

LICENSING REGULATORY COMMITTEE

LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 – PROPOSED VARIATION OF HACKNEY CARRIAGE FARES

7th June 2012

Report of Licensing Manager

PURPOSE OF REPORT

The report is to enable Members to consider a proposed variation of the current level of hackney carriage fares.

This report is public.

RECOMMENDATIONS:

1. The Committee is requested to consider whether to approve a proposed variation of hackney carriage fares as set out in the report.
2. If the Committee is minded to approve one of the proposed variations, it is requested to authorise the Head of Governance, in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, to give public notice of the Council's intention to vary its Hackney Carriage Table of Fares.

1.0 Introduction

- 1.1 The current Hackney Carriage Table of Fares came into effect from 27th June 2011, a copy of which is attached at Appendix 1.
- 1.2 In February 2012, two requests were received from hackney carriage proprietors, for a variation of the current level of hackney carriage fares. The variations requested are attached at Appendix 2 and 3 to this report.
- 1.3 As members will see the variation requests differ, .and it would be open to the Committee to approve any or none of these requests.
- 1.4 The first request appendix 2, would increase the flagfall for Tariff 1 (the actual starting point of the meter) by 20p and reduce the subsequent yardage from the current 220 yards or part thereof to 210 yards or part thereof. The only other changes requested would reduce the amount given for waiting time from 20p in Tariff 2 to 15p and 30p in Tariff 3 to 15p. and to reduce the time during Bank Holidays when Tariff 3 can be engaged from between 0001 and 0700 to 0000 and 0530. The licensing officers feel that there would be strong objection from some of the trade to any such reductions in the amount payable for waiting time and in the times when Tariff 3 can be engaged. Attached to the request at appendix 2 is the table of fares as it would look should this proposal be approved.

1.5 The second request at appendix 3 would increase the flagfall for Tariff one from the current £2.40 to £2.50, and reduce the subsequent yardage from 220 yards or uncompleted part thereof to 213 yards or part thereof. The proposal would increase the flagfall in Tariff 2 from the current £3.60 to £3.75, and would reduce the subsequent yardage from 220 yards to 213 yards. The proposal would increase the flagfall in Tariff 3 from the current £4.80 to £5.00, as well as reducing the yardage from the current 1100 yards to 880 yards, and reduce the subsequent yardage from the current 220 yards to 213 yards. The request would also increase the waiting time in tariff 2 to 22p from the current 20p. Attached to the request at appendix 3 is the table of fares as it would look should the proposal be approved.

1.6 The table below shows the effects of the proposed variations for the first mile at tariff 1.

A comparison with other local authorities has also been included.

2012

1st Mile	
Lancaster City (current)	£3.20
Proposal No.1	£3.4525
Proposal No.2	£3.325

Neighbouring Authorities

Barrow-in-Furness	£2.80
South Ribble	£3.60
Ribble Valley	£3.30
South Lakeland	£3.50
Wyre	£3.80
Wigan	£3.20

1.7 The variation of fares was discussed at the hackney Carriage and Private Hire Proprietors Forum in April. It was suggested by some proprietors that an increase in fares during the current economic climate would not be in the best interests of the trade.

1.8 With the above in mind the licensing manager wrote to all hackney carriage proprietors asking whether they agreed with the above comments. The question asked was "Do you think that hackney carriage fares should be increased this year?" Members will be aware that we currently have licensed 109 hackney carriage vehicles, however these are owned by 99 proprietors, as some people own more than one vehicle. One letter was sent to each of the 99 proprietors. The responses were as follows :-

Yes - 19
No - 10

1.9 Whilst the result of this survey is not binding in any way. It should help to give members a view of the general opinion of the trade.

- 1.10 With regard to the current rate of inflation, Financial Services have confirmed that the latest available Retail Price Index (RPI) is 3.5%

2.0 Conclusion

- 2.1 If Members are minded to vary the current fares, the statutory procedure under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 is for a public notice to be published in a local newspaper, a copy being deposited in the Town Halls in Lancaster and Morecambe. From the date of publication, a period of 14 days must then be allowed for any objections to be made. If any objections are received, these must be considered by the Committee. If no objections are received the new table of fares will have effect from the expiry of the 14 day period.

CONCLUSION OF IMPACT ASSESSMENT

(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)

None applicable to this report.

FINANCIAL IMPLICATIONS

There are no financial implications to the Council as a result of this report.

LEGAL IMPLICATIONS

The legal requirement to advertise any proposed change is covered in the report.

BACKGROUND PAPERS

None.

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