



**Licensing and
Regulatory Committee**

**Thursday, 21
September 2023**

**Matter for
Information and
Decision**

Report Title: Hackney Fares Review (September 2023)

Report Author(s): Tracey Aldwinckle (Licensing Enforcement Officer)

Purpose of Report:	To consider and approve the proposed increase to the tariff set by the Council for Hackney carriage fares within the Oadby and Wigston Borough Council area.
Report Summary:	To consider and approve an increase in Hackney carriage fares from the current 2-mile rate of £4.40 to £6.70 to be in line with other Leicestershire local authorities.
Recommendation(s):	<p>A. The Committee agree to vary the Hackney Carriage table of fares by way of public consultation by public notice as follows:</p> <ul style="list-style-type: none">i. The 2-mile rate be increased to £6.70 from the specified date (subject to consultation responses).ii. The fare for each additional tenth of a mile be increased to 20 pence from the specified date (subject to consultation responses). <p>B. That the authority be delegated to the Senior Strategic Development Manager to determine whether any objections received are significant and require the matter to be reported back to the Committee.</p> <p>C. That the authority be delegated to the Senior Strategic Development Manager to consider any objections received and modify the table of fares, if objections are not considered significant.</p> <p>D. To agree to all Taxi meters be set to Calendar setting.</p>
Senior Leadership, Head of Service, Manager, Officer and Other Contact(s):	<p>David Gill (Head of Law and Democracy / Monitoring Officer) (0116) 257 2626 david.gill@oadby-wigston.gov.uk</p> <p>Jon Wells (Senior Strategic Development Manager) (0116) 257 2692 jon.wells@oadby-wigston.gov.uk</p> <p>Tracey Aldwinckle (Licensing Enforcement Officer) (0116) 257 2689 tracey.aldwinckle@oadby-wigston.gov.uk</p>
Strategic Objectives:	<p>Our Council (SO1) Our Communities (SO2) Our Environment (SO4) Our Partners (SO5)</p>

Vision and Values:	Customer & Community Focused (V1) "Our Borough - The Place To Be" (Vision)
Report Implications:-	
Legal:	By virtue of Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, a district council may fix the rate of fares within the district in respect of the hire of Hackney Carriages. Under this legislation the Council has the power to set the fares charged for Hackney Carriage journeys and thereby effectively control the income of Hackney Carriage proprietors.
Financial:	There are no direct financial implications for the council with respect to this report as the taxi tariffs set the maximum amount the trade can charge their passengers (no income is receivable by the Council).
Corporate Risk Management:	Regulatory Governance (CR6) Decreasing Financial Resources / Increasing Financial Pressures (CR1)
Equalities and Equalities Assessment (EA):	There are no implications directly arising from this report.
Human Rights:	There are no implications directly arising from this report.
Health and Safety:	There are no implications directly arising from this report.
Statutory Officers' Comments:-	
Head of Paid Service:	The report is satisfactory.
Chief Finance Officer:	The report is satisfactory.
Monitoring Officer:	The report is satisfactory.
Consultees:	Hackney drivers and operators
Background Papers:	None.
Appendices:	1. Hackney Fares Consultation Results (2023)

1. Background and consultation

- 1.1 A representation was received from the Hackney Carriage trade ("The Trade") stating that they were finding it extremely difficult to absorb the rising costs in fuel, insurance and maintenance. Following this, the Licensing Team conducted a targeted consultation throughout August 2023 to the wider Hackney Carriage trade to see if they were in support of an increase in fares.
- 1.2 The response rate was good with 20 of the 21 (95.23%) supporting an increase to the table of fares. A summary of the consultation responses is attached at Appendix 1.

2. Current Position

- 2.1 The current fare tariff has been in place since 3rd September 2007.
- 2.2 It is important to ensure that the tariff reflects a maximum charge that covers the costs incurred by good proprietors who spend whatever is necessary to ensure high

standards of Hackney Carriage Vehicles, which in turn increases passenger safety and public confidence in the trade

- 2.3 The current fares of neighbouring authorities are set out below. There are 344 local authorities who record two mile rates and it can be seen we are currently one of the lowest.
- Oadby and Wigston Borough Council 339/341 £4.40
 - Blaby District Council 203/344 £6.70
 - Charnwood Borough Council (not included) £6.70
 - Harborough District Council 143/344 £7.09
 - Leicester City Council 97/344 £7.40
 - North West Leicestershire District Council not included £6.70
 - Hinckley and Bosworth Borough Council 228/334 £6.40

*Sourced from the "Private Hire and Taxi Monthly – Taxi Fare League Tables –May 2023 Hackney Taxi Fare Tables (phtm.co.uk) <https://www.phtm.co.uk/taxi-fares-league-tables/2022-01>

- 2.4 The current 2-mile hackney fare in Oadby and Wigston Borough Council is £4.40 with fares in Leicestershire ranging from £6.70 in Blaby to £7.40 in Leicester City. Of the seven local authorities in Leicestershire no other authority has a lower level fee than Oadby and Wigston Borough who are positioned 339 out of 341 local authorities who set fares. It is proposed therefore to increase the fare to **£6.70**. This proposal would place the Council fare in line with Blaby District Council and the seven local authorities and mid table of the 341 local authorities nationally. With an increase of 20p for any additional tenth of a mile.
- 2.5 After analysing the rising costs in motoring since 2013 and the feedback from the licensing trade, the Licensing Team supports the proposal to increase the hackney carriage fares as set out in paragraph 2.4.

3. Next steps

- 3.1 Should the Committee approve the recommendation, officers will publish a notice of the proposed variation to the Table of Fares in a local newspaper, giving 21 days for objections. If no objections are received, then the Table of Fares will come into force on the date specified in the notice (the "Specified Date"). This date will be the day after the last day for submitting objections.
- 3.2 If objections are received, the Council must consider any objections received. As a result of this consideration, the Council can decide that the Table of Fares should be amended or that the proposed Table of Fares should remain the same as that originally advertised. The Council must also set a date, which cannot be more than 2 months after the Specified Date, on which the Table of Fares, with or without modifications will then come into force.
- 3.3 Should members be minded to approve the proposed increase, the Committee is requested to delegate authority to the Senior Strategic Development Manager to consider any objections received. In the event that significant opposition to the proposed increase is received, the matter will be brought back to this Committee for further consideration.
- 3.4 The Committee are further requested to delegate authority to the Senior Strategic Development Manager to determine the date for the purpose of 3.1 and to modify the Table of Fares, if considered appropriate, after any objections have been considered.

The Table of Fares, with or without modifications, will then automatically come into force on the date determined by the Licensing Team.