

EXECUTIVE 15th September 2022

Report Title	Hackney Carriage Fares Tariff
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Lead Member	Cllr David Brackenbury – Executive Member for Growth and Regeneration

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

- Appendix A:** Current Table of Tariffs for Hackney Carriages in each zone
- Appendix B:** Fare Increase Request from Corby Hackney Owners Association
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- Appendix F:** Options for a harmonised Fare Tariff
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1 Purpose of Report

- 1.1 The purpose of this report is to provide information regarding requests received from Hackney Carriage proprietors to implement fare increases for Hackney Carriage journeys.
- 1.2 Executive is asked to consider the requested fare increases and decide whether these should be accepted, and if so, whether in whole or in part, having regard to information provided in this report and submissions by the trade, noting that any revised Fares Tariff/Table of Fares recommended are the maximum amount that

can be charged and Hackney Carriage Proprietors are at liberty to charge a lower fare

2. Executive Summary

- 2.1 The Licensing Authority has a discretionary power to fix the rate of Hackney Carriage fares within its area and publish a “Table of Fares” which must be displayed in every Hackney Carriage. Once set, the tariff is the maximum amount that can be charged by Hackney Carriage Proprietors for all journeys starting and ending in the prescribed geographical area. Hackney Carriage Proprietors can charge a lower fare if they wish but it is an offence to charge more.
- 2.2 Members should be mindful of the need to balance the interests of Hackney Carriage Proprietors with that of the travelling public who use Hackney Carriages. All parties will be impacted by the cost of living pressures.
- 2.3 The Licensing and Appeals Committee considered the matter at their meeting on 9th May. Following this meeting some members of the taxi trade contacted Members and officers to object to the proposed harmonised rate which was to be considered by the Executive as one of the options on 16th June 2022. A decision was taken to delay the report, to allow for the matter to be further considered and the trade to be consulted.
- 2.4 Further options for an aligned tariff of fares were subsequently identified and the trade have been consulted on these options. This matter was again considered by the Licensing and Appeals Committee at their meeting on 9th August 2022.

3. Recommendations

- 3.1 It is recommended that the Executive;
 - a) Approve an increase in fares in the Corby zone based upon the harmonised fare tariff detailed as option two in **Appendix F**
 - b) Approve an increase in fares in the East zone based upon the harmonised fare tariff detailed as option two in **Appendix F**
 - c) Approve an increase in fares in the Kettering zone based upon the harmonised fare tariff detailed as option two in **Appendix F**
 - d) Approve an increase in fares in the Wellingborough zone based upon the harmonised fare tariff detailed as option two in **Appendix F**
 - e) Refuse the automatic increases proposed every second and fourth year by the Wellingborough Hackney Carriage Association (WHCA)
- 3.2 Reason for Recommendation: The trade have made representation that an increase in fares is required to ensure that the increased costs of running the service are covered. Alignment of fares is considered to be important, so that all residents within North Northamptonshire will be subject to the same maximum fare, regardless of where they reside or work.

3.3 Alternative Options Considered: The alternative options which were also considered by the Licensing and Appeals Committee are;

- a) Corby Zone;
 - i) To recommend the approval of the Corby Hackney Owners Association (CHOA) proposed increase in fare tariff
 - ii) To recommend a different increase in fares
 - iii) Refuse any increase
- b) East Zone
 - i) To recommend a different increase in fares
 - ii) Refuse any increase
- c) Kettering Zone
 - i) To recommend the approval of the Central Taxis/Trade Proposal/Kettering Hackney proprietors proposed increase
 - ii) To recommend the approval of the Kings Kabs proposed increase
 - iii) To recommend the approval of the Burton Cabs/ Easy Cab/Kettering Hackney proprietors proposed increase
 - iv) To recommend a different increase in fares
 - v) Refuse any increase
- d) Wellingborough Zone
 - i) To recommend the approval of the WHCA proposed increase
 - ii) To recommend a different increase in fares
 - iii) Refuse any increase

