

Agenda



Delegated Decisions - Cabinet Member for Strategic Planning, Regulation and Housing

Date: Thursday, 25 August 2022

To: Councillor J Clarke

Item		Wards Affected
1	<u>Revision of Hackney Carriage Table of Fares</u> (Pages 3 - 30)	All Wards

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Date of Issue: 17 August 2022

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Report

Cabinet Member for Strategic Planning, Regulation and Housing

Part 1

Date: 24 August 2022

Subject Revision of Hackney Carriage Table of Fares

Purpose For the Cabinet Member to consider proposals to amend the Council's existing maximum Hackney Carriage Table of Fares and seek views via a public consultation.

Author Alastair Dearling; Licensing Manager

Ward City Wide

Summary The Local Government (Miscellaneous Provisions) Act 1976 provides that in respect of charges for Hackney Carriages, "the Council may fix the rates or fares within the district...."

The Council last determined the 'Table of Fares' in December 2015, and a submission has been received from members of the Hackney Carriage trade for the council to increase, and amend, the existing tariff. The report lays out this proposal and includes the Licensing Manager's recommended increased rates. The request seeks approval to seek views via formal consultation on the matters, with the potential of implementing the 'Table of Fares' should the council receive no adverse comments on the increase.

Proposal To determine a proposed increase in Hackney Carriage fees and put such fees out for formal consultation in accordance with the Local Government (Miscellaneous Provisions) Act 1976.

Action by Head of Environment and Public Protection

Timetable Prior to any changes being made to the 'Table of Fares', the council must publish a notice in a local newspaper and at the council offices outlining the proposed changes and the way objections can be made. If any objections are made, these shall be considered by the Licensing Committee prior to any changes having effect. If no objections are received the revised 'Table of Fares' will become effective from 1 August 2022.

This report was prepared after consultation with:

- Head of Environment and Public Protection
- Head of Finance
- Head of People, Policy and Transformation
- Head of Law and Standards

Signed

Background

The Local Government (Miscellaneous Provisions) Act 1976 provides that in respect of the charges for Hackney Carriages, the Council “*may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle... by means of a table.*”

The council determined the existing ‘Table of Fares’ in December 2015, and no amendments have been made since that time. It seems reasonable that the council should now consider an increase. The current ‘Table of Fares’ is attached as Appendix A and consists of three parts: “Travel”; “Waiting Time”; and “Extra Charges”.

Any proposals by the council to amend the tariff must be in accordance with the procedure laid down by the Act, including the publication of a notice in a local newspaper, and the subsequent consideration of any objections, which must be received within the specified time period. This consultation period may not be less than 14 days as such it is proposed the consultation will run for a 28-day period.

If there are no objections, or the objections are withdrawn, the proposed fares will come into operation on the date specified in the notice. If there are objections, the council must consider these and set a new date, not later than two months after the first date, when the fares will come into operation, with or without modification.

A meeting was held with Newport Hackney Carriage Association and the council’s Licensing Manager on 11 October 2021.

The Licensing Manager felt the increase proposed by the Association was reasonable, especially when considering the current financial difficulties faced by drivers and the fact that fares have not increased for seven years.

A further meeting took place on the 21 March 2022. The continued significant financial difficulties faced by drivers was stressed, particularly relating to escalating petrol prices. The outcome of this meeting was a revised proposal and a proposal to increase the tariff further.

Since 2018 the country has witnessed significant increases in the cost of both diesel and petrol. The average prices in Wales in February 2018 were 121.4 pence per litre for petrol and 124.2 pence per litre for diesel. In March 2022 the average prices are: 162.2 pence per litre for petrol and 172.8 pence per litre for diesel.

This represents a price increase of 33.6% for petrol and 39.1% for diesel. The rate of inflation for January 2022 was 5.5%, the highest 12-month inflation rate since 2011. The latest figures for CPI Consumer Price Index are 5.5%. Car insurance costs increased in 2019 and 2020 and then dropped by 6% in 2021. Prices in December 2021 however were 5% higher than the previous 3 months. Changes in restrictions on insurance pricing from January 2022 may also lead to further prices increases.

It is also likely the trade will be required in the future to move towards more environmentally friendly vehicles, currently these vehicles are more expensive to purchase than those of conventional petrol and diesel vehicles.

In light of all these pressures, the Licensing Manager feels the request from the trade to increase the fares is reasonable and should be the subject of consultation to seek the views of the broader trade and travelling members of the public who use Hackney Carriage Vehicles.

