CREATING A RURAL HACKNEY CARRIAGE TARIFF

1 Purpose

1.1 To consider a request from the Rural Hackney Carriage Association to create a new hackney carriage tariff for the rural Hackney Carriage trade.

2 Recommendations

- 2.1 That the Licensing Manager be authorised to conduct the statutory consultation in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 in respect to the proposed new tariff as set out in Appendix 2 to this report
- 2.2 That, if no objections are received, the Licensing Manager is authorised to adopt the new tariff for the Rural zone.
- 2.3 That, if any objections are received and not withdrawn, they are reported to this Committee for further consideration.

3 Supporting information

- 3.1 The present tariff for hackney carriage fares were set by Licensing Committee in April 2010. Until now, no application had been made for an increase in fares by the Aylesbury Vale Hackney Carriage Association, or the Rural Hackney Carriage Association, despite year on year increases in the costs of vehicle insurance over this period.
- 3.2 Local authorities have the power to set fares for hackney carriages under section 65 of the Local government (Miscellaneous Provisions) Act 1976. In varying the fares the Council must publish in at least one local newspaper the proposed tariff for a period of not less than 14 days and invite objections. A copy of the notice shall also be available for inspection at the council offices.
- 3.3 In 2016 The Rural Hackney Carriage Association proposed a new tariff be introduced specifically for the rural taxis. The rural taxis are purpose built wheelchair access taxis that cover the whole of the Vale of Aylesbury but are not permitted to ply for hire in Aylesbury town centre. They are a vital group that provide a full suite of disability assistance in purpose built vehicles.
- 3.4 As the name implies, these rural vehicles cover a very large area of the vale and can travel a significant distance to accommodate a journey that could be potentially quite short. The fare can only be started once the passenger is on board and therefor many jobs result in what is called "dead" mileage, travel to the hirers home or start point of the journey and then return mileage after the hire is complete. The increase in fares for the rural Hackney Carriage trade would help to offset the fuel costs involved in covering such a large area.
- 3.5 With the year on year increase in costs to insure the vehicles and the aforementioned "dead mileage", the association are proposing an increase in the incremental rates of the fare. Appendix 1 details the proposed new Tariff structure. The initial hire cost remains the same, however the incremental charge based on additional distance or waiting time after the initial charge

- period is to increase from 10p to 20p and the articles of luggage and additional people increases from 10p to 25p and £1.20 to £1.60 respectively.
- 3.6 The hackney carriage proprietors have discretion to charge less than is displayed on the meter and would exercise this discretion in order to ensure short journeys from central locations are not unduly excessive, however it would be important to detail to committee that Aylesbury Vale continue to maintain one the cheapest fares for a average 2 mile journey when compared to the tariffs of other authorities. Appendix 2 shows the current cost of the Hackney Carriage Tariff compared to all other authorities, currently in position 359 out of all 365 councils.
- 3.7 The existing and proposed rural Tariff's are set out in Appendix 1.
- 3.8 Once agreed, these tariffs are calibrated on to the taxi meter, which automatically calculates the fare depending on the journey distance, time of day and other criteria indicated. The meter would be "calendar controlled" which ensures that the tariff is set within the meter itself and cannot be altered by the driver. This is in line with our current town centre based Hackney Carriage vehicles.
- 3.9 This would be a creation of a separate tariff for the Rural Hackneys and would not change the current tariff set for the 50 town based Hackney Carriage licensed vehicles. This creation of a second tariff would recognise the subtle difference in the working patterns between town and rural based Hackney Carriage trades.

4 Options considered

4.1 This report has been prepared in response to a request from the Rural Hackney Carriage trade. In order to facilitate their request the authority are required to follow a statutory procedure. There are no other options available.

5 Reasons for Recommendation

5.1 The rise in fare tariffs for the rural Hackney Carriage trade of Aylesbury is at the request of the Rural Hackney Carriage Association, and puts the local trade in line with tariffs across the country and assists with the various changes the trade has committed to.

6 Resource implications

There are financial implications in placing an advert in a local paper. These can be contained within the 2016/2017 budget .

7 Response to Key Aims and Outcomes

7.1 The rise in tariffs addresses the key aim for the local economy in that it generates income to support the continued development of the taxi service and further supports the infrastructure for the local economy.

Contact Officer Kyle Bennett – 01296 585385 Background Documents None

AYLESBURY VALE DISTRICT COUNCIL

(Appendix 1)



LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976 FARES FOR HACKNEY CARRIAGES

Aylesbury Vale District Council GIVES NOTICE under Section 65 (2) (a) of the above Act of its decision to vary the fares of Hackney Carriages within the district as shown.