4. Report Background

4.1 There are currently four separate Hackney Carriage zones aligned to the previous four sovereign council districts and the fares must be separately considered and set for each zone. This will continue until a resolution is passed to remove the zones and designate one new hackney carriage licensing area for the whole of North Northamptonshire. The current tariff of fares for each zone are detailed within **Appendix A.**

4.2 This equates to the below fares in each zone for a one, two and five mile reference journey;

Zone	1 mile	2 miles	5 miles
Corby	3.40	4.90	9.30
East	3.60	5.20	9.80
Kettering	3.60	6.00	13.20
Wellingborough	3.40	4.90	9.40

4.3 Private Hire & Taxi Monthly publication publishes a monthly table of fare comparisons among all 355 local authorities based on a standard two-mile fare. On 25th July 2022 this showed the following fares for nearby or neighbouring areas:

<https://www.phtm.co.uk/newspaper/taxi-fares-league-tables> (accessed 25/07/2022)

- Daventry was at position 194 with a cost of £6.20 for a two-mile journey
- Northampton was at position 202 with a cost of £6.20 for a two-mile journey
- Central Beds was at position 214 with a cost of £6.13 for a two-mile journey
- Kettering was at position 236 with a cost of £6.00 for a two-mile journey
- Milton Keynes was at position 239 with a cost of £6.00 for a two-mile journey
- Bedford Borough was at position 86 with a cost of £6.80 for a two-mile journey
- East Northants was at position 324 with a cost of £5.20 for a two-mile journey
- South Northants was at position 337 with a cost of £5.00 for a two-mile journey
- Corby was at position 338 with a cost of £4.90 for a two-mile journey
- Wellingborough was at position 341 with a cost of £4.90 for a two-mile journey

4.4 To assist members with context in respect of changes to cost of living and cost of motoring since October 2011, the following information in sections 4.5 to 4.10 may assist:

4.5 The Bank of England Inflation Calculator shows that £5 of goods or services in 2011 would cost £5.97 in 2021, with inflation averaged at 1.8% per year over that period. This is equivalent to an approximate 16% increase.

<https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator>
(accessed 25/07/2022)

4.6 The Bank of England shows the current inflation rate to be 9.4% and forecasts that it will keep rising this year. They expect it to slow down next year and be close to 2% in around two years time. They recognise that although the rate of inflation is expected to slow down, the prices of some things may remain at a high level compared with the past.

<https://www.bankofengland.co.uk/knowledgebank/will-inflation-in-the-uk-keep-rising#:~:text=We%20expect%20inflation%20to%20rise,of%20this%20year%20and%20next>
(accessed 25/07/2022)

4.7 The national minimum wage for anyone over twenty-one years of age in 2011 was £6.08. In 2022 the national minimum wage for the same age group is now £9.18. This is an approximate 51% increase. The national minimum wage for adults over the age of 23 is £9.50 per hour.

<https://www.statista.com/statistics/280483/national-minimum-wage-in-the-uk/>
(accessed 25/07/2022)

4.8 Licensing fees have increased since 2011, but no records are available to confirm the amount of overall increase during this time.

4.9 Fuel (diesel and petrol) prices have fluctuated since 2012 (the first year of available data) and 2022 but have recently increased above the 2012 cost. The price of fuel was actually cheaper during the period September 2013 to September 2021. On 25 December 2012 a litre of petrol cost 135.44 pence and a litre of diesel cost 141.26 pence. On 4th February 2022 a litre of petrol cost 146.79 pence and a litre of diesel cost 150.23 pence, and on 21st July 2022 a litre of petrol cost 187.54 pence and a litre of diesel cost 196.12 pence

<https://www.racfoundation.org/data/uk-pump-prices-over-time>
(accessed 25/07/2022)

4.10 The RAC calculate motoring costs from Office of National Statistics data and their data is summarised below:

- Purchase cost of motor vehicles has increased 18.43% between April 2012 and June 2022, with the majority of that increase since May 2021.
- Vehicle tax and insurance costs have increased 98.17% in this period.
- Maintenance has increased 34.86% in this period.
- Petrol and oil costs have increased 39.02% in this period.
- Overall combined motoring costs have increased 36.14% in that period.
- The overall cost of living has increased by 40.44% in this period.

