

## CAMBRIDGE CITY COUNCIL

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REPORT OF: Yvonne O'Donnell  
Environmental Health Manager

TO: Licensing Committee

24 July 2017

WARDS: All

### **HACKNEY CARRIAGE TABLE OF FARES**

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#### **1 INTRODUCTION**

- 1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 provides that in respect of the charges for Hackney Carriages, the Council “*may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle...by means of a table.*”
- 1.2 The existing Table of Fares came into effect on the 26<sup>th</sup> September 2016 and is attached to this report as Appendix A.
- 1.3 Fares comprise charges for:
- Distance travelled (3 tariffs, depending on the time of day and the day of the week);
  - Waiting time;
  - Extra charges, which include:
    - Journeys with 5 or more passengers
    - A potential fuel surcharge
    - A vehicle unfit to continue working charge; and
    - A surcharge for payment by credit or debit card
- 1.4 On the 21<sup>st</sup> May 2017 Cambridge City Licensed Taxis Ltd (CCLT) requested an increase of 1.7%. A copy of the letter with this request is attached as Appendix B.
- 1.5 There have also been further requests from the trade for an additional surcharge to be applied to the carriage of ‘specialist vehicles’ e.g. adult bicycles, prams etc.

- 1.6 A further matter has come to the attention of the Commercial & Licensing Team relating to the legal requirement that fare charts state distances in imperial units e.g. yards. The current fare charts provide distances in metric units (metres). Should the fare increase be agreed then a new fare chart will be required; this therefore provides an opportunity to make this change to the fare chart.

## **2. RECOMMENDATIONS**

### **2.1 Members are recommended to:**

- 2.1.1 Amend the fare chart to provide the statutorily required distances in yards. Members are recommended to consider whether the distances should be provided in:
- Yards only
  - Both yards and metres
- 2.1.2 Consider the fare change proposals submitted by the trade and determine if it is appropriate to authorise an increase in fares, in relation to:
- An increase in the Tariff 1 (drop) price from £2.80 to £2.90
  - An increase in the distance tariff by reducing the distances travelled for 20p; from 90 metres in the first instance and subsequent 179 metres thereafter.
  - An additional extra charge of £3.00 for 'specialist vehicles' such as bicycles and prams.

## **3. BACKGROUND**

### **Units of measurement for the Hackney Carriage Table of Fares**

- 3.1 The Units of Measurement Regulations 1995 provide that units of measurement must be in metric apart from some exceptions; one of which is the requirement of *"The use of the mile, yard, foot or inch for road traffic signs, distance and speed measurement"*.
- 3.2 The requirement regarding distance has not been included in the current fare chart, and as such does not currently comply with the Units of Measurement Regulations 1995 as the distance is provided solely in metres rather than yards.

- 3.3 Comparison with other licensing authorities has revealed that the majority of those researched have an imperial unit (either yards or miles) as the primary measurement; half of these authorities were also then found to also display a secondary measurement (either metres or kilometres).
- 3.4 There has been limited pre-consultation with the trade on this matter who have advised that stating the distance in both imperial and metric could be confusing to members of the public.
- 3.5 Should the units of distance measurement be amended in the fare chart, then there should be minimal impact on the trade as taximeters will register the distance travelled as the same.

### **Request to increase the Hackney Carriage Table of Fares**

- 3.6 At its meeting on the 30<sup>th</sup> January 2012, the Licensing Committee resolved to *“to determine any future amendment to the Table of Fares by using the percentage increase as calculated by Transport for London”*.
- 3.7 As stated in CCLT’s request letter (Appendix B), the trade indicated that an increase was given to London Hackney Carriages this year and wish to use this as the agreed method for a fare increase in Cambridge.
- 3.8 Transport for London (TfL) applied an increase of fares of 1.7% in 2017.
- 3.9 The request provides for a 10p increase on the base fare across all tariffs. There will be no increase in the overall distance.
- 3.10 The following table indicates the current tariffs and the proposed fares provided by CCLT: and a rounded figure, which officers consider would enable passengers and drivers to manage cash handling more effectively.

	Current Rate	1.7% increase	Proposed Rate
Tariff 1	£2.80	£2.84	£2.90
Tariff 2	£3.80	£3.86	£3.90
Tariff 3	£4.80	£4.88	£4.90

- 3.11 The proposals were passed to the main trade organisations for a limited informal pre-consultation, and comments were requested.

- 3.12 In response, Cambridge Hackney Carriage Association (CHCA) has advised they would prefer to leave the starting fares as they are and put a fare increase on the distance travelled instead i.e. reduce the distance travelled for each 20p addition to the fare.
- 3.13 Private Hire & Taxi Monthly publish a monthly 'league table' of Taxi Fare Tables across of all 366 councils. As of July 2017, Cambridge City is ranked 54<sup>th</sup> in the table with a price of £6.40 for a 2 mile taxi fare.

