

LICENSING COMMITTEE



Report subject	Review of Hackney Carriage Maximum Fares and Charges Tariff
Meeting date	7 March 2024
Status	Public Report
Executive summary	<p>A request has been received by Mr David Lane on behalf of BCP taxi private hire association for a 4% increase in the current Hackney Carriage Tariff.</p> <p>The Local Government (Miscellaneous Provisions) Act 1976 allows the council to fix the rates or fares within the district for time as well as distance.</p> <p>Any change in the tariff will be reflected across all three current Hackney Carriage zones within the BCP Council conurbation.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Members consider the request for an adjustment in the current fares and charges. Members can either</p> <p>I. Approve the changes.</p> <p>II. Approve the changes with amendments.</p> <p>III. Refuse the proposed.</p>
Reason for recommendations	<p>Section 65 (1) of the Local Government (Miscellaneous Provisions) Act 1976 allows the council to fix the rates of fares and charges to be paid in respect of the hire of a Hackney Carriage.</p> <p>The taxi trade has requested a change to the current fares and charges.</p>

Portfolio Holder(s):	Cllr Kieron Wilson – Portfolio Holder for Housing and Regulation
Corporate Director	Jillian Kay – Director for Wellbeing
Report Authors	Nananka Randle – Licensing Manager Trudi Barlow – Licensing Officer
Wards	Council-wide
Classification	For Decision

Background

1. A hackney carriage is a taxi with a meter which is licenced to collect passengers from a taxi rank and is available to be hailed on the street in the area that it is licenced.
2. Within BCP Council we have three hackney carriage zones which represent the three legacy council areas B zone for Bournemouth, C zone for Christchurch and P zone for Poole. Outside of their respective zones, the hackney carriage cannot wait on a rank for a passenger or be hailed on the street.
3. A private hire vehicle is licensed only for pre booked journeys and cannot wait on a rank.
4. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 empowers the Council to fix fare rates for taxi services provided by hackney carriage proprietors licenced by the Authority. There is no similar power to set fares for private hire bookings.
5. Taxi fares are made up of an initial hiring charge and a mileage rate, both of which are expressed in terms of distance and or time. This is because when a hired taxi is stationary or moving at less than 6mph in traffic the meter continues charging by time instead of distance. It can never charge both time and distance at the same time.
6. The fare chart has to be displayed within all taxis to allow passengers to calculate the approximate cost of their journey. All hackney carriages are fitted with a taximeters which calculate the fares and these are recalibrated each time there is a change.
7. Once set, all drivers must display the maximum fare on their taximeter. This ensures consistency across all taxis and provides public confidence that the fare they are charged is correct.
8. For information to compare our fares with other areas the Private Hire and Taxi Monthly magazine publishes a fare chart. You can search by local authority. [Hackney Taxi Fare Tables \(phtm.co.uk\)](http://phtm.co.uk)
9. Currently BCP sits at number 33 out of 344 Local Authorities. Below is a comparison of our current fees with other neighbouring local authorities.

10. Dorset Council have two sets of charges one for Weymouth and Portland and the other for the rest of Dorset these can be viewed on their website. [Taxi information - Dorset Council](#)

Council	2 Mile Fare	Ranking
Southampton	8.40	27
BCP Council	8.20	33
New Forest	7.35	123
Dorset Council (Weymouth and Portland Zone)	7.30	N/A
Dorset Council (Dorset Zone)	7.20	138

Proposed Changes

11. The BCP Taxi and Private Hire Association (PHTA) represented today by Mr David Lane is the voluntary body that represents drivers and vehicle licence holders.
12. On 5 December 2023 Mr Lane submitted a written request to the Licensing Manager for a review of the hackney carriage fares by the Licensing Committee for consideration. If agreed it is anticipated that implementation will take place on 1 May 2024. The request is attached at Appendix 1.
13. The table of fares for the hire of hackney carriages in BCP was last reviewed on 15 September 2022 and took effect from 1 November 2022. A copy of the current fare chart is attached at Appendix 2.
14. The trade has requested that the fares be subject to an increase of 4% together with amendments to permit charges for such items as Tolls, Ferry Fares and Airport Drop offs.
15. A further amendment is requested for the extra charge permitted for five or more passengers in a multi seater, on tariff 1 this goes from £1.00 to £2.00 and on tariffs 2 and 3 from £1.25 to £2.00.
16. The proposed increase as requested is shown on the draft fare chart shown at Appendix 3.
17. The proposed increase will change the initial charge as follow-

	Current 2-mile fare	Proposed 2-mile fare
Tariff 1	8.20	8.52
Tariff 2	10.95	11.37
Tariff 3	12.28	12.77

Consultation

18. Section 65 (2) (a) and (b) of the Local Government (Miscellaneous Provisions) Act 1976 require that when any change is made to the fares and charges for hackney carriages, the council must publish a notice of the amended charges in at least one local newspaper and must specify the period of not less than 14 days, for objections to be made.
19. A copy of the notice must also be published at the council offices for the period of 14 days from the date of first publication.
20. If no objections are received the change will come into operation on the date of expiration of the notice.
21. If objections are made and not withdrawn, then the committee will have to consider the objections and any agreed changes or modifications would then come into operation on a specific date no more than 2 months after the original consultation period.

Options Appraisal

22. Members consider the request for an adjustment in the current fares and charges. The current rate of inflation is 4.2% **as stated on the Office for National Statistics website** [Inflation and price indices - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/economy/inflationandpriceindices/articlesandcommentaries/inflationandpriceindices)
23. Members can either
 - I. Approve the changes as requested. The proposed chart reflecting the changes as requested is attached at Appendix 3.
 - II. Approve the changes with amendments as agreed by members, a new fare chart will then be created.
 - III. Refuse the proposed change and retain the current fare tariff.

Summary of financial implications

24. The costs of the public notices in the paper are met within current budget.

Summary of financial implications

25. There are no financial implications.

Summary of legal implications

26. There are no legal implications.

Summary of human resources implications

27. There are no human resource implications.

Summary of sustainability impact

28. There are no sustainability impacts.

Summary of public health implications

29. The provision of taxis is an important part of women's safety, especially late at night when there are less bus routes. The fares must be carefully balanced so that vulnerable passengers particularly women at night are not pushed to take

alternative unlicensed transport options, but the drivers need to earn a living wage which is reflective of the unsocial hours they work. fair for both the drivers and the general public so that it remains affordable whilst high enough to encourage drivers to work at night will be considered by members.

Summary of equality implications

- 30. An EIA screening document has been completed and is subject to the EIA panel assessment prior to the hearing.
- 31. The requested increase in hackney carriage fares will have an impact on all passengers but particularly those on lower socioeconomic status with less disposable income and who are more likely to depend on public transport and taxis.
- 32. However, without an increase there is a likelihood that drivers and vehicle licence holders will not retain existing licences and may move to other local authority areas resulting in a shortage of vehicles to service our residents, tourists and those vulnerable people who rely on them for hospital and school transports and disabled people who need to use a wheelchair accessible vehicle.

Summary of risk assessment

- 33. There are risks with any decision made in relation to these fares, which can impact on the service delivery and capacity to cost recovery as well as the public's ability to afford such journeys.

Background papers

Local Government (Miscellaneous Provisions) Act 1976

[Local Government \(Miscellaneous Provisions\) Act 1976 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1976/66)

Appendices

Appendix 1 – Taxi trade request

Appendix 2 – Current Tariff chart

Appendix 3 – Proposed Tariff chart