

**PERTH AND KINROSS COUNCIL****Licensing Committee****27 March 2014.****Civic Government (Scotland) Act 1982 – Taxi Fare Review****Report by Head of Legal Services****PURPOSE OF REPORT**

The Council is required to review the scales of fares for Taxis in this area at intervals of not more than 18 months. This report outlines the findings of the most recent review and proposes that there be no increase in the fares.

**1. BACKGROUND / MAIN ISSUES**

- 1.1 In terms of Section 17 of the Civic Government (Scotland) Act 1982, the Council is required to review its scale of fares and other charges for the hire of Taxis at intervals not exceeding 18 months, whether or not any alterations are proposed. The existing scale has been in force since May 2012.
- 1.2 In accordance with the legislation a review was carried out in February 2014 and all individual operators were invited to put forward their proposals. Letters were sent to 85 Taxi Operators and 65 Private Hire Vehicle Operators, who have meters fitted. 12 replies were received, 4 of which requested an increase and 8 of which requested no change.
- 1.3 The proposed scale of fares now requires to be advertised in the local press and interested parties require to be invited to respond within one month of the advertisement.

**2. PROPOSALS**

- 2.1 It is proposed that the scale of fares be advertised in the local press and that interested parties are invited to respond within one month of the advertisement. These responses would then be considered at the Licensing Committee meeting on 15 May 2014.
- 2.2 It is proposed that if no representations are received, the scale of fares remains unchanged which would have the effect of continuing fares where there is a meter in place at the present levels until a further review is carried out in Summer 2015.

### 3. CONCLUSION AND RECOMMENDATION(S)

It is recommended that, if after the scale of fees are advertised in the local press, no responses are received, the existing scale of fares remains unchanged and a further review be carried out in Summer 2015.

#### Author(s)

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#### Approved

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## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</b>
Community Plan / Single Outcome Agreement	<b>yes</b>
Corporate Plan	<b>yes</b>
<b>Resource Implications</b>	
Financial	<b>None</b>
Workforce	<b>None</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>None</b>
Strategic Environmental Assessment	<b>None</b>
Sustainability (community, economic, environmental)	<b>None</b>
Legal and Governance	<b>None</b>
Risk	<b>None</b>
<b>Consultation</b>	
Internal	<b>None</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>None</b>

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 Maintaining the current fare structure for the hire of Taxis and Private Hire vehicles will promote a prosperous, inclusive and sustainable economy by allowing affordable travel for members of the community. Equally it will support people to lead independent, healthy and active lives.

#### Corporate Plan

- 1.2 Offering an affordable travel option will promote an inclusive economy and support people to lead independent lives. It will give access to commercial and leisure venues throughout the region to the benefit of all.

### 2. Resource Implications

#### Financial

- 2.1 Not applicable

Workforce

2.2 Not applicable

**3. Assessments**

Equality Impact Assessment

3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.

The proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) and are not considered to be relevant

Strategic Environmental Assessment

3.2 Not applicable

**4. Consultation**

Internal

4.1 Not applicable

External

4.2 All Operators of Taxis and Private Hire vehicles were consulted with the overwhelming majority of responses wishing to retain the present fare structure.

**5. Communication**

Not applicable

**2. BACKGROUND PAPERS**

Not applicable

**3. APPENDICES**

Not applicable