



Derby City Council

LICENSING COMMITTEE
21 September 2017

Report of the Strategic Director of Communities & Place

ITEM 5

Request to Increase Hackney Carriage Tariff

SUMMARY

- 1.1 Two requests for the consideration of hackney carriage fares increases have been received by the Licensing Team.
- 1.2 One request is from the Derby Area Taxi Operators Association (DATOA) and the other is purported to be from the Derby Hackney Union (DHU), which is not currently recognised and as a result of which clarification has been sought from its sender.

RECOMMENDATION

- 2.1 To consider the proposals submitted and decide on one of the following options:
 - (a) Make no change to the current hackney carriage tariff;
 - (b) Approve the proposed hackney carriage tariff submitted by the DATOA;
 - (c) Approve the proposed hackney carriage tariff submitted by the DHU; or
 - (d) Agree and approve an alternative hackney carriage tariff.
- 2.2 If a change is approved, to request the Strategic Director of Communities and Place to advertise the variation of the hackney carriage tariff.
- 2.3 To delegate to the Strategic Director of Communities and Place, following consultation with the Chair, authority to consider and respond to any objections received if required.

REASONS FOR RECOMMENDATION

- 3.1 To address the requests submitted by the hackney carriage trade associations.

SUPPORTING INFORMATION

- 4.1 Licensing Officers have received two separate requests from hackney carriage trade associations to consider an increase in the hackney carriage tariff, on the basis that it

has been a number of years (2008) since the last tariff increase request was made and the costs of operating hackney carriages continues to rise.

- 4.2 It has been the practice previously in the past that the whole of the hackney trade to agree a revised tariff and for this to be presented to the committee for consideration by members.
- 4.3 However, on this occasion, the two hackney trade associations DATOA and DHU have not agreed a mutually acceptable solution and each has submitted their own proposals.
- 4.4 It should be noted that DHU are not currently recognised by the Council as a hackney carriage trade association because they have failed to provide the information required to enable the association to be formally recognised by the Council, in line with existing policy. This is despite many requests to do so. Members are advised that this should be reflected in the weighting given to the proposal submitted by the DHU.
- 4.5 The proposed hackney carriage tariff submitted by the DATOA is set out at Appendix Two. The proposed hackney carriage tariff submitted by the DHU is set out at Appendix Three. The current hackney carriage tariff is set out at Appendix Four. A summary of the proposed tariffs are set out at Appendix 5.
- 4.6 Any variation to the hackney carriage tariff must be advertised in the local press and any objections received must be considered. Should this be necessary, it is proposed that the Chair, in consultation with the Director of Communities, Environment and Regulatory Services, consider any objections received and seek further approval from Committee.

OTHER OPTIONS CONSIDERED

- 5.1 None. The options available are set out in the recommendations.

This report has been approved by the following officers:

Legal officer	Olu Idowu
Financial officer	n/a
Human Resources officer	n/a
Service Director(s)	n/a
Other(s)	Michael Kay

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For more information contact: Background papers: List of Appendices:	Sandra Mansell, Tel. 01332 641931, e-mail sandra.mansell@derby.gov.uk None Appendix 1 – Implications Appendix 2 – Proposed hackney carriage tariff submitted by the DATOA Appendix 3 – Proposed hackney carriage tariff submitted by the DHU Appendix 4 – Current Hackney Carriage Tariff Appendix 5 – Summary of the Proposed Tariffs
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Appendix 1

IMPLICATIONS

Financial and Value for Money

- 1.1 The cost of advertising the tariff increase can be contained within the taxi licensing budget. The costs of meter tests will be met by individual vehicle proprietors.

Legal

- 2.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Council to fix the tariff for hackney carriages. Any variation of this tariff must be approved by the Council and advertised in the local press. Any objections received must be considered.

Personnel

- 3.1 None directly arising from this report.

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- 4.1 None directly arising from this report.

Equalities Impact

- 5.1 Excessive levels of taxi fares could have a negative impact on access to various locations and the quality of life for people on low incomes and people with disabilities.

Health and Safety

- 6.1 None directly arising from this report.

Environmental Sustainability

7.1 None directly arising from this report.

Property and Asset Management

8.1 None directly arising from this report.

Risk Management

9.1 None directly arising from this report.

Corporate objectives and priorities for change

10.1 The proposals set out in this report support the priority outcome of **enabling individuals and communities and improving housing, supporting job creation and regenerating the city.**