

# RIBBLE VALLEY BOROUGH COUNCIL REPORT TO LICENSING COMMITTEE

DECISION

meeting date: TUESDAY, 30 JANUARY 2024  
title: HACKNEY CARRIAGE FARES  
submitted by: CHIEF EXECUTIVE  
principal author: STEPHEN BARKER, SOLICITOR

## 1 PURPOSE

1.1 To seek Committee's views about whether Hackney Carriage fares should be reviewed.

1.2 Relevance to the Council's ambitions and priorities

- Community Objectives }
- Corporate Priorities } Consideration of these issues will promote the Council's aim to be a well managed Council.
- Other Considerations }

## 2 BACKGROUND

2.1 Hackney Carriage fares were set by Committee on 6 September 2022 having previously remained static since 2006. The 2006 fares and those proposed and approved in September 2002 are set out in Appendix 1 to this report. The current fares as shown on the Council website are set out in Appendix 2.

2.2 The mechanism for setting fares for Hackney Carriages is set out in the Local Government (Miscellaneous Provisions) Act 1976, section 65. This section provides that a district Council may:

- i. fix the rates or fares within its district as well for time as for distance; and
- ii. fix all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle.

2.3 When a district council wishes to vary the table of fares, it must publish, in at least one local newspaper circulating in the district, a notice setting out the table of fares and the period (which shall not be less than 14 days from the first publication of the notice) within which, and the manner in which, objections to the proposed table of fares can be made. A copy of the notice has to be deposited at the Council offices and available for inspection at all reasonable hours for a period of 14 days from the date of first publication. If no objection is received, or all objections are withdrawn, the new table of fares comes into operation on the date of expiration of the period specified in the notice, or the date of withdrawal of the objection, whichever is the later. In the event that an objection is received, a further report would be brought to Committee, setting out details of the objection.

2.4 Once the fares are set, it is an offence under section 58 of the Town Police Clauses Act (TPCA) 1847 to charge more than the fare shown on the meter, plus any legitimate extras.

2.5 Section 54 of the TPCA allows agreement to be made in advance of hiring a Hackney Carriage that a sum less than that shown at the end of the hiring will be paid, and once such an agreement has been made it is an offence for the driver to demand more than was agreed in advance.

### 3 ISSUES

3.1 At the annual taxi meeting, Hackney Carriage representatives reported that their members were content with the current standard day rates but reported that customers had questioned the level of night-time rates, as they considered that £6.75 for the first mile and £1.05 for each 1/5 of a mile thereafter was too high. These figures were calculated on the basis of the standard day rate plus an uplift of 50%, which was the same formula as had applied from 2006 to 2022. The representatives requested consideration be given to reduction of the uplift, although they did not indicate what level of uplift they considered to be reasonable.

3.2 Officers have endeavoured to establish the position for other local authorities. Fare structures and tariffs vary, and each authority has a different table of fares, depending on its particular circumstances. However, there are certain authorities with a broadly similar structure to that of Ribble Valley Borough Council, and some of those (eg North Yorkshire, Rossendale and Lancaster) apply a 50% uplift to their daytime rates for the hours where they apply nighttime rates. Others have variable uplifts, including a number which adjust the distance over which a particular fare is calculated for the purpose of night-time rates. Broadly, these authorities appear to have an uplift in the region of 20% to 33% on the daytime rates.

3.3 The issue which has to be considered is the concern expressed by customers to Hackney Carriage drivers. The Hackney Carriage representatives requested that the uplift be reviewed due to this customer concern. Committee is requested to consider the issue and determine whether it will be appropriate to reduce the uplift and, if so, to what rate.

### 4 RISK ASSESSMENT

4.1 The approval of this report may have the following implications

- Resources }
- Technical, Environmental and Legal } The Council has a duty to provide an effective system of Hackney Carriage Licensing and review of the fares contributes to the process. Costs for advertising etc will be met from existing budgets.
- Political }
- Reputation }
- Equality & Diversity }

### 5 **RECOMMENDED THAT COMMITTEE**

5.1 Determine whether there should be a reduction in the night-time tariff in the table of fares for Hackney Carriages, and, if so, to set a figure by which the night-time tariff be reduced, by prescribing a new percentage uplift compared to day time fares.

5.2 Authorise the Head of Legal and Democratic Services to advertise the proposed table of fares as required by legislation.

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