



**LICENSING COMMITTEE**  
**Monday, 01 August 2022**

<b>Subject</b>	<b>Application for Taxi Fare Increase</b>
<b>Report by</b>	Councillor Mary Rudd – Cabinet Member with responsibility for Community Health
<b>Supporting Officer</b>	Martin Clarke Licensing Manager and Housing Lead Lawyer 01502 523226 Martin.clarke@eastsoffolk.gov.uk

Is the report Open or Exempt?	OPEN
-------------------------------	------

Category of Exempt Information and reason why it is <b>NOT</b> in the public interest to disclose the exempt information.	Not applicable
<b>Wards Affected:</b>	All Wards

## Purpose and high-level overview

**Purpose of Report:**

For the Licensing Committee to consider a proposal received from a group of licensed hackney carriage drivers in the North of the East Suffolk district for an increase to the hackney carriage fares tariff for the North of the district.

**Options:**

- 1) To approve the proposal for the increase to the hackney carriage fare tariff for the North of the district.
- 2) Not to approve the proposal for the increase to the hackney carriage fare tariff for the North of the district and leave the current tariff in place.

**Recommendation/s:**

That the Committee considers and determines the proposed increase to the hackney carriage fares tariff for the North of the district.

## Corporate Impact Assessment

**Governance:**

Licensing is a Council function exercised by Licensing Committee and Licensing Sub-Committees.

**ESC policies and strategies that directly apply to the proposal:**

Hackney carriage and private hire licensing policy

**Environmental:**

No impact

**Equalities and Diversity:**

No impact

**Financial:**

No impact

**Human Resources:**

No impact

**ICT:**

No impact

**Legal:**

No impact

**Risk:**

No impact

**External Consultees:**

Licensed Hackney Carriage Drivers within East Suffolk.  
Members of the public.

## Strategic Plan Priorities

Select the priorities of the <a href="#">Strategic Plan</a> which are supported by this proposal: (Select only one primary and as many secondary as appropriate)		Primary priority	Secondary priorities
<b>T01</b>	<b>Growing our Economy</b>		
P01	Build the right environment for East Suffolk	<input type="checkbox"/>	<input type="checkbox"/>
P02	Attract and stimulate inward investment	<input type="checkbox"/>	<input type="checkbox"/>
P03	Maximise and grow the unique selling points of East Suffolk	<input type="checkbox"/>	<input type="checkbox"/>
P04	Business partnerships	<input type="checkbox"/>	<input type="checkbox"/>
P05	Support and deliver infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>T02</b>	<b>Enabling our Communities</b>		
P06	Community Partnerships	<input type="checkbox"/>	<input type="checkbox"/>
P07	Taking positive action on what matters most	<input type="checkbox"/>	<input type="checkbox"/>
P08	Maximising health, well-being and safety in our District	<input checked="" type="checkbox"/>	<input type="checkbox"/>
P09	Community Pride	<input type="checkbox"/>	<input type="checkbox"/>
<b>T03</b>	<b>Maintaining Financial Sustainability</b>		
P10	Organisational design and streamlining services	<input type="checkbox"/>	<input type="checkbox"/>
P11	Making best use of and investing in our assets	<input type="checkbox"/>	<input type="checkbox"/>
P12	Being commercially astute	<input type="checkbox"/>	<input type="checkbox"/>
P13	Optimising our financial investments and grant opportunities	<input type="checkbox"/>	<input type="checkbox"/>
P14	Review service delivery with partners	<input type="checkbox"/>	<input type="checkbox"/>
<b>T04</b>	<b>Delivering Digital Transformation</b>		
P15	Digital by default	<input type="checkbox"/>	<input type="checkbox"/>
P16	Lean and efficient streamlined services	<input type="checkbox"/>	<input type="checkbox"/>
P17	Effective use of data	<input type="checkbox"/>	<input type="checkbox"/>
P18	Skills and training	<input type="checkbox"/>	<input type="checkbox"/>
P19	District-wide digital infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>T05</b>	<b>Caring for our Environment</b>		
P20	Lead by example	<input type="checkbox"/>	<input type="checkbox"/>
P21	Minimise waste, reuse materials, increase recycling	<input type="checkbox"/>	<input type="checkbox"/>
P22	Renewable energy	<input type="checkbox"/>	<input type="checkbox"/>
P23	Protection, education and influence	<input type="checkbox"/>	<input type="checkbox"/>
<b>XXX</b>	<b>Governance</b>		
XXX	How ESC governs itself as an authority	<input type="checkbox"/>	<input type="checkbox"/>
<b>How does this proposal support the priorities selected?</b>			

Licensing plays an important role in the themes in the Council's Strategic Plan of growing our economy and enabling our community's Hackney carriage (and private hire vehicles) are a key part of the public transport system, enabling people without their own private transport or without easy access to other means of public transport to travel for education, employment, and entertainment, to shop and to attend medical appointments or deliver/receive care.