Current Hackney Carriage Tariff August 2010

MILEAGE – TARIFF 1	<u>CHARGES</u>	EXTRA CHARGES – TARIFF 2	<u>CHARGES</u>
If the distance does not exceed 1 mile for the whole distance	£3.00	For hiring between 11:00pm till 5.30 am Monday to Sunday	25% extra for total rate of additional fare
If the distance exceeds 1 mile for the first mile	£3.00	EXTRA CHARGES - TARIFF 3	additional fare
Total journey, less than 5 miles For the subsequent 1/13 of the Mile, or uncompleted part thereof	£0.10	For hiring between 6.00pm 24th December till 5.30am 27th December and 6.00pm 31st December till 5.30am 2nd January	50% extra for total rate of additional fare
Journey over 5 miles	£0.10	EXTRA CHARGE	
For the subsequent 1/16 of the mile, Or uncompleted part thereof	20.10	(A) For each article of luggage in excess of2 conveyed in compartment of carriage	£0.10
WAITING TIME		(B) For each person in excess of four persons	£1.20
For each period of 40 seconds or Uncompleted part thereof	£0.10	At all times the starting fare is £3.00	

Proposed Hackney Carriage Tariff 2016

MILEAGE – TARIFF 1	<u>CHARGES</u>	EXTRA CHARGES – TARIFF 2	CHARGES
If the distance does not exceed 1 mile for the whole distance	£3.00	For hiring between 11:00pm till 5.30 am Monday to Sunday	25% extra for total rate of additional fare
If the distance exceeds 1 mile for the first mile	£3.00	EXTRA CHARGES - TARIFF 3	
Total journey, less than 5 miles For the subsequent 1/13 of the Mile, or uncompleted part thereof	£0.20	For hiring between 6.00pm 24th December till 5.30am 27th December and 6.00pm 31st December till 5.30am 2nd January	50% extra for total rate of additional fare
Journey over 5 miles	£0.20	EXTRA CHARGE	
For the subsequent 1/16 of the mile, Or uncompleted part thereof		(A) For each article of luggage in excess of2 conveyed in compartment of carriage	£0.25
WAITING TIME		(B) For each person in excess of four persons	£1.60
For each period of 40 seconds or Uncompleted part thereof	£0.20	At all times the starting fare is £3.00	

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If you are going for a fare rise and you would like to see your financial percentages call 0161 280 2800 or email donnadale.npha@btconnect.com

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THE NATIONAL AVERAGE FARE					
Flag at T1 is now	£2.76				
Flag at T2 is now	£3.63				
1 mile fare T1 is now	£3.82				
1 mile fare T2 is now	£5.04				
2 mile fare T1 is now	£5.79				
2 mile fare T2 is now	£7.45				
5 mile fare T1 is now	£11.27				
5 mile fare T2 is now	£14.73				
10 mile fare T1 is now	£20.71				
10 mile fare T2 is now	£27.06				
Running mile on T1 is now	£1.87				
Running mile on T2 is now	£2.45				

A	AREA FARE AVERAGES								
Tariff One									
	Flag	1 mi.	2 mil.	5 mi.	10 mi.	Running Mile			
East Anglia	£3.03	£3.95	£5.74	£11.04	£19.92	£1.78			
Midlands	£2.73	£3.70	£5.47	£10.74	£19.53	£1.76			
North	£2.46	£3.52	£5.23	£10.36	£19.00	£1.72			
South	£2.97	£4.25	£6.24	£12.25	£22.63	£2.01			
South West	£2.72	£4.02	£6.15	£12.51	£23.18	£2.12			
Scotland	£2.74	£3.55	£5.33	£10.68	£19.62	£1.80			
Wales	£2.82	£3.32	£5.16	£10.65	£19.79	£1.83			
Nat. Avg.	£2.76	£3.82	£5.68	£11.27	£20.71	£1.87			

Tariff Two								
	Flag	1 mi.	2 mil.	5 mi.	10 mi.	Running Mile		
East Anglia	£3.95	£5.10	£7.39	£14.24	£25.65	£2.28		
Midlands	£3.63	£4.90	£7.24	£14.10	£26.14	£2.34		
North	£3.05	£4.37	£6.55	£13.09	£24.00	£2.19		
South	£4.08	£5.86	£8.68	£16.83	£30.84	£2.76		
South West	£3.76	£5.44	£8.29	£16.91	£31.27	£2.87		
Scotland	£3.44	£4.34	£6.31	£12.21	£22.05	£1.97		
Wales	£3.57	£4.20	£6.58	£13.66	£25.46	£2.36		
Nat. Avg.	£3.63	£5.04	£7.45	£14.73	£27.06	£2.45		

For full tables see www.phtm.co.uk / www.npha.org.uk