UK and have been increasing faster than the RPI. To change this and make taxis work better for consumers, we recommend the adoption of international best practice with respect to the regulation of taxis. In particular, we would recommend:

- The abolition of quantitative restrictions.
- Increasing consumer transparency in respect of fares.
- Maintaining proportionate qualitative restrictions.

¹⁹ Goodbody Economic Consultants, *Review of the Small Public Service Vehicle Industry*, http://www.taxiregulator.ie/files/publications/Economic_Review_March_2009.pdf pg 7,26,31,36

²⁰ The Competition Authority Media Release, *Competition Authority Welcomes Findings of the Taxi Report*, March 2009, <http://www.tca.ie/EN/News--Publications/News-Releases/Competition-Authority-Welcomes-Findings-of-the-Taxi-Report.aspx?page=1&year=2009>

- Maintaining Ministerial determined maximum fares for rank taxis.

The JCRA remains ready and willing to work with TTS to implement the recommendations listed in this report as soon as possible.

Appendix I

Rank taxi tariff tables from various locations

Jersey

Isle of Man

Guernsey

Isle of Wight

Brighton

London

Southampton

Portsmouth

Liverpool

Nottingham

Price list of the 77 most expensive UK local authorities

UK private hire offers – sample of four



28th JUNE 2010

Driver and
Vehicle Standards

Motor Traffic
(Cabs • Fares and Charges)(Jersey) Order, 2008

MAXIMUM SCALE OF FARES

FIRST TARIFF

For the first 180 yards (165 metres) or part thereof:	£2.50
For each additional 289 yards (264 metres) or part thereof:	30p
Waiting Time For each 56 seconds whether consecutive or not:	30p

Where the vehicle is hired between the hours of 11p.m. and 7a.m. nightly, second tariff applies and between the hours of 7a.m. and 11p.m. Sundays, third tariff applies.

SECOND TARIFF

For the first 254 yards (232 metres) or part thereof:	£2.70
For each additional 196 yards (179 metres) or part thereof:	30p
Waiting time For each 50 seconds whether consecutive or not:	30p

THIRD TARIFF

For the first 259 yards (237 metres) or part thereof:	£2.50
For each additional 230 yards (210 metres) or part thereof:	30p
Waiting time For each 50 seconds whether consecutive or not:	30p

FOURTH TARIFF

For the first 202 yards (185 metres) or part thereof:	£4.90
For each additional 169 yards (155 metres) or part thereof:	30p
Waiting time For each 28 seconds whether consecutive or not:	30p

BAGGAGE —Where any article or package is carried elsewhere than in the passenger compartment of the vehicle an extra charge for every article or package so carried of:	20p
--	-----

SUPPLEMENT—

For each person in excess of one carried (two children under the age of 12 years to be regarded as one person and children under the age of 3 years not to be reckoned):	20p
--	-----

PUBLIC HOLIDAYS—Where the vehicle is hired on a public holiday, third tariff applies from 7a.m. to 11p.m.

CHRISTMAS EVE, NEW YEAR'S EVE AND BOXING DAY—Where the vehicle is hired between the hours of 8p.m. and 11p.m. Christmas Eve or New Year's Eve, third tariff applies. From 11p.m. Christmas Eve until 12 midnight on 26th December and from 11p.m. New Year's Eve until 12 midnight New Year's Day, fourth tariff applies.

PLEASE CHECK FARE ON TAXIMETER

Any complaint regarding a licensed taxi driver or the vehicle should be made to:

Driver & Vehicle Standards, La Collette, St Helier. Telephone 448600

NO SMOKING IS PERMITTED IN ANY TAXI

**ISLE OF MAN
ROAD TRANSPORT LICENSING COMMITTEE**
Approved Maximum Fares for PLY for Hire Vehicles
Effective from 1st April 2010

Tariff 1 – Basic Fares

For the first 100 yards or the first 80 seconds (or part thereof)	£2.50
1 Mile	£3.70
2 Miles	£5.20
5 Miles	£9.70
10 Miles	£18.50
20 Miles	£31.10
30 Miles	£43.50

Please note that where a significant delay occurs during a journey, the fare may be calculated on the taxi meter in time rather than distance.

Tariff 2 – Premium Rate Periods (see below)

For the first 100 yards or the first 80 seconds (or part thereof)	£3.30
1 Mile	£5.10
2 Miles	£7.10
5 Miles	£13.50
10 Miles	£25.90
20 Miles	£43.70
30 Miles	£61.50


Please note that where a significant delay occurs during a journey, the fare may be calculated on the taxi meter in time rather than distance.