## Background and Justification for Recommendation

1 Background facts	
1.1	<p>The Council is responsible for licensing hackney carriage and private hire drivers and vehicles, and private hire operators. It has the power to set and vary fares for hackney carriages under section 65 of the Local Government (Miscellaneous Provisions) Act 1976.</p> <p>Section 55 of the Town Police Clauses Act 1847 prohibits the driver of a hackney carriage from charging more than the set fare.</p>
1.2	<p>If the Council proposes to make any changes to the existing fares it must publish a notice in a local newspaper, setting out the proposed variation. The notice must specify a date (not less than 14 days from publication), and manner by which any objections should be made and if no objections are received then the new fares will come into force on the date specified. The Council must consider any objections that have been made and have not been withdrawn.</p>
1.3	<p>The last increase to the hackney carriage fare tariff in the North of the district was in September 2012. Mr Ibisler states in his proposal that the last increase was in 2008, but this is incorrect.</p> <p>There was a fare increase in November 2007. This was followed by a further request for an increase in 2011 but the Committee decided not to approve an increase at that time. Another request for an increase was received in 2012 which the committee approved at its June 2012 meeting and following consultation, it came into force in September 2012.</p>
2 Current position	
2.1	<p>The current North fare tariff table is attached as <b>Appendix A</b>.</p>
2.2	<p>The proposal for the increase to the North fare tariff has been presented by Mr Ibisler on behalf of a number of licensed drivers:</p> <p style="text-align: center;">In relation to Tariff 1 for journeys carried out between 7am and 11pm -</p>

- There should be a £1.00 increase in the minimum fare and a reduction to 880 yards in distance. This would result in a minimum fare of £4.00
- There should be a reduction in the subsequent distance from 146.66 yards to 125 yards.

In relation to Tariff 2 for journeys carried out between 11pm and 7am -

- There should be a £1.20 increase in the minimum fare and a reduction to 700 yards in distance. This would result in a minimum fare of £4.40.
- There should be a reduction in the subsequent distance from 121.37 yards to 106 yards.

In relation to additional charges -

- Extra passengers – remove the charge for each additional passenger in excess of 2 and up to 4 (i.e. passengers 3 and 4). Reduce the charge from 90p to 80p for each additional passenger in excess of the first 2 additional passengers (i.e. passengers 5,6,7 and 8)
- There should be an increase from 30p to 80p for luggage using the luggage compartment.
- There should be an increase from £40 to £60 for the soiling charge (where a passenger soils the vehicle).

Mr Ibisler's proposals are attached at **Appendix B.**

2.3 The effect of the proposal is as follows:

Tariff 1:

Distance	Current Fare	Proposed Fare Flag-fall increase of 20p @ 125 yardage
987yds	£3.00	£4.00
1 mile	£4.20	£5.60
2 miles	£6.60	£8.40
5 miles	£13.80	£16.80
10 miles	£25.80	£30.80
15 miles	£37.80	£45.00
20 miles	£49.80	£59.00

Tariff 2:

Distance	Current Fare	Proposed fare Flag-fall increase of 20p @ 106 yardage
789yds	£3.20	£4.40
1 mile	£4.80	£6.40
2 miles	£7.80	£9.80

	5 miles	£16.40	£19.80
	10 miles	£31.00	£36.40
	15 miles	£45.60	£53.00
	20 miles	£60.00	£69.60
	Tariff 3:		
	<b>Distance</b>	<b>Current Fare</b>	<b>Proposed fare</b> Flag-fall increase of 20p @ 100 yardage
	1440yds	£5.60	£7.00
	1 mile	£6.20	£8.00
	2 miles	£9.60	£11.60
	5 miles	£19.40	£22.20
	10 miles	£36.00	£39.80
	15 miles	£52.40	£57.40
	20 miles	£68.80	£75.00

### 3 How to address current situation

- 3.1 Mr Ibisler, in his proposal, has stated increased costs to licensed drivers including an increase in fuel costs, the cumulative increase in inflation, an increase in vehicle prices and knowledge that private hire operators in Lowestoft have increased their fares recently.
- The Committee will need to consider the proposal for the increase in the fare tariff in order to meet some of these costs.

### 4 Reason/s for recommendation

- 4.1 There has not been an increase to the hackney carriage maximum scale of fares in the North of the district for nearly ten years. Mr Ibisler has said that related costs have increased during the last ten years.
- 4.2 To comply with the requirements to determine applications for an increase in a fare tariff in accordance with the Local Government (Miscellaneous Provisions) Act 1976.

## Appendices

### Appendices:

- Appendix A** Current North fare tariff table.
- Appendix B** Request for increase to fare tariff from Mr M Ibisler.

**Background reference papers:**

**None**