The Licensing Manager and the Hackney Carriage Association agreed a proposed tariff, and this is highlighted in Appendix B of this report.

The council wishes to seek full views of a proposed increase via the statutory formal consultation under the provision of the Local Government (Miscellaneous Provisions) Act 1976.

If the fares found within Appendix B were introduced it would mean that a 2-mile fare would increase from £5.50 to £6.90. A table of comparable fares of Local Authority fares can be found in Appendix C of the report. Though it should be noted that many local authorities are currently looking at revising fees at the time of writing this report. At the end of the comparable table are a number of neighbouring authorities that highlights their proposed increases.

The proposed increase in fares would mean the following percentage increase per mile.

Mile	Current Fare	Proposed Meter Fare	% Increase On Meter From Existing Tariff plus £
1	£3.80	£5.10	34.21%
2	£5.50	£6.90	25.45%
3	£7.10	£8.60	21.12%
4	£8.70	£10.40	19.54%
5	£10.40	£12.20	17.30%
10	£18.50	£21.00	13.51%
15	26.70	£29.80	11.61%

It should be noted the Council can only set a maximum fare under the provisions of the Act and as such Hackney Carriage Drivers are permitted to charge lower than the council maximum if they wish to do so.

Also of note, Newport City Council cannot legally set fares for private hire vehicles. This report only applies to Hackney Carriage Vehicles that operate within Newport City Council boundary. Currently Newport City Council Licence approximately 83 Hackney Carriage vehicles and 1024 Private Hire Vehicles.

Financial Summary (Capital and Revenue)

There are no direct costs or financial implications relating to this proposal other cost of Newspaper advert that will be covered via Licensing Teams "Hackney Carriage budget".

However, the low rates act as a disincentive to businesses entering or remaining within the profession. If there are reduced drivers operating in Newport, this will lead to reduced licence income.

	Year 1 (Current) £	Year 2 £	Year 3 £	Ongoing £	Notes including budgets heads affected
Costs (Income)	0	0	0	0	
Net Costs (Savings)	0	0	0	0	
Net Impact on Budget	0	0	0	0	

Risks

Risk Title / Description	Risk Impact score of Risk if it occurs* (H/M/L)	Risk Probability of risk occurring (H/M/L)	Risk Mitigation Action(s) What is the Council doing or what has it done to avoid the risk or reduce its effect?	Risk Owner Officer(s) responsible for dealing with the risk?
Making an unlawful decision	Medium	Low	The Cabinet Member will consult with the Legal Officer and Licensing Officer to determine if	Cabinet Member. Legal Officer. Licensing Manager

			any decision is lawful and proportionate. Members' training.	
Setting the fees too high/low	Low	Low	A formal consultation will be undertaken to gain persons views. The council can only set maximum fees as such the trade if they wish to can charge less. A pre-meeting with the trade took place discussing appropriate levels.	Cabinet Member. Legal Officer. Licensing Manager

* Taking account of proposed mitigation measures

Links to Council Policies and Priorities

Ensuring that this work is completed as required will support the following Council Policies and Strategies:

The proposed tariff has clear links to the aims and objectives of Newport City Council's Corporate Plan (relevant themes are "Resilient communities" "Vibrant Newport" and "Safer Newport"). The Hackney Carriage trade not only play an interregional part of public transport landscape but also the success of Night-time economy.

This proposal is also in line with the council taxi licensing policies and guidelines alongside statutory legislation that governs Hackney Carriage vehicles.

Options Available and considered

The Cabinet Member may decide:

- A. Not to amend the existing Hackney Carriage Table of Fares and not to consult
- B. To amend the Table of Fares in accordance with the recommendations in the report and go out to consultation
- C. To consider an alternative way of amending the Hackney Carriage Table of Fares.

Preferred Option and Why

The preferred choice is option B, to amend the Table of Fares in accordance with the recommendations in the report and go out to consultation. The fares have not increased since 2015 whilst the running cost of a Hackney Carriage and inflation have increased significantly.

Comments of Chief Financial Officer

The proposal to increase the maximum fare tariffs in itself will have no direct budgetary impact. The decision to charge at the increased rate will lie with individual Hackney Carriage licence holders and will allow them a degree of flexibility in what they charge passengers. It is hoped that the option to charge at higher rates will persuade drivers to remain in the industry and keep renewing their licences which will contribute favourably to the income budgets but it should also be noted there is a risk that higher tariffs may lead to a reduction in passenger numbers which may ultimately lead to a reduction in applications for licence renewals.