Tariff 2 to apply between Midnight and 6am daily, after 6am on 24 December (Christmas Eve) and 31 December (New Years Eve), and all day on 25 December (Christmas Day), 26 December (Boxing Day), 1 January (New Years Day), Good Friday, Easter Monday, the 5 July (Tyndal Day holiday), and any other day declared by the RTLC.

Extras

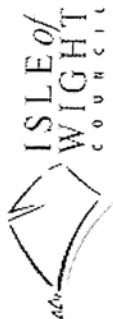
Each passenger in addition to the hire (two children under twelve years of age to be reckoned as one passenger)	50p
Each suitcase, perambulator, large parcel, box etc. or wheelchair stored in the boot of vehicle	50p
Booking Fee for journeys where time and place of engagement is stipulated by the hire (other than immediate engagement)	£1.00
For every journey commencing from the Airport, Ballasalla (not applicable where a booking fee is charged)	£1.00
Contamination fee – for fouling a ply for hire car causing it to go out of service due to the conduct of the passenger	£100.00

+ 7.5%

 ENVIRONMENT <small>A STATES OF GUERNSEY GOVERNMENT DEPARTMENT</small> (Passenger Transport Licensing Authority) MAXIMUM TAXI FARES (from 2nd July, 2008)	WHEN CARRYING 1 - 4 PASSENGERS		WHEN CARRYING 5 - 7 PASSENGERS		WHEN CARRYING 8 PASSENGERS	
	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4	TARIFF 5	TARIFF 6
FIRST DROP AND STANDING CHARGE	NORMAL HOURS Monday - Friday 7 a.m. to 10 p.m. Saturday & Sunday 7 a.m. to 7 p.m. 900 yds—£3.00	PUBLIC HOLIDAYS OR NIGHT CALLS Monday - Friday 10 p.m. to 7 a.m. Saturday & Sunday 7 p.m. to 7 a.m. 900 yds—£4.20	NORMAL HOURS Monday - Friday 7 a.m. to 10 p.m. Saturday & Sunday 7 a.m. to 7 p.m. 900 yds—£4.00	PUBLIC HOLIDAYS OR NIGHT CALLS Monday - Friday 10 p.m. to 7 a.m. Saturday & Sunday 7 p.m. to 7 a.m. 900 yds—£5.60	NORMAL HOURS Monday - Friday 7 a.m. to 10 p.m. Saturday & Sunday 7 a.m. to 7 p.m. 900 yds—£5.00	PUBLIC HOLIDAYS OR NIGHT CALLS Monday - Friday 10 p.m. to 7 a.m. Saturday & Sunday 7 p.m. to 7 a.m. 900 yds—£7.00
ADDITIONAL UNIT DISTANCE OR FRACTION	203 yds—20p	145 yds—20p	152.25 yds—20p	108.75 yds—20p	121.8 yds—20p	87 yds—20p
COLLECTION TIME RATE PER HOUR	£28.14	£42.00	£28.14	£42.00	£28.14	£42.00
COLLECTION TIME PER UNIT	25.58 Seconds—20p	17.14 Seconds—20p	25.58 Seconds—20p	17.14 Seconds—20p	25.58 Seconds—20p	17.14 Seconds—20p
WAITING TIME RATE PER HOUR	£19.52	£29.35	£19.52	£29.35	£19.52	£29.35
WAITING TIME PER UNIT	36.89 Seconds—20p	24.53 Seconds—20p	36.89 Seconds—20p	24.53 Seconds—20p	36.89 Seconds—20p	24.53 Seconds—20p
BAGGAGE CHARGE PER ARTICLE	20p	20p	20p	20p	20p	20p
IMPORTANT SUNDAYS; 60 pence surcharge during normal hours. (Normally displayed as Tariff 7 in Lieu of Tariff 1.) CHRISTMAS EVE & NEW YEAR'S EVE: £3.00* surcharge from 7.00 pm onwards when Tariffs 2, 4 & 6 will also apply. CHRISTMAS DAY, BOXING DAY & NEW YEAR'S DAY: £3.00* surcharge on all Tariffs. (*£3.00 surcharge normally displayed as Tariff 8 in lieu of Tariffs 2, 4 & 6). BAGGAGE CHARGE: Only applies to articles carried elsewhere than in the passenger compartment. DEAD MILEAGE: No charge. PRIVATE HIRE: This vehicle may also be hired on single contract terms.						
Please check fare on taximeter and in the event of any complaint in respect of: (i) Overcharging. (ii) The driver of the vehicle. (iii) The vehicle itself, please inform the Senior Passenger Transport Officer, Environment Department, P.O. Box 145, Bulwer Avenue, St. Sampson's (tel. 201275), stating registration number of vehicle. THE REGISTRATION NUMBER OF THIS VEHICLE IS..... THIS TAXI IS LICENSED TO CARRY..... PASSENGERS						

