

**Local Government (Miscellaneous Provisions) Act 1976
Proposed Increase in the Taxi Tariff**

Report by the Director for Communities

1.0 Summary

- 1.1 Members are requested to consider an application received from an Adur Taxi proprietor and Chairman of the Adur Hackney Licensed Drivers for an increase in the Hackney Carriage Tariff.

2.0 Background

- 2.1 Adur District Council has powers under Section 65, of the Local Government (Miscellaneous Provisions) Act 1976 to set a tariff for Hackney Carriages, (Taxis).
- 2.2 The last such increase was authorised in September 2008. A copy of the current Adur Taxi tariff structure is attached marked Appendix A
- 2.3 On two occasions; 15 March 2011 and the 25 February 2013 a tariff increase was requested and was put before this Licensing Committee. The increases were refused by Members.
- 2.4 On the two previous tariff requests they have been rejected on the basis of an unjustifiable increase.

3.0 Proposal

- 3.1 On the 21 September 2016 an Adur Hackney Carriage driver and Chairman of the Adur Hackney Licensed Drivers presented a request to the licensing office for an increase to the current Hackney Carriage Tariff. Appendix B
- 3.3 The proposed tariff has been checked and Officers can confirm that the tariff is mathematically consistent and can be programmed into taximeters.

4.0 Legal

- 4.1** The Council has powers under Section 65, Local Government (Miscellaneous Provisions) Act 1976 (“the Act”) to set a tariff for Hackney Carriages, (Taxis). It is important that the tariff set is consistent and unambiguous.
- 4.2** The suggested tariff must be advertised in a local paper giving the proposed variation in fares, a copy of the notice must be lodged at the Council offices, available for inspection by the public “at all reasonable hours”, and at least 14 days must be allowed after such publication for any objections.
- 4.3** If there are no objections, or any objections made are withdrawn, the new tariff may come into effect on a date which is not less than 14 days after the date of publication, or the date of withdrawal of the last objection, whichever is later.
- 4.4** If there are objections, the Council must consider them unless previously withdrawn. The new tariff, if imposed by members after such consideration, will then come into effect on a date set by the Committee, which is not more than two months after the first specified day.

5.0 Financial implications

- 5.1** There are no direct financial implications for the Council.
- 5.2** Members should bear in mind that the vast majority of taxi drivers are small sole trader businesses, whose income is indirectly regulated by the Council.
- 5.3** The tariff set is a maximum tariff, and drivers are not obliged to charge the full amount shown on the meter, in every case.

6.0 Recommendation

- 6.1** **Members are requested to determine the request from the Adur licensed proprietor and driver for a new Tariff Scheme.**

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Local Government Act 1972**Background Papers:**

Appendix A – Current Taxi Tariff

Appendix B – covering letter and Tariff proposal

Schedule of other Matters

1.0 Council Priority

1.1 Taxi licensing is directly related to public safety issues.

2.0 Specific Action Plans

2.1 Matter considered and no issues identified.

3.0 Sustainability Issues

3.1 Matter considered and no issues identified.

4.0 Equality Issues

4.1 Dealt with in the body of the report.

5.0 Community Safety Issues (Section 17)

5.1 Matter considered and no issues identified.

6.0 Human Rights Issues

6.1 Applicants have the right to expect applications to be properly and fairly considered.

7.0 Reputation

7.1 Matter considered and no issues identified.

8.0 Consultations

8.1 Matter considered and no issues identified.

9.0 Risk Assessment

9.1 Matter considered and no issues identified.

10.0 Health & Safety Issues

10.1 Matter considered and no issues identified.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.