Comments of Monitoring Officer

The proposed action is in accordance with the Council's discretionary legal powers under section 65 of the Local Government (Miscellaneous Provisions) Act 1976, to set maximum rates and fares for hackney carriages operating within its area. In accordance with the Executive Arrangements (Functions and Responsibilities) (Wales) Regulations 2007, this is an executive function which is delegated to the Cabinet Member for Strategic Planning, Regulation and Housing under the member scheme of

delegation set out in the Council's Constitution. Although other licensing decisions relating to the grant and renewal of hackney carriage licences are non-executive functions carried out by the Head of Environment and Public Protection and Licensing Committee, strategic licensing policy is a matter for the Cabinet Member. In accordance with the 1976 Act, the Council is required to undertake formal statutory consultation and must consider any representations received before deciding whether or not to revise the existing scale of fares and charges. Public notice will need to be given of the proposed increases and a minimum period of 14 days will have to be allowed for any objections to be submitted. In this case, it is recommended that a longer consultation period of 28 should be allowed. If any objections are received within the consultation period, then they will need to be considered by the Cabinet Member. If a decision is taken to proceed with the increases, notwithstanding any objections, then a further date will need to be set for the fares to take effect, which is at least 2 months after the original implementation date. If no objections are received, then the increased fares and tariffs can be implemented automatically as from the original date. When exercising any discretionary power, the Council has to act fairly and reasonably having regard to all relevant considerations. In setting maximum fares, the Council needs to strike a balance between the needs of the fare-paying public and the requirements for affordable transport and also the needs of the taxi drivers to make a fair living. The fares in Newport have not been increased for a number of years and, in the meantime, there have been significant inflationary, and cost of living increases in terms of the costs of operating taxis. Therefore, the proposed increases are considered to represent a fair and proportionate balance between the public interest and the interest of the taxi drivers.

Comments of Head of People, Policy and Transformation

There are no HR implications for this report. The proposal which meets the requirements of the well-being of future generations act, is supported.

Scrutiny Committees

No consultation with Scrutiny Committees is required.

Fairness and Equality Impact Assessment:

- **Wellbeing of Future Generation (Wales) Act**
- **Equality Act 2010**
- **Socio-economic Duty**
- **Welsh Language (Wales) Measure 2011**

A Fairness & Equality Impact Assessment has been produced.

Crime and Disorder Act 1998

N/A

Consultation

A formal consultation will take place in accordance with the Local Government (Miscellaneous Provisions) Act 1976.

Background Papers

Newport City Council Taxi policy : <https://www.newport.gov.uk/documents/Business/Licences-and-permits/Taxi-Licensing-Policy-from-01December2017.pdf>

Dated: 24 August 2022

Appendix A: Current Table of fares

NEWPORT CITY COUNCIL

HACKNEY CARRIAGE RATES

Newport City Council in exercise of its powers under the Local Government (Miscellaneous Provisions) Act 1976, have determined that the table of fares in respect of the hire of a hackney carriage is to be varied according to the following scale, and which will be implemented on 1 December 2015:

Hackney Carriage Tariff

Tariff 1 (T1 - For hirings commenced between 06:00 and 00:00)

If the distance does not exceed 800 yards for the whole of the distance £3.00 If the distance exceeds 800 yards:

- For the first 800yards £3.00
- For each subsequent 108 yards or uncompleted part thereof 10p

Tariff 2 (T2 — For hirings commenced between 00:01 and 05:59)

If the distance does not exceed 800 yards for the whole of the distance £4.00 If the distance exceeds 800 yards:

- For the first 800 yards £4.00
- For each subsequent 108 yards or uncompleted part thereof 10p

Tariff 3 (T3 — For hirings commenced on
Bank Holidays)

Extra 21.50 on Tariff 1 / Tariff 2

Tariff 4 (T4)

For hiring's commenced between 20:00 on 24 December and 06:00 on 27 December and between Midnight on 31 December and 6:00 on 2 January Twice tariff 1

WAITING TIME

- Waiting time per 30 secs 0.10p

EXTRA CHARGES

- For each passenger in excess of four £1 per passenger

- For each animal carried

(except for assistance dogs) £2

- Soiling charge Amount Not exceeding £65

- Luggage/Suitcase/ Prams/
Wheelchairs etc. No Fee

(Other items of £2 discretion of driver)

