

LICENSING HEALTH AND SAFETY AND GENERAL PURPOSES COMMITTEE**23 NOVEMBER 2016**

REPORT TITLE	REVIEW OF HACKNEY CARRIAGE FARES
REPORT OF	MANAGING DIRECTOR FOR DELIVERY

REPORT SUMMARY

The purpose of this report is for Members to consider whether to amend the current Hackney Carriage fare tariffs subject to any objections being received as part of the consultation process.

RECOMMENDATION/S

That Members consider the proposals to amend the Hackney Carriage Tariffs and determine whether it is appropriate to approve an increase in Hackney Carriage Tariffs, subject to any objections being received as part of the consultation process.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

1.1 It is a delegated function of this Committee to set Hackney Carriage Tariffs.

2.0 OTHER OPTIONS CONSIDERED

2.1 There is no provision for other options to be considered.

3.0 BACKGROUND INFORMATION

3.1 The Local Government (Miscellaneous Provisions) Act 1976 section 65(1) gives the power to set hackney carriage fares to the local authority as follows:

- 1 A District Council may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle; to be paid in respect of the hire of a hackney carriage by means of a table (hereafter in this section referred to as a 'table of fares') made or varied in accordance with the provisions of this section.
- 2 When a District Council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.

3.2 On 24 September 2007 Members of this Committee resolved to consider an annual review of fares based upon the Public Carriage Office (now Transport for London) recommendations for London.

3.3 Since that date the last increase of hackney carriage fares was in December 2012 as any change using this method in recent years would have resulted in a negligible impact on Hackney Carriage fares.

3.4 A proposal has been submitted by the Unite Hackney Carriage trade representatives to reduce the initial hiring distance by 300 yards on tariff 1, with all other tariffs, distances and charges to remain unchanged.

3.5 The current four tariffs are as follows:

Tariff 1	Standard Day Rate (6am to 10pm)
Tariff 2	Standard Night Rate (10pm to 6am) Public and Bank Holiday Day Rate (inc Easter Sunday)
Tariff 3	Public and Bank Holiday Night Rate (inc Easter Sunday)
Tariff 4	Christmas and New Year Day and Night Rate

Christmas is defined as the period from 18.00 hours on Christmas Eve until 06.00 hours on the day after Boxing Day.

New Year is defined as the period from 18.00 hours on New Year's Eve until 06.00 hours on the day after New Year's Day.

- 3.6 A table comparing the current and proposed rates is shown at Appendix 1. A table showing the effect of the proposed increases is attached at Appendix 2.
- 3.7 Should Members approve the amendments to the current tariffs, the proposal must be advertised for a period of fourteen days. If no objections to the proposal are received, the revised tariff will become effective on 15 December 2016. If objections are received, they will be reported back to this Committee for consideration.
- 3.8 Members of this Committee considered a number of proposals for an increase of hackney carriage fares at their meeting on 25 November 2015. After consideration of the proposals and a petition from Hackney Carriage Drivers objecting to an increase Members resolved not to amend the Hackney Carriage fare tariffs.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The cost of the public advertisement will be recovered from licence fees.

5.0 LEGAL IMPLICATIONS

- 5.1 There are no specific implications arising from this report.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 6.1 There are no specific implications arising from this report.

7.0 RISKS

- 7.1 There are no specific implications arising from this report.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The proposal must be advertised for a period of fourteen days.

9.0 EQUALITY IMPLICATIONS

- 9.1 There are no specific implications arising from this report.

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APPENDICES

Appendix 1 – Table comparing the current and proposed rates

Appendix 2 - Table showing the effect of the proposal

REFERENCE MATERIAL

None

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Licensing Health and Safety and General Purposes Committee	25 November 2015

Comparison of current and proposed Hackney Carriage tariffs

	Current rate	Proposed rate
Tariff 1		
First 600 yards	£2.80	
First 300 yards		£2.80
Each subsequent 245 yards	20p	20p
Tariff 2		
First 900 yards	£3.30	unchanged
Each subsequent 205 yards	20p	unchanged
Tariff 3		
First 966 yards	£3.90	unchanged
Each subsequent 182 yards	20p	unchanged
Tariff 4		
First 966 yards	£5.20	unchanged
Each subsequent 137 yards	20p	unchanged

Table showing effect of the proposal

	Distance	Fare based on current tariff	Fare based on proposed tariff
Tariff 1	1 mile	£3.80	£4.00
	2 miles	£5.20	£5.60
	3 miles	£6.80	£7.00
	4 miles	£8.20	£8.40
	5 miles	£9.60	£9.80
	10 miles	£16.80	£17.00
Tariff 2	1 mile	£4.30	unchanged
	2 miles	£5.90	
	3 miles	£7.70	
	4 miles	£9.30	
	5 miles	£11.10	
	10 miles	£19.70	
Tariff 3	1 mile	£4.90	unchanged
	2 miles	£6.90	
	3 miles	£8.70	
	4 miles	£10.70	
	5 miles	£12.70	
	10 miles	£22.30	
Tariff 4	1 mile	£6.40	unchanged
	2 miles	£9.00	
	3 miles	£11.60	
	4 miles	£14.20	
	5 miles	£16.80	
	10 miles	£29.60	