


Agenda Item No:	7	
Committee:	Cabinet	
Date:	30 September 2024	
Report Title:	<b>PROPOSED INCREASE TO CURRENT HACKNEY CARRIAGE VEHICLE - TABLE OF MAXIMUM FARES</b>	

## 1 Summary

- 1.1 To review and adopt the proposed increase of the Hackney Carriage Vehicle Table of Fares, as set out in **APPENDIX A**.

## 2 Key issues

- 2.1 A request with support by others from the taxi trade for an increase to the Table of Fares
- 2.2 An increase in the Taxi tariff, is subject to a 14-day notice period in the newspaper whereby we can receive objections and/or comments.
- 2.3 Section 65 of the Local Government (Miscellaneous Provision) Act 1976 gives Local Authorities power to determine maximum rates and fares charged by Hackney Carriages.
- 2.4 The last table of fares were amended in 2022.
- 2.5 To be clear the Taxi trade can charge less than this amount if they would like to do so as the proposed charges are discretionary.
- 2.6 The table of fares applies only to Hackney Carriage vehicles. Private Hire Operators can agree their hiring charges in advance with their customers at the time of booking the journey
- 2.7 It is at the discretion of the Council as the Licensing Authority to set a Table of Fares for licensed Hackney Carriages operating within the district if it chooses to do so

## 3 Recommendations

- 3.1 For Council to approve the proposed Table of Fares as set out in **Appendix A**

Wards Affected	All
Forward Plan Reference	
Portfolio Holder(s)	Councillor Sam Hoy, Portfolio holder with responsibilities for licensing <a href="mailto:shoy@fenland.gov.uk">shoy@fenland.gov.uk</a>
Report Originator(s)	Michelle Bishop - Licensing Manager, <a href="mailto:mbishop@fenland.gov.uk">mbishop@fenland.gov.uk</a>
Contact Officer(s)	Amy Brown, Assistant Director <a href="mailto:abrown@fenland.gov.uk">abrown@fenland.gov.uk</a> Peter Catchpole, Corporate Director, 01354 654321, <a href="mailto:pcatchpole@fenland.gov.uk">pcatchpole@fenland.gov.uk</a>
Background Paper(s)	Local Government Miscellaneous Provisions Act 1976 Part Two

## Report:

### 1 Background and Intended Outcomes

- 1.1 In April 2024, we surveyed the trade to gauge their initial thoughts on the proposed tariff increase, during this period we received 13 responses.
- 1.2 Following discussion with the Licensing Chair and Portfolio Holder, it was agreed to formally consult with the trade on the tariff increase request and to include an officer recommendation based on the original survey responses.
- 1.3 During the formal consultation, the Council received 21 responses to the proposed changes.
- 1.4 On the 10 July 2024, Licensing Committee met to review and consider the responses received to the proposed increase in the Hackney Carriage Table of Fares. All information relating to the request and the Committee discussion can be found at [Agenda for Licensing Committee on Wednesday, 10th July, 2024, 1.00 pm - Fenland District Council](#)
- 1.5 During this meeting, Licensing Committee agreed that the proposed increase of Option B should be implemented. A copy of the proposed tariff agreed by the committee can be found at **APPENDIX B**
- 1.6 Following the Licensing Committee decision on 10 July 2024, and in line with legislation, we must formally advertise the proposed tariff. This was advertised for 14 days and ended on 4 August 2024.
- 1.7 During the advertised period, we received 7 responses and a copy of these can be seen at **APPENDIX C**.
- 1.8 The tariff as recommended by the Licensing Committee and was advertised, has been discussed with the Licensing Portfolio Holder and members of the trade considering some further comments. It was suggested that the original recommended tariff be amended slightly, this can be seen at **APPENDIX A**.
- 1.9 The suggested amendments are:
  - Change each subsequent part of a mile from 1/11(146.02m) to 1/10 (160.9m) for ease of understanding, however the cost of a 2-mile journey remains the same as per the approval by Licensing Committee
  - Amend the waiting time to read as 1 minute (60 seconds) and not 114.2 seconds
- 1.10 The Council has 133 Licensed Vehicles, they are split into 76 Hackney Carriage and 57 Private Hire.
- 1.11 The current tariff is at **APPENDIX D**
- 1.12 The Private Hire and Taxi Monthly (PHTM), a national taxi trade publication, produces a monthly league table of all UK Council hackney carriage fares. This league table shows that Fenland District Council's current fare tariff (**Appendix D**), for a 2-mile journey, sits in 283rd place out of 341 licencing authorities listed.
- 1.13 When drawing comparisons between hackney carriage fares in different areas, the normal method used is to compare the cost of a 2-mile journey. Officers have researched and produced a table showing a comparison of the hackney carriage fares charged in neighbouring local authority areas for a 2-mile journey, which can be seen below

