

North East Derbyshire District Council

Licensing Committee

22 October 2020

Hackney Carriage Tariff Increase Request

Report of the Licensing Team Leader

This report is public

Purpose of the Report

- To consider representations received during the statutory consultation regarding the proposed increase in the hackney carriage tariff for Hackney Carriages in North East Derbyshire.

1 Report Details

- 1.1 On the 12 March 2020 this committee approved a proposed variation to the hackney carriage tariff, subject to the publishing of a statutory notice in a local newspaper and any objection received being considered by this Committee prior to the implementation of the revised tariff (with or without modification after consideration of the objections). The original committee report setting out the reasons for the proposed tariff increase is attached at **Appendix 1**.
- 1.2 The current tariff and proposed maximum tariff which has been provisionally approved is set out below:

Tariff One - For hiring commenced between the hours of 06:00 to 22.59 daily	Current Fare	Proposed Fare
First 1/8 th mile, 220 yards or 4 minutes	£2.00	£2.10
For each succeeding 1/8 th mile, 220 yards or 50 seconds or a combination of both	20p	25p
Waiting time for Tariff One	40 seconds or part of 15p	40 seconds or part of 20p
Tariff Two - For hiring commenced between the hours of 23:00 - 05:59 daily, Sundays, Statutory Holidays and Bank Holidays. Excluding Christmas and New Year as displayed in Tariff 3	Current Fare	Proposed fare

First 1/8 th mile, 220 yards or 4 minutes	£2.50	£2.60
For each succeeding 1/8 th mile, 220 yards or 50 seconds or a combination of both	25p	30p
Waiting time for Tariff Two	40 seconds or part of 20p	40 seconds or part of 25p
Tariff Three - For hiring between 18:00 hours on 24th December through to 05:59 on 26th December and 18:00 hours on 31st December through to 05:59 on the 2nd January	Current Fare	Proposed fare
First 1/8 th mile, 220 yards or 4 minutes	£3.50	£3.60
For each succeeding 1/8 th mile, 220 yards or 50 seconds or a combination of both	35p	40p
Waiting time for Tariff Three	40 seconds or part of 30p	40 seconds or part of 40p
Soiling Charge	Current charge	Proposed Charge
To cover cleaning and the loss of income where the interior of the vehicle is soiled, at the discretion of the driver	The sum will not exceed £60.00	The sum will not exceed £75.00

- 1.3 The requisite statutory notice has placed in the Derbyshire Times and displayed at the Council Offices in accordance with statute and in addition:
- all those members of the trade for whom we hold email addresses for we contacted by email to make them aware of the consultation;
 - GMB union representative for the taxi trade;
 - media releases were made via social media;
 - the adverts were placed on the Council website.

- 1.4 During the consultation period three representations were received and these are set out below verbatim together with Officer comments:

Person submitting the representation	Content of the Representation	Officer comments
Mr Kirk Jones	<p>I have just seen the proposed increases to Hackney Carriage tariffs listed in the Derbyshire Times.</p> <p>I must admit that I am surprised to see such increases being proposed at the current time because of the following:</p>	<p>The Council last increased the hackney carriage tariff eight years ago in 2012 and to continue to limit the fares at these levels will be counterproductive and restrict investment in the trade.</p>

	<p>Petrol and diesel costs have fallen by around 20% in the past 12 months</p> <p>Many bus services in north east Derbyshire have been cut in the past 12 months or so and many districts and villages have no public transport after 6pm, such as Wingerworth for example, so more people need to use taxis to make everyday journeys, such as those working shifts or hospital visiting etc. The cost of taxis may even deter people from looking for work because of the cost of travel.</p> <p>The night time economy has been decimated by Covid 19, and any increase in evening taxi tariffs will deter even more people from travelling to their local community centre, pub, club or restaurant. This will result in even more closures and job losses.</p> <p>In conclusion I think in the current economic climate it would be unwise to increase taxi fares when the true cost of motoring has actually fallen in the past 12 months. Especially the succeeding 1/8 mile tariff rising from 20p to 25p (25p to 30p after 11pm) an increase of circa 25%!</p>	<p>With the increasing costs of insurance, repairs and fuel, businesses with Hackney Carriages licensed by the Council have to be profitable and should be able to invest in newer, safer, more energy efficient and environmentally friendly vehicles. This will not only benefit the businesses located within the district, but will also benefit the public, who will be able to hire newer, safer and more environmentally friendly vehicles in the future.</p> <p>With respect to the proposed percentage increase in the tariff a table has been provided below which sets out the percentage increase per mile for the first five miles of a journey.</p>
Mr Naheem Mohammed	Looking at these Increased tariffs I think it won't make a difference as the hackney drivers will still charge extortionate fees to the customers. As they'll never turn on the meter just set a high fixed price, Especially on the weekend from chesterfield town centre. And the customer to be reluctant to pay it as they have no other option to get home in the early hours of the morning. is there anyone that oversees or checks regularly on the Hackney drivers over charging customers ?	The comments provided relate to hackney carriages licensed by Chesterfield BC working in Chesterfield town centre and are not relevant to the proposed tariff increase.
Shaws Taxis Ltd, Clay Cross	REGARDING TARIFF INCREASE OF NORTH EAST DERBYSHIRE TAXIS. HAVING READ YOUR PROPOSAL FOR THE INCREASE MAY I SUGGEST THAT YOUR INCREASE COMES IN LINE WITH THAT OF THE CHESTERFIELD BOROUGH, WHICH WE HAD AN INCREASE 4 YEARS AGO. AS YOU ARE AWARE, I OPERATE BOTH BOROUGH, AND THERE IS AN ONGOING CONFLICT IN PRICES WHEN A NORTH EAST TAKES A PARTY OUT AND THE BOROUGH BRINGS THEM BACK, CAUSING ARGUMENTS AND CONFUSION TO THE CUSTOMERS WHEN YOU EXPLAIN THE DIFFERING PRICES. THEREFORE, COULD THE RISE BE THE SAME TARIFF AS THE BOROUGH,	A comparison table has been provided below which sets out both the current and proposed hackney tariffs for North East Derbyshire District Council and the Current Tariff set by Chesterfield DC. Members will note that the proposed maximum fare for a 1 mile journey will be 4p less than that set by Chesterfield, however, the tariff for each subsequent mile is actually higher than that set by Chesterfield. The reason for this is due to the nature of our district it is likely that journeys will be longer as passengers travel between different towns

