



TAXI AND GENERAL COMMITTEE – 21ST JUNE 2018

SUBJECT: PROPOSAL TO INCREASE HACKNEY CARRIAGE FARE TARIFFS

REPORT BY: INTERIM CORPORATE DIRECTOR COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 That the Taxi and General Committee consider the proposals set out in the report with a view to recommending to Cabinet an increase in the hackney carriage fare tariff, in light of requests received from members of the taxi trade.

2. SUMMARY

- 2.1 Requests have been received from the Caerphilly County Borough Taxi Drivers Association (CCBTDA) and two Hackney Carriage Vehicle Proprietors for the current hackney carriage fare tariff to be increased. The current tariff has been in place since 2010 and should be reviewed in line with the current economic climate. This report outlines the details of the requests and the method by which this can be achieved.

3. LINKS TO STRATEGY

- 3.1 The review of the Hackney Carriage Fare Tariff contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales
 - A resilient Wales
 - A more equal Wales

4. THE REPORT

- 4.1 In accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, a local authority may fix and vary the rates or fares within their district and all other charges in connection with the hire of a hackney carriage. However, prior to bringing into force any changes, the authority must publicise its proposals in the local press for a period of fourteen days to allow for any objections.
- 4.2 The current tariff was introduced in August 2010 following requests for an increase from members of the taxi trade due to increasing fuel costs at that time. The trade were consulted on the need for a review in 2014 but there was insufficient support at that time for any increase or amendment. A copy of the current tariff is attached as **Appendix A**.
- 4.3 Officers have noted the tariffs that apply in neighbouring authorities and information contained within "The Private Hire and Taxi Monthly" magazine, which publishes "league tables" showing fare tariffs throughout England and Wales. Recent comparisons show that based upon a two mile journey, the current national average fare is £5.83, the all-Wales average is £5.22 and the regional average in Gwent is £5.04. This Authority's two mile tariff equates to

£4.80. Caerphilly CBC currently sits at 338 out of 370 local authorities in National Fare Tables. A copy of this table is attached as **Appendix B**. Comparison of the two mile tariff across Wales is attached as **Appendix C**. Since 2010, there has been an increase in the cost of fuel of 3.72%. The latest figures for CPI Consumer Price Index are 2.3%.

- 4.4 Caerphilly County Borough Taxi Drivers Association (CCBTDA) and two Hackney Carriage Vehicle Proprietors submitted requests for the current hackney carriage fare tariff to be increased. One of the licensees' proposal was identical to the taxi association, whilst another licensee submitted two separate proposals. Proposals for an increase were circulated to all 482 licensed drivers and proprietors of hackney carriages in the borough who were invited to comment on the proposals or make additional suggestions. A copy of the letter, the details of each proposal demonstrating the prospective fares based on 1 to 5 mile journeys and a response form sent to the trade are attached for information as **Appendix D**. The proposals submitted by the trade are attached as **Appendix E**.
- 4.5 Members will note that the Licensing service suggested its own proposal (Proposal 4) as part of the tariff increase exercise. This was suggested in acknowledgement that an increase in the tariff was overdue, given the last increase in 2010 and the valuable role that taxi and private hire vehicles undertake in respect of transport provision in the borough. However relevant consideration must be given to fare paying passengers as it would be perhaps unrealistic to expect members of the public to support the cost of a 20-30% increase in a two mile fare as suggested in two of the trade proposals, in one tariff increase.
- 4.6 The consultation ended on the 27th April 2018. In total there were a total of 97 responses the breakdown of which are detailed below with the majority supporting proposal 4.-

Proposal	No of Responses	Percentage in favour
1	15	15.5%
2	5	5.2%
3	1	1.0%
4	46	47.4%
No Increase	8	8.2%
Unclear	2	2.1%

- 4.7 Members are asked to consider the proposals set out in this report and to recommend a preferred proposal to Cabinet. In addition to the recommendation from this Committee Cabinet will be asked to note that following the consultation period if no objections are received, the fare tariff shall come into effect immediately. If any objections are received then Cabinet will receive a further report to consider these and to approve the fare tariff with or without modification and the date upon this should come into effect.
- 4.8 Members will see that the majority of respondees were in support of proposal 4. If approved this would result in the following: -
- Tariff 1 – An increase of 40p for the first mile and 20p for each subsequent mile.
 - Tariff 2 – An increase of 40p for the first mile and 20p for each subsequent mile.
 - Tariff 3 – An increase of 40p for the first mile and 60p for each subsequent mile.
 - Tariff 4 – An increase of 40p for the first mile and 40p for each subsequent mile.
 - Tariff 5 – An increase of 40p for the first mile and 60p for each subsequent mile.

A copy of the proposed new tariff (proposal 4) is attached for Member information as **Appendix F**.

