



**AGENDA ITEM:**

**LICENSING & APPEALS  
COMMITTEE:**

**6 June 2023**

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**Report of: Head of Planning & Regulatory Services**

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**SUBJECT: HACKNEY CARRIAGE FARES**

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Wards affected: Borough wide

**1.0 PURPOSE OF THE REPORT**

1.1 The purpose of this report is to consider a request from a Hackney Carriage proprietor, representing all Hackney Carriage trade, to increase the maximum chargeable fares payable by the travelling public for hackney carriage journeys.

**2.0 RECOMMENDATION**

2.1 That the Committee determine whether to grant the proposed increase in hackney carriage fares detailed in Appendix 3 attached to this report.

2.2 If the Committee resolve to grant the proposed increase in hackney carriage fares detailed in Appendix 3 attached to this report, that delegated authority is granted to the Head of Planning & Regulatory Services to publish a Notice in one local newspaper circulating in the Borough detailing the proposed increase in fares.

2.3 That delegated authority is granted to the Head of Planning & Regulatory Services to grant the fare increase should no objections be received in response to the published Notice.

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**3.0 BACKGROUND**

3.1 Members may recall that the last increase in hackney carriage fares was approved at the Licensing & Appeals Committee hearing held on 6 December 2021 and took effect on 10 January 2022. The current hackney carriage fares are detailed in Appendix 1 attached to this report.

#### **4.0 CURRENT POSITION**

- 4.1 On 19 April 2023 a request for an increase in fares has been received from Mr Alexander, a representative for the Hackney Carriage trade. Mr Alexander stated that at a recent drivers' meeting, it was decided that they can no longer absorb the ever-increasing fuel costs plus general inflation and cost of living increases and have requested an increase in the fares. A copy of the correspondence is attached as Appendix 2 to this report.

#### **5.0 ISSUES**

- 5.1 The Hackney Carriage trade is entitled to approach the Council to vary fares. In this case, the Hackney Carriage trade believes that they have no option but to request an increase in fares for the reasons outlined above. Members should therefore consider the request from the Hackney Carriage trade against any potential impact upon the travelling public.
- 5.2 Members should note the differences between the existing fares and those proposed by the Hackney Carriage trade relate to tariffs, waiting times and soiling charge.
- 5.3 If Members decide to grant the fare increase, a Notice will be published in one local newspaper circulating in the Borough detailing the proposed variation. If any objections are received, the matter will be referred back to the Committee for further determination. If no objections are received, the fare increase will be put into effect.

#### **6.0 LEGAL AND POLICY CONSIDERATIONS**

- 6.1 Local Authorities have a discretionary power to determine Hackney Carriage fares under s.65 of the Local Government (Miscellaneous Provisions) Act 1976. When a District Council make or vary a table of fares they must publish, in at least one local newspaper circulating in the district, a Notice setting out the table of fares or the variation therefore and specifying the period, which shall not be less than 14 days from the date of the first publication of the Notice, within which objections to the table of fares or variation can be made. If no objection to a table of fares or variation is duly made within the period specified in the Notice, or if all objections so made are withdrawn, the table of fares or variations shall come into operation on the date of the expiration of the period specified in the notice. If any objection is duly made the Council shall set a further date, no later than two months after the first specified date on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections. There is no right of appeal against the fares once set.

#### **7.0 SUSTAINABILITY IMPLICATIONS**

- 7.1 These services have the potential to impact upon many areas within the Community, particularly upon taxi services and the travelling public within West Lancashire. Therefore, the proposal links with the following aspect of the Community Strategy: Transport (issue B).

## **8.0 FINANCIAL AND RESOURCE IMPLICATIONS**

8.1 There are no direct resource implication for the Council.

## **9.0 RISK ASSESSMENT**

9.1 The Council has a legal duty to administer the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1976 and is under a legal duty to determine the matter contained in this report. A failure to determine this matter would result in potential legal challenge.

## **10.0 HEALTH AND WELLBEING IMPLICATIONS**

10.1 There are no health and wellbeing implications arising from this report.

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### **Background Documents**

There are no background documents (as defined in Section 100D (5) of the Local Government Act 1972) to this Report.

### **Equality Impact Assessment**

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore, no Equality Impact Assessment is required.

### **Appendices**

Existing Hackney Carriage Fares  
Letter from Trade Representative  
Proposed Hackney Carriage Fares

Appendix 1  
Appendix 2  
Appendix 3