HTC/ALD

Revised 31 March 2010



Hackney Carriage Maximum Table of Fares

	Tariff 1	Tariff 2	Tariff 3	Tariff 4
	08:00 – 22:00 hrs (Except bank & public holidays)	06:00 – 08:00 hrs and 22:00 – 00:00 hrs Bank & Public Holidays and Public Holidays	00:00 – 06:00 hrs and Christmas Day, Boxing Day and Easter Sunday	00:00 – 06:00 hrs and Christmas Day, Boxing Day and Easter Sunday > 4 Passengers only
Up to ½ mile	£3.00	£4.50	£6.00	£7.50
Each subsequent ¼ mile	40p	60p	80p	£1.00
Waiting time for each 1 minute period	40p	60p	80p	£1.00
For more than 4 passengers or specific request for a large vehicle to move excessive luggage, sports equipment, bicycles etc.	Use Tariff 2	Use Tariff 3	Use Tariff 4	

Extra Charges	
Drivers are advised to inform passengers of these extra charges before they are included in the fare.	
Luggage charge	Charge to be made for each individual piece of luggage handled by the driver.
Soling of vehicle	Drivers are able to recover cleaning costs from any passenger who soils the vehicle whilst it is being hired to them.
Tolls fees	Only toll fees which are charged to all users of a facility can be reclaimed e.g. chain ferry, toll roads. Drivers can not reclaim fees/costs incurred by private agreements to use facilities.
Animals	All registered assistance animals are exempt from this charge.
Credit Card Charge	To only be charged when payment is to be made by a debit or credit card.

The above fares are the maximum that can be charged.
Only the above extra charges can be charged.

BRIGHTON & HOVE CITY COUNCIL
MAXIMUM HACKNEY CARRIAGE FARES
 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976

The fares apply to all hiring's within Brighton & Hove City. Journeys ending outside the city area may not exceed the authorised metered maximum fare unless a **prior contract** is made with the driver at the time of hiring.

THE FARE YOU SHOULD PAY ALONG WITH THE RELEVANT TARIFF CODE WILL BE SHOWN AUTOMATICALLY ON THE TAXIMETER. ONLY EXTRA CHARGES MARKED ** MAY BE ADDED TO THE METER BY THE DRIVER.

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4	TARIFF 5
FOR JOURNEYS WITH 1 TO 4 PASSENGERS THE FOLLOWING TARIFFS MAY APPLY	Normal Fare - Applies to all hiring's except those mentioned in tariffs 2, 3, 4, 5, 6, 7, 8, 9 & 10	Late Night each day between the hours of 9pm and 6am, other than under tariff 3. Sundays - between the hours of 6am and 9pm. Bank Holiday or Public Holiday - to 6am the following day excluding the times covered by Christmas and new year extra charge.	Late Night - each Friday night and Saturday night only between the hours of 12 midnight and 6am the following day.	Christmas Day & Boxing Day - between 9pm 24 December and 6am 27 December New Year - between 6am and 10am 1st January.	New Year - between 9pm 31 December and 6am 1 January.
Initial hire not exceeding 800 yards or 3 minutes 20 seconds of waiting time or a combination of both time and distance.	£2.60	£3.60	£4.40	£3.90	£5.20
Each additional 160 yards or part thereof or 40 seconds of waiting time or part thereof, or a combination of both time and distance.	20p	20p	20p	30p	40p
CHARGES	TARIFF 6	TARIFF 7	TARIFF 8	TARIFF 9	TARIFF 10
FOR JOURNEYS WITH 5 TO 8 PASSENGERS THE FOLLOWING TARIFFS MAY APPLY	Normal Fare - Applies to all hiring's except those mentioned in tariffs 2, 3, 4, 5, 6, 7, 8, 9 & 10	Late Night each day between the hours of 9pm and 6am, other than under tariff 3. Sundays - between the hours of 6am and 9pm. Bank Holiday or Public Holiday - to 6am the following day excluding the times covered by Christmas and new year extra charge.	Late Night - each Friday night and Saturday night only between the hours of 12 midnight and 6am the following day.	Christmas Day & Boxing Day - between 9pm 24 December and 6am 27 December New Year - between 6am and 10am 1st January.	New Year - between 9pm 31 December and 6am 1 January.
Initial hire not exceeding 800 yards or 3 minutes 20 seconds of waiting time or a combination of both time and distance.	£3.90	£5.40	£6.60	£5.85	£7.80
Each additional 160 yards or part thereof or 40 seconds of waiting time or part thereof, or a combination of both time and distance.	30p	30p	30p	45p	60p
Extra Charges – that may be added to the metered fare by the driver					
**Fouling Charge					
**Booking Fee for telephone and pre-booked hiring's					
**The driver may charge any road charges or toll's where applicable (this must be agreed with the customer before hire commences)					
				**£50.00*	
				20p	

