

**Report of:** Transport & Parking Business Manager

**To:** General Purposes Licensing Committee

**Date:** 16<sup>th</sup> January 2008      **Item No:**

**Title of Report :** Hackney Carriage Tariff - Application for Increase

**Summary and Recommendations**

**Purpose of report:** Hackney Carriage Tariff - Application for Increase

**Key decision:** No

**Portfolio Holder:** N/A

**Scrutiny Responsibility:**

**Ward(s) affected:** All

**Report Approved by:**

Graham Smith.      Transport and Parking Business Manager  
Daniel Smith      Legal & Democratic Services

**Policy Framework:** None

**Recommendation(s):**

The Committee is RECOMMENDED to:-

Agree the variation to the hackney carriage tariff in accordance with the application submitted by City of Oxford Licensed Taxicab Association.

Note that the proposed variation is subject to a period of public consultation;

Authorise the Legal and Democratic Services Business Manager to carry out the statutory process of consultation needed to vary hackney carriage fares

1. Local authorities are empowered by virtue of Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 to set the fares for hackney carriages.
2. The City of Oxford Licensed Taxicab Association (COLTA) has applied for a variation in the Hackney Carriage tariff, to be operative as soon as can be arranged following the Committee meeting.
3. COLTA submitted an application for an increase in fares (**Appendix 1**) based on the previously agreed formula (detailed on COLTA's proposals), with figures obtained from the Office of Statistics. The period for calculation is the 12 month period ending October 2007.
4. The average journey length of 2.9 miles (4666 metres) is increased from 2.7 miles from last year.
5. COLTA's calculations are that an increase of 8.43% is required is required to maintain the current value of fares compared to an increase of only 1.36% last year.
6. In real terms the price per mile of diesel fuel has increased by 4 to 4.5 pence per mile
7. In past years COLTA have attempted to weight increases on shorter journeys so that the fare increase to outlying estates and the outer areas of Oxford would be less, but such has been the increase in costs in addition to fuel over the past twelve months that it has not been possible on this occasion.
8. The Private Hire and Taxi Monthly, a trade newspaper contains a table of fares across the United Kingdom. Figures show the following two-mile fares in Oxfordshire and nearby larger urban areas from the November issue for comparison.

Vale of White Horse	<b>£ 5.70</b>
South Oxfordshire	<b>No fares set</b>
Reading	<b>£ 5.40</b>
West Oxfordshire	<b>£ 5.40</b>
West Berkshire	<b>£5.20</b>
Swindon	<b>£ 5.10</b>
Milton Keynes	<b>£ 5.00</b>
<b>Oxford</b>	<b>£4.80</b>
Wycombe	<b>£ 4.35</b>
Cherwell	<b>£ 4.30</b>

9. The increase in fuel costs are reported to have had a severe impact on the profitability of hackney carriages, bearing in mind also that the costs have been borne at current fares for some months. It has been estimated by COLTA that a vehicle used for two shifts would have an additional fuel cost of £60 per week and the requested fare increase on the same basis would generate an additional £67 in fares.

10. COLTA report that hackney carriages only rarely find a return fare when dropping at outlying areas or the business parks thus a 4.5 mile journey becomes 9 miles when the vehicle has returned to the City centre, doubling the costs.

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 **background papers:**

Appendix 1 Report of COLTA  
Appendix 2 Tariff Sheets for 2007 & 2008