



# Committee Report

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**PURPOSE:** Final Decision Report

**KEY OR NON-KEY DECISION:** Key decision affects 2 or more wards

**COMMITTEE:** Transport and Connectivity Committee

**DATE:** 20 March 2025

**TITLE:** Hackney Carriage Fare Review

**Ward(s):** Citywide

**Officer presenting the report:** Shaun Taylor **Job title:** Head of Highways

**Committee Chair:** Cllr Plowden

**Executive Director lead:** John Smith: Executive Director for Growth & Regeneration

**Proposal origin:** Other

**Purpose of Report:** To seek approval for a revised table of fares for Hackney Carriage Vehicles.

## **Evidence Base / Options to consider:**

1. The authority to fix fares for Hackney Carriages operating in the council boundary is derived from S.65 of the Local Government (Miscellaneous Provisions) Act 1976.
2. The Council must apply this power reasonably as the fixing of a market price for fares within the city boundary has a direct impact on the ability for a hackney driver to make a living.
3. It is one of the few areas of taxi licensing decision making that does not fall to the Public Safety and Protection Committee and now rests with the Transport & Connectivity Committee.
4. The last fare review took effect in August 2023.
5. The authority has now received a proposed revised fare tariff from the Chair of the Bristol Blue Licensed Taxi Association (see appendix 1).
6. Increases are proposed across all tariffs with the exception of tariff 5 (bank holidays) and tariff 6 (Christmas & New Year).
7. The proposal is being justified on the basis of inflationary pressures (including BCC licence fee costs which have risen by approx. 7% in 23/24 and proposed to rise by 5% in 24/25) and that card payment is now the dominant form of payment which incur a 2% fee.
8. The increases proposed to the tariffs are summarised below:

Tariff Rate	1 Mile Journey	3 Mile Journey
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	Current Cost	Proposed cost & % change		Current cost	Proposed cost & % change	
<b>1- Day Rate</b>	£5.10	£5.50	7.84%	£10.10	£10.90	7.92%
<b>2- Night Rate</b>	£5.90	£6.10	3.4%	£11.30	£11.90	5.3%
<b>3- Weekend day rate</b>	£5.70	£5.90	3.5%	£10.70	£11.30	5.6%
<b>4- Weekend night rate</b>	£6.00	£6.20	3.3%	£11.60	£12.20	5.2%
<b>5- Public holidays</b>	£6.40	Freeze		£13.00	Freeze	
<b>6- Xmas &amp; New Year</b>	£7.70	Freeze		£14.90	Freeze	

9. In their submission, it is suggested that the initial hire charge is not increasing. This is potentially misleading as whilst the charge is remaining static the distance for which that charge is being made is reducing e.g. under tariff 1, the initial charge was for 140.8 yards whereas the proposed distance for the same charge is 137.37 yards.
10. In addition, it is proposed to increase 'Extra' charges in respect of both medium and large sized holdall, rucksack, bag pushchair etc from 20p to 30p (50%) & 30p to 50p (66%) for medium and large extras respectively.
11. Councillor Stephen Williams, Chair Public Health Communities Committee & Councillor Sarah Classick, Chair Public Safety & Protection Committee have been informed of the proposed increases and both are supportive.
12. To assist, a summary of comparisons with both neighbouring authorities and core cities is detailed below:

<b>Tariff 1: Day Rate Comparisons</b>		
<b>Local Authority</b>	<b>1 Mile</b>	<b>3 Mile</b>
	<b>Current (Proposed)</b>	<b>Current (Proposed)</b>
<b>Bristol</b>	£5.10 (£5.50)	£10.10 (£10.90)
<b>B&amp;NES</b>	£5.40	£9.80
<b>N Somerset</b>	£5.10	£8.30
<b>S Gloucester</b>	£5.20	£10.80
<b>Birmingham</b>	£5.36	£9.20
<b>Cardiff</b>	£5.30	£9.50
<b>Leeds</b>	£3.96	£5.60
<b>Liverpool</b>	£3.60	£6.80
<b>Manchester</b>	£5.60	£10.80
<b>Nottingham</b>	£5.80	£10.20
<b>Sheffield</b>	£5.50	£9.50

<b>Tariff 2: Night Rate Comparisons</b>		
<b>Local Authority</b>	<b>1 Mile</b>	<b>3 Mile</b>
	<b>Current (Proposed)</b>	<b>Current (Proposed)</b>
<b>Bristol</b>	£5.90 (£6.10)	£11.30 (£11.90)
<b>B&amp;NES</b>	£6.50	£10.90
<b>N Somerset</b>	£6.50	£10.50
<b>S Gloucester</b>	£6.90	£12.50
<b>Birmingham</b>	£5.45	£9.53

