

Crawley Borough Council

	ES/192	B
--	--------	----------

Report to the Licensing Committee

Wednesday 14th November 2007

HACKNEY CARRIAGE FARES, 2007 - 2008

1. Summary

- 1.1. The purpose of this report is to consider proposals for increases to the hackney carriage table of fares for 2007 – 2008.
- 1.2. The last increase in the hackney carriage fares took place in December 2006 and a copy of the current table of fares is set out at **Appendix A**.

2. Recommendations

- | |
|--|
| <p>2.1. The Committee is requested to consider the following proposals put forward by the Executive of the Crawley Taxi Association;</p> <p>2.1.1. That the current initial hiring amount of £3.00 for the first 1,759 yards (1,608.4 metres) be increased to £3.20, with the meter showing £3.40 for a distance of 1,760 yards (1,609.3 metres) and that the current rate of 20p for each subsequent 196 yards (179.2 metres) remains unchanged. Also, that relative increases apply to tariff 2 (Time and a half) and tariff 3 (Double time) as appropriate.
<i>(This will effectively show the increase on the meter at the commencement of the hiring.)</i></p> <p style="text-align: center;">OR</p> <p>2.1.2 That the current initial hiring amount of £3.00 for the first 1,759 yards (1,608.4 metres) remains unchanged with the meter showing £3.20 for a distance of 1,760 yards (1,609.3 metres) and that the distance travelled for each subsequent increase of 20p is changed from 196 yards (179.2 metres) to 176 yards (160.9 metres). Also, that relative increases apply to tariff 2 (Time and a half) and tariff 3 (Double time) as appropriate.
<i>(While this will not show any increase on the meter at the commencement of the hiring it will effectively increase the charge for all journeys over 1,760 yards (1,609.3 metres).)</i></p> |
|--|

2.1.3 That the 'waiting time' of 20p for each period of 50 seconds is changed to 20p for each period of 48 seconds.
(An increase in 'waiting time' from £14.40 per hour to £15.00 per hour.)

2.2. If the Committee decide to accept the proposals, that it grants permission to advertise the above recommendations in the local press and resolve to adopt the table of fares as set out in the **Appendices** together with any other inclusion or exclusion resolved by Members.

2.3. Following the advertisement, it is recommended that the Committee meet to consider any objection that may be lodged within the specified time period, if no objection is received it is recommended that the Committee resolve to approve the proposals with an implementation date set for the 6th December 2007.

Angela Tanner
Head of Environmental Services

3 Background

- 3.1 The Council as Licensing Authority for the Borough of Crawley is the appropriate authority for the purposes of setting hackney carriage fares in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, (hereinafter referred to as "the Act").
- 3.2. It is the Council's informal policy to consult with the relevant trade association to establish an appropriate 'table of fares' for the forthcoming period.
- 3.3. Following consultation with the trade a report is drafted and presented for the consideration of the Licensing Committee.
- 3.4. The report includes the trade's proposals together with officers' views and may also propose alternative options.
- 3.5. Following Committee approval based on the information provided, the fare structure for the coming period is published in the form of a public notice in the local press. A statutory period of not less than 14 days is allowed for any objection to be submitted.
- 3.6. A copy of the notice shall at all reasonable times be available to the public for inspection without payment at the Town Hall for a period of fourteen days from the date of first publication.
- 3.7. If objections are received, they are reported back to the Licensing Committee for due consideration. The Committee may then decide to proceed with the advertised table of fares or amend it, having taken into account any objection.
- 3.8. If no objection is received, the proposed table of fares takes effect on the date specified by the Committee.
- 3.9. The table of fares set by the Committee will continue in that form until such time as the Committee determine. The Council's standard practice is to review these fares annually.

4. Content

- 4.1 The current table of fares came into effect on the 8th December 2006 (as set out in **Appendix A**)
- 4.2. Following consultation with the trade, the Council received an email dated 25th July 2007, which outlined the trade's proposal (a copy of the email is attached at **Appendix B**).
- 4.3. The Council may propose an alternative table of fares; however it is felt the proposals put forward by the trade this year are reasonable and require no further amendment.

- 4.4. A comparison of the current hackney carriage fare tariff with the alternative proposals for the new tariff can be viewed at **Appendix C**.
- 4.5. A comparison of charges with that of the neighbouring authorities can also be viewed at **Appendix C**.

5. Ward Members' Views

- 5.1. The Council on this occasion has not consulted or sought the views of Ward Members as this matter does not relate to any one particular area.

