
Hackney Carriage Tariff Review - Summary Report

Committee considering report:	Licensing Committee
Date of Committee:	18 July 2017
Portfolio Member:	Councillor Marcus Franks
Date Portfolio Member agreed report:	06 July 2017
Report Author:	Julia O'Brien
Forward Plan Ref:	N/a

1. Purpose of the Report

- 1.1 To inform Members of a request from the taxi trade for an increase in the taxi tariff.

2. Recommendation(s)

- 2.1 Officers have not given a recommendation on whether proposals from the trade on tariffs should be accepted or rejected. The key consideration is the balance between supporting small business and ensuring the general public has access to a good value hackney carriage service across all areas of the District.

3. Implications

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| 3.1 | Financial: | None |
| 3.2 | Policy: | Although not a mandatory requirement, the Council has set a maximum tariff for a number of years. |
| 3.3 | Personnel: | None. |
| 3.4 | Legal: | The Council has a duty to advertise any variation in fares and publish a date by which any objections must be received. |
| 3.5 | Risk Management: | None |
| 3.6 | Property: | None |
| 3.7 | Other: | None |

4. Other options considered

- 4.1 To not set a tariff at all.

Executive Summary

5. Introduction / Background

- The Council are authorised to set a tariff for hackney carriages by virtue of the Local Government (Miscellaneous Provisions) Act 1976 section 65.
- A letter was received from Mr. R Nemeth, on behalf of West Berkshire Hackney Carriage & Private Hire Operators (which was duly accompanied by a petition signed by 58 licenced vehicle drivers received on 24 May 2017).
- The proposals are outlined in the Proposed Table of Fares document which accompanied the letter. The reasons for the request for an increase in fees are outlined in the letter and include the average cost of providing a vehicle, vehicle spares, garaging and servicing, fuel costs, insurance and miscellaneous costs and earnings. These documents are shown as Appendix A (1) and A (2).

6. Proposal

- Members are asked to consider if they wish to permit the proposed taxi tariff changes as suggested, to alter the tariff in a different way, or not to allow a change of tariff in any way.

7. Conclusion

- West Berkshire Council has set a maximum fare for a number of years. Realistic rates must be set by the Council that balances the economic needs of licensees, whilst ensuring that persons using hackney carriages are not overcharged.
- There is also the need to ensure that hackney carriage proprietors are not priced out of the market to private hire firms, although the set tariff is the maximum that can be charged. It is open to negotiation between the passenger and driver if a lower fare is to be charged.
- If there are changes to be made to the fares these would be subject to a public advertisement inviting objections to the proposals. If an objection is received the matter must be brought back before the Committee.
- If Members decide not to vary the fares the existing table will remain in force as set in 2013.

8. Appendices

- 8.1 Appendix A – Supporting Information
- 8.2 Appendix A1 – Letter from Mr Nemeth and Petition (redacted)
- 8.3 Appendix A2 – Table of Fares Proposed from 01 June 2017
- 8.4 Appendix A3 – Table of fares Effective from 18 April 2013
- 8.5 Appendix A4 – Comparison of Tariffs
- 8.6 Appendix A5 – Hackney Taxi Fare Tables
- 8.7 Appendix B – Equalities Impact Assessment