The maximum number of persons this vehicle is licensed to carry includes children of any age.
 Payment for out of city journeys may be requested by the driver in advance of the journey.
 A person who hires this vehicle but makes off without paying the fare in full commits an offence.
 An operator's account administration charge, including VAT at the current rate, agreed by prior contract, may be charged separately and if charged will form part of the fare for the purpose of any legislation.
These charges cannot be added by the driver to the fare shown on the taximeter.

AUGUST 2010

Any COMPLAINTS should be made in writing and sent to the Hackney Carriage Office, Hove Town Hall, Norton Road, Hove, BN3 3BQ or email to hco@brighton-hove.gov.uk

Transport for London – Passenger Fare Guide

Taxi fares from 10 April 2010

The meter calculates the maximum fare based upon time of day, distance travelled and taxi speed.

Drivers must, unless they have good cause, accept any hiring up to 12 miles (20 miles if at Heathrow Airport), or up to one hour duration if the destination is in Greater London.

The fare for a journey to a destination outside Greater London may be negotiated between the driver and hirer. If no fare is agreed before the start of the journey, the fare cannot be more than that shown on the meter.

Typical fares:

Note that fares and times may be higher than shown if there are delays or heavy traffic.

Tariff code on meter		1	2	3
Distance	Approximate Journey Time	Monday to Friday 6am-8pm	Monday to Friday 8pm-10pm Saturday and Sunday 6am-10pm	Every night 10pm-6am Public holidays
1 mile	5-12 mins	£4.60-£8.40	£5.00-£8.60	£5.20-£8.60
2 miles	8-15 mins	£7.20-£11.20	£7.20-£11.20	£8.00-£12.40
4 miles	15-30 mins	£11-£19	£13-£19	£15-£23
6 miles	20-40 mins	£17-£28	£19-£28	£24-£34
Between Heathrow and central London	30-60 mins	£43-£75		

- There is a minimum fare of £2.20 at all times.
- There are no extra charges for luggage or additional passengers.
- Additional charges (which must be added on the meter at the start of the journey):
 - Telephone bookings: up to £2;
 - Heathrow Airport: £2.40 for journeys which start from the Airport;
 - Christmas/New Year: £4 for journeys made between 8pm on 24 December and 6am on 27 December or between 8pm on 31 December and 6am on 2 January 2011.
- Some taxis accept credit or debit cards, and there is a maximum charge of £1.00 or 12.5% of the metered fare, whichever is greater.
- The driver can charge the hirer a soiling charge of up to £40 for soiling that requires the taxi to be taken out of service for cleaning.

Commendations or complaints – 0845 300 7000, e-mail coms@pco.org.uk or visit tfl.gov.uk/contactcabs quoting the vehicle registration, taxi licence number or driver's badge number
Lost Property – call 0845 330 9882 or visit tfl.gov.uk/lpo

For full details of how taxi fares are calculated please visit tfl.gov.uk

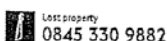
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Website
tfl.gov.uk



24 hour travel information
020 7222 1234



Lost property
0845 330 9882

MAYOR OF LONDON

Transport for London



MAXIMUM TABLE OF FARES

inclusive of VAT (where applicable)



Passengers are only obliged to pay the fare shown on the meter except where a surcharge for journeys ending outside the city has been agreed before the hiring commences

1. **TARIFF 1 – Daytime** – Except as in Tariffs 3 and 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on any day
Fare for Distance

(a) For the first 110 metres or part thereof	£2.20
(b) For the next 110 metres or part thereof	£0.20
(c) For the next 110 metres or part thereof	£0.20
(d) For the next 110 metres or part thereof	£0.20
(e) For each subsequent 225 metres or part thereof	£0.20

Waiting Time – For each period of forty-five seconds or part thereof £0.20
2. **TARIFF 2 – Night-Time** – Except as in Tariff 4 below, for any hiring begun after 11.00 p.m. and before 6.00 a.m. on any day
Fare for Distance

