

# Report

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| Report to:       | <b>Licensing Committee</b>                      |
| Date of Meeting: | <b>24 August 2011</b>                           |
| Report by:       | <b>Executive Director (Corporate Resources)</b> |

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| Subject: | <b>Civic Government (Scotland) Act 1982<br/>Licensing of Taxis - Review of Taxi Fares</b> |
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## 1. Purpose of Report

1.1 The purpose of the report is to:-

- progress the fares review process in the Clydesdale, Hamilton, East Kilbride and Rutherglen and Cambuslang zones of South Lanarkshire.

## 2. Recommendation(s)

2.1 The Committee is asked to approve the following recommendation(s):-

- (1) that the Licensing and Registration Manager, in consultation with the Chair and Depute of the Licensing Committee, be authorised to progress the fares review in the Rutherglen and Cambuslang zone in line with the proposals contained in the attached table.
- (2) that in the event of any objections being received to the fares review proposed for the Rutherglen and Cambuslang zone in the course of the consultation process the matter be referred to Committee for decision.
- (3) that the taxi fares review process be progressed in the Hamilton, East Kilbride and Clydesdale zones.

## 3. Background

3.1 In terms of Section 17 of the Civic Government (Scotland) Act 1982, the Council must review taxi fares every 18 months. The previous review took effect from mid 2010.

## 4. Present Position

4.1 In previous years any proposed fares increase was based on an agreed formula. However, in 2008 the formula was criticised by the Traffic Commissioner when dealing with an appeal against proposals. In addition, the way the information is collected by Central Government means that it is no longer possible to calculate any increase using the existing formula. An alternative means of calculating the fares review is currently being looked at but it is unlikely that such a formula will be available for this year's fares review.

4.2 For this fares review, the views of the trade were invited on what, if any, increase in fares tariff there should be on the basis that an in-depth review of the formula would be conducted in time for the next fares review. The position regarding responses received is presented below. To date, detailed responses from all areas with the exception of the Rutherglen and Cambuslang zone are awaited.

### **4.3 Hamilton Zone**

4.3.1 A meeting has been held to discuss the fares review. The trade will ascertain from their members what, if any, fares increase they are looking for. Once this is received, all operators will be written to seeking their views on any proposals. Once detailed responses have been received, these will be reported to this Committee.

### **4.4 East Kilbride Zone**

4.4.1 A meeting has been arranged to discuss the fares review. Once proposals have been received, these will be reported to this Committee.

### **4.5 Clydesdale Zone**

4.5.1 All operators have been written to requesting information as to whether or not they wish a fares increase and if so what percentage they are seeking. Once responses have been received, this matter will be reported to this Committee.

### **4.6 Rutherglen and Cambuslang Zone**

4.6.1 A request has been received from the Rutherglen and Cambuslang zone that the increase as per the attached schedule be implemented in respect of this year's fares review. This would result in the current tariff of £4.40 per 2 mile hire being increased by 20p. Members will see from the attached table that, if this change is implemented, the Rutherglen and Cambuslang fares tariff will still be less than the present fares tariffs operated in East Kilbride and Clydesdale zones (i.e. prior to any increase in the tariffs in these zones).

## **5. Employee Implications**

5.1 None.

## **6. Financial Implications**

6.1 None.

## **7. Other Implications**

7.1 The risk to the Council is that it fails to fulfil its duty to protect the public. There are no apparent implications in terms of sustainable development.

## **8. Equality Impact Assessment and Consultation Arrangements**

8.1 There is no requirement to carry out an impact assessment in terms of the proposals contained within this report.

8.2 Consultation with the taxi trade was initially carried out to ascertain the amount of increase sought.

**Robert McIlwain**  
**Executive Director (Corporate Resources)**

29 July 2011

**Link(s) to Council Objectives/Improvement Themes/Values**

- ◆ Improve Community Safety

**Previous References**

- ◆ None

**List of Background Papers**

- ◆ None

**Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact:-

Teresa Stone, Licensing and Registration Manager

Ext: 4806 (Tel: 01698 454806)

E-mail: [teresa.stone@southlanarkshire.gov.uk](mailto:teresa.stone@southlanarkshire.gov.uk)

Civic Government (Scotland) Act 1982

Licensing of Taxis

Fares Review 2011

| <b>Zone</b>               | <b>Present Position</b> | <b>Proposed Increase</b>              |
|---------------------------|-------------------------|---------------------------------------|
| Hamilton                  | £4.20 per 2 mile hire   |                                       |
| East Kilbride             | £5.20 per 2 mile hire   |                                       |
| Rutherglen and Cambuslang | £4.40 per 2 mile hire   | 20p bringing the 2 mile hire to £4.60 |
| Clydesdale                | £5.00 per 2 mile hire   |                                       |