### **Request to add a surcharge for the carriage of specialist vehicles**

- 3.14 During the limited per-consultation with the trade we additionally received two requests from licence holders to introduce an additional charge for the carriage of 'specialist vehicles' e.g. adult bicycles, prams etc. A suggested surcharge was given at £3.00.

- 3.15 The Cambridge Hackney Cambridge City Hackney Carriage Bye Laws provide:

*"11. Every driver of a Hackney Carriage so constructed as to carry luggage shall when requested by any person hiring or seeking to hire the carriage: Convey a reasonable quantity of luggage".*

- 3.16 However, a trade member has commented that an adult bicycle would be unlikely to be considered within the above definition of 'a reasonable quantity of luggage' and would require the need for a multi-seater vehicle.
- 3.17 The following licensing authorities were found to include a surcharge for carriage of a bicycle:

<b>Authority</b>	<b>Item</b>	<b>Charge</b>
Central Bedfordshire	Bicycles/perambulators	£0.11
Basildon	Prams/bicycles/animals	Max £0.40
Oxford	Adult bicycle	£1.00
Bedford	Adult bicycle	£2.00*
South Holland	Prams/bicycles/animals	Max £3.00

*\*Bedford also provide a charge of £0.40 for child bicycles*

## **4. OPTIONS**

- 4.1 In relation to the proposed increase in Hackney Carriage fares the Licensing Committee may resolve:
- a. To vary the existing Table of Fares with effect from 25<sup>th</sup> September 2017 (subject to statutory consultation) by increasing the tariffs as provided in the table at paragraph 3.10.
  - b. To vary the existing Table of Fares with effect from 25<sup>th</sup> September 2017 (subject to statutory consultation) in another way, e.g. distance travelled.
  - c. Not to vary the Table of Fares at this time.
- 4.2 In relation to the proposed surcharge for the carriage of 'specialist vehicles' e.g. bicycles, prams etc. to be added to the Hackney Carriage fares the Licensing Committee may resolve:
- a. To add a surcharge (the amount to be decided) for the carriage of 'specialist vehicles' to the Table of Fares with effect from 25<sup>th</sup> September 2017 (subject to statutory consultation).
  - b. To not add a surcharge for the carriage of 'specialist vehicles' to the Table of Fares with effect from 25<sup>th</sup> September 2017 (subject to statutory consultation).

## **5. CONSULTATION**

- 5.1 In accordance with the statutory procedure set out in Section 6 of the Local Government (Miscellaneous Provisions) Act 1976, the Council is required to undertake public consultation prior to making any amendment to the Hackney Carriage Table of Fares.
- 5.2 A notice must be published in at least one local newspaper circulating the district, setting out the variation and specifying the period, which cannot be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections can be made.
- 5.3 If no objection to the variation of the table of fares is made, or if all objections are withdrawn, the revised Table of Fares will come into operation on the date of the expiration of the consultation period. However, if any objections are made and not withdrawn, the Committee

will consider the objections and set a further date, not later than two months after the first specified date, on which the Table of Fares shall come into effect, with or without modifications.

## **6. CONCLUSIONS**

- 6.1 Cambridge City Council has the authority to determine the fares to be charged by Hackney Carriages within the City for distance and time, and all other charges in connection with the hire of a vehicle. Any request to vary the Table of Fares must be considered, taking into account its policy as previously determined.
- 6.2 Any proposed amendment to the Table of Fares is subject to the statutory consultation process as set out in Section 5.

## **6. IMPLICATIONS**

### **(a) Financial Implications**

Should Members agree to vary the Table of Fares, the costs of the required statutory consultation and advertising will be met from Licensing fees.

### **(b) Staffing Implications**

Consultation on and implementation of a varied Table of Fares will be undertaken within existing provision.

### **(c) Equal Opportunities Implications**

Public consultation on any proposed variation of the Table of Fares will enable comments and objections to be considered prior to implementation.

### **(d) Environmental Implications**

Nil.

### **(e) Procurement**

Nil.

### **(f) Consultation and communication**

There will be a formal public consultation on the proposed variation of the Table of Fares.

### **(g) Community Safety**

Cambridge City Council regulates Hackney Carriages to ensure the protection of the public. The setting of maximum fares chargeable within the City ensures that they are reasonable and proportionate, for both users and the licensed trade.

## **APPENDICES**

Appendix A: Current Table of Fares

Appendix B: Request from Cambridge City Licensed Taxis Ltd

Appendix C: Proposed Table of Fares

To inspect these documents contact Alex Beebe on extension 7723.

The author and contact officer for queries on the report is Alex Beebe on extension 7723.

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