(a) For the first 110 metres or part thereof	£2.95
(b) For the next 110 metres or part thereof	£0.25
(c) For the next 110 metres or part thereof	£0.25
(d) For the next 110 metres or part thereof	£0.25
(e) For each subsequent 225 metres or part thereof	£0.25

Waiting Time – For each period of forty-five seconds or part thereof £0.25
3. **TARIFF 3 – Sundays, Bank Holidays and New Year** - Except as in Tariff 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on a Sunday, Good Friday, a Bank or Public Holiday, or 1st January, Tariff 1 above plus a surcharge, per hiring, of £1.00
4. **TARIFF 4 – Christmas and New Year** – For any hiring begun after 11.00 p.m. on the 24th December and before 6.00 a.m. on the 27th December or after 11.00 p.m. on the 31st December and before 6.00 a.m. on the 1st January Double the rate of Tariff 1
5. **ITCHEN BRIDGE TOLLS**
 If any hiring involves crossing the Itchen Bridge, and a toll is payable, there shall be added to the fare a sum equivalent to the toll paid
6. **SOILING CHARGE**
 If the hackney carriage is soiled by a passenger or an animal £50.00

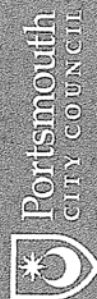
Licensing
 PO Box 1344
 Southampton SO15 1WQ

MARK R. HEATH
 Solicitor to the Council
 14th July 2008

Any complaints about the hiring of this vehicle or the conduct of the driver should be sent in writing to the Licensing Team at the address above

Taxi Fares

(inclusive of VAT - where applicable) w/e 18 July 2008
Fares are shown for time, distance and approved extras



Tariff 1 - Daytime and Basic Fare

For hirings between 0700 and 2200

£2.20 (minimum charge) for the first 330 yards (301.75 metres) or 51.43 seconds or part thereof

20p for each additional 220 yards (201.16 metres) or 51.43 seconds or part thereof until the fare reaches £11.60

20p thereafter for each 160 yards (146.30 metres) or 37.89 seconds or part thereof

Tariff 2 - Night time and Sundays

For hirings between 2200 and 0700

£2.60 (minimum charge) for the first 204 yards (186.53 metres) or 42.35 seconds or part thereof

20p for each additional 204 yards (186.53 metres) or 42.35 seconds or part thereof until the fare reaches £12.80

20p thereafter for each 160 yards (146.30 metres) or 37.89 seconds or part thereof

Tariff 3 - Bank and public holidays

For hirings on bank and public holidays the fare will be at Tariff 1 rate plus 50%

To include 1800 - 2400 on Christmas Eve, 0000 - 0600 on 27 December, 1800 - 2400 New Year's Eve and

0600 on New Year's Day through to 0600 on 2 January

Note - Tariff 1 (progressive after 6 miles) and night/Sunday rates will not apply

Tariff 4 - Double holiday charges

For hirings on Christmas Day, Boxing Day and between 0000 - 0600 on the morning of New Year's Day

Tariff 1 rate plus 100%

Note - Tariff 1 (progressive after 6 miles) and night/Sunday rates will not apply

Approved extra charges

50p HM Naval Base entry

20p (max) Between 2 and 4 passengers

20p (max) Carriage of any item(s) outside the passenger compartment

£40 Fouling of vehicle by passenger or animal

20p (for each passenger) between 5-8 passengers

The driver must carry an assistance dog at no extra charge - Section 37 Disability Discrimination Act 1995

How are fares calculated?

The taxi fares are the maximum a driver may demand for the hire of the vehicle. The meter does most of the work by charging for distance travelled, time taken and automatically recognises night time, Sundays and Bank Holidays. The daytime basic fare first mile represents £3.60, each subsequent mile is approximately £1.60. After 6 miles or £11.60 higher fares apply. Waiting time on Tariff 1 rate is £14.00 per hour and the Tariff 2 rate is £17.00 per hour. You will pay more on Bank Holidays and other special dates. Extra charges apply where stated.

Refusal to pay may result in a prosecution

Good/Bad service?

Tell us! We want to help. Make a note of the date, time, driver's badge number and plate number of the car and write, fax or email to:

The Licensing Section,

Legal, Licensing and Registrars,

Civic Offices, Guildhall Square,

Portsmouth PO1 2AL

Tel: 023 9283 4830 Fax: 023 9283 4811

Email: licensing@portsmouthcc.gov.uk

Thank you for using a Portsmouth Taxi

www.portsmouth.gov.uk

THE CITY OF LIVERPOOL HACKNEY CARRIAGE RATES OF FARE

WITHIN THE CITY OF LIVERPOOL AND UPTO 4 MILES BEYOND THE CITY BOUNDARY
OPERATIVE FROM 3 NOVEMBER 2008

DAY RATE: For journeys beginning after 6.00.am. and ending before 11.00.pm.

