

WEST OXFORDSHIRE DISTRICT COUNCIL
MISCELLANEOUS LICENSING SUB-COMMITTEE – 26 MARCH 2014
REVIEW OF HACKNEY CARRIAGE (TAXI) TARIFF FARE TABLE
REPORT OF THE HEAD OF COMMUNITY SERVICES
(Contact: Debra Courtenay-Crane, Tel: (01993) 861636)

(The Sub Committee's decisions on this matter will be resolutions)

1. PURPOSE

To consider a request for an increase in fares and charges payable in connection with the hiring of a Hackney Carriage vehicle.

2. RECOMMENDATION

That, subject to the provisions of Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, the fare table set out as Appendix B hereto be adopted, the fares set out therein being the maximum which may be charged.

3. BACKGROUND

3.1. A request has been received from the West Oxfordshire Consortium. The Consortium comprises of 7 proprietors; Barry Lewis, Olivia Hickman, Mark Griffiths, Michael Bond, Steven Vinnicombe, Damian McClure and Ken Weller. The Consortium has requested a formal review of the hackney carriage fares in West Oxfordshire. A copy of the Consortium's letter and all supporting documents are attached at Appendix A.

3.2. The Council last reviewed the fares at a meeting of the Miscellaneous Licensing Sub-Committee on 9 August 2007. The current fares came into force on 1 October 2007.

3.3. An example of the proposed changes are attached at Appendix B, and the changes are highlighted in yellow.

3.4. For example, on a normal 10 mile journey (no waiting time) the fares would be;

	Existing fare	Proposed fare
Tariff 1	£19.80	£22.20
Tariff 2	£29.70	£33.30
Tariff 3	£39.60	£44.40

This would be an increase of 12.12%.

3.5. Tariff 1 is the standard rate. Tariff 2 is the standard rate plus an extra 50% between 2300hrs and 0700hrs anytime on Sundays and Public holidays. Tariff 3 which is double the standard rate over Christmas and New Year.

- 3.6. It should be noted that the collection of all fares, including any soiling charge, are the responsibility of the hackney carriage driver and, if not paid (either in full or part) are recoverable by the driver as a civil debt. It is noted that there are no proposals to make these new levels of fare mandatory, they remain as a maximum charge that may be payable.
- 3.7. Should the revised fare table be approved the statutory advertisement process will be undertaken. This involves publishing the proposal in a local publication and asking for any representations within fourteen days of the publication date. If no objections are received the new fare table will come into force the day after the 14 days consultation.
- 3.8. Any objections received during the 14 days will be brought before the Licensing Sub-Committee for further consideration.

4. ALTERNATIVES/OPTIONS

- 4.1. The Sub-Committee could decide to grant the request in the light of the documentary evidence provided,
- 4.2. The Sub-Committee could decide to refuse the request.

5. FINANCIAL IMPLICATIONS

The cost of re calibrating individual meters would be met by hackney carriage proprietors. The cost of the newspaper advertisement can be accommodated from the licensing budget.

6. RISKS

An increase in the level of fares payable could be criticised by the travelling public. However, the failure to allow fares to keep pace with rising costs could jeopardise the financial viability of hackney carriage operation leading to significant levels of unmet demand.

7. REASONS

The Council exercises control over the Taxi and Private Hire operations in accordance with the provisions of the Local Government (Miscellaneous Provisions) Act 1976 to regulate fares and to ensure that vehicles, operators and drivers meet the required standards in order to protect the public.

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Background Papers

None