Local Authority	2-mile fare - £	Last Increase	Ranked out of 341
<b>Fenland</b>	<b>6.20</b>	<b>2022</b>	<b>283</b>
Cambridge City	7.30	2022	134
South Cambs	7.30	2022	139
Huntingdonshire	8.30	2022	36
South Holland	6.30	2019	275
East Cambs	6.80	2022	198
Kings Lynn and WN	7.00	2022	176
Breckland	8.00	2022	58
Peterborough	6.00	2022	302

Using the table above and if APPENDIX A is agreed, the below highlights where we would sit in the comparison table and neighbouring authority.

	2 mile - £	Rank
Current Tariff as per APPENDIX D against the National Average	6.20	283
Proposed Tariff as recommended by Licensing Committee and shown at APPENDIX B the National Average	7.50	112
Proposed Tariff as per APPENDIX A against the National Average	7.50	112
Proposed Tariff as per APPENDIX A with regards to Neighbouring Authorities	7.50	6 highest out of 9 as per table above

## 2 Legal Considerations

- 2.1 Section 65 of the Local Government (Miscellaneous Provision) Act 1976 gives Local Authorities power to determine maximum rates and fares charged by Hackney Carriages.

## 3 Equality Implications

- 3.1 We will ensure the Council has regard to the desirability of exercising its functions with regard to the need to eliminate discrimination and to increase equality of opportunity.

## **4 Social, Environmental and Economic Implications**

- 4.1** Any decision to increase taxi fares would have a positive impact on the taxi trade, primarily economically.
- 4.2** In addition, the report has identified the balance that is required to be struck by supporting our taxi trade and not exposing users of taxis to such an increase in fares, that would lead to journeys becoming too expensive, thus having social implications linked to a lack of social mobility, and economic implications by additional money having to be spent on transport.
- 4.3** Members should note that the tariff is the maximum permitted fare that can be charged, and that vehicle proprietors can choose to charge less should they wish. The tariff is only applicable to Hackney Carriages, and not Private Hire Vehicles.

## **5 Conclusions**

- 5.1** That Cabinet approve the increase in the Hackney Carriage Table of Fares as set out in **APPENDIX A**.

## **6 Schedules**

- 6.1** Appendix A - Proposed New Tariff  
Appendix B - Tariff recommended by Licensing Committee on 10 July 2024  
Appendix C - Redacted Responses  
Appendix D - Current Tariff

## Appendix A

### Proposed New Tariff

<p style="text-align: center;"><b>Current</b></p> <p style="text-align: center;"><b>TABLE OF FARES</b></p> <p style="text-align: center;">FARES FOR DISTANCE (inclusive of VAT)</p> <p style="text-align: center;">For vehicles carrying no more than <b>8 Passengers</b></p>		<p style="text-align: center;"><b>Recommendation for Approval – 30 Sept 2024</b></p>	
<p><b>Tariff 1: Between 07:00 – 23:00 Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p style="text-align: center;">£4.00</p> <p style="text-align: center;">£4.00</p> <p style="text-align: center;">£0.20</p>	<p><b>Tariff 1: Between 07:00 – 20:00 Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 160.9m (1/10 mile) or part thereof</p>	<p style="text-align: center;">£4.20</p> <p style="text-align: center;">£4.20</p> <p style="text-align: center;">£0.33</p>
<p><b>Tariff 2: Between 23:00 – 07:00 Mon – Sat inclusive &amp; all-day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p style="text-align: center;">£6.00</p> <p style="text-align: center;">£6.00</p> <p style="text-align: center;">£0.30</p>	<p><b>Tariff 2: Between 20:00 – 07:00 Mon – Sat inclusive &amp; all-day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 1609.9m (1/10 mile) or part thereof</p>	<p style="text-align: center;">£6.20</p> <p style="text-align: center;">£6.20</p> <p style="text-align: center;">£0.44</p>
<p><b>Tariff 3: to come into force from 18:00hrs for Public bank Holidays including Christmas, New Year Period</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p>	<p style="text-align: center;">£8.00</p>	<p><b>Tariff 3: to come into force from 18:00hrs for all Public Bank Holidays including The Christmas &amp; New Year Period</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p>	<p style="text-align: center;">£8.20</p>