Members will note that it is also proposed to amend the times of operation relating to the fares from 6am to midnight and midnight to 6am to 7am to 7pm and 7pm to 7am.

This provides the trade with the opportunity of increased income with Tariff 2 commencing at 7pm as opposed to midnight. It is believed that such a move would not disadvantage daytime taxi users, whilst those seeking to enjoy the night time economy would be charged at tariff 2 rates from 7pm and not midnight. A number of respondees suggested that the change of tariff should be 6am-6pm, however it is believed that this could have a detrimental impact upon the number of passenger who use taxis to get to and from work.

Comparisons with national, regional and neighbouring authorities, as stated earlier in the report, suggest that an increase in the tariff is overdue. Caerphilly CBC would move to 258 in the National Fare tables if the proposals above were agreed. If a new tariff is introduced meters in hackney carriages will require re calibrating. It is also noted that 8 respondees were not in favour of any tariff increase, preferring to remain with the current tariff. One respondent made reference to a loss of custom should there be a tariff increase. Another stated that he believed that customers are currently paying too much. These licensees will have the ability to continue to offer a lower tariff should they choose.

5. WELL-BEING OF FUTURE GENERATIONS

- 5.1 This report and associated proposals contributes to the Well-being Goals as set out in Links to Strategy above. They are consistent with the five ways of working as defined within the sustainable development principle in the Act. There is an emphasis on prevention and public protection as the tariff setting process establishes a maximum standard charge applicable to all hackney carriages. There is also involvement particularly through the consultation process for the trade to submit proposed amendments to the tariff.

6. EQUALITIES IMPLICATIONS

- 6.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance and some potential negative impact has been identified affecting one or more of the target groups. A full EIA has been carried out and the summary and recommendations are included below. The completed EIA is attached as **Appendix G**.
- 6.2 Increasing the tariff of fares will impact on the travelling public and in particular on those groups that use Hackney carriages more often as detailed in the EIA. The increase is believed to be moderate and if implemented Tariff 2 will not apply until 7pm thus not impacting on day time travel. The taxi trade also have to earn a living and the current tariff is below the regional and national average and has not increased since 2010. Running costs have increased since that time and so in summary the conclusion is that the tariff should be amended and that an increase is overdue. The EIA will be updated after the formal consultation exercise.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications except for the advertising costs in publishing details of the proposals for which a budget already exists.

8. PERSONNEL IMPLICATIONS

- 8.1 None.

9. CONSULTATIONS

- 9.1 Responses to consultation with the trade are reflected in 4.4 to 4.6 above.
- 9.2 This report has been sent to the Consultees listed below and all comments received are reflected in this report.

10. RECOMMENDATIONS

- 10.1 Members consider the proposals on the amendments to the hackney carriage fare tariff, and make recommendations to Cabinet to approve them, to enable them to be advertised in the press for a 14-day period.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To bring into force amendments to the hackney carriage vehicle fare tariff following consultation with representatives of the trade. This is an Executive function.

12. STATUTORY POWER

- 12.1 Local Government (Miscellaneous Provisions) Act 1976.

Author: Lee Morgan, Licensing Manager.
Consultees: Cllr Denver Preece Chair, Licensing Committee
Cllr Julian Simmonds, Vice Chair, Licensing Committee
Cllr Eluned Stenner, Cabinet Member for Environment and Public Protection
Mark S. Williams, Interim Corporate Director Communities
Robert Hartshorn, Head of Policy and Public Protection
Jacqui Morgan, Trading Standards, Licensing and Registrars Manager
Lisa Lane, Interim Monitoring Officer
Mike Eedy, Finance Manager
James Williams, Senior Solicitor, Legal Services
Anwen Cullinane, Senior Policy Officer (Equalities and Welsh Language)
Shaun Watkins, HR Manager
Huw Morgan, Team Leader Integrated Transport
Ruth Evans, Senior Transport Officer

Appendices:

Appendix A - Current Hackney Carriage Fare Tariff
Appendix B - Private Hire Monthly National Table of Fares
Appendix C - 2 mile Tariff Comparison across Wales
Appendix D - Letter to the trade and details of each proposal with 5 mile comparison
Appendix E - Trade Proposals
Appendix F - Tariff for Proposal 4
Appendix G - Equality Impact Assessment

**CAERPHELLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI
FARES FOR HACKNEY CARRIAGES**

TARIFF 1 (1-4 passengers for hiring begun between 6.00 am & midnight)

For the first mile or part thereof	£3.00
For each subsequent 1/18 th of a mile or part thereof	10p

TARIFF 2 (1-4 passengers for hiring begun between midnight & 6.00 am)

For the first mile or part thereof	£3.50
For each subsequent 1/20 th of a mile or part thereof	10p

TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times)