<https://www.racfoundation.org/data/cost-of-motoring-index>
(accessed 25/07/2022)

Corby Zone

4.11 The fares for the Corby Hackney Carriage trade were last reviewed in November 2017. The Corby Hackney Owners Association (CHOA) have requested that the maximum fares for Hackney Carriage journeys are increased and a copy of their request is included within **Appendix B**.

4.12 The requested increase in fares are set out in the table provided below:

Fare	Current Tariff	Proposed Amendment
Standard minimum charge	£2.20 for the first 387 yards	<u>£2.70</u> for first 387 yards
Subsequent rate	£0.10 for each subsequent 119 yards or uncompleted part thereof	£0.10 for each subsequent <u>111</u> yards or uncompleted part thereof
Fare for a Two Mile Journey	£4.90	£5.60

4.13 The increase requested by the CHOA would result in a 14% increase in the fare for a two mile journey.

East Northamptonshire Zone

4.14 There has been a requested increase in the fares from one of the proprietors in East Northamptonshire although no detail as to the actual increase required has been provided. This is shown within **Appendix E**.

Kettering Zone

4.15 The fares for the Kettering Hackney Carriage trade were last reviewed in June 2011. There is no Hackney Carriage Association currently in place in Kettering, however eight requests have been received for an increase to the maximum fares from the trade and a copy of these are included within **Appendix C**.

4.16 Seven of the requested increases to the fares are set out in the table below, these have been grouped together according to the requested increase:

Fare	Current Tariff	Proposal: Central Taxis / Trade Request / Hackney Carriage Driver 1	Proposal: Kings Kabs	Proposal: Burton Cabs / Easy Cabs / Hackney Carriage Driver 2
Standard minimum charge	£2.40 for the first 880 yards	<u>£3.20</u> for the first 880 yards	<u>£3.30</u> for the first 880 yards	<u>£3.60</u> for the first 880 yards
Subsequent rate	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof
Fare for a Two Mile Journey	£6.00	£6.80	£6.90	£7.20

4.17 It should be noted that the requests also support an increase in rates for tariff 2 (for hiring's which begin between 11.00pm and 6.00am) and tariff 3 (bank holidays), however these rates are normally calculated as a percentage increase on the standard tariff, so these requests are not detailed in the table. It is proposed that the usual standard percentage increases would be applied according to the new standard tariff.

4.18 The increase requested by each proposal would equate to increases of between 13% and 20% above the previous fare for a two mile journey. There was also one further request for an increase, which requested an increase of between 30-40% as attached in **Appendix C**, however no methodology for calculating this was provided, so it was not included within the table.

Wellingborough Zone

4.19 The fares for the Wellingborough Hackney Carriage trade were last reviewed in October 2011. The Wellingborough Hackney Carriage Association (WHCA) have requested that the maximum fare for Hackney Carriage journeys is increased and a copy of their request is included within **Appendix D**. Following a request for further supporting information, the WHCA provided justification for the requested increase in fares and this is also included.

4.20 The requested increase in fares is set out in the table below:

Fare	Current Tariff	Proposed Amendment
Standard minimum charge	£2.30 for the first 541.54 yards	<u>£3.00</u> for the first 541.54 yards
Subsequent rate	£0.10 for each subsequent <u>117.33</u> yards	£0.10 for each subsequent <u>97.77</u> yards
Waiting Time	£0.10 For each period of <u>35</u> seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary	£0.10 For each period of <u>30</u> seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary

Fare for a Two Mile Journey	£4.90	£6.10
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4.21 It should be noted that the WHCA have also requested the following be considered separately to the above:

- Every second year, an automatic increase of 10 pence per mile to the fare.
- Every fourth year, an automatic increase of 20 pence to the standard minimum charge.