If a distance exceeds 1609m (one mile), first 1609m (one mile)	£8.00	If a distance exceeds 1609m (one mile), first 1609m (one mile)	£8.20
For each subsequent 146.2m (1/11 mile) or part thereof	£0.40	For each subsequent 160.9m (1/10 mile) or part thereof	£0.55
<b>Waiting Time</b> For each period of 114.2 seconds or part thereof	£0.40	<b>Waiting Time</b> For each period of 60 seconds (1 Minute) or part thereof	£0.24
<b>Extra Charges:</b>  For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)	£0.50  (Maximum charge of £2.00)	<b>Extra Charges:</b>  For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)	£2.00 per person in excess of 4 (maximum charge of £8.00)
<b>Extra Charges: not calculated by taximeter</b> For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of	£80.00	<b>Extra Charges: not calculated by taximeter</b> For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of	£80.00
		<b>Extra Charges: No calculated by the taximeter</b> Non-Assistance Dogs	£2.00 per dog

## Appendix B

Recommended by Licensing Committee on 10 July 2024

<p><b>CURRENT TABLE OF FARES</b>  <b>FARES FOR DISTANCE</b>  (inclusive of VAT)  For vehicles carrying no more than  <b>8 Passengers</b></p>		<p><b>Proposal – Option B</b></p>	
<p><b>Tariff 1: Between 07:00 – 23:00</b>  <b>Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£4.00</p> <p>£4.00</p> <p>£0.20</p>	<p><b>Tariff 1: Between 07:00 – 20:00</b>  <b>Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£4.20</p> <p>£4.20</p> <p>£0.30</p>
<p><b>Tariff 2: Between 23:00 – 07:00</b>  <b>Mon – Sat inclusive &amp; all-day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£6.00</p> <p>£6.00</p> <p>£0.30</p>	<p><b>Tariff 2: Between 20:00 – 07:00</b>  <b>Mon – Sat inclusive &amp; all-day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£6.20</p> <p>£6.20</p> <p>£0.40</p>
<p><b>Tariff 3: to come into force from 18:00hrs for Public bank Holidays including Christmas, New Year Period</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p>	<p>£8.00</p>	<p><b>Tariff 3: to come into force from 18:00hrs for Public bank Holidays including Christmas, New Year Period</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p>	<p>£8.20</p>

If a distance exceeds 1609m (one mile), first 1609m (one mile)	£8.00	If a distance exceeds 1609m (one mile), first 1609m (one mile)	£8.20
For each subsequent 146.2m (1/11 mile) or part thereof	£0.40	For each subsequent 146.2m (1/11 mile) or part thereof	£0.50
<b>Waiting Time</b> For each period of 114.2 seconds or part thereof	£0.40	<b>Waiting Time</b> For each period of 114.2 seconds or part thereof	£0.50
<b>Extra Charges:</b> For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)	£0.50  (Maximum charge of £2.00)	<b>Extra Charges:</b> For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)	£1.50 per person in excess of 4 (maximum charge of £6.00)
<b>Extra Charges: not calculated by taximeter</b> For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of	£80.00	<b>Extra Charges: not calculated by taximeter</b> For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of	£80.00
		<b>Extra Charges: No calculated by the taximeter</b> Non Assistance Dogs	£2.00 per dog