£2.00 for the first 330 yards (or less)

Then 20p each succeeding 232 yards (or less) up to 9610 yards

Then 20p each succeeding 330 yards (or less)

And 17p each 60 seconds waiting charge or (or less)

NIGHT RATE: For journeys beginning after 11.00.pm. and ending before 6.00am and on Easter Sunday and all Bank Holidays except the Christmas and New Year periods.

£2.50 for the first 330 yards (or less)

Then 25p each succeeding 232 yards (or less) up to 9610 yards

Then 25p each succeeding 330 yards (or less)

And 22p each 60 seconds waiting charge (or less)

EXTRA RATE: For journeys beginning after 6.00pm on December 24 to 6.00am on 27 December and between 6.00pm on 31 December to 6.00am on 2 January. This rate can also be charged if the journey taken is over four miles beyond the City of Liverpool boundary AND THE FARE HAS BEEN AGREED IN ADVANCE

£3.00 for the first 330 yards (or less)

Then 30p each succeeding 232 yards (or less) up to 9610 yards

Then 30p each succeeding 330 yards (or less)

And 27p each 60 seconds waiting charge (or less)

IMPORTANT

1. Unless a separate fare has been agreed in advance for a hiring to a destination beyond four miles of the city boundary, the fare payable is that shown on the taximeter for the appropriate day or night rate only.
2. **The only extra charges permitted are tolls to and from destination, appropriate electronic card handling charges and a £25 fouling charge.**

IF YOU HAVE ANY COMPLIMENTS, COMPLAINTS OR ENQUIRIES
PLEASE CONTACT : THE LICENSING SECTION MUNICIPAL BUILDINGS
DALE STREET LIVERPOOL L2 2DH. TELEPHONE 0151 233 3015.

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A guide to current hackney carriage taxi fares in Nottingham.



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London Taxi Knowledge
Become A London Taxi Cab Driver, How To Learn The Knowledge!
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	6am - 10pm	10pm - 6am
1 mile	£3.40	£3.40
2 miles	£5.00	£5.20
3 miles	£6.60	£7.00
5 miles	£9.40	£10.60
10 miles	£17.60	£20.00

These fares apply if one passenger is carried, or the maximum of five/six passengers (dependent on the Hackney Carriage's capacity). Different rates of fare apply over the Christmas and New Year period and these are displayed in the vehicle. If you are travelling in a Hackney Carriage, the driver must always use the meter if the journey is within the City boundary.

Page last updated: 04 November 2008 2:44PM

Tariff 1 two millo fare as being the lowest common denominator

Code for the Table

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ONE MILE FARE

FLAGEFALL

ONE MILE FARE

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1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

[illegible]

— INSTANT EASY TO USE ON-LINE QUOTING SYSTEM — INSTANT EASY TO USE BOOKING CONFIRMATION SYSTEM —

Southampton Taxi Prices

London Heathrow Airport	from £75
London Gatwick Airport	from £85
Bournemouth Airport	from £45
London Stansted Airport	from £110

Stations & Towns

Bournemouth	from £50
St Pancras Station	from £100
Portsmouth	from £40
Central London	from £100

Popular Destinations

Wembley Stadium	from £100
Goodwood Races	from £70
O2 Arena	from £90
Ascot Races	from £70

Southampton Taxis

Welcome to Southampton Taxis, Your local premier on line private hire booking service.

In our endeavours to make booking your taxi as easy as possible we are very proud to introduce our on-line booking system powered by click-a-cab.

Simply click the 'Taxi Booking' button and follow the easy steps to get an instant on-screen quotation then after a few more clicks of the mouse your booking will be complete!

We operate 24 hours a day, 365 days a year, all the vehicles are kept immaculately clean inside & out, and the drivers are always well presented, polite and helpful. We welcome contract work and account customers. We also accept all major Credit Cards.

Please contact us via e-mail or telephone if you have any queries, we look forward to driving you soon.

