

**Manchester City Council
Report for Resolution**

Report to: Executive – 9 December 2020

Subject: Recommendation of the Licensing and Appeals Committee in relation to the Hackney Carriage Fare Card

Report of: Strategic Director (Growth and Development)

Summary

In its capacity as advisor to the Executive on hackney carriage fares, the Licensing and Appeals Committee considered a report at its meeting on 30 November 2020, which set out a proposal to amend the current Hackney Carriage Fare Card in relation to increased charges the Hackney Carriage Trade are subject to at the airport.

This report provides the Executive with the recommendation of the Licensing and Appeals Committee in respect of those changes.

Recommendation

That the Executive (subject to no other matters being raised at the meeting) approve the recommendation of the Licensing and Appeals Committee amend the Hackney Carriage Fare Tariff Extra - 'Manchester Airport Charge - Drop off at any terminal' from £1.80 to £3

Wards Affected: All

Environmental Impact Assessment - the impact of the decisions proposed in this report on achieving the zero-carbon target for the city
Ensuring the Hackney Trade can effectively recover costs associated with their business, supports vehicle proprietors in being able to sustain a viable business that meets the standards (including emissions requirements) of the Council's licensing regime.

Manchester Strategy Outcomes	Summary of the contribution to the strategy
A thriving and sustainable City: supporting a diverse and distinctive economy that creates jobs and opportunities	The hackney carriage fare is set to a specific formula to ensure Hackney Carriage Proprietors can recover the costs associated with maintaining a sustainable business as a licensed Taxi. It is therefore important to ensure that all associated third party costs (eg. barrier charges to access certain ranks) are legally recoverable on the Fare Card.

A highly skilled city: world class and home grown talent sustaining the city's economic success	Not applicable to the contents of this report.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	The fare report seeks to ensure that hackney carriage drivers and proprietors do not have to bear additional costs that they cannot recover through the fares, ensuring they can operate equitably and maintain access to all the ranks at various transport terminals, enabling our fully accessible transport offer to continue end to end.
A liveable and low carbon city: a destination of choice to live, visit and work.	The consideration of hackney carriage fares should take into account the standard of living of those associated with taxi licensing and the cost to the 'taxi user'. Any increase in fares is a direct cost increase to service users. Any decrease in fares is a direct cost decrease for those associated with the taxi trade.

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

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Background documents

Report to Licensing and Appeals Committee - Hackney Carriage Fare Report & amendment – 4 June 2018
Report to Executive – 27 June 2018
Report to Licensing and Appeals Committee – Amendment to Hackney Carriage Fare Tariff – 30 November 2020

1. Introduction

- 1.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance and all other charges in connection with the hire of a hackney carriage. This is a function of the Executive.
- 1.2 Members will be aware that any charges imposed on Hackney Carriages by a third party (i.e. barrier charges to access a rank) can only be recovered on the Hackney Carriage meter if they are indicated on the published Fare Card (following a public consultation). Tariffs have to be indicated specifically on the card to ensure the customer understands the legal applicable charges on the meter, therefore the fare card has to be amended each time any third-party charge changes.
- 1.3 On 1 November 2020, Manchester Airport Group (MAG) amended the charging structure for the drop off zones at the terminal forecourts. The table below shows the changes made:

Old Charges June 2018 – 31 Oct 2020			New Charges 1 Nov 2020		
Cost Band	Full Cost	Discounted Cost *	Cost Band	Full Cost	Discounted Cost *
1-5 Mins	£3	£1-80	1-5 Mins	£5	£3
5-10 Mins	£4	£2-40	5-10 Mins	£6	£3-60
+10 Mins	£25	£25	+10 Mins	£25	£25
Blue Badge**	£0	£0	Blue Badge**	£0	£0

* This discounted rate is available to commercial users as explained at 1.4 below

**This tariff applies to any vehicle carrying a disabled passenger upon presentation of the blue badge

- 1.4 MAG have increased the charges as part of their recovery plan in response to the impacts of the Covid 19 pandemic. MAG are retaining the same charging model which allows for Manchester Hackney Vehicle drivers to obtain a reduced commercial rate of 40% of the full rate that applies to the general public. This reduced rate is obtained on payment of an annual £30 administration fee to MAG by drivers.
- 1.5 In 2018, the lower discounted rate of £1.80 was permitted as an 'extra' for Airport drop off on the Fare Card. The current Fare Card became effective on 16 July 2018.

2. Recommendation of the Licensing and Appeals Committee

- 2.1 On 30 November 2020, the Licensing and Appeals Committee, in its advisory capacity to the Executive, considered a report with regard to amending the

Hackney Carriage Fare Tariff to take account of the increased drop off charges at the Airport. A copy of that report is attached as **Appendix 1**.

- 2.2 The Committee recommends to the Executive to amend the Hackney Carriage Fare Tariff Extra - 'Manchester Airport Charge - Drop off at any terminal' from £1.80 to £3

3. Implementation of any change to the hackney carriage fare

- 3.1 If there are changes to be made to the fares, the relevant legislation sets out a process and time scale for the introduction of any change to the fares. There is a requirement for a public notice to be placed in a local newspaper (normally the MEN), starting a 14-day public consultation. If any objections were subsequently received these would be re-considered by the Executive. Following re-consideration of the objections the Executive will be asked to agree an implementation date for any fare changes (with or without amendments) to take effect. That date of implementation must be within 2 months of the date specified in the public notice. This process would not be required if no changes were made to the fares or if no objections were received.
- 3.2 The current fares (and extras on the fare card) will continue until the date the revised fare takes effect.

Proposed Timetable

30 November 2020	Licensing and Appeals Committee consider report and make representation to Executive
9 December 2020	Executive consider the recommendation and any comments made by the Licensing and Appeals Committee. Where the Executive determine to change any part of the current fare a Public notice must be placed in Manchester Evening News. The consultation period is 14 days. In this case the intention is to place a notice in the MEN on 10 December 2020, in which case the end of the consultation period should be 24 December 2020. <u>Where no objections are received the revised fares will automatically take effect on 25 December 2020.</u>
20 January 2021	Where objections are received these are considered by the Executive. Following re-consideration of the objections the Executive will be asked to agree an implementation date for any fare changes (with or without amendments) to take effect. That date of implementation must be within

	2 months of the date specified in the public notice (by 10 February 2021)
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4. Conclusion and decision

- 4.1 The Report outlines the decision to be taken by the Executive and the recommendation of the Licensing and Appeals Committee made on 30 November 2020.
- 4.2 It is recommended that the Executive (subject to no other matters being raised at the meeting) approve the recommendation to:
- Amend the Hackney Carriage Fare Tariff Extra - 'Manchester Airport Charge - Drop off at any terminal' from £1.80 to £3

5. Legal implications

- 5.1 There are no additional legal implications to consider.

6. Key Policies and Considerations

(a) Equal Opportunities

There are no equal opportunity issues in relation to this report

(b) Risk Management

There are no risk management issues in relation to this report

(c) Legal Considerations

There are no legal considerations other than those already highlighted within the report