

AGENDA ITEM 6

TITLE: HACKNEY CARRIAGE FARES - CONSIDERATION OF COMMENTS RECEIVED FOLLOWING CONSULTATION

Committee: Licensing Committee

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1.0 Issue

- 1.1 To consider comments submitted in response to the taxi table of fares amendment notice published on Thursday 18 September 2025.

2.0 Recommendations

- 2.1 That Members consider the content of this report and the comments received following the required consultation period (**Appendix 1**), and instruct officers on how to proceed.

3.0 Background

- 3.1 On Wednesday 10 September 2025 Members considered a detailed report from officers which outlined the reasons why a change to the existing tariff of fares could be justified. Having considered this report, Members authorised Officers to publish a notice of the proposed tariff of fares in accordance with the controlling legislation and notify all existing hackney carriage proprietors. A public notice was placed in the Ely Standard paper edition and in the online edition, as well as being placed in the Council Offices and Ely Library outlining the proposal contained in Table 1 below.

Table 1 – Proposed new table of fares

Rate	First 960 yards (877 meters)	For each 160 yards (146.3 meters) or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
Rate 1 7am to 9pm Mon – Sat	£4.20	£0.25 (£2.75 per mile)	£0.40	£8.20 (+20%)	£16.45 (+20%)

Rate 2 9pm to 7am Mon – Sat and Sunday 7am until 7am Monday and Bank Holidays (excl. Christmas & New Year)	£6.20	£0.25 (£2.75 per mile)	£0.40	£10.20 (+20%)	£15.00 (+20%)
Rate 3 9pm Christmas Eve to 7am 27 th December and 9pm New Year's Eve to 7am 2 nd January	£8.00	£0.35 (£3.85 per mile)	£0.40	£13.60 (+20%)	£25.15 (+20%)
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)				£0.25 per person, per trip	
Soiling charge				Not to exceed £150.	

3.2 During the consultation period, a total of fourteen comments were received from members of the licensed trade (**Appendix 1**). No other comments were received. The comments were split as below:

- Seven in support, including one representing a large taxi firm licensed with the Council that represents 30% of the hackney carriage fleet working in the District.
- Three objecting to the proposal, but agreeing an increase of some description is justified.
- Four outright objecting to any increase at this time

3.3 Table 2 below provides a summary of the main points raised in the comments received, and officer comments on the points raised for Member consideration. Hackney Carriage Drivers are at liberty to charge fares lower than the specified

Table 2

Consultee comments	Officer comment
Charging for the first 960 yards makes it almost impossible to quote a taxi fare.	The change from a mile flag rate to a reduced 960 yard distance will take a little time to get used to, but the Licensing Authority is prepared to assist by providing drivers with a laminated ready reckoner.
Increasing fares would be professional suicide for Hackney Carriage vehicles, as we are already trying to compete with private hire vehicles charging less than meter price plus the added concern of Uber	Increasing the maximum levels permitted does not remove the ability to offer lower fares to secure journeys.
There has been a big drop-off in work over the last year with the much greater presence of Uber operating in the vicinity of the station, fear that increasing fares further will cause further hardship	Unfortunately, the presence of Uber is not something that Officers can remove, as evidence suggests that they are not touting or plying. The increase does not have to be charged, the proposed rates are maximums

Cost of living impacting on people's ability to spend money on taxis, propose an aligning of pricing with Uber.	Cost of living does impact on some people's ability to take a taxi, but as stated in the original report, it also impacts on those running a taxi service. The increase does not impede a person's ability to align with Uber pricing, providing the aligned fare is no higher than the table of fares price.
The reduction of the first rate to £4.20 will cause a loss of earnings.	The reduction of the first rate to £4.20 should be read in conjunction with the lowering of the flag rate. The equivalent first mile rate will be higher than £4.60 on the proposed tariff.