4.22 Members are advised that it is not considered to be permissible under the relevant legislation to allow for the automatic increase in fares requested by the WHCA, due to the need to follow a prescribed statutory procedure which includes consultation, for every potential fare change before it can take effect.

4.23 The increase requested by the WHCA would result in an increase of 24% for a two mile journey.

Harmonised Fare

4.24 The tariff of fares for Hackney Carriage journeys in each of the four zones must be considered and set separately. Members may however choose to take the opportunity while considering the tariff of fares to achieve parity of fares for a wider section of the travelling public in its area, by providing consistent fare rates across the whole of the new council area. This could be achieved by aligning the fare calculation methodology and making them the same within each of the zones.

4.25 The report presented to the Licensing and Appeals committee on 9th May proposed that the lowest of the requested increases from the Kettering trade was used as a basis, if a new aligned fare structure was considered to be appropriate. This would result in a standard minimum charge of £3.20 for the first 880 yards and £0.20 for each subsequent 146.66 yards or uncompleted part thereof.

4.26 Following representation from some of the trade against the proposal, further options were produced for consideration and a letter was sent to all 184 licensed Hackney Carriage proprietors setting out five different options for consideration. These options are detailed within **Appendix F**. Licensed proprietors were asked to indicate their preference out of the options, or to submit any alternative options which were widely supported by others.

4.27 Following consultation with the trade, six separate consultation responses were received, which indicate the preference over the options of 118 Hackney Carriage proprietors (64%) and these are included within **Appendix G**. The responses are summarised in the table below;

Representation	Preference
Rep 1 – East based proprietor	• Option 2
Rep 2 – Wellingborough based proprietor	• Option 1
Rep 3 – Wellingborough based proprietor	• Option 1
Rep 4 – East based driver	• Option 2

Rep 5 – Corby Hackney Owners Association	<ul style="list-style-type: none"> • Option 1 – 7 preferences (6 Corby based and 1 East based) • Option 3 – 1 preference (Corby based) • Option 4 – 2 preferences (Corby based) • None – 53 preferences (48 Corby based, 1 East based, 4 Wellingborough based)
Rep 6 – Kettering legal representative on behalf of Kettering based drivers	<ul style="list-style-type: none"> • Option 1 – 51 preferences

4.28 This gives the below ranking for the five options based on responses received;

- Rank one: option 1 – favoured by 60
- Rank two: option 2 and option 4 – both favoured by 2
- Rank four: option 3 – favoured by 1

This indicates that out of the options provided, if an aligned tariff were to be introduced, option one is the most popular with Hackney Carriage Proprietors.

4.29 In addition, fifty-three drivers indicated that their preference would be to agree the original requests for fare increases received from the trade, with retention of individual zones i.e. not have an aligned tariff. Of these, forty-eight of the responses were from drivers within the Corby zone, four were from the Wellingborough zone and one was from the East zone.

4.30 There were no suggestions for an alternative proposal to be considered.

4.31 Since option one was favoured, this was used as a basis for comparison for a potential aligned tariff, for the report presented to the Licensing and Appeals Committee on 9th August. The below table shows the current fares for each zone for a standard one-, two- and five-mile journey and the resultant percentage increase when compared against the current fare, if the proposed fare structure detailed within option one was to replace those currently in place.

Zone	Current 1 mile fare	Increase if proposed harmonised fare is introduced	Current 2 mile fare	Increase if proposed harmonised fare is introduced	Current 5 mile fare	Increase if proposed harmonised fare is introduced
Current Corby fare	£3.40	29%	£4.90	39%	£9.30	51%
Current East fare	£3.60	22%	£5.20	31%	£9.80	43%
Current Kettering fare	£3.60	22%	£6.00	13%	£13.20	6%
Current Wellingborough fare	£3.40	29%	£4.90	39%	£9.40	49%
Option 1 Harmonised Fare Proposal for each zone	£4.40	-	£6.80	-	£14.00	-

