

**To:** General Purposes Licensing Committee

**Date:** 21 January 2014 **Item No:**

**Report of:** Head of Environmental Development

**Title of Report:** Hackney Carriage Licensed Trade – Application for Variation of Tariffs

## Summary and Recommendations

**Purpose of report:** To consider a request for a variation of the Hackney Carriage Tariffs from the City of Oxford Licensed Taxicab Association (COLTA)

**Report Approved by:**

**Finance:** Paul Swaffield

**Legal:** Daniel Smith

**Policy Framework:** Vibrant Sustainable Economy

**Recommendation(s):**

Committee is requested to:

- i) consider the request from the City of Oxford Licensed Taxicab Association for a variation to the Hackney Carriage Tariffs in accordance with the information contained within this report; and subject to any decision**
- ii) request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation and delegate to the Chair and the Head of Environmental Development to consider any responses to the consultation.**

## **Introduction**

1. At the General Purposes Licensing Committee meeting on the 19<sup>th</sup> February 2013, Members approved a request made by the City of Oxford Licensed Taxicab Association (COLTA) for a variation of Hackney Carriage Tariffs which came into effect on 25<sup>th</sup> March 2013.
2. On 18<sup>th</sup> December 2013, COLTA submitted a Fare Increase Report requesting for an increase of the Hackney Carriage Tariffs. A copy of the request providing the reasons for a variation of Tariffs can be found at **Appendix One**.

3. Members are also informed about the requirement to undertake a statutory consultation.

### **Proposed Variation**

4. The effect of the proposed variation as requested by COLTA for Tariff One, Two and Three and comparing it with the current Tariffs is shown at **Appendix Two**, and the methodology for calculating the proposed fares is shown at **Appendix Three**.
5. Members may note that the average percentage increase for COLTA's proposal for Tariff One for a journey of between ½ mile to 5 miles is 1.95%, the average percentage increase for Tariff Two for a journey of between ½ mile to 5 miles is 1.81%, and the average percentage increase for Tariff Three for a journey of between ½ mile to 5 miles is 2.09%.

### **Consumer Price Index and Retail Prices Index**

6. The previous increase in the Hackney Carriage Tariffs was agreed by Committee on the 19<sup>th</sup> February 2013 but did not come into force until the 25<sup>th</sup> March 2013. The percentage change in the CPI and RPI has been calculated from the period November 2012 to October 2013. It shows for that period the CPI percentage was 2.01% and the PRI percentage was 2.57%.
7. The average percentage on the requested increase by COLTA is comparable to the CPI and RPI increase detailed in the above paragraph.
8. The Committee should note that if any variation is agreed, it is unlikely due to the requirement to carry out a public consultation that the increase would take effect before 25<sup>th</sup> March 2014, owing to the time required to carry out the statutory consultation.
9. To further assist the Committee a copy of the current Hackney Carriage Tariff Chart is attached at **Appendix Four**, and the proposed Chart submitted by COLTA should the proposal be approved is attached at **Appendix Five**.

### **Comparisons With Other Authorities**

10. When the Committee resolved to approve COLTA's last request the comparison with other authorities as detailed in the December 2012 issue of the 'Private Hire and Taxi Monthly' placed Oxford City Council joint 39<sup>th</sup> (with 20 other local authorities) most expensive authority in relation to the average national fare for a 2 mile journey set at "Tariff One".
11. At the time of compiling this report, updated information has not been issued in relation how the proposed variation would impact on Oxford's standing nationally, and therefore the Committee is asked to determine the proposal as submitted in this report.

### **Consultation**

12. Should the Committee approve a variation to the Hackney Carriage Tariffs, a Public Notice shall be required to be placed in a local

newspaper providing details of the proposed variation, and a period of 14 days shall commence for a public consultation.

### **Financial Considerations**

13. There are no financial implications to the variation of the Hackney Carriage Tariffs as a portion of the Hackney Carriage vehicle licence fee is allocated to recover the costs incurred by the Licensing Authority in dealing with this matter.

### **Legal Considerations**

14. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a local authority may set the fares for Hackney Carriages within its district.
15. A local authority may not set fares for journeys outside its district. The fare for journeys ending outside the district may be negotiated separately between the hirer and driver, but are outside the control of the authority.

### **Recommendations**

16. The Committee is recommended to:
  - i) consider the request from the City of Oxford Licensed Taxi Association for a variation to the Hackney Carriage Tariffs in accordance with the information contained within this report; and subject to any decision
  - ii) request that the Head of Environmental Development and the Head of Law and Governance carry out the statutory requirement of a public consultation and delegate the Chair and the Head of Environmental Development to consider any responses to the consultation.

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- Appendix One: COLTA Fare Increase Report**
- Appendix Two: Effect of proposed variation to Tariffs One, Two and Three showing costs and percentage increases submitted by COLTA**
- Appendix Three: Methodology for calculating the proposed COLTA fares as detailed in Appendix Two**
- Appendix Four: Current Hackney Carriage Tariff Chart**
- Appendix Five: Proposed Hackney Carriage Tariff Chart submitted by COLTA**

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