**APPENDIX C** – Responses received following recommended increase by Licensing Committee

Comment No.	Comments
1	<p>After using a taxi for the first time since COVID I would say it's not a good idea to make the time/price changes. I booked a taxi for 11am and it cost £7.60, couldn't book the return as didn't know how long I would be. XX was not available for another hour when I was ready so XX was booked. The return journey was just over £17! XX avoided the town centre yet XX deliberately chose it and sat forever in the traffic. This experience has definitely changed my behaviour and sadly I won't be using XX again. But even the £7.60 fare was expensive for less than 10 minute journey so by increasing the prices and by changing the times you will only put people off. They won't book a taxi to go out in the evening, local eating and drinking establishments could loose trade, you could have a higher risk of drink driving if people think they will risk it because of the cost of the taxi and if people do decide to go out but walk then more people could be at risk of violence/attack, it's certainly not safe some days to walk let alone at night. Taxi needed in the day could deter people from booking medical appointments or from being able to socialise.</p>
2	<p>Hello I miss XX of wisbech have seen the post on Facebook on Wisbech discussion page notifying people of the new price rule changing what is now being considered from 8pm-7am and also it says taxi drivers are trying to get it 7pm-7am there is going to be a lot of people who aren't going to be able to afford for taxis as I know a lot of Wisbech people who use the local 66 bus and the Tesco 68 bus who say they couldn't afford to get a taxi uptown and back so that's why they use there bus pass and also people what pay for there bus fare and to get to the retail park near Tesco in Wisbech already costs £10-£11 in which is stopping a lot of Wisbech people being able to shop down that way who can't drive or can't walk that distance because of disabilities and age and there's not enough shops in the town to be able to buy the things like you can get in b&amp;m and Iceland and farmfoods and there is quite a few people mixed ages who like to go to a prize bingo or bingo in the town on cheap nights just to get out and be able to see people so they are not in there house/home all the time I would really like all this to be taken into consideration please and if so me and a few other people will start a petition off to stop this happening please could you reply to this email and concerns a lot of people have about this in which is getting discussed on Facebook and also I would like to state that my brother has to go to kings lynn hospital regularly for appointments and if it's a late appointment has to get a taxi home from kings lynn hospital to wisbech and that's £25/£30 taxis charge roughly and the leaflet what hospitals give you about fact transport last time we asked about that it was £25 so people on benefits because of health issues under hospital treatment all</p>

	<p>this needs to be taking into consideration please if you need to contact me my number is XX and is there a date of a meeting about all of this what people could attend or petitions handed in and also I will ask our local mp about this situation thankyou</p>
3	<p>I think the charges are fine. Driver's don't work in the evening's because they are simply not earning enough money. Hopefully this might help</p>
4	<p>Morning.          Having seen the proposed tariff as recommended I have to say I am rather shocked.. The proposed mileage rates are in my opinion excessive and represent a 50% increase pushing up the mileage rate to £3.30 a mile from £2.20 a mile on tariff 1. After further consideration I beleive we should charge no more than £2.40 a mile and pro rata across the tariffs</p> <p>I also disagree with bringing tariff 2 forward to 8.00pm and feel that 10.00pm would be a better option however I totally agree with the waiting time rates. I have just looked at our neighbouring rates in Kings Lynn. The flag is £5.00 the mileage rate is £2.00. A 2 mile journey costs £7.00 and a 3 mile journey £9.00 a 4 mile journey £11.00 Under our proposed tariff a 2 mile journey would cost £7.50 a 3 mile journey £10.80 and a 4 mile journey £14.10.</p> <p>As most journeys are local I believe this should be revisited and</p> <ol style="list-style-type: none"> <li>1 The flag be raised to £5.00</li> <li>2 That on Tariff 1 the rate be £2.40 per mile divided into increments of ten which equates to 24p per 160.9 metres and pro rata for tariff 2 and 3</li> <li>3 That the waiting time is increased as per the recommendation of the licensing committee.</li> </ol> <p>I believe the proposals by the Licensing committee, although not intended, could seriously damage the trade.</p> <p>Given that i effectively am now only part time and predominately a subcontractor providing home to school transport any future rise is unlikely to affect me. However I still feel I have a duty to try and protect the livelihoods of those still very actively engaged in general taxi work. I believe it would be appropriate at this time to halt the consultation to give the matter further consideration to seeking a more moderate tariff increase.</p>
5	<p>Morning.          Having seen the proposed tariff as recommended I have to say I am rather shocked.. The proposed mileage rates are in my opinion excessive and represent a 50% increase pushing up the mileage rate to</p>