6. Staffing, Financial and Legal Implications/Powers

- 6.1. There are no extra staffing or financial implications to the Council.
- 6.2. Following approval of the revised structure of fares, a public notice will be placed in the local press, with a copy available for inspection at the Town Hall; any objection received within the fourteen day period must be considered.
- 6.3. The legislation sets out a statutory period regarding the time allowed for objection. Unlike other sections of the Act which allow for objectors or aggrieved persons to appeal to a magistrates court, Section 65(4) requires all objections to the proposed table of fares to be referred to the licensing authority which made the original decision.
- 6.4. Article 1 of the First Protocol of the Human Rights Act 1998 entitles every person to the right to peaceful enjoyment of their possessions, which includes licences and a person's livelihood or their means of earning it. The impact of a fare tariff may affect a person's livelihood or their means of earning it. In setting a fare tariff the Council must consider the impact on both the public and those whose livelihood may be affected.

7. Links to the Community Strategy and Corporate Plan

- 7.1 The proposals contained in this report relate to the following key areas of the Community Strategy

Local Economy	✓	Health and Social Care
Affordable Housing		Community Safety ✓
Lifelong Learning		Local Environment

The following key principles are applicable:-

- (i) Working together ✓
- (ii) Dignity, respect and opportunities for all ✓
- (iii) Leaving no-one behind ✓
- (iv) Making it last ✓

This report achieves the following aims as set out in the Corporate Plan

- | | | | |
|--|---|--|---|
| Providing high quality services | ✓ | Giving exemplary customer service and satisfaction | ✓ |
| Being financially efficient and well managed | ✓ | Developing motivated, positive and empowered staff | ✓ |

8 Reasons for the Recommendation

- 8.1. The fare consultation is very important to the hackney carriage trade and to their customers, the general public. Members will need to determine a hackney carriage fare structure which reflects the interests of both the trade and the general public.
- 8.2. The Committee can decide to keep the current table of fares without making any changes or approve either of the proposals for increases in the table of fares put forward by the trade.
- 8.3. The Committee may also make any changes to the table that it considers reasonable and appropriate.
- 8.4. Although the views of the trade are particularly relevant they are only one factor to be considered.

9 Background Papers

- 9.1 Email from The Crawley Taxi Association dated 25th July 2007
2006 -2007 Hackney Carriage Fares Tariff Card
Correspondence with neighbouring authorities

Contact Officer: Dave Packham
Direct Line: 01293 438532

Crawley Hackney Carriage Fares

Section 65, Local Government (Miscellaneous Provisions) Act 1976

Valid from 8th December 2006.

Tariff 1

Applies to all hiring's except those mentioned in section 2 and 3

Initial distance not exceeding 1759 yards (1,608 meters)
£3.00

For a distance of 1,760 yards (1,609 meters) £3.20

For each subsequent 196 yards (179.2 meters) 20p

Waiting Time for each period of 50 seconds
20p

Subject to the licensed capacity of the vehicle the driver when carrying more than 4 persons may be entitled to charge tariff 2.

Tariff 2

Applies to all hiring's begun between midnight and 6am including all Bank Holidays, plus all hiring's from 18:00 hours to 23:59 on the 24th December and from 18:00hrs on New Year's Eve to 23:59hrs on 1st January.

Initial distance not exceeding 1759 yards (1,608 meters)
£4.50

For a distance of 1,760 yards (1,609 meters) £4.80

For each subsequent 196 yards (179.2 meters) 30p

Waiting Time for each period of 50 seconds
30p

Tariff 3

Applies for hiring's from 00:01 hours on the 25th December to midnight on the 26th December

Initial distance not exceeding 1759 yards (1,608 meters)
£6.00

For a distance of 1,760 yards (1,609 meters) £6.40

For each subsequent 196 yards (179.2 meters) 40p

Waiting Time for each period of 50 seconds
40p

Extra charges

A soilage charge of £55.00 (minimum)

Subject to the licensed capacity of the vehicle, the driver when carrying more than 4 persons may be entitled to charge tariff 2.

Where a hackney carriage is hired by distance the proprietor or driver shall not be entitled to demand and take a fare greater than that recorded on the face of the taximeter, save for any extra charges authorised by the above table which may not be recorded on the face of such meter. The driver may charge any 'road charge or tolls' where applicable (this must be agreed with the customer before hire commences).

Trade's Proposals

[To Jackie Guest, Senior Technical Support Officer]

Thank you for your correspondence of 17.07.07. Having been unable to raise enough membership interest to hold a meeting to review the tariff for the coming year, any we the Executive suggest as past patterns reflect a raise on the flag alternates with a raise on the running mile that:-

Option 1 be a 20p raise on the running mile

Option 2 be a 20p raise on the flag

together with the customary inflation linked raise in waiting time. As the Bank of England base rate has risen four or five times this year and fuel increases have fluctuated, a mileage raise might be favourable.

Regards Robert Feasey (Crawley Taxi Association)

Appendix C is not available Electronically