Appendix B: Proposed fares

NEWPORT CITY COUNCIL

HACKNEY CARRIAGE RATES

Hackney Carriage Tariff

Tariff 1 (T1 - For hiring's commenced between 06:00 and 23:00)

If the distance does not exceed 100 yards for the whole of the distance £3.50 If the distance exceeds 100 yards:

- For the first 100 yards £3.50
- For each subsequent 108 yards or uncompleted part thereof 10p

Tariff 2 (T2 — For hiring's commenced between 23:00hrs and 05:59)

If the distance does not exceed 100 yards for the whole of the distance £4.50 If the distance exceeds 100 yards:

- For the first 100 yards £4.50
- For each subsequent 108 yards or uncompleted part thereof 10p

Tariff 3 (T3 — For hiring's commenced on Bank Holidays)

Extra £1.50 on Tariff 1 / Tariff 2

Tariff 4 (For hiring's commenced between 20:00 on 24 December and 06:00 on 27 December and between 23:00hrs on 31 December and 6:00 on 2 January Twice tariff 1)

WAITING TIME

- Waiting time per 20p per minute.

EXTRA CHARGÉS

- For each passenger in excess of four £1 per passenger
- For each animal carried
(Except for assistance dogs) £2
- Soiling charge Amount Not exceeding £75
- Luggage/Sultcase/ Prams/ Wheelchairs etc. No Fee
(Other items £2 discretion of driver)
 - Pre booking Fee via phone/ or computer device a maximum charge of £3 at the discretion of the driver(driver must inform customer at the time of booking)

Appendix C Comparison table of Local Authorities existing 2-mile fare

Rank	Authority	2 Mile Meter Fare
1	LONDON (HEATHROW)	£13.40
2	EPSOM & EWELL	£9.80
3	LONDON	£9.80
4	LUTON AIRPORT	£9.70
5	SOUTHAMPTON	£9.40
6	WATFORD (X)	£8.40
7	UTTLESFORD	£8.30
8	CARRICK	£8.20
9	WOKINGHAM	£8.20
10	BRECKLAND	£8.00
11	READING	£8.00
12	ISLE OF MAN	£7.90
13	RESTORMEL	£7.90
14	BRIGHTON & HOVE	£7.80
15	SURREY HEATH	£7.80
16	GUERNSEY	£7.70
17	WEALDON	£7.70
18	EAST AYRSHIRE	£7.60
19	GUILDFORD	£7.60
20	KERRIER	£7.60
21	OXFORD CITY	£7.60
22	RUSHMOOR	£7.60
23	JERSEY	£7.43
24	CHELTENHAM	£7.40
25	HARROGATE	£7.40
26	MAIDSTONE	£7.40
27	MID SUSSEX	£7.40
28	WEST BERKSHIRE	£7.40
29	DARTFORD	£7.30
30	WEYMOUTH & PORTLAND	£7.30
31	ARUN	£7.20
32	BATH & NORTH EAST SOMERSET	£7.20
33	BCP	£7.20
34	DORSET	£7.20
35	NORTH EAST LINCOLNSHIRE	£7.20
36	ROTHER	£7.20
37	SOUTH GLOUCESTER	£7.20
38	TORRIDGE	£7.20
39	TUNBRIDGE WELLS	£7.20
40	YORK	£7.20
41	ARGYLL & BUTE	£7.13
42	CHELMSFORD	£7.10
43	DOVER	£7.10
44	MOLE VALLEY	£7.10
45	PENWITH	£7.10
46	RUGBY	£7.10
47	HARBOROUGH	£7.09
48	SEVENOAKS	£7.06
49	EAST LOTHIAN	£7.00
50	EDINBURGH	£7.00
51	HERTSMERE	£7.00