Airport Booking

Enquiries

Benefits To Booking Online

- ✓ Save Time
- ✓ Book 24 Hours a Day
- ✓ Easy to Use Instant Quote System
- ✓ Printable Receipt
- ✓ Email Confirmation
- ✓ Payment Protection From Google
- ✓ Fast Checkout Via Google Checkout

Our Service

- ✓ Prompt & Reliable
- ✓ Clean, High Standard Vehicles
- ✓ Taxis For Local & Long Journeys
- ✓ Cars, 6 & 8 Seater Vehicle
- ✓ Executive Cars & Chauffeur Service
- ✓ Airport Transfers
- ✓ Meet and Greet Service

ADD THIS

More Local Businesses

Berkshire Taxis
Taxis in Bracknell
Taxis in Maidenhead
Taxis in Reading
Taxis in Wokingham
Taxis in Newbury

Hampshire Taxis
Taxis in Basingstoke
Taxis in Farnborough
Taxis in Fleet
Taxis in Winchester
Taxis in Ascot
Taxis in Southampton

Surrey Taxis
Taxis in Camberley
Taxis in Farnham
Taxis in Guildford
Taxis in Woking
Taxis in Godalming

Sussex Taxis
Taxis in Brighton

Heathrow Taxis
Locksmiths
Telephone Engineer

Avon Taxis
Taxis in Bath
Taxis in Bristol

www.Southampton-Taxis.co.uk
Website Powered By Click-a-Cab



On-line booking powered by...

— INSTANT EASY TO USE ON-LINE QUOTING SYSTEM — INSTANT EASY TO USE BOOKING CONFIRMATION SYSTEM —

Poole Taxi Prices

London Heathrow Airport	from £115
London Gatwick Airport	from £130
Bournemouth Airport	from £25
Southampton Airport	from £70

Stations & Towns

Southampton Central	from £70
Central London	from £160
St Pancras	from £160
Southampton Docks	from £70

Popular Destinations

Bournemouth	from £15
Wimborne	from £15
Wareham	from £25
Swanage	from £45

Poole Taxis

Welcome to Poole Taxis, Your local premier on line private hire airport taxi booking service.

In our endeavours to make booking your taxi as easy as possible we are very proud to introduce our on-line booking system powered by click-a-cab.

Simply click the 'Instant Quote/Booking' button and follow the easy steps to get an instant on-screen quotation then after a few more clicks of the mouse your booking will be complete!

Airport Booking

Enquiries

Benefits To Booking Online

- ✓ Save Time
- ✓ Book 24 Hours a Day
- ✓ Printable Receipt
- ✓ Email Confirmation
- ✓ Payment Protection From Google
- ✓ Fast Checkout Via Google Checkout

Our Service

- ✓ Prompt & Reliable
- ✓ Clean, High Standard Vehicles
- ✓ Taxis For Local & Long Journeys
- ✓ Cars, 6 & 8 Seater Vehicle
- ✓ Executive Cars & Chauffeur Service
- ✓ Minibuses

We operate 24 hours a day, 365 days a year, all the vehicles are kept immaculately clean inside & out, and the drivers are always well presented, polite and helpful. We welcome contract work and account customers. We also accept all major Credit Cards.

Please contact us via e-mail or telephone if you have any queries, we look forward to driving you soon.

Poole Taxis

ADD THIS

Taxi • Private Hire • Executive Car hire • Minibus Hire • MPV Hire

Tel: +44 (0) 1202 377020

www.taxispoole.co.uk

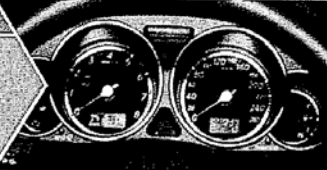
Website Powered By Click-a-Cab



On-line booking powered by...

Coastline Cabs

Cheap Taxi to Newhaven Brighton and Bovey




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Cabs in Newhaven and Peacehaven

Welcome

Airport transfers in Brighton are our speciality here at Coastline Cabs and we pride ourselves on our excellent prices and high quality services. When you are looking for the best cab service in town, look no further than us.



Taxi in Peacehaven

We are an established and reliable taxi company who are offering a large range of taxis for all of your travel requirements. Running a 24 hour taxi service, we can tailor our services to many customers and occasions. Our saloon and estate cars are available for both business and domestic customers looking to make a good impression, whereas those who are looking to travel in a larger group perhaps to an airport at the start of a holiday can benefit from our 4, 6 and 8 seater vehicles. Finally we have executive cars available for those special occasions.


Cheap Transfers to Gatwick

We are based in Newhaven and from here we are able to cover all airports and sea ports throughout the UK. We can offer you trips to Gatwick from £30 and to Heathrow from £75!

Taking on business accounts is an option for us so if you are interested in this please ring and talk to us today. We cater for both local and long distance travel with the same amount of care and safety so that you can always be sure of yourself with our services.

Contact

We have 10 years of experience in the taxi business so take advantage of our knowledge and our low prices today by calling on 01273 512 222 or emailing us on coastlinecabs@btinternet.com. We look forward to hearing from you soon for cheap airport transfers in Peacehaven.