For the first mile or part thereof.	£4.50
For each subsequent 1/18 th of a mile or part thereof	15p

TARIFF 4 (1-4 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only)

For the first mile or part thereof	£6.00
For each subsequent 1/18 th of a mile or part thereof	20p

TARIFF 5 (5-8 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only)

For the first mile or part thereof	£9.00
For each subsequent 1/18 th of a mile or part thereof	30p

WAITING TIME (Incorporated in each of the above Tariffs)

For each period of 30 seconds or uncompleted part thereof	10p
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EXTRA CHARGES

N/A incorporated in Tariffs 3 & 5

Animals carried at the driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge)	50p each
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Contamination fee for fouling of the vehicle	£150.00
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JOURNEYS OUTSIDE CAERPHELLY COUNTY BOROUGH

Fares for journeys ending outside the area of the Caerphilly County Borough and in respect of which no fare or rate of fare was agreed before the hiring was effected, must not exceed the authorised fare scale as shown above

Dated this 12th day of August 2010

MR. R. HARTSHORN

Head of Public Protection

Tariff One - Two Mile Comparison

Appendix C

Authority	2 Mile Fare	Last rise
Carmarthenshire	£6.00	2011
Ynys Mon	£5.80	2017
Monmouthshire	£5.70	2011
Vale of Glamorgan	£5.65	2011
Wrexham	£5.60	2011
Newport	£5.60	2015
Cardiff	£5.59	2016
Gwynedd	£5.50	2011
Pembrokeshire	£5.40	2008
Powys	£5.40	2018
Ceredigion	£5.20	2014
Conwy	£5.20	2016
Denbighshire	£5.20	2010
Rhondda Cynon Taf	£5.20	2012
Swansea	£5.05	2008
Neath Port Talbot	£5.00	2007
Bridgend	£4.90	2011
Flintshire	£4.90	2008
Caerphilly	£4.80	2010
Torfaen	£4.80	2008
Merthyr Tydfil	£4.50	2008
Blaenau Gwent	£4.30	2006

APPENDIX D

Tariff 1

	Current	1	%	2	%	3	%..	4	%...
1 Mile	£3.00	£3.50	17	£3.50	17	£4.10	37	£3.40	13
2 Mile	£4.80	£5.90	23	£5.30	10	£5.90	23	£5.40	13
3 Mile	£6.60	£8.30	26	£7.10	8	£7.70	17	£7.40	12
4 Mile	£8.40	£10.70	27	£8.90	6	£9.50	13	£9.40	12
5 Mile	£10.20	£13.10	28	£10.70	5	£11.30	11	£11.40	12

Tariff 2

	Current	1	%	2	%	3	%	4	%
1 Mile	£3.50	£4.00	14	£4.00	14	£4.70	34	£3.90	11
2 Mile	£5.50	£6.60	20	£6.00	9	£6.70	22	£6.10	11
3 Mile	£7.50	£9.20	23	£8.00	7	£8.70	16	£8.30	11
4 Mile	£9.50	£11.80	24	£10.00	5	£10.70	13	£10.50	11
5 Mile	£11.50	£14.40	25	£12.00	4	£12.70	10	£12.70	10

Tariff 3

	Current	1	%	2	%	3	%	4	%
1 Mile	£4.50	£5.20	16	£4.50	0	£5.35	19	£4.90	9
2 Mile	£7.20	£8.80	22	£7.20	0	£8.05	12	£8.20	14
3 Mile	£9.90	£12.40	25	£9.90	0	£10.75	9	£11.50	16
4 Mile	£12.60	£13.00	3	£12.60	0	£13.45	7	£14.80	17
5 Mile	£15.30	£19.60	28	£15.30	0	£17.65	15	£18.10	18

Tariff 4

	Current	1	%	2	%	3	%	4	%
1 Mile	£6.00	£7.00	17	£6.00	0	£6.30	5	£6.40	7
2 Mile	£9.60	£11.80	23	£9.60	0	£9.90	3	£10.40	8
3 Mile	£13.20	£16.60	26	£13.20	0	£13.50	2	£14.40	9
4 Mile	£16.80	£21.40	27	£16.80	0	£17.10	2	£18.40	10
5 Mile	£20.40	£26.20	28	£20.40	0	£20.70	1	£22.40	10

Tariff 5

	Current	1	%	2	%	3	%	4	%
1 Mile	£9.00	£10.00	11	£9.00	0	£11.70	30	£9.40	4
2 Mile	£14.40	£14.80	3	£14.40	0	£17.10	19	£15.40	7
3 Mile	£19.80	£19.60	-1	£19.80	0	£22.50	14	£21.40	8
4 Mile	£25.20	£24.40	-3	£25.20	0	£27.90	11	£27.40	9
5 Mile	£30.60	£29.20	-5	£30.60	0	£33.30	9	£33.40	9

Proposal 1 submitted by 2 Operators

Proposal 2 submitted by Licensee

Proposal 3 submitted by Licensee

Proposal 4 Licensing Authority Proposal

Tariff 1 applicable 6am - Midnight

Tariff 1 applicable 7am - 6pm

Tariff 1 applicable 7am - 6pm

Tariff 1 applicable 7am-7pm

FARE INCREASE

In view of the forth coming Committee meeting to discuss the proposals to increase the fares throughout the Borough I would urge the Committee to consider the following.