	<p>£3.30 a mile from £2.20 a mile on tariff 1. After further consideration I beleive we should charge no more than £2.40 a mile and pro rata across the tariffs</p> <p>I also disagree with bringing tariff 2 forward to 8.00pm and feel that 10.00pm would be a better option however I totally agree with the waiting time rates. I have just looked at our neighbouring rates in Kings Lynn. The flag is £5.00 the mileage rate is £2.00. A 2 mile journey costs £7.00 and a 3 mile journey £9.00 a 4 mile journey £11.00 Under our proposed tariff a 2 mile journey would cost £7.50 a 3 mile journey £10.80 and a 4 mile journey £14.10.</p> <p>As most journeys are local I believe this should be revisited and</p> <ol style="list-style-type: none"> <li>1 The flag be raised to £5.00</li> <li>2 That on Tariff 1 the rate be £2.40 per mile divided into increments of ten which equates to 24p per 160.9 metres and pro rata for tariff 2 and 3</li> <li>3 That the waiting time is increased as per the recommendation of the licensing committee.</li> </ol> <p>I believe the proposals by the Licensing committee, although not intended, could seriously damage the trade.</p> <p>Given that i effectively am now only part time and predominately a subcontractor providing home to school transport any future rise is unlikely to affect me. However I still feel I have a duty to try and protect the livelihoods of those still very actively engaged in general taxi work. I believe it would be appropriate at this time to halt the consultation to give the matter further consideration to seeking a more moderate tariff increase.</p>
6	<p>I think that it's too much of an increase , I don't agree with charging extra for a dog, we don't charge extra for a cat or a child! ( they both equally can make a mess!). I think the change of time for tariff 2 will completely kill the night time trade I used to work nights before covid and recently covered 2 weeks of nights for a driver that's off the road after an accident and the trade has become appalling it is nothing like it was before covid I'm not sure about the weekend trade but I never worked them previously either.</p> <p>Tariff 3 should be double time and the figures on the email don't equate to the starting point from tariff 1.</p> <p>I do agree that waiting time should increase and that we should have an increase but maybe a little every year or every 2 years as you can appreciate everything has escalated in price.</p> <p>I also think there doesn't seem to be anyone new coming in to the trade because it's just way too expensive to be a licensed driver now as well as maintenance costs of the car and fuel.</p>

	<p>Unless people work silly hours which many of us no longer want to do, to be fair our company in particular is an ageing work force they all have worked days nights weekends but since covid we all realised that things needed to change for most of us and families and social time are equally as important.</p> <p>Also alot of drivers that have left our company have gone to private hire, I'm sure money is a major part in these decisions too.</p>
<p>7</p>	<p>I realise that this e mail may be too late as councillors have already passed the Option B proposed fare increase, but I would like to make the following points and hope they were aware of the implications. 1. An increase of 50% on the mileage rate from £2.20 a mile to £3.30 a mile of course sounds wonderful, but look at the increase on regular jobs. Last week I took a chap to Hampton Leisure Centre and the fare was £46.60. Viz 4.00 + 19.36 miles at £2.20, 42.60. Under the new proposed fares this would work out at £68.08 viz 4.20+ 19.36 @ 3.30 63.88 total £68.08. £68 to Peterborough, who would be happy/able to pay that ?</p> <p>2. Similarly Manea based on 8.8 miles would jump from 21.16 to 29.94</p> <p>3. Also Benwick based on 9.5 miles would jump from 22.70 to 32.25</p> <p>All these rises seem far too high in the current climate and are likely to lose work, although I appreciate they would be a maximum and we can charge less, but why should different drivers/companies charge the public different rates for the same job ?</p> <p>4. I can see no justification in bringing in rate 2 at 2000 either, that is not justifiable and for instance would make that Hampton College job £103.00!</p> <p>Presumably the public will make their feelings known in due course, but I am sure that a rise of these proportions will lead to taxi drivers experiencing problems with the general public in the future through no fault of their own .</p>

## APPENDIX D



Fenland District Council

### **TABLE OF FARES FARES FOR DISTANCE (Inclusive of VAT)**

**For vehicles carrying no more than  
8 Passengers**

Fenland District Council resolved on 12th May 2022 for the following table below of maximum fares to come into force.

<p><b>Tariff 1: Between 07:00 – 23:00 Mon – Sat inclusive</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£4.00</p> <p>£4.00</p> <p>£0.20</p>
<p><b>Tariff 2: Between 23:00 – 07:00 Mon – Sat inclusive and all day Sundays</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£6.00</p> <p>£6.00</p> <p>£0.30</p>
<p><b>Tariff 3: For Public Bank Holidays including Christmas, New Year Period and to come into force from 18:00hrs for Christmas Eve and New Year's Eve</b></p> <p>If the distance does not exceed 1609m (one mile) for the whole distance</p> <p>If a distance exceeds 1609m (one mile), first 1609m (one mile)</p> <p>For each subsequent 146.2m (1/11 mile) or part thereof</p>	<p>£8.00</p> <p>£8.00</p> <p>£0.40</p>
<p><b>Waiting Time</b></p> <p>For each period of 114.2 seconds or part thereof</p>	<p>£0.40</p>
<p><b>Extra Charges</b></p> <p>For each person carried in excess of four (two children under 16 years old shall count as one person and children under the age of 3 years shall not be counted)</p>	<p>£0.50 (Max. charge of £2.00)</p>
<p><b>Extra Charges: Not calculated by taximeter</b></p> <p>For persons soiling the carriage resulting in cleaning of vehicle, the maximum sum of</p>	<p>£80.00</p>