52	STEVENAGE	£7.00
53	STROUD	£7.00
54	TONBRIDGE & MALLING	£7.00
55	WELWYN HATFIELD	£7.00
56	WILTSHIRE	£7.00
57	COLCHESTER	£6.90
58	EASTBOURNE	£6.90
59	VALE OF WHITE HORSE	£6.90
60	ADUR	£6.80
61	CARADON	£6.80
62	CARMARTHENSHIRE	£6.80
63	EAST DEVON	£6.80
64	FIFE	£6.80
65	GLASGOW	£6.80
66	GRAVESHAM	£6.80
67	HART (X)	£6.80
68	MENDIP	£6.80
69	NORTH CORNWALL	£6.80
70	NOTTINGHAM	£6.80
71	SEDGEMOOR	£6.80
72	SOMERSET WEST & TAUNTON	£6.80
73	SWALE	£6.80
74	TENDRING	£6.80
75	VALE OF GLAMORGAN	£6.80
76	WOLVERHAMPTON	£6.80
77	NUNEATON & BEDWORTH	£6.75
78	TORBAY	£6.75
79	CHESTER	£6.70
80	CRAWLEY	£6.70
81	EASTLEIGH	£6.70
82	NORTH SOMERSET	£6.70
83	NORTH TYNESIDE	£6.70
84	SHEFFIELD	£6.70
85	SWINDON	£6.70
86	SOUTH HAMS	£6.66
87	BASINGSTOKE & DEANE	£6.60
88	BRACKNELL FOREST	£6.60
89	BRENTWOOD	£6.60
90	CAMBRIDGE CITY	£6.60
91	CARLISLE	£6.60
92	EAST SUFFOLK (NORTH)	£6.60
93	EDEN	£6.60
94	EXETER	£6.60
95	HARLOW	£6.60
96	HIGH PEAK	£6.60
97	MEDWAY	£6.60
98	MORAY (X)	£6.60
99	NORTH HERTS	£6.60
100	NORWICH	£6.60
101	PLYMOUTH	£6.60
102	RUNNYMEDE	£6.60
103	SCARBOROUGH	£6.60
104	SHETLAND ISLES	£6.60
105	SOUTH CAMBRIDGE	£6.60
106	TEIGNBRIDGE	£6.60

107	NORTH DEVON	£6.55
108	ASHFORD	£6.50
109	DURHAM COUNTY COUNCIL	£6.50
110	HUNTINGDONSHIRE	£6.50
111	LIVERPOOL	£6.50
112	LUTON	£6.50
113	SOUTH SOMERSET	£6.50
114	WORTHING	£6.50
115	BASILDON	£6.40
116	BRISTOL	£6.40
117	CANTERBURY	£6.40
118	COUNTY OF HEREFORD	£6.40
119	CREWE & NANTWICH	£6.40
120	EAST HAMPSHIRE	£6.40
121	EAST LINDSEY	£6.40
122	EAST RENFREW	£6.40
123	HASTINGS	£6.40
124	IPSWICH	£6.40
125	LEEDS	£6.40
126	LINCOLN	£6.40
127	MALVERN HILLS	£6.40
128	MELTON	£6.40
129	MID SUFFOLK	£6.40
130	NORTH KESTEVEN	£6.40
131	SHROPSHIRE	£6.40
132	SOUTH LAKELAND	£6.40
133	SOUTHEND ON SEA	£6.40
134	WAVERLEY	£6.40
135	WINDSOR & MAIDENHEAD	£6.40
136	WOKING	£6.40
137	NEWARK & SHERWOOD	£6.32
138	BLACKBURN	£6.30
139	BURY	£6.30
140	COTSWOLD (Y)	£6.30
141	COVENTRY	£6.30
142	DACORUM	£6.30
143	DARLINGTON	£6.30
144	LEWES	£6.30
145	PEMBROKESHIRE	£6.30
146	SOUTH HOLLAND	£6.30
147	SOUTH RIBBLE	£6.30
148	DUNDEE CITY	£6.28
149	FOREST OF DEAN	£6.27
150	BABERGH	£6.26
151	MIDLOTHIAN	£6.22
152	THANET	£6.21
153	BIRMINGHAM	£6.20
154	BRAINTREE	£6.20
155	CHICHESTER	£6.20
156	DAVENTRY	£6.20
157	DERBY	£6.20
158	EAST CAMBRIDGESHIRE	£6.20
159	EAST SUFFOLK (SOUTH)	£6.20
160	FOLKESTONE & HYTHE	£6.20
161	HORSHAM	£6.20

