

Committee: CABINET

Agenda Item

Date: 2 August 2012

8

Title: HACKNEY CARRIAGE FARES

Portfolio Holder Cllr Alastair Walters

Item for decision

Summary

1. This report sets out proposals submitted by the Uttlesford Licensed Operators and Drivers Association (ULODA) for a change in the current Table of Fares for the hiring of hackney carriages.

Recommendations

2. The Executive determine what (if any) increase should be implemented.
3. If the Executive approve the increase then unless representations are received following the required consultation the new Table of Fares should be implemented from 1 October 2012.

Financial Implications

4. The cost of the advertisement will be met within existing budgets.

Background Papers

5. The following papers were referred to by the author in the preparation of this report:
 - Submissions received from ULODA which are attached.

Impact

- 6.

Communication/Consultation	ULODA indicate that they have consulted widely with hackney carriage proprietors prior to making its proposal. Any variation in the Table of Fares which members approve will need to be advertised in a local newspaper and if representations are received, members will need to consider these before the revised table takes effect.
Community Safety	None.

Equalities	There are no impacts upon any of the protected groups.
Health and Safety	None.
Human Rights/Legal Implications	The Local Government (Miscellaneous Provisions) Act 1976 permits the council to set a table of fares which is the maximum which may be charged for hackney carriage journeys. Proprietors/drivers may charge a lower fare if they wish. There is no power to fix fares for private hire vehicles although anecdotal evidence suggests that in setting fares the private hire trade has regard to the hackney carriage tariff.
Sustainability	None.
Ward-specific impacts	None.
Workforce/Workplace	None.

Situation

7. The current Table of Fares came into effect on 1 October 2011. Prior to that the last review was with effect from 12 July 2010.
8. The increase in fares from the 2010 Table to the 2011 Table was 8.75% increase for the first mile and 5% increase for each additional mile thereafter. The overall increase averaged 6.75%.
9. The revised proposed Table of Fares appears at the first page of the background papers and represents an increase of approximately 5% over the current Table of Fares.

Risk Analysis

- 10.

Risk	Likelihood	Impact	Mitigating actions
Hackney carriage fares are set at a level so low that it becomes uneconomic to operate hackney	2, There is no evidence that the number of hackney carriages is declining at	3, There will be insufficient numbers of hackney carriages to meet the	The Executive sets fares at a level the Executive considers to be reasonable.

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carriages in the district.	the current level of fares.	needs of the travelling public.	
Hackney carriage fares are set too high.	2, In the past some proprietors have charged less than the Table of Fares when they consider there is a business case for doing so.	3, If the fares are too high, market forces will divert passengers to those hackney carriages charging lower fares or to the private hire trade.	Ditto.

- 1 = Little or no risk or impact
- 2 = Some risk or impact – action may be necessary.
- 3 = Significant risk or impact – action required
- 4 = Near certainty of risk occurring, catastrophic effect or failure of project.