	WHICH I SENT YOU A TARIFF SHEET SOME 4 YEARS AGO WHEN I FIRST APPROACHED YOU FOR AN INCREASE, DUE TO THE FACT IT HAS BEEN OVER 9 YEARS SINCE WE HAD ONE.	and villages and the return journey is likely to be completed without passengers.
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- 1.5 To assist Members in considering the representations received the table below has been provided, it sets out the percentage increase between the current and proposed tariffs for North East Derbyshire District Council and also includes the current tariff set by Chesterfield DC:

Tariff Comparison							
	Initial charge	Charge for each additional 1/8th mile	Total cost for 1 mile	Total cost for 2 miles	Total cost for 3 miles	Total cost for 4 miles	Total cost for 5 miles
Tariff 1							
NEDDC Current	£2.00	£0.20	£3.40	£5.00	£6.60	£8.20	£9.80
NEDDC Proposed	£2.10	£0.25	£3.85	£5.85	£7.85	£9.85	£11.85
Percentage increase			13%	17%	19%	20%	21%
Chesterfield BC	£2.30	£0.23	£3.91	£5.75	£7.59	£9.43	£11.27
Tariff 2							
NEDDC Current	£2.50	£0.25	£4.25	£6.25	£8.25	£10.25	£12.25
NEDDC Proposed	£2.60	£0.30	£4.70	£7.10	£9.50	£11.90	£14.30
Percentage increase			11%	14%	15%	16%	17%
Chesterfield BC	£2.80	£0.28	£4.76	£7.00	£9.24	£11.48	£13.72
Tariff 3							
NEDDC Current	£3.50	£0.35	£5.95	£8.75	£11.55	£14.35	£17.15
NEDDC Proposed	£3.60	£0.40	£6.40	£9.60	£12.80	£16.00	£19.20
Percentage increase			8%	10%	11%	11%	12%
Chesterfield BC	£3.80	£0.38	£6.46	£9.50	£12.54	£15.58	£18.62

2 Conclusions and Reasons for Recommendation

- 2.1 In accordance with the legislation the Council may at any time fix the maximum rates or fares for journeys within the Controlled District of the Council, together with all other charges in connection with the hire of a hackney carriage. The current tariff has not been increased since 2012 and to continue to limit the fares at these levels will be counterproductive and restrict investment in the trade. Members may reject the

proposed tariff increase or approve the proposed changes with or without any amendment.

3 Consultation and Equality Impact

- 3.1 The proposed tariff has been subject to a full public consultation and the representations received have been passed to the committee for consideration. Any objections received and not withdrawn shall be considered by the Licensing Committee who shall set a further date, not later than two months after the first appointed date of the 1st October 2020 on which the table of fares shall come into force with or without modification after consideration of the objections.

4 Alternative Options and Reasons for Rejection

- 4.1 Should the Licensing Committee reject the request to amend the proposed tariff or amend the proposed tariff then the reasons for that rejection or amendment must be recorded and a decision notice issued.

5 Implications

5.1 Finance and Risk Implications

- 5.1.1 None

5.2 Legal Implications including Data Protection

- 5.2.1 Any amendments to the hackney carriage tariff must be carried out in accordance with the statutory requirements set out in the Local Government (Miscellaneous Provisions) Act 1976.

5.3 Human Resources Implications

- 5.3.1 None.

6 Recommendations

- 6.1 That Members have considered the representations made in respect of the proposed change to the hackney carriage tariff and either:
- a) Approve the proposed variation to the hackney carriage tariff to have effect from 00:01hrs on the 1st November 2020 (with or without alteration): or
 - b) Refuse the request for a variation to the hackney carriage tariff.

7 Decision Information

<p>Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: BDC: Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> NEDDC: Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/> <input checked="" type="checkbox"/> Please indicate which threshold applies</p>	No
<p>Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)</p>	No
<p>District Wards Affected</p>	All
<p>Links to Corporate Plan priorities or Policy Framework</p>	All

8 Document Information

Appendix No	Title	
1	Hackney Carriage Tariff report presented to Committee on the 12 March 2020.	
<p>Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)</p>		
None		
Report Author		Contact Number
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