4.0 Conclusion

- 4.1 The consultation has shown that the trade is split on the proposal. Comments submitted suggest approximately 48% (44 out of 91) hackney proprietors had their opinion represented, and 84% (37 out of these 44) supported the proposal. The comments not supporting the proposal raise concerns of competition from online platforms such as Uber, and cost of living impacts resulting in fewer fares being taken if fares were to be increased.
- 4.2 Members must consider the full details of the comments received in Appendix 1, against the reasoning behind the proposal submitted in the first committee papers, and determine whether those comments opposing the increase provide sufficient evidence to override the proposal as set out in the formal public notice. If Members are satisfied that they do, then the proposal should not be carried, and an alternative should be considered, which could include remaining with the current table of fares. However, if Members are satisfied that the comments in support of the proposal outweigh those opposing, then the proposal should be carried to come into effect before the relevant date of Friday 3 December 2025.
- 4.3 To assist Members, Officers have created two further tariffs (below) which would result in approximate increases of 10% and 15% across the board. In order to achieve this the flag rate or initial hire rate has had to be reduced from 960 yards (877 meters) to 880 yards (804.5 meters)

Table 2 – Alternative tariff to achieve approximate 15% increase:

Rate	First 880 yards (804.5 meters)	For each 176 yards (160.9 meters) or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
Rate 1 7am to 9pm Mon – Sat	£4.10	£0.25 (£2.50 per mile)	£0.40	£7.85 (+15%)	£15.35 (+14%)
Rate 2 9pm to 7am Mon – Sat and Sunday 7am until	£6.00	£0.25 (£2.50 per mile)	£0.40	£9.75 (+16%)	£17.25 (+15%)

7am Monday and Bank Holidays (excl. Christmas & New Year)					
Rate 3 9pm Christmas Eve to 7am 27 th December and 9pm New Year's Eve to 7am 2 nd January	£7.80	£0.35 (£3.50 per mile)	£0.40	£13.05 (+15%)	£23.55 (+11%)
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)				£0.25 per person, per trip	
Soiling charge				Not to exceed £150.	

Table 3 – Alternative tariff to achieve approximate 10% increase:

Rate	First 880 yards (804.5 meters)	For each 176 yards (160.9 meters) or uncompleted part thereof	Waiting time per minute	Two mile cost	Five mile cost
Rate 1 7am to 9pm Monday to Saturday (excl. Bank Holidays)	£3.80	£0.25 (£2.50 per mile)	£0.40	£7.55 (+11%)	£15.05 (+12%)
Rate 2 9pm to 7am Monday to Saturday and Sunday 7am to 7am Monday (excl. Bank Holidays)	£5.50	£0.25 (£2.50 per mile)	£0.40	£9.25 (+10%)	£16.75 (+11%)
Rate 3 All Bank Holidays & 9pm Christmas Eve to 7am 27 th December and 9pm New Year's Eve to 7am 2 nd January	£7.20	£0.35 (£3.50 per mile)	£0.40	£12.45 (+10%)	£22.95 (+8%)
Each passenger in excess of one (persons under the age of 18, and person(s) accompanying a passenger who requires assistance due to their physical or mental health shall not be counted)			£0.25 per person, per trip		
Soiling charge			Not to exceed £150.		

5.0 Additional Implications Assessment

5.1 In the table below, please put Yes or No in each box:

Financial Implications	Legal Implications	Human Resources (HR) Implications
Yes	Yes	No
Equality Impact Assessment (EIA)	Carbon Impact Assessment (CIA)	Data Protection Impact Assessment (DPIA)
No	No	No

Financial implications

- 5.2 If Members were to approve the proposal or one of the alternative tariffs shown in paragraph 4.3, hackney proprietors would see estimated increases in turnover of between 10% and 20% if they applied the maximum levels of fares permitted, and members of the public would see the same level of increases in the journey costs they will incur.
- 5.3 Officer time has been required to prepare this report, and Members time has been required to determine the report. These costs will come out of the Licensing Department's budget paid for by those obtaining hackney carriage licences.

Legal Implications

- 5.4 Members must determine the level to set the table of fares and the date they commence, which must be no later than Friday 3 December 2025. Failure to do so would result in an unlawful table of fares that cannot be enforced.
- 5.5 An Equality Impact Assessment (EIA) has been completed showing there is no adverse impact on the community if Members follow the Officer recommendations at this stage. Members of the trade and public were invited to submit comments via the required public consultation.

6.0 Appendices

- 6.1 Appendix 1 - Consultation comments

Background Documents	Location	Contact Officer
The Local Government (Miscellaneous Provisions) Act 1976	Room SF204 The Grange, Ely	Stewart Broome Senior Licensing Officer (01353) 616477
Department for Transport's - 2023 Private Hire and Taxi Statistics		
RAC website		
Office for National Statistics		