- 4.32 This option would include introduction of the additional charges currently in place for Kettering across all four zones. A table showing each of the additional charges for each zone is included within **Appendix H**
- 4.33 Communications from the Corby trade received following the Licensing Appeals Committee in May 2022, objected to the introduction of an aligned tariff and quoted a 4.3 mile journey at 5.30am in Corby as an example, which would see a 127% uplift in fare, due in part to the fact that the additional 50% charge for late night journeys ends at 5am currently in the Corby zone and at 6am in the Kettering zone (7am in East and 6am in Wellingborough). A 5.30am journey under the harmonised proposals would therefore be subject to the 50% uplift seen in the other zones. Option one would result in this same issue. Option 2 however would result in the same maximum fares as option one, but would slightly amend the additional charges to alter the end time of the night-time uplift from 6am to 5am, which would reduce the level of fare increases for journeys between 5-6am.

Licensing and Appeals Committee

- 4.34 The Licensing and Appeals Committee considered the matter on 9th August 2022. The committee recognised that although the trade preference was for option one, they noted the concern raised by some of the trade in Corby over the additional 50% night-time uplift ending at 6am within this option and the impact that this could have upon customers who use taxis to drive them to work between 5-6am.
- 4.35 Following debate, the Committee recommended by a majority vote that an aligned tariff should be introduced within all four zones and that this should be based upon option 2 (detailed within **Appendix F**). This option uses the current fare structure in Kettering to base the new aligned tariff structure upon, based on the lowest of the requests from the Kettering trade, resulting in the same fare structure as option one, with the below tariff for a one-, two- and five-mile reference journey.

	1 mile fare	2 mile fare	5 mile fare
Option 1: £3.20 for first 880 yards £0.20 for each subsequent 146.66 yards or uncompleted part thereof	£4.40	£6.80	£14.00

In this proposal, the additional charges are slightly modified to alter the time that the night-time 50% uplift covers (to 5am) and to remove the additional charge for journeys carrying more than 4 people.

- 4.36 The Committee's recommendations are set out in paragraph 3.1

5 Issues and Choices

- 5.1 Choosing one of the tariffs as a basis to align fares across all 4 zones will result in consistent maximum fare rates across the whole of the council area, but it will result in some large increases in fares for longer journeys, for customers in part of the

district where drivers choose to charge the maximum tariff (depending upon which option is chosen).

- 5.2 Basing an aligned tariff on options 1 or 2 would mean that none of the drivers in any of the four zones would face a reduction in fares. Using option 2 would reduce the impact on customers travelling between 5-6am and those travelling with more than 4 people.
- 5.3 It is important to note that the tariff of fares stipulates the maximum fare that can be charged and drivers can charge less if they wish and can choose not to apply any permitted uplifts.
- 5.4 If full alignment of the tariffs is not considered to be appropriate at this time, other options to be considered are detailed in paragraph 3.3.

6. Next Steps

- 6.1 If a change is approved to the tariff of fares, these will be advertised for a period of 14 days by way of a notice at the Council offices and in a locally circulating newspaper for public consultation, prior to implementation.
- 6.2 If no objection is received within the period specified, or if all objections are withdrawn, the updated table of fares shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- 6.3 If an objection is received and is not withdrawn, the council is required to set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections. Therefore, if any objections are received which are not withdrawn, these will be presented at a future Executive meeting for consideration.

7. Implications (including financial implications)

7.1 Resources, Financial and Transformation

- 7.1.1 Any changes to the fare tariff will need to be advertised in the local newspaper and cannot come into effect until any objections have been considered.
- 7.1.2 There are no resource or financial implications arising from the proposals to the council, however there will be potential financial implications for Hackney Carriage proprietors and for the travelling public whatever decision is made.

