

Licensing & Regulatory Committee

Date: 28th February 2018

Hackney Carriage Tariffs

Report of the Chief Fire Officer: Mr Paul Hedley

Cabinet Member: Councillor John Riddle

Purpose of Report

To provide the Licensing Regulatory Committee with information concerning the existing fare tariff and to consider whether or not it is appropriate to increase the tariff to reflect increases in the general cost of living.

Recommendations

It is recommended that

1. The Committee consider whether or not to grant an increase in the fare tariff currently in operation for each of the hackney carriage zones.
2. Determine whether to introduce additional tariffs for vehicles carrying 5 or more passengers for Alnwick, Berwick, Castle Morpeth, Tynedale and Wansbeck zones.
3. Determine whether to harmonise the additional charges across the zones.
4. Authorise statutory consultation notices
5. Agree consideration of any representations to be delegated to Chair and Vice Chair.

Key Issues

1. The last increase in the hackney carriage tariffs was in 2013.
2. The Council currently has six hackney carriage zones which correspond to the old district boundaries. Each of these zones has its own tariff.
3. A letter was sent to all hackney carriage proprietors asking their views on whether they wished for an increase in the tariff. There was a very low response rate.

Background

Under the Local Government (Miscellaneous Provisions) Act 1976 Section 65, the Council has the power to determine the charges that may be made in respect of journeys undertaken in a hackney carriage.

There are 4 elements in relation to the setting of a tariff:

- Timing of the tariffs
- Flag fall
- Intervals at which fare increases
- Extra charges

The last increase in the hackney carriage tariff was in 2013. The current fare tariffs are set out at Appendix A. A table showing the current prices for a journey of 1,2, 3, 5 and 10 miles is attached as Appendix B.

A letter was sent to all hackney carriage proprietors requesting their views of a possible tariff increase. Copies of the responses are attached as Appendix C together with a summary.

Blyth Valley is the only zone which has additional tariffs relating to larger vehicles which can transport more than 4 persons at one time.

In addition to the general fare for time or distance of a journey the tariff can include other elements such as additional luggage. There are significant differences in the additional charges allowed across the zones. An example would be the soiling charge where Alnwick does not any charge, Wansbeck have a maximum charge of £25 while for Hexham the maximum charge is £60.

In order to vary the hackney carriage tariffs a notice must be published in the local newspaper specifying the date the new tariff is to come into effect. Any representations received must be considered and a new date must be set, within 2 months of the original date, for the implementation of the tariff with or without modifications.

Details of the Inflation rates from 2013 to 2017 are attached as Appendix D.

BACKGROUND PAPERS

Local Government (Miscellaneous Provisions) Act 1976.

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IMPLICATIONS ARISING OUT OF THE REPORT

Policy:	None
Finance and value for money:	Costs associated with Public Notices
Human Resources:	Limited
Property:	None
Equalities:	None
Risk Assessment:	Not applicable
Crime & Disorder:	None
Customer Considerations:	None
Carbon Reduction:	None
Consultation: would require consultation.	Any amendment to the tariff would require
Wards:	All

Finance Officer	n/a
Monitoring Officer/Legal	n/a
Human Resources	n/a
Procurement	n/a
I.T.	n/a
Executive Director	PH
Portfolio Holder(s)	JR