

DEPARTMENT: ENVIRONMENT AND OPERATIONS

ORIGINATING SECTION : PUBLIC PROTECTION SERVICE

REPORT TO : LICENSING COMMITTEE

29:10:19

TITLE : APPLICATION FOR AN INCREASE IN HACKNEY CARRIAGE FARES

1. PURPOSE

For members to consider a request from the hackney carriage trade for an increase in hackney carriage fares.

2. RECOMMENDATIONS

That members note the report and put forward recommendations to the Executive Member for Environment.

3. KEY ISSUES

An application from the Hackney Carriage trade has been received for an increase in hackney carriage fares. Appendix 1 shows the proposed fares and Appendix 2 the existing fares.

Increases in fares are only triggered by requests made from the trade. The last increase was in 2011. The trade have borne the increases in fuel prices and overheads during this period.

In balancing the increase fare per mile of journey the trade have suggested that additional costs for luggage and additional passengers will be removed.

If members are minded to approve the increase a public consultation will take place.

4. RATIONALE

A table of hackney carriage fares for all local authorities in the UK is published on the internet. Currently Blackburn with Darwen's fares rank 344 out of 358 listed authorities. For a 2 mile journey on Tarriff 1 the fares range from £4.20 to £10.60, with Blackburn at £4.70. If the increase is approved, Blackburn with Darwen would still be in the lowest quartile of the table with a 2 mile fare costing £5.40. There are 15 other authorities nationwide currently charging £5.40 for the same journey length.

The table can be found on the following link
<https://www.phtm.co.uk/newspaper/taxi-fares-league-tables>

The use of calanderised meters would be the only way to ensure the correct fare tariff is used at different times of day and night. Some hackney vehicle proprietors will need to upgrade to this type of meter to ensure compliance.

5. POLICY IMPLICATIONS

The application for increase in hackney carriage fares is a policy matter that should be considered by the Executive Member.

The expertise of the Licensing Committee in this area of work is recognised. The Licensing Committee need to consider the fare increase, and if supported will need to recommend the request being advertised.

6. FINANCIAL IMPLICATIONS

There are no financial implications for the council apart from the fee for the advert. There is an opportunity for increased financial rewards to the hackney carriage trade. Users of hackney carriages would incur an increase in the cost of each journey undertaken.

7. LEGAL IMPLICATIONS

In accordance with Section 65(2)(a) of the Local Government (Miscellaneous Provisions) Act 1976, 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 be not less than fourteen days from the date of the first publication of the notice, within which, and the manner in which objections to the table of fares or variation can be made.

If no objection to a table of fares or variation is duly made within a specified period specified in the notice, or if all objections are withdrawn, the table of fares or variations shall come into operation on the date specified in the advert.

If an objection is duly made and is not withdrawn, the council will set a further date on which the table of fares will come into force with or without modifications as decided by them after consideration of the objections.

8. RESOURCE IMPLICATIONS

Existing staff in the public protection service will undertake the associated work in this request.

9. CONSULTATIONS

The public consultation will commence with the publication of the advert in the Lancashire Telegraph.

10 . CONTACT OFFICER

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