

LICENSING COMMITTEE



Report subject	To consider a request to review hackney carriage fares within the Christchurch Zone so that they align with the fares charged in the Bournemouth and Poole Zones.
Meeting date	25 September 2019
Status	Public Report
Executive summary	<p>The Local Government (Miscellaneous Provisions) Act 1976 gives powers to councils to set fares that hackney carriage drivers charge for journeys commencing from a taxi rank or when hailed in the street. Any proposed increase has to be subject to a public consultation exercise.</p> <p>The last increase of the hackney carriage fares in Christchurch was granted in 2017. In October 2018, following the required public consultation to which an objection was received, members of the then Christchurch Licensing Committee resolved to refuse the requested increase.</p> <p>A request has been received to consider an increase in the hackney carriage fare structure such that it aligns with the fare structures operating in the Bournemouth and Poole Zones.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Members consider the proposed hackney carriage fare structure to apply in the Christchurch Zone which, if approved and subject to the outcome of the public consultation exercise, will come into force 14 days after the public consultation commences.</p>
Reason for recommendations	To follow the statutory procedure for fixing hackney carriage fares.

Portfolio Holder(s):	Councillor Lewis Allison, Portfolio holder for Tourism, Leisure and Communities
Corporate Director	Kate Ryan, Corporate Director Environment and Communities
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Wards	Burton & Grange; Christchurch Town; Commons; Highcliffe & Walkford; Mudeford, Stanpit & West Highcliffe;
Classification	For Decision

Background

1. Following the creation of BCP Council the operation of taxi licensing has maintained three zones based upon the legacy council areas. The requirement for these zones is because of the different policy requirements across the legacy areas such as vehicle livery and age limits, restrictive policies for new driver licences in some areas and different tariffs.
2. In practice having the three zones means that the holder of a licence in one zone is not permitted to operate in the other two zones without holding the necessary licences for that zone.
3. The Local Government (Miscellaneous Provisions) Act 1976 gives powers to Councils to set fares that hackney carriage drivers charge to members of the public.
4. These fares legally only relate to journeys commencing from a taxi rank or hailed in the street and are calculated by way of a taxi meter. However, the fares agreed by the Council are also used by many companies to work out charges for pre-booked/private hire journeys.
5. Any request from the trade to increase tariffs must be submitted and considered separately for each zone. As such a request has been received to increase the tariffs operable within the Christchurch zone.

Current Table of Fares

6. The last increase of the hackney carriage fares in Christchurch was granted in 2017. In October 2018 following the required public consultation to which an objection was received, members of the then Christchurch Licensing Committee resolved to refuse the requested increase.
7. The current table of fares that apply for hackney carriage journeys in the Christchurch Zone are as follows (see appendix 1 for detailed breakdown);

Tariff 1 - Day Rate (approximate charge)	£4.45 for the first mile	£2.25 per mile thereafter
Tariff 2 - Unsociable Hours (approximate charge) <ul style="list-style-type: none"> • Midnight – 06:30 hrs daily. • Bank/Public Holidays – 18:30hrs day before to 06:30hrs the day after 	£5.90 for the first mile	£3.00 per mile thereafter
Tariff 3 - Christmas and New Year (approximate charge)	£6.65 for the first mile	£3.35 per mile thereafter

Proposed Table of Fares

8. The proposed table of fares which align with the current fare structure operable in Bournemouth and Poole are as set below (see Appendix 2 for detailed breakdown;

Tariff 1 - Day Rate (approximate charge)	£4.69 for the first mile	£2.37 per mile thereafter
Tariff 2 - Unsociable Hours (approximate charge) <ul style="list-style-type: none"> • Midnight – 06:30 hrs daily. • Bank/Public Holidays – 18:30hrs day before to 06:30hrs the day after 	£6.25 for the first mile	£3.15 per mile thereafter
Tariff 3 - Christmas and New Year (approximate charge)	£7.03 for the first mile	£3.55 per mile thereafter

Consultation

9. The proposed fare structure has been submitted by representatives of the taxi trade.
10. If approved by members the proposed fare structure is required to be advertised for public consultation for a period of 14 days.
11. If no objections are received then the proposed fare structure will come into force on the date the public consultation period ends.
12. If objections are received then the matter must be brought back before the committee within 2 months of the date the public consultation period ended for members to consider the objections and determine the revised fare structure to be implemented.

Summary of financial implications

13. Advertising of the proposed fare structure is required in a local newspaper which would incur a charge.

Summary of legal implications

14. The process for the fixing of fares for hackney carriages is set down in section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

Summary of human resources implications

15. N/A

Summary of environmental impact

16. N/A

Summary of public health implications

17. N/A

Summary of equality implications

18. N/A

Summary of risk assessment

19. N/A

Background papers

Published works

Appendices

Appendix 1; Detailed breakdown of current fare structure in Christchurch zone

Appendix 2; Detailed breakdown of proposed fare structure in Christchurch zone