TARIFF 1 (1-4 passengers for hiring began between 6.00am & midnight).

For the first mile of travel a flag fall price of £3.50 followed by a running charge of 10p per 1/24th of a mile there after.

TARIFF 2 (1-4 passengers for hiring began between midnight & 6.00am).

For the first mile of travel a flag fall price of £4.00 followed by a running charge of 10p per 1/26th of a mile there after.

TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times).

For the first mile of travel a flag fall price of £5.20 and a running charge of 10p per 1/36th of a mile there after.

TARIFF 4 (1-4 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on the 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only.

For the first mile of travel a flag fall price of £7.00 followed by a running charge of 10p per 1/48th of a mile there after.

TARIFF 5 (5-8 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on the 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only.

For the first mile of travel a flag fall price of £10.00 followed by a running charge of 10p per 1/48th of a mile there after.

WAITING TIME (Incorporated in each of above Tariffs)

For each period of 20 seconds or uncompleted part thereof. 10p

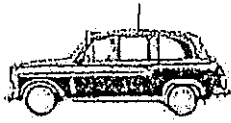
EXTRA CHARGES

N/A incorporated in Tariff 3 & 5

Animals carried at driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge). A fee of £1.00 will be chargeable.

CONTAMINATION FEE FOR FOULING VEHICLE TO REMAIN AT £150.00

Option 1
Elected Submission



Charlies Taxis



Date 23 FEBRUARY 2018

Dear Sir or Madam

FARE INCREASE

In view of the forth coming Committee meeting to discuss the proposals to increase the fares throughout the Borough I would urge the Committee to consider the following.

TARIFF 1 (1-4 passengers for hiring began between 6.00am & midnight).

For the first mile of travel a flag fall price of £3.50 followed by a running charge of 10p per 1/24th of a mile there after.

TARIFF 2 (1-4 passengers for hiring began between midnight & 6.00am).

For the first mile of travel a flag fall price of £4.00 followed by a running charge of 10p per 1/26th of a mile there after.

TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times).

For the first mile of travel a flag fall price of £5.20 and a running charge of 10p per 1/36th of a mile there after.

TARIFF 4 (1-4 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on the 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only.

For the first mile of travel a flag fall price of £7.00 followed by a running charge of 10p per 1/48th of a mile there after.

TARIFF 5 (5-8 passengers for hiring between 6.00 pm Christmas Eve and 6.00 am on the 27th December and between 6.00 pm New Years Eve and 6.00 am on 2nd January only.

For the first mile of travel a flag fall price of £10.00 followed by a running charge of 10p per 1/48th of a mile there after.

WAITING TIME (Incorporated in each of above Tariffs)

For each period of 20 seconds or uncompleted part thereof: 10p

EXTRA CHARGES

N/A incorporated in Tariff 3 & 5

Animals carried at driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge). A fee of £1.00 will be chargeable.

CONTAMINATION FEE FOR FOULING VEHICLE TO REMAIN AT £150.00

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CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERPHILLY
FARES FOR HACKNEY CARRIAGES

TARIFF 1 (1-4 passengers for hiring begun 07:00am & 18:00pm)	
For the first half mile or part thereof	£3.20
For each subsequent 1/18 th of a mile or part thereof	10p
TARIFF 2 (1-4 passengers for hiring begun between 18:00pm & 07:00am)	
For the first half mile or part thereof	£3.70
For each subsequent 1/20 th of a mile or part thereof	10p
TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 Passengers for hiring at all times)	
For the first half mile or part thereof	£4.00
For each subsequent 1/18 th of a mile or part thereof	15p
TARIFF 4 (1-4 passengers for the hiring between 18:00pm Christmas Eve And 07:00am on 27 th December and between 18:00pm New years Eve And 07:00am on 2 nd January only)	
For the first half mile or part thereof	£4.50
For each subsequent 1/18 th of a mile or part thereof	20p
TARIFF 5 (5-8 passengers for hiring between 18:00pm Christmas Eve And 07:00am on 27 th December and between 18:00pm on New years Eve And 07:00am 2 nd January only)	
For the first half mile or part thereof	£9.00
For each subsequent 1/18 th of a mile or part thereof	30p
WAITING TIME (incorporated in each of the above Tariffs)	
For each period of 30 seconds or uncompleted part thereof	20p
EXTRA CHARGES	
N/A incorporated in Tariffs 3 & 5	
Animals carried at the drivers discretion (except guide, hearing & other Assistance dogs which will be carried free of charge)	
Contamination fee for fauling of the vehicle	£150.00

JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH

Fares for journeys ending outside the area of the Caerphilly County Borough and in respect of which no fare or rate of fare was agreed before hiring was effected,

Must not exceed the authorised fare scale as shown above

CAERPHILLY COUNTY BOROUGH COUNCIL
 CYNGOR BWRDEISTREF SIROL CAERPHILLY
 FARES FOR HACKNEY CARRIAGES

TARIFF 1 (1-4 passengers for hiring begun 07:00am & 18:00pm)	
For the first mile or part thereof	£3.50
For each subsequent 1/18 th of a mile or part thereof	10p
TARIFF 2 (1-4 passengers for hiring begun between 18:00pm & 07:00am)	
For the first mile or part thereof	£4.00
For each subsequent 1/20 th of a mile or part thereof	10p
TARRIF 3 (1-4 passengers for hiring on Bank & public holidays and 5-8 Passengers for hiring at all times)	
For the first mile or part thereof	£4.50
For each subsequent 1/18 th of a mile or part thereof	15p
TARRIF 4 (1-4 passengers for the hiring between 18:00pm Christmas Eve And 07:00am on 27 th December and between 18:00pm New Year's Eve And 07:00am on 2 nd January only)	
For the first mile or part thereof	£6.00
For each subsequent 1/18 th of a mile or part thereof	20p
TARIFF 5 (5-8 passengers for hiring between 18:00pm Christmas Eve And 07:00am on 27 th December and between 18:00pm New Year's Eve And 07:00am on 2 nd January only)	
For first mile or part thereof	£9.00
For each subsequent 1/18 th of a mile or part thereof	30p
Waiting Time (Incorporated in each of the above Tariffs)	
For each period of 30 seconds or uncompleted part thereof	20p
EXTRA CHARGES	
N/A incorporated in Tariffs 3 & 5	
Animals carried at the driver's discretion (except guide, hearing & other Assistance dogs which will be carried free of charge)	
Contamination fee for fouling of the vehicle	£150.00

JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH

Fares for journeys ending outside the area of the Caerphilly County Borough and in
 respect of which no fare or rate of fare was agreed before hiring was effected,

Must not exceed the authorised fare scale as shown above

**CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI
FARES FOR HACKNEY CARRIAGES**

TARIFF 1 (1-4 passengers for hiring begun between 7.00 am & 7.00pm)	
For the first mile or part thereof	£3.40
For each subsequent 1/20 th of a mile or part thereof	10p
TARIFF 2 (1-4 passengers for hiring begun between 7.00pm & 7.00 am)	
For the first mile or part thereof	£3.90
For each subsequent 1/22 th of a mile or part thereof	10p
TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times)	
For the first mile or part thereof.	£4.90
For each subsequent 1/22 nd of a mile or part thereof	15p
TARIFF 4 (1-4 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27 th December and between 7.00 pm New Years Eve and 7.00 am on 2 nd January only)	
For the first mile or part thereof	£6.40
For each subsequent 1/20 th of a mile or part thereof	20p
TARIFF 5 (5-8 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27 th December and between 7.00 pm New Years Eve and 7.00 am on 2 nd January only)	
For the first mile or part thereof	£9.40
For each subsequent 1/20 th of a mile or part thereof	30p
WAITING TIME (Incorporated in each of the above Tariffs)	
For each period of 30 seconds or uncompleted part thereof	10p
EXTRA CHARGES	
N/A incorporated in Tariffs 3 & 5	
Animals carried at the driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge)	50p each
Contamination fee for fouling of the vehicle	£150.00
JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH	
Fares for journeys ending outside the area of the Caerphilly County Borough and in respect of which no fare or rate of fare was agreed before the hiring was effected, must not exceed the authorised fare scale as shown above	
Dated this ^h day of 2018	
MR. R. HARTSHORN	
Head of Public Protection	

EQUALITY IMPACT ASSESSMENT FORM

April 2016

THE COUNCIL'S EQUALITIES STATEMENT

This Council recognises that people have different needs, requirements and goals and we will work actively against all forms of discrimination by promoting good relations and mutual respect within and between our communities, residents, elected members, job applicants and workforce.

We will also work to create equal access for everyone to our services, irrespective of ethnic origin, sex, age, marital status, sexual orientation, disability, gender reassignment, religious beliefs or non-belief, use of Welsh language, BSL or other languages, nationality, responsibility for any dependents or any other reason which cannot be shown to be justified.