<b>Cardiff</b>	£5.90	£11.30
<b>Leeds</b>	£4.76	£6.40
<b>Liverpool</b>	£4.50	£8.50
<b>Manchester</b>	£7.00	£13.80
<b>Nottingham</b>	£6.00	£10.80
<b>Sheffield</b>	£5.70	£9.70

### Officer Recommendations:

That the Committee for Transport & Connectivity

1. Approve the revised table of fares in respect of Hackney Carriage Vehicles.
2. Note the statutory objection process as outlined in this report.
3. Authorise the Executive Director for Growth and Regeneration in consultation with the Chair of Transport and Connectivity Committee, in the event objections are received and not withdrawn, to consider the objections and decide when the table of fares should come into force and whether this should be with or without modifications.

### Corporate Strategy alignment:

A thriving taxi industry provides cross-cutting contributions to the corporate strategy, As part of the public transport solution, increased use of the taxi's has a positive contribution towards carbon neutrality and reducing the effects of poor air quality. A balanced fare structure helps provide economic equality and growth for drivers and the wider Bristol economy.

### City Benefits:

Taxi's form an important part of the local public transport infrastructure. A taxi fare structure that provides a reasonable standard of living for drivers will help improve the relationship with the council. Faced with increased competition from app based booking providers, this is recognised as a difficult balance to maintain as any increase to the tariff may reduce their competitiveness within the marketplace.

However, unless licensees are able to earn a reasonable income, it may dissuade new entrants into the trade, reducing availability of hackney carriages. Further, as fares with private hire vehicles are not controlled in the same way, licensees may decide to switch to private hire arrangements which has seen significant growth over recent years with the advent of App based booking systems.

### Consultation Details:

No consultation. If agreed, the statutory process is triggered which includes the need for statutory consultation.

### Background Documents:

[S.65 of the Local Government \(Miscellaneous Provisions\) Act 1976](#)

<b>Revenue Cost</b>	£	<b>Source of Revenue</b>	N/A
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		<b>Funding</b>	
<b>Capital Cost</b>	£	<b>Source of Capital Funding</b>	N/A
<b>One off cost</b> <input type="checkbox"/>	<b>Ongoing cost</b> <input type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>If yes - existing or new saving?</b> N/A <b>OR Income generation proposal</b> <input type="checkbox"/>

### Professional comments

**1. Finance Advice:** No financial implications for the council from this proposal.

**Finance Business Partner:** Ben Hegarty, Finance Business Partner Growth and Regeneration, 16 January 2024.

**2. Legal Advice:** The proposals set out in the report are lawful. The fixing of fares is governed by section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and provides that the Council may fix or vary a table of fares as well for a time as distance, and all other charges in connection with the hire of a hackney carriage vehicle.

Once a decision is made to vary the table of fares the legislation requires the Council to publicise the table in at least one local newspaper allowing a period **of at least 14 days** in which objections may be made.

If no objection to the variation is duly made within the objection period (the “Specified Period”) or if all objections so made are withdrawn, the variations to the table of fares shall automatically come into operation on the Specified Period or the date of withdrawal of the objection(s), whichever date is the later. In the event objections are received and not withdrawn the Council must consciously consider them and set a further date upon which the table of fares shall come into force, with or without modifications, within two months of the Specified Period.

**Legal Team Leader:** Anne Nugent, Legal Team Manager. 17 January 2025

**3. Implications on IT:** I can see no implications on IT regarding this activity.

**IT Team Leader:** Alex Simpson – Lead Enterprise Architect. 10 February 2025

**4. HR Advice:** There are no HR implications evident

**HR Partner:** Celia Williams, HR Business Partner. 17 January 2025.

## APPENDICES

**Appendix A – Further essential background / detail on the proposal** YES

Copy of submission received from trade representatives and including justification.

**Appendix B – Equality Impact Assessment (EqIA)** YES

**Appendix C – Environmental Impact Assessment** YES

**Appendix D – Decision Risk Assessment** NO

**Appendix E – Exempt Information** NO

**Appendix F – Details of consultation carried out - internal and external** NO

Once approval is given this triggers the statutory consultation process.

**Appendix G – Options appraisal matrix** NO

**Appendix H – Business case / financial analysis** NO