



PART A:	MATTERS DEALT WITH UNDER DELEGATED POWERS
REPORT TO:	LICENSING COMMITTEE
DATE:	10 MAY 2022
REPORT OF THE:	PROGRAMME DIRECTOR FOR PLACE AND RESOURCES PHILLIP SPURR
TITLE OF REPORT:	REVIEW OF COUNCIL`S HACKNEY CARRIAGE FARE TABLE
WARDS AFFECTED:	ALL

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

- 1.1 To seek members approval to amend the Council`s hackney carriage fares. A copy of the revised fare table is attached at **Appendix A**.

2.0 RECOMMENDATION

- 2.1 It is recommended that:-

- (i) The report be received
- (ii) Members approve the revised table of fares

3.0 REASON FOR RECOMMENDATION

- 3.1 In light of significant increases in hackney carriage operating costs it is considered appropriate to review the current fare table as outlined in this report.

4.0 SIGNIFICANT RISK

- 4.1 It is important that fares reflect the running costs associated with operating hackney carriage vehicles. Failing to review the fares could be detrimental to hackney carriage proprietors, particularly where the operating costs make the business financially unviable as it currently stands.
- 4.2 Increasing the cost of using taxis may also impact those who are partly or wholly reliant on taxis for transport.

REPORT

5.0 INTRODUCTION AND BACKGROUND

- 5.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance and all other charges in connection with the hire of a hackney carriage.
- 5.2 When setting the fares the legislation does not prevent the Council from taking into account any external factors, and there is no limit on the amount of increase or variation (subject to reasonableness).
- 5.3 As the Council would like to encourage the provision of high quality hackney carriage vehicles it is important that fares are balanced, thereby ensuring proprietors are able to support the running costs associated with the high standard of vehicles required by the Council, but at the same time the fare should not be so high as to preclude use by passengers.

6.0 POLICY CONTEXT & CONSULTATION

- 6.1 A document setting out the Council's proposals was issued to all hackney carriage proprietors to determine the level of support for the proposals together with any comments or observations proprietors may have.
- 6.2 Two responses to the consultation were received both in support of the proposals. These were from a driver and an operator of 22 hackney carriage vehicles (approximately a third of the hackney carriage fleet). No unfavourable responses were received.
- 6.3 Members should note that the fares proposed are the maximum which may be charged, with drivers having the option to charge less than the metered fare should they choose.

7.0 REPORT DETAILS

- 7.1 The current fare structure consists of 3 tariffs based on distance travelled and the time taken, including a standard day rate, a night time rate and rate reserved for Christmas Eve, New Year's Eve and all Bank Holidays.
- 7.2 Fares set by local authorities vary from area to area, to give some context the current fares set by the local authorities undergoing Local Government Review compare as follows for a journey of 2 miles under tariff 1:
- Harrogate £7.00
 - Scarborough £6.60
 - Selby £6.06
 - Ryedale £6.00
 - Richmondshire £5.60
 - Hambleton £5.50
 - Craven £5.30
- 7.3 Members should note that the above fares are correct at the time of writing this report however other authorities are also considering or in the process of reviewing fares.

- 7.4 Clearly there are a number of factors which influence the costs of operating a hackney carriage including vehicle, fuel, maintenance and insurance costs together with the general costs of living.
- 7.5 As of 29 March 2022 the average cost of a litre of diesel has risen to £1.77 and petrol to £1.64 (RAC Fuel Reports). However, it should be noted that the actual costs in the more rural areas of the district may well be in excess of these figures. In addition the cost of used vehicles are on average 31.9% more expensive compared with a year ago (Auto Trader February Report)
- 7.6 In light of the increased overall running costs associated with the sector, Members are asked to consider the following amendments to these tariffs:
- Increase the fare up to ½ mile (commonly referred to as the flag drop) by 30p in respect of tariffs 1, 2 and 3.
 - Increase the charge for subsequent distance travelled from 10p to 11p (tariff 1), from 25p to 28p (tariff 2) and from 30p to 33p (tariff 3).
 - To bring forward the time at which the tariff 2 (night time rate) takes effect from 11pm to 9pm.

