

REPORT FROM: ASSISTANT DIRECTOR PLANNING, BUILDING CONTROL
& REGULATORY SERVICES

TO: EXECUTIVE

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PROPOSED INCREASE IN HACKNEY CARRIAGE FARES

PURPOSE OF REPORT

To consider a request from the hackney carriage trade to increase the hackney carriage fares.

RECOMMENDATION

- (1) Agree the proposed increase in the hackney carriage fares as set out in appendix 2.
- (2) That the proposed increase be advertised in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and should no objections be received the increase be implemented.

REASONS FOR RECOMMENDATION

- (1) To approve a request from the hackney carriage trade for an increase in fares.
- (2) An increase in the hackney carriage fares must be advertised to consider any objections.

BACKGROUND

1. The fares charged by hackney carriage are set and regulated by the Council. There is a set tariff for journeys and drivers are not permitted to charge more than the metered fare, although they can agree to charge less. The Council does not have any ability to regulate the fare in respect of private hire vehicles.

ISSUES

2. A request, from the trade, was submitted for an increase in the existing fares due to the cost of living increasing. The current tariff is shown as appendix one and the proposed tariff

as appendix two.

3. The current fares have been in force since 2008 and are one of the lowest in the Country.
4. Following this request, all hackney carriage proprietors were consulted on the proposed increase. A total of 63 licence holders were contacted. Individuals or companies who hold more than one licence only received one email. A total of 24 (38%) responses were received. All the responses received were in favour of the increase. One licence holder was in agreement but thought the increase in Tariff 2 after midnight should be £1.00, not 50p and each additional mile £2.00, not £1.50.
5. In addition to the above consultation, the Pendle Hackney Carriage Association held a meeting with the trade, who were all in agreement to an increase in the fares.
6. The Local Government (Miscellaneous Provisions) Act 1976 provides the power and mechanism for the local authority to set fares for hackney carriages. Section 65 of the Act states that the council may fix the rates or fares within the district as well for time and 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 hackney carriage by means of a table made or varied in accordance with the provision of this section.
7. The proposed increase must be advertised in the local newspapers and on the Council website so that members of the public will be given opportunity to submit representations. Any representation must be considered prior to implementation.
8. It is important to note that miles, yards, feet and inches must be used when setting hackney carriage fares, although it is permissible for the metric equivalent to be shown as well. That is a result of reg 5(2) of the Units of Measurement Regulations 1995, which excludes the application of metric units from road traffic signs, distance and speed measurement where miles, yards, feet and inches remain the lawful unit of measurement. As a taximeter measures by distance and time, it would appear to fall within the exception

CONCLUSION

9. From the hackney carriage proprietors, who responded to the consultation, all agree to the increase in the hackney carriage tariff.
10. Pendle has one of the lowest tariffs in the Country, with the last increase being in 2008. The cost of living has increased dramatically over the last few years with increases in petrol, insurance, household bills etc.

IMPLICATIONS

Policy:

The taxi licensing policy will be updated to reflect the tariff increase should it be implemented.

Financial:

The cost of the advertisement will be met through the hackney carriage licence fees.

Legal:

The proposed increase must be advertised in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

Risk Management:

There are no risk management implications arising directly from this report

Health and Safety:

There are no health and safety implications arising directly from this report

Sustainability:

There are no sustainability implications arising directly from this report

Community Safety:

There are no community safety implications, arising directly from this report

Equality and Diversity:

There are no equality and diversity implications arising directly from this report

Appendices

Appendix 1 Existing Hackney Carriage Fares

Appendix 2 Proposed Hackney Carriage Fares