NAME OF NEW OR REVISED PROPOSAL *	Review of Hackney Carriage Tariff of Fares
DIRECTORATE	Communities
SERVICE AREA	Public Protection
CONTACT OFFICER	Jacqui Morgan
DATE FOR NEXT REVIEW OR REVISION	At next tariff review or on receipt of objections to the formal consultation process.

***Throughout this Equalities Impact Assessment Form, 'proposal' is used to refer to what is being assessed, and therefore includes policies, strategies, functions, procedures, practices, initiatives, projects and savings proposals.**

INTRODUCTION

The aim of an Equality Impact Assessment (EIA) is to ensure that Equalities and Welsh Language issues have been proactively considered throughout the decision making processes governing work undertaken by every service area in the Council as well as work done at a corporate level.

The form should be used if you have identified a need for a full EIA following the screening process covered in the [Equalities Implications in Committee Reports](#) guidance document (available on the [Equalities and Welsh Language Portal](#) on the Council's intranet).

The EIA should highlight any areas of risk and maximise the benefits of proposals in terms of Equalities. It therefore helps to ensure that the Council has considered everyone who might be affected by the proposal.

It also helps the Council to meet its legal responsibilities under the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, the Welsh Language (Wales) Measure 2011 and supports the wider aims of the Well-being of Future Generations (Wales) Act 2015. There is also a requirement under Human Rights legislation for Local Authorities to consider Human Rights in developing proposals.

Specifically, Section 147 of the Equality Act 2010 is the provision that requires decision-makers to have 'due regard' to the equality implications of their decisions and Welsh Language Standards 88-97 require specific consideration of Welsh speakers under the Welsh Language Standards (No.1) Regulations 2015.

The Older People's Commissioner for Wales has also published 'Good Practice Guidance for Equality and Human Rights Impact Assessments and Scrutinising Changes to Community Services in Wales' to ensure that Local Authorities, and other service providers, carry out thorough and robust impact assessments and scrutiny when changes to community services are proposed, and that every consideration is given to mitigate the impact on older people and propose alternative approaches to service delivery.

The Council's work across Equalities, Welsh Language and Human Rights is covered in more detail through the [Equalities and Welsh Language Objectives and Action Plan 2016-2020](#).

This approach strengthens work to promote Equalities by helping to identify and address any potential discriminatory effects before introducing something new or changing working practices, and reduces the risk of potential legal challenges.

When carrying out an EIA you should consider both the positive and negative consequences of your proposals. If a project is designed for a specific group e.g. disabled people, you also need to think about what potential effects it could have on other areas e.g. young people with a disability, BME people with a disability.

There are a number of supporting guidance documents available on the [Equalities and Welsh Language Portal](#) and the Council's Equalities and Welsh Language team can offer support as the EIA is being developed. Please note that the team does not write EIAs on behalf of service areas, the support offered is in the form of advice, suggestions and in effect, quality control.

Contact equalities@caerphilly.gov.uk for assistance.

PURPOSE OF THE PROPOSAL

1	<p>What is the proposal intended to achieve? <i>(Please give a brief description of the purpose of the new or updated proposal by way of introduction.)</i></p> <p>The aim of the proposal is to set a tariff of fares that is reasonable to the travelling public and to the taxi trade who earn a living by owning or driving hackney carriages. The current tariff of fares has not increased since 2010. A number of factors influencing taxi journey costs have increased since that time e.g. 3.2 % increase in fuel costs and significant increases in vehicle insurance prices. The latest figures for CPI Consumer Price Index is 2.3%.</p>
2	<p>Who are the service users affected by the proposal? <i>(Who will be affected by the delivery of this proposal? e.g. staff members, the public generally, or specific sections of the public i.e. youth groups, carers, road users, people using country parks, people on benefits etc.)</i></p> <p>Members of the public who use Hackney Carriages and Hackney carriage drivers and proprietors who earn their living from this trade.</p>

IMPACT ON THE PUBLIC AND STAFF

3	<p>Does the proposal ensure that everyone has an equal access to all the services available or proposed, or benefits equally from the proposed changes, or does not lose out in greater or more severe ways due to the proposals? <i>(What has been done to examine whether or not these groups have equal access to the service, or whether they need to receive the service in a different way from other people?)</i></p> <p>Tariff of fares applies to all passengers who use Hackney carriage vehicles with a set tariff of fares. An increase may impact on those that use taxis regularly, the elderly, the young, those who live in rural areas with limited public transport, do not have access to their own transport, have mobility issues. Passengers may however also contact private hire companies and book vehicles in advance with prior knowledge of the cost of the journey. These fees are set by the private hire companies themselves and are not subject to this assessment.</p>
	Actions required:

<p>4</p>	<p>What are the consequences of the above for specific groups? <i>(Has the service delivery been examined to assess if there is any indirect affect on any groups? Could the consequences of the policy or savings proposal differ dependent upon people's disability, race, gender, sexuality, age, language, religion/belief?)</i></p> <p>Passengers The increase in fares applies to all passengers regardless of race, ethnicity, sexual orientation or religion/belief. An increase may impact more on those that use taxis regularly, live in rural areas with limited public transport, do not have access to their own transport, have mobility issues.</p> <p>There is no specific data available on impacts of tariff increases on users in Wales. Statistics from the Department of Transport in England in 2016 provide information on categories of users generally of Hackney carriage and Private hire vehicles by age, gender, mobility difficulties, household income and car access. The data includes average number of journeys for people in various groups. This has been used to assess impact in conjunction with statistical information for the borough from the 2011 census.</p> <p>Taxi Trade The taxi trade would benefit from a Tariff increase as the current tariff has not been increased since 2010. It was reviewed in 2014 but there was no appetite from the trade for an increase at that time. Members of the trade have approached the authority requesting an increase due to increased costs .</p> <p>One proposal put forward by the trade equated to a 25% increase. Option 4 proposes an increase of 13% for a 2 mile journey. National average fare for a 2 mile journey is £5.82, regional average £5.04, CCBC current tariff is £ 4.80.</p> <p>Insure survey of 1000 drivers in 2016 Fuel costs have increased by 3.2 % since 2010, average spend on fuel by drivers in Wales is £80 per week . General consumer insurance costs have risen by 15% since 2010. Average cost of taxi insurance is between £1000 and £4000 per annum. Maintenance costs between £50 and £100 per month. Average taxi driver earnings in Wales before tax = £310 per week. 40 % of responders sited the cost of being a taxi driver as the biggest threat to their profession.</p> <p>CCBC consultation exercise.</p> <p>482 consulted, 20% response rate. 94 % of responders were in favour of an increase, 47.4 % in favour of option 4. 8.2 % were against an increase. The Tariff is the recommended fare , drivers may charge less but cannot charge more. There will be a cost to proprietors for recalibration of meters if the tariff is amended.</p>
	<p>Actions required:</p> <p>Consideration of proposed amendments at Licensing Committee and Cabinet. Formal consultation exercise and consideration of responses, objections received before a further Licensing Committee to set the tariff.</p>

5	<p>In line with the requirements of the Welsh Language Standards. (No.1) Regulations 2015, please note below what effects, if any (whether positive or adverse), the proposal would have on opportunities for persons to use the Welsh language, and treating the Welsh language no less favourably than the English language.</p> <p><i>(The specific Policy Making Standards requirements are Standard numbers 88, 89, 90, 91, 92 and 93. The full detail of each Standard is available on the Equalities and Welsh Language Portal)</i></p> <p>The tariff of fares required to be displayed in hackney carriages is bilingual and applies across the board so there would be no impact on the Welsh language. The consultation advertisement in newspapers and on the CCBC website will be bilingual. The language requirements of taxi drivers, proprietors is recorded and complied with when corresponding with them.</p>
	<p>Actions required:</p> <p>Produce new bilingual tariffs and issue to trade once tariff is set.</p>

INFORMATION COLLECTION

6	<p>Is full information and analysis of users of the service available?</p> <p><i>(Is this service effectively engaging with all its potential users or is there higher or lower participation of uptake by one or more groups? If so, what has been done to address any difference in take up of the service? Does any savings proposals include an analysis of those affected?)</i></p> <p>See section 4 .</p> <p>We are not aware of any information specifically for Wales so have used the data in survey detailed in section 4 above and the CCBC profile from the last census.</p> <p>NB where “taxi” is used below this includes private hire vehicles as well as taxis. Percentages in brackets are figures for CCBC from the 2011 census. Caerphilly has a divergent demographic profile with a higher proportion of children and people of retirement age than Welsh averages. It has the second lowest employment rate in Wales with comparatively higher levels of deprivation.</p> <p>Proposal 4 has been used to consider financial impact .</p> <p>Passengers</p> <p>General impact</p> <p>Average person takes 11 trips per annum, 49% trips for leisure purposes, 51% shopping, personal business& commuting. 24% of trips are less than 2 miles, 50% are between 2 and 5 miles.</p>
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	<p>Annual increase of £6.60 for 2 mile journeys and £ 13.20 for 5 mile journeys.</p> <p>Largest use group by age is 16 to 29 year olds (12.7% 33,437)</p> <p>Women take more trips than men, averaging 12 per year (50.5 % CCBC population)</p> <p>Passengers with mobility issues take on average 16 journeys per year (14% or approximately 25,000)</p> <p>Annual increase of £9.60 for 2 mile journeys and £ 19.20 for 5 mile journeys.</p> <p>Household income</p> <p>Average person in the lowest real income quintile take 14 journeys per year averaging 4.6 miles. Annual increase =£16.80 for 5 mile journeys.</p> <p>No car access</p> <p>Persons with no access to a vehicle take on average 29 journeys per annum. Annual increase of £17.40 for 2 mile journeys, £34.80 for 5 mile journeys.</p> <p>A person using a taxi once a week for a journey to a supermarket etc. Annual increase 2 mile journey £31.20, 5 mile journey £62.40.</p>
	<p>Actions required:</p> <p>As information on this issue is limited we will endeavour to strengthen our understanding by engaging with organisations representing those with protected characteristics for example, 50+ Forum, Caerphilly County Borough Access group, Disability Can Do, Deafblind.org etc.</p>

