

MINUTES OF THE
REGULATORY COMMITTEE
held on 14 July 2022 at 7.10pm

Present:

Councillor L. Mascot (Chair)

Councillors, D.J.R. Clark, A.E. Davidson, J.A. Frasca, R.J. Lee and S.J. Scott

1. **Apologies for Absence**

Apologies for absence were received from Councillors Ambor, Ashley, Jones, Millane and Roberts.

2. **Minutes**

The minutes of the meeting held on 9 June 2022 were agreed as a correct record and signed by the Chair.

3. **Declaration of Interests**

All Members were reminded to declare any Disclosable Pecuniary interests or other registerable interests where appropriate in any items of business on the meeting's agenda. None were made.

Cllr Clark left the meeting at 7.11pm when Cllr Scott arrived.

4. **Public Question Time**

Three members of the taxi trade attended the meeting to make statements on Item 5 and spoke at that point in the meeting. No other questions or statements were received ahead of the meeting.

5. **Consultation for Increase in Taxi (Hackney Carriage) Fares - Tariff**

The Committee received a report asking them to consider the proposed new tariff and the feedback following the consultation period. The Committee were reminded that at their last meeting they received a proposal and it was agreed that it would be consulted on. It was noted that four submissions were received during the period and they were attached as Appendix B to the report. The Committee heard that observations had been made on the following areas;

- Tariff B complicated
- The option to switch between Tariffs A & B may be open to misuse where a taxi is used by 4 persons or less.

- Difficulties previously experienced by taxi drivers in accepting units of 5p (Change etc)
- Tarrif B is calculated as a compound of tarrif A i.e. 50% of the requested fare increased by inflation.
- Concerns that Tarrif B may lead to conflict, violence, threats and racial abuse.
- Tarrif B – two public concerns in respect of a 50% increase.

The Committee were informed of the options available to them following the consultation period;

- To not make any changes to the current tarrif
- To approve and implement the Tarrif A and B increase as consulted on
- To approve and implement only Tarrif A as consulted on
- To approve and implement only Tarrif B as consulted on
- Make a recommendation for the petitioner(s) to revise their tarrif proposal(s) for further consideration by the Regulatory Committee before considering any approval.

The Committee also heard from three members of the taxi trade who had submitted statements ahead of the meeting. These were in response to points raised during the consultation period by other members of the public and taxi trade. The Chair informed them that the points would be listened to at the meeting, but due to being outside of the formal consultation period they could not be fully considered. The following points were made to the Committee;

- There had been little concern shown by members of the public in relation to the two proposals.
- The comment regarding all tariff charges going up by 50% was inaccurate.
- Very few responses were received against Tarrif B.
- A trade petition of 48 Multi Seater Vehicle Proprietors had demonstrated overwhelming support from the trade for Tarrif B.
- Saloon vehicles were designed to carry people whereas Multi Seater Vehicles are in essence vans that have been converted to become a Taxi carrying passengers.
- It would cost at least 135% to 300% more to purchase a brand new MSV vehicle over a saloon.
- Drivers could simply cancel the action if selecting the incorrect fare by accident.
- Concerns raised about change in 5p increments would not be a major issue as most customers paid by card and drivers always carried the appropriate change.
- Saloon car plates had a higher value amongst taxi drivers, fetching a large premium due to their cheaper running and replacement costs, this may be diminished should the earning potential of MSV vehicles be increased.
- The new tarrif had been created against the newly submitted 8% cost of living and fuel tarrif.
- Tarrif B would be set at the beginning of the journey depending on the amount of passengers at that point.

The Chair clarified for those present at the meeting, that due to the legislation regarding fare increases they could only consider those points made in the specific consultation period. It was noted that there appeared to be some confusion amongst

the taxi trade over the Tarrif B element of the propsoals, but that there was significant support for the Tarrif A element. It was noted that there had been some disagreement within the taxi trade regarding the quoted percentages on Tariff B, therefore the Committee were minded to accept Tarrif A but not Tariff B. It was noted that the petitioners would be able to resubmit the Tariff B element with all of the necceasry comments then being made during the resulting consultation period. The Committee informed those present that this step would allow them to ensure all views could be considered as they would be part of the formal consultation process.

In response to questions from the Committee, it was noted that;

- For Tarrif B, the tarrif would be set regarding the number of passengers at the beginning of the journey.
- Taxi drivers were able to charge less than the recommended tariff if they wished, but not above it.
- Eight seater vehicles were subject to different legislation, not within the Council's remit.

RESOLVED that the Committee agreed,

1. to approve and implement Tarrif A as consulted on and;
2. to not approve Tarrif B and;
3. to invite the petitioners to resubmit Tarrif B so all comments could be made during the consultation period and then be considered in full by the Committee and;
4. to delegate to the Director of Public Places the decision to choose an implementation date for the new tarrif.

(7.10pm to 7.34pm)

6. [Taxi and Private Hire Vehicles \(Disabled Persons\) Act 2022](#)

The Committee received a report informing them of new legislation which amended the Equality Act 2010. This had been introduced to reinforce responsibilities of licensed drivers of vehicles 'Designated' under the Act and to extend responsibilities to include drivers of non 'Designated vehicles'. It was noted that the Council had now published a list of designated vehicles on their website as required by the updated legislation.

The Committee was informed that the updated legislation had been incorporated into the Council's taxi policy via minor changes at Paragraphs 2.15.1 and 2.15.2.1. It was noted that all drivers had been invited to apply for exemptions where they felt they met the criteria.

RESOLVED that the amended legislation be noted which would be reflected by suitable amendment to the existing taxi licensing policy.

(7.35pm to 7.39pm)

7. Urgent Business

There were no matters of urgent business.

The meeting closed at 7.39pm

Chair