7.2 Legal and Governance

- 7.2.1 A Local Authority has the power to set fares for Hackney Carriages under the provisions of section 65 of the Local Government (Miscellaneous Provisions) Act 1976 which stipulates the Council can fix the rates or fares (which can include time

as distance and all other charges in connection with the hire of a vehicle) by way of a table of fares (s.65(1))

- 7.2.2 There is a prescribed process that should be followed by a Local Authority when considering a tariff increase:
- 7.2.3 Where a council makes or varies a table of fares, they shall publish in at least one local newspaper a notice setting out the table of fares and/or variation specifying the period (not less than 14 days from the date of first publication) and the manner in which objections to the table of fares or variation can be made (s.65(2)(a)).
- 7.2.4 The notice should also be available at the council offices for a period of 14 days from the date of first publication and be open to the public for inspection without payment during reasonable hours (s.65(2)(b)).
- 7.2.5 If no objection is made within the period specified in the notice or if objections are withdrawn, the fares shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection (whichever date is later) (s.65(3)).
- 7.2.6 If the objection(s) is not withdrawn the Council shall set a further date (not later than two months after the first specified date) on which the table of fares shall come into force with or without modification as decided by them after consideration of the objections (s.65(4)).
- 7.2.7 Any fares previously made under s.65 fixing the rates and fares or any table of fares previously shall cease to have effect (s.65(6)).

7.3 Relevant Policies and Plans

- 7.3.1 Raising Hackney Carriage fares will ensure that the Hackney Carriage trade remains financially viable and will assist the council in achieving its Corporate Plan priority of enabling people to travel across North Northamptonshire, and beyond.

7.4 Risk

- 7.4.1 Members should be mindful that the rise in the cost of living has increased costs for taxi drivers which they will need to recover and allowing them to increase their fares will assist. Failure to allow taxi drivers to cover their costs could result in a number of them leaving the profession, reducing the number of taxis available. The financial impact of rising taxi fares on the travelling public who also face increased costs should also be considered and increased fares could result in customers using taxi's less, which could also have an impact on the trade.

7.5 Consultation

- 7.5.1 The trade was consulted on options available for an aligned tariff of fares and the results of this consultation are provided within the report.

7.5.2 Once an Executive decision has been made, there is a statutory requirement to advertise the proposals for a period of 14 days for public consultation, prior to implementation. If any consultation responses are received against implementing the suggested changes, these will be formally considered, before the altered fare structure is implemented.

7.6 Consideration by Executive Advisory Panel

7.6.1 This report has not been considered through the Executive Advisory Panel process.

7.7 Consideration by Scrutiny

7.7.1 This report has not been considered by the Scrutiny Commission but could form part of the future work programme.

7.8 Equality Implications

7.8.1 Although an increase in fares applies equally to everyone, people who are more reliant on the use of taxi's, such as those with mobility issues or those who live in more rural communities and are more elderly, may be disproportionately negatively impacted by an increase in fares. There is however insufficient data for us to identify the proportion of these groups of people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

7.8.2 An initial equalities screening assessment identified a potential negative impact from a change in the tariff of fares on differing age groups and people with a disability, therefore a full equalities impact assessment has been carried out, which is attached as **Appendix I**.

7.8.3 Consultation will be undertaken following the decision of the Executive and this will be sent to some organisations representing these groups and any consultation responses will be fully considered.

7.9 Climate and Environment Impact

7.9.1 There are no significant climate impacts arising from the proposed recommendations in this report, although the Taxi Licensing Policy and Conditions are due to be reviewed this year and the climate impacts of taxi licensing will be considered at that time.

7.10 Community Impact

7.10.1 The Council's discretionary power to determine fares is utilised so as to enable the taxi trade to operate effectively whilst ensuring that the general public can continue to afford to use them. Hackney Carriages provide a valuable door to door service for the community.

7.11 Crime and Disorder Impact

7.11.1 There are no significant crime and disorder impacts arising from the proposed recommendations in this report.

8 Background Papers

- 8.1 Local Government Miscellaneous Provisions Act 1976: [Local Government \(Miscellaneous Provisions\) Act 1976 \(legislation.gov.uk\)](https://legislation.gov.uk)
- 8.2 Licensing and Appeals Committee papers 9th August: [Agenda for Licensing and Appeals Committee on Tuesday 9th August, 2022, 6.00 pm - North Northamptonshire Council \(modern.gov.co.uk\)](https://modern.gov.co.uk)