

Body: General Licensing Committee
Date: 2 August 2005
Subject: Review of Hackney Carriage Fare Structure
Report Of: Paul Quanstrom, Environmental Health Manager

Ward(s) All
Purpose To propose a regime for introducing Hackney Carriage Fare increases with effect from 1st April 2006.
Decision Type: To agree the regime for the calculation of Hackney Carriage Fare increases as outlined in the report

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1 Background

Currently fare increases for the HC trade are instigated and proposed by various members of the trade. The trade is consulted on the proposals and this normally results in the development of further proposals from the trade. For the most recent HC fare increase, the Licensing Team convened a meeting with those who put forward one of ten proposals, with a view to developing a collective trade response. This resulted in 4 proposals being put forward for the Sub Committee to consider. Ideally, a single collective proposal from the trade would facilitate the process; however it is unlikely that this will ever be achieved.

2 Proposals

It is therefore recommended that:

- The HC fare increase should be calculated as a combination of the RPI: Motoring Index on an equal basis and should be rounded to the nearest 10p.
- The fares, other miscellaneous rates and rate times set in 05/06 are used as the baseline for future fare increases.
- The Council publish the proposed increases in the Herald in mid January allowing 14 days for representations.
- If no representations are received, the fare increase is set at that determined by the Council and will take effect from 1st April.

- Justifiable representations (as agreed between the EH Manager and Chair of General Licensing Committee) are forwarded to a General Licensing Sub Committee for a decision within 2 months of the date of publication in the Herald, and the fare increase decided by that committee is adopted with effect from 1st April.
- In "exceptional circumstances," * there should be provision for fare increases to be considered at any other time.

* "Exceptional circumstances" shall be defined and agreed between the EH Manager and Chair of General Licensing Committee)

Human Resource Implications

The adoption of the above recommendations would significantly streamline the process of HC fare increases and result in considerable efficiency savings for the Licensing Team, thus allowing them to devote more time to enforcement matters and less time to paperwork and administration.

It should be noted that various members of the trade have indicated that such an approach would be favourably received.

Such a regime would also provide the trade with a clear and defined programme for HC fare increases to be considered annually. Furthermore, this system would be easier to understand from a customer point of view.

Legal Issues

The above process is set out in the Local Government (Miscellaneous Provisions) Act 1976, with particular reference to Section 65 of aforesaid Act.

Human Rights Implications

This report is considered to comply with the requirements of the Human Rights Act 1998.

Decision Required

The General Licensing Committee is to decide whether or not to adopt the above regime.

Background Material

- Local Government (Miscellaneous Provisions) Act 1976
- Taxis- Licensing Law & Practice, (1999) James Button