

AGENDA ITEM 10

RURAL, ECONOMIC AND ENVIRONMENTAL AFFAIRS COMMITTEE

5th MARCH 2014

REPORT OF HEAD OF REGULATORY SERVICES

HACKNEY CARRIAGE TARIFF INCREASE

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to present to the Committee a request made by the Melton Mowbray Taxi Drivers Association to consider an increase in the current tariff charges.

2.0 RECOMMENDATIONS

2.1 **It is recommended that the tariff is advertised for increase in line with the tariff proposed by the Melton Mowbray Taxi Drivers Association (MMTDA) (appendix 1) and as detailed in the proposed Table of Fares (appendix 3).**

2.2 **It is further recommended that authority is delegated to the Head of Regulatory Services in consultation with the Chair and nominated Group spokespersons for this Committee to consider any objections against an increase of the tariff (if an objection is considered to be contentious, the objection will be reported back to the Committee for consideration).**

3.0 KEY ISSUES

3.1 The request to consider an increase to the Hackney Carriage Tariff was reported to the Licensing Committee on 14 January 2014 on a consultative basis, and it was agreed by the Committee that this request was justified and reasonable owing to the increase in the running costs of the licensed vehicles and the wish to ensure that drivers earn a 'living wage'. Following the resolution of the Licensing Committee, this proposed rise in tariff requires the agreement of REEA before formal consultation with the wider public can take place.

3.2 A cost comparison (appendix 4) is attached which details the increase in cost over varying distances and compares existing and proposed tariffs with neighbouring authorities. The 'industry standard' for comparing tariff rates charges is a 2 mile journey.

3.2 A Local Authority has the power to set fares for Hackney Carriages under the provisions of s65 of the Local Government (Miscellaneous Provisions) Act 1976.

3.3 There is a prescribed process that should be followed by a Local Authority when considering a tariff increase, this is attached as appendix 5.

3.7 If there is to be an increase in the tariff, this should be a balanced approach that ensures that the demand for the use of Hackney Carriages continues and that the cost of providing the service reasonably reflects the cost of running such a service.

3.9 Objections are anticipated against the tariff increase and s65 of the LG(MP)Act 1976 requires that the objections must be considered. It is considered that unless an objection is contentious, it is suggested that the objection could be reasonably dealt with by the Head of Regulatory Services in consultation with the Chair and Group spokespersons.

4.0 POLICY AND CORPORATE IMPLICATIONS

4.1 If the tariff increase is agreed as per the recommendation there would be no changes to the existing taxi policy, nor any corporate implications.

5.0 FINANCIAL AND OTHER RESOURCE IMPLICATIONS

- 5.1 An increase in the taxi tariff would not impose no additional costs nor generate any income for the Council.
- 5.2 There will be cost to the Council in terms of officer time in the carrying out of the consultation and implementing any change and financially for the advertising of proposed tariff in the newspaper. The exact quantity of this cost has not yet been established but is estimated to be in the region of £1000. This can be met from existing budgets.

6.0 LEGAL IMPLICATIONS/POWERS

- 6.1 The legal basis for considering changes to the tariff and the procedure to be followed is set out above. Upon the adoption of a new taxi tariff the existing tariff within the Borough shall cease to have any effect and all drivers will be bound to the new approach.

7.0 COMMUNITY SAFETY

- 7.1 There are no community safety issues to be considered with a taxi tariff increase.

8.0 EQUALITIES

- 8.1 There are no equalities issues to be considered.

9.0 RISKS

Very High A						
High B	2.				Risk No.	Description
Significant C					1.	Negative public reaction to the increase in fares
Low D	1.				2.	Opposition from some drivers resulting in a protracted process and disputes played out in public
Very Low E		3.			3.	Reduced competitiveness for Melton taxis
Almost Impossible F						
	IV Negligible	III Marginal	II Critical	I Catastrophic		
	Impact					

10.0 CLIMATE CHANGE

- 10.1 There are no implications for Climate Change.

11.0 **CONSULTATION**

11.1 Consultation would be carried out as part of the process of adopting any tariff increase..

12.0 **WARDS AFFECTED**

12.1 All.

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Date: 5 February 2014

Appendices : 1- MMTA proposal
 2- Existing Tariff
 3- Proposed Tariff
 4- Table for comparison
 5- Statutory Process