For comparison if the proposed fare increase were to be approved, a 2 mile journey on tariff 1 would amount to £6.60, rather than the current rate of £6.00.

- 7.7 The review intends to apply the proposed increases consistently across journeys of different lengths. The amendment to the start time of tariff 2 (night time rate) seeks to address the reported shortage of hackney carriage vehicles on evenings (particularly at a weekend). It is hoped that bringing tariff 2 forward will encourage more drivers and vehicles to work during this busy period.
- 7.8 Some example journeys are provided below taking into account the proposals:

Tariff 1 – 6am to 9pm	Current fare	Proposed fare	% Increase
Journey of 1 mile	£4.00	£4.40	10
Journey of 2 miles	£6.00	£6.60	10
Journey of 3 miles	£8.00	£8.80	10
Journey of 5 miles	£12.00	£13.20	10
Journey of 10 miles	£22.00	£24.20	10
Journey of 20 miles	£42.00	£46.20	10
Tariff 2 – 9pm to 6am	Current fare	Proposed fare	% Increase
Journey of 1 mile	£4.85	£5.30	9.3
Journey of 2 miles	£7.35	£8.10	10.2
Journey of 3 miles	£9.85	£10.90	10.7
Journey of 5 miles	£14.85	£16.50	11.1
Journey of 10 miles	£27.35	£30.50	11.5
Journey of 20 miles	£52.35	£58.50	11.7

Tariff 3 - Journeys on Christmas Eve, New Year's Eve (from 6pm) and all day Bank Holidays (to 6am the following day)

	Current fare	Proposed fare	% Increase
Journey of 1 mile	£6.00	£6.45	7.5
Journey of 2 miles	£9.00	£9.75	8.3
Journey of 3 miles	£12.00	£13.05	8.8
Journey of 5 miles	£18.00	£19.65	9.2
Journey of 10 miles	£33.00	£36.15	9.5
Journey of 20 miles	£63.00	£69.15	9.8

8.0 IMPLICATIONS

8.1 The following implications have been identified:

Financial

If approved the Council must advertise the proposed fare increase in a local newspaper which can be accommodated within existing service budgets.

Any increase in fares would have a financial effect on taxi-users throughout the district of Ryedale.

Any increase in fares would incur a small, one-off cost to all hackney carriage proprietors for a meter recalibration.

Legal

Where an Authority makes or varies a Table of Fares it must publish in at least one local newspaper a notice setting out the Table or variation, specifying a period not less than 14 days within which objections may be made, and keep a copy of the notice at its offices open to public inspection. If no objection is received or all objections are withdrawn, the Table or variation comes into operation. If an objection is made and not withdrawn, the council must set a further date for the Table or variation to come into effect, with or without modification as decided by it after consideration of the objections.

A Table of Fares has effect as if it were included in the hackney carriage byelaws. Unless the fare is otherwise agreed before the hiring was effected, the Table applies to journeys ending outside the district. It also applies where a hackney carriage is used in the district as a private hire vehicle.

Equalities

An Equality Impact Assessment has been completed in respect of this report. Although it is acknowledged that the proposals may impact negatively on all groups, the assessment has highlighted the availability of community based transport services as an alternative to taxi services thereby providing choice. Such providers are available on the Council's website.

Others

Planning, Environmental, Crime & Disorder, Health & Safety implications have been considered and do not apply.

9.0 ACTION PLAN

- 9.1 If approved by the Licensing Committee, the new proposed fare table will be subject to public consultation. If no objections are received it is intended to introduce the new fares as soon as practicable.

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Background Papers:
Local Government (Miscellaneous Provisions) Act 1976
Town Police Clauses Act 1847
RAC Fuel cost reports