



Report Reference Number: L/18/25

To: Licensing Committee
Date: 18th February 2019
Status: Non Key Decision
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Lead Executive Member: Councillor C Pearson, Lead Executive Member for Housing, Health and Culture
Lead Officer: Palbinder Mann – Democratic Services Manager

Title: Hackney Carriage Tariffs

Summary:

A review of the Hackney Carriage tariffs takes place biannually. The Licensing Committee last approved an increase to the Hackney Carriage tariffs on 5 January 2013, which was implemented on 1 April 2013. In 2015 following a Hackney Carriage consultation in 2014, it was determined that there should be no increase in fares. An increase to the Hackney Carriage tariff should be considered.

Recommendations:

The Licensing Committee:

1. To note and consider the information and the consultation responses in this report.
2. To authorise the increase to the Hackney Carriage Tariff.
3. To agree to the proposed Hackney Carriage Tariffs put forward by the drivers during the consultation.
4. Authorise the advertisement of the variation in a local newspaper.

Reasons for recommendation

1. Introduction and background

- 1.1 The Licensing Committee last approved an increase to the Hackney Carriage tariff on 5 January 2013. In 2015 following a Hackney Carriage consultation in 2014 it was determined that there should be no increase in fares. An increase to the Hackney Carriage tariff should be considered.
- 1.2 The Council has the authority to set the Hackney Carriage tariff under the Local Government (Miscellaneous Provisions) Act 1976. The tariff set will establish the maximum fare that can be charged by a licensed Selby Hackney Carriage vehicle.

1.3 The Council is obliged under the Local Government (Miscellaneous Provisions) Act 1976 to advertise for a period of 28 days a variation to an approved table of fares. Any objections to the proposal must be considered before new tariffs are brought into force.

2. The Report

2.1 As part of the 2018 consultation process letters were sent out to all 73 Hackney Carriage Proprietors and drivers. The consultation commenced on the 29th October 2018. The closing date for replies was 26 November 2018.

2.2 The Council proposed an increase of 2.5% to the Hackney Carriage Tariffs (see annex g). However, as part of the Consultation, a proposed Hackney Carriage tariff was put forward by 30 drivers (see annex a).

2.3 36 replies were received in total. (One of the replies, shown at annex b1 was duplicated amongst the 30 signature proposal) so in total 35 replies were received.

2.4 30 of the responses received agreed with the proposal put forward by the drivers (see annex a & b).

2.5 The other responses gave the following results:

- Annex c – although the respondent confirmed agreed with the 2.5 % increase we believe the respondent intended to state No, they indicated in the additional questions that they should be an increase of 5%.
- Annex d – 1 response in agreement to the 2.5% increase
- Annex e – 2 responses did not agree with the 2.5% increase, and the other stated that the increase would drive away customers, and the other gave a proposal for the fares and comments.
- Annex f – an email response to the consultation regarding tariff 5

2.6 The proposal in annex a signed by 30 of the drivers, compares to the following York and Craven Council's for example purposes as follows:

Proposed Tariff 1 – Craven Council is on average 12.75% lower than the Proposal
York Council is on average 13% higher than the proposal

Proposed Tariff 2 - Craven Council is on average 22.70% lower than the Proposal
York Council is on average 5% higher than the proposal

Proposed Tariff 3 – Craven Council is on average 17.81% lower than the Proposal
York Council do not have a rate for this to compare

3. Alternative Options Considered

Out of the 73 drivers and proprietors the results above show a 48% response rate to the Hackney Carriage fare consultation. As 41% of the responses signed to show that they were in agreement to a proposal put forward (annex a and b), This means that 94% of the people that responded to the consultation agreed with an increase higher than the proposed 2.5% put forward by the Council.

Alternatively, we could implement the Councils proposed 2.5% increase or compromise on a figure between the Councils and the driver's proposals.

4. Implications

4.1 Legal Implications

The Council has the authority to set the Hackney Carriage tariff under the Local Government (Miscellaneous Provisions) Act 1976.

4.2 Financial Implications

There is a financial implication for the Council. The tariffs must be advertised in the local newspaper at a cost of £370.16.

5. Conclusion

The Licensing Committee to determine if there should be an increase to this year's Hackney Carriage tariff and if so what that should be.

6. Appendices

Annex a – Proposal of 30 drivers

Annex b – same as above, individual response

Annex b- 1 – same as above, individual response (duplicate on list of 30)

Annex c – response no, 5 % proposal

Annex d - response in agreement with 2.5%

Annex e - responses disagreeing with the proposal

Annex f – Email response to tariff 5

Annex g – The Councils proposal of 2.5%

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