

Introduction

The last taxi fare increase by the Chiltern District was in 2012, approximately 8 years ago and at present the Trade has raised the issue of the fare and is demanding the council to increase the minimum start rate for the fare in line with RPI and living expenses. It is important that the balance between supporting small business and ensuring the general public has access to a good value Hackney carriage service across all areas of the district.

Comparison with other councils and their increases of the taxi fares

- Aylesbury Hackney Carriage Tariff charges were reviewed in 2019 and the proposed new tariff was approved because it was acknowledged that fares had not been revised for a considerable time and an increase was needed to reflect the increase in running costs.
- The licensing committee at West Berkshire Council agreed in November 2019 the proposed increases. This encompasses fare increases in Royal borough of Windsor and Maidenhead as well as Reading and Bracknell.
- Transport of London approved a 2% increase the last increase was in April 2018 (as opposed to 8 years wait in the Chiltern area.
- Cardiff council are set to consider a 5% fare increase to be effective from 1 April 2020 if it is approved.
- Aberdeen to increase taxi fares by 7% in 2020.

There have been many other examples as highlighted above in the news that taxi fare increases are being increased across the country. This not only identifies that although other means of public transport for having yearly increases in line with inflation the taxi trade had suffered.

Further, the last significant increase in the Chilterns was in 2008 and at the time the actual fare increase implemented was moderate, following this there was a nominal increase in 2012 but since then there has not been a tariff increase in taxi fares.

Future

The Chiltern Taxi Association on behalf of the Trade requests the licensing committee to approve the taxi fare increase and also include an appropriate clause in the taxi licensing policy regular periodic dates on which the tariff will be uplifted in line with inflation. This should be mutually agreed with the licensing team and the CTA. By way example most councils revise the taxi fares every April and the revision is based on the changes in line with Retail Price Index. The index combines changes in operating costs and national earnings to produce change a change in average fares aimed at maintaining drivers' earnings net of operating costs. It should be noted if the tariff increase is approved the Chiltern area will continue to offer one of the lowest tariffs in the Country.