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Why Choose Delta?



We offer:

- Long Distance Hire
- Services for Domestic and Commercial Clients
- School Runs
- Airport Transfers
- Private Accounts

Fare Guide

Taxi fares in Cardiff are regulated by Cardiff City Council and reviewed annually. Fare traveling beyond Cardiff boundaries are not regulated and therefore subject to negotiation.

Below are some Approximate fare from Cardiff Centre to:

Airport

Birmingham	£145
Bristol	£70
Cardiff	£22
Gatwick	£195
Heathrow	£170
Luton	£215
Manchester	£235
Stanstead	£250

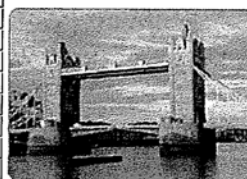


Ferries

Dover	£295
Fishguard	£140
Harwich	£245
Holyhead	£260
Milford Haven	£140
Plymouth	£200
Swansea	£60

City Centers

Bristol	£60
Gloucester	£85
Birmingham	£130
London Central	£195
London East	£205
London North	£200
London South	£200
London West	£190
Manchester	£239
Pontypool	£38
Exeter	£155
Swansea	£60



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Appendix II

Quotation from the summary of the OFT report²¹

Quantity regulation

1.9 Forty-five per cent of UK local authorities restrict the number of taxi vehicle licences granted. This represents 52 per cent of all licensed taxis in the UK outside London. The majority of local authorities applying quantity controls are urban locations. 72 per cent of urban local authorities have quantity controls while only 18 per cent of rural authorities do so.

1.10 Local authorities without quantity controls have on average 30 per cent more taxis per head of population than those that do not. This is true for both urban and rural local authorities.

1.11 Because a large number of local authorities control taxi numbers and a large number do not, there is rich evidence to compare the experience of the public in each situation. From our analysis of the evidence we have concluded that these quantity controls are detrimental to consumers. They mean that consumers have limited access to services they desire, and the regulations also impede potential new entrants wanting to set up a taxi business.

1.12 Consumers suffer through:

- reduced availability of taxis - quantity controls, on average, reduce the number of taxi vehicles by about 25 per cent and in some cases by much more than that. For example, since removing quantity controls Sheffield now has 52 per cent more taxis.
- increased waiting times - quantity controls increase the amount of time that people have to wait for a taxi. Overall, our research shows that restricting quantities increases average waiting times. At certain times of day, such as peak times, waiting times increase on average 10 per cent.
- reduced choice – the lower availability of taxis in local authorities with quantity controls reduces transport options for consumers. These consumers use other forms of transport to make their journey

²¹ OFT Report 676, *The regulation of licensed taxi and PHV services in the UK*, November 2003.

- reduced safety – a shortage of licensed taxis on the streets, especially during the evening, encourages the use of illegal taxis, potentially exposing consumers to serious safety threats. This is a significant problem. We estimate that approximately 1.8 million people have taken an illegal taxi at least once in the past 12 months. Limited supply of taxis can also contribute to difficulties faced by the police in clearing city centres or public places in the evenings.

1.13 Quantity regulations also restrict those wanting to set up a taxi business from entering the market to meet the demands of consumers. They do this by:

- creating a premium on taxi licences – in areas where licences are limited in number they have themselves become valuable commodities typically ranging from £12,000 to £50,000. This creates a sizeable entry barrier
- delaying market entry – areas with quantity controls have a waiting list for people wanting to set up taxi businesses. In some areas the number of people on the waiting list exceeds the number of licences already in circulation, indicating that there are more people wanting to enter the market than are currently serving it.

1.14 Overall therefore these quantity restrictions serve neither consumers nor potential entrants. There is no clear rationale for maintaining these regulations. We have nonetheless explored potential rationales which have been put forward to justify the regulation, and found none to be convincing.

1.15 The main arguments which could be offered in favour of quantity controls are:

- that there is no excess demand for taxis. We reject this as our research shows that demand is there but is not being met
- that they ensure the quality and safety of the fleet in terms of vehicles and drivers. We believe that effective quality regulation, rather than restricting taxi numbers, is the reliable way to ensure this
- that they ensure a supply of taxis outside peak times. We reject this as our study shows that when quantity controls are removed taxi supply increases across all times of day, and
- that they can be used by local authorities to control congestion and pollution levels and encourage public transport use. Our view is that applying quantity

controls will not achieve these aims and that there are more effective ways of meeting these goals.

1.16 We therefore recommend that the legislative provisions allowing licensing authorities to impose quantity controls should be repealed. In the meantime, we recommend that local authorities with quantity controls remove them.