CONSULTATION

<p>7</p>	<p>What consultation has taken place? <i>(What steps have been taken to ensure that people from various groups have been consulted during the development of this proposal? Have the Council's Equalities staff been consulted? Have you referred to the Equalities Consultation and Monitoring Guidance?)</i></p> <p>Members of the taxi trade have been consulted on suggestions for amending the tariff and stakeholders within the authority. Members of the Taxi and General Licensing Committee will consider a number of proposals for amending the tariff and the taxi trade consultation responses. The Committee will then recommend a proposed new tariff to Cabinet who give approval for formal consultation via an advertisement in the local press. This is a statutory requirement.</p> <p>The proposed tariff will also be published on the CCBC website and displayed at Ty Penallta. The authority will issue a press release making the public aware of the 14 day consultation and how to give feedback on the amended tariff. Representatives of groups likely to be more effected by the increase will proactively be made aware of the consultation e.g 50+ Forum, Disability groups.</p>
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	<p>If no objections are received the tariff will come into effect at the end of the 14 day consultation period. If objections are received a further meeting of the Taxi and General Licensing Committee will be convened to consider the objections and to determine the tariff that will apply in the borough.</p>
	<p>Actions required: Publish proposed tariff as detailed above and take action depending on whether or not any objections are received. Review EIA in light of any comments received.</p>

MONITORING AND REVIEW

<p>8</p>	<p>How will the proposal be monitored? <i>(What monitoring process has been set up to assess the extent that the service is being used by all sections of the community, or that the savings proposals are achieving the intended outcomes with no adverse impact? Are comments or complaints systems set up to record issues by Equalities category to be able analyse responses from particular groups?)</i></p> <p>Monitor complaints received about tariffs, feedback from trade and public on any impacts of the increase. Review if any objections are received to the formal consultation. Additionally at the next tariff review and or when any new data is available on taxi usage in Wales/ the borough.</p>
	<p>Actions required:</p> <p>Monitor as detailed above.</p>

<p>9</p>	<p>How will the monitoring be evaluated? <i>(What methods will be used to ensure that the needs of all sections of the community are being met?)</i></p> <p>Monitor any complaints, data received for impacts on specific groups.</p>
	<p>Actions required:</p>

<p>10</p>	<p>Have any support / guidance / training requirements been identified? <i>(Has the EIA or consultation process shown a need for awareness raising amongst staff, or identified the need for Equalities or Welsh Language training of some sort?)</i></p> <p>Officers involved in the Tariff review process, consultation and preparation of reports for the Licensing Committee and Cabinet have recently attended training on Equality Impact Assessments. Training materials from the course are also available for dissemination to other officers in the team.</p>
	<p>Actions required:</p> <p>Managers will consider the need for staff members to attend general Equalities training.</p>

<p>11</p>	<p>Where you have identified mitigating factors in previous answers that lessen the impact on any particular group in the community, or have identified any elsewhere, please summarise them here.</p> <p>Increasing the tariff will impact on Hackney Carriage users, higher users for whatever reason (age , mobility, no access to vehicles etc) will obviously be more affected . The taxi trade also have to earn a living. The tariff has not increased since 2010 and costs associated with providing that service have increased significantly since then. The increase is modest and if implemented Tariff 2 will not have effect until 7pm so will not impact on day time users.</p>
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<p>12</p>	<p>What wider use will you make of this Equality Impact Assessment? <i>(What use will you make of this document i.e. as a consultation response, appendix to approval reports, publicity etc. in addition to the mandatory action shown below?)</i></p> <p>All CCBC EIA's are published on our website. This EIA will be included as an appendix to the report for the Taxi and General Licensing Committee and Cabinet.</p>
	<p>Actions required:</p> <ul style="list-style-type: none"> • EIA, when completed, to be returned to equalities@caerphilly.gov.uk for publishing on the Council's website.

Completed by:	Jacqui Morgan
Date:	21.5.18
Position:	Group Manager
Name of Head of Service:	Rob Hartshorn