162	NORTHAMPTON	£6.20
163	PORTSMOUTH UA	£6.20
164	ROCHFORD	£6.20
165	SOLIHULL	£6.20
166	SPELTHORNE	£6.20
167	ST ALBANS	£6.20
168	STRATFORD ON AVON	£6.20
169	WEST OXFORD	£6.20
170	WINCHESTER	£6.20
171	CENTRAL BEDFORDSHIRE	£6.13
172	ABERDEENSHIRE	£6.10
173	CANNOCK CHASE	£6.10
174	CARDIFF	£6.10
175	CLACKMANNAN	£6.10
176	EAST HERTS	£6.10
177	ELMBRIDGE	£6.10
178	FYLDE	£6.10
179	NEW FOREST	£6.10
180	NORTH WARWICK	£6.10
181	SOUTH AYRSHIRE	£6.10
182	TAMWORTH	£6.10
183	SELBY	£6.06
184	CHARNWOOD	£6.05
185	SCOTTISH BORDERS	£6.05
186	ABERDEEN CITY	£6.00
187	BLACKPOOL	£6.00
188	BOSTON	£6.00
189	BROXTOWE	£6.00
190	BUCKINGHAMSHIRE	£6.00
191	CASTLE POINT	£6.00
192	CONWY	£6.00
193	EAST STAFFORDSHIRE	£6.00
194	GLOUCESTER	£6.00
195	GREAT YARMOUTH	£6.00
196	GWYNEDD	£6.00
197	ISLE OF WIGHT	£6.00
198	KETTERING	£6.00
199	KINGS LYNN & WEST NORFOLK	£6.00
200	KNOWSLEY	£6.00
201	MILTON KEYNES	£6.00
202	NORTH WEST LEICESTER	£6.00
203	PETERBOROUGH	£6.00
204	RYEDALE	£6.00
205	SLOUGH	£6.00
206	SOUTH TYNESIDE	£6.00
207	STOCKPORT	£6.00
208	TAMESIDE	£6.00
209	TEST VALLEY (X)	£6.00
210	THREE RIVERS	£6.00
211	THURROCK	£6.00
212	WARWICK	£6.00
213	WEST LINDSEY	£6.00
214	WIRRAL	£6.00
215	BASSETLAW	£5.90
216	BROXBOURNE	£5.90

217	DUDLEY	£5.90
218	KINGSTON-UPON-HULL	£5.90
219	MANCHESTER	£5.90
220	NORTHUMBERLAND	£5.90
221	STAFFORD	£5.90
222	STOKE-ON-TRENT UA	£5.90
223	TANDBRIDGE	£5.90
224	WALSALL	£5.90
225	CALDERDALE	£5.85
226	TEWKESBURY	£5.85
227	BARNSLEY	£5.80
228	BARROW IN FURNESS	£5.80
229	BEDFORD	£5.80
230	BRIDGEND	£5.80
231	BROMSGROVE	£5.80
232	EAST KILBRIDE (X)	£5.80
233	FAREHAM	£5.80
234	FLINTSHIRE	£5.80
235	HALTON	£5.80
236	HAVANT	£5.80
237	HIGHLAND (X)	£5.80
238	LANCASTER	£5.80
239	LEICESTER	£5.80
240	LICHFIELD	£5.80
241	NEATH PORT TALBOT	£5.80
242	NEWCASTLE-UPON-TYNE	£5.80
243	NORTH LINCOLNSHIRE	£5.80
244	NORTH NORFOLK	£5.80
245	NORTHERN IRELAND	£5.80
246	ORKNEY (X)	£5.80
247	REIGATE & BANSTEAD	£5.80
248	RUTHERGLEN (X)	£5.80
249	SEFTON	£5.80
250	TRAFFORD	£5.80
251	WEST SUFFOLK	£5.80
252	WIGAN	£5.80
253	WORCESTER	£5.80
254	WYRE	£5.80
255	YNS MON	£5.80
256	CHESTERFIELD	£5.75
257	DONCASTER	£5.75
258	NORTH EAST DERBYSHIRE	£5.75
259	ANGUS	£5.70
260	GEDLING	£5.70
261	MID DEVON	£5.70
262	MONMOUTHSHIRE	£5.70
263	RENFREWSHIRE	£5.70
264	STIRLING (X)	£5.70
265	SWANSEA	£5.70
266	WARRINGTON	£5.70
267	BRADFORD	£5.60
268	DENBIGHSHIRE	£5.60
269	GOSPORT	£5.60
270	HINCKLEY & BOSWORTH	£5.60
271	NEWPORT	£5.60

272	NORTH LANARKSHIRE	£5.60
273	RICHMONDSHIRE	£5.60
274	RUSHCLIFFE	£5.60
275	SANDWELL	£5.60
276	SUNDERLAND	£5.60
277	WEST LOTHIAN (X)	£5.60
278	WREXHAM	£5.60
279	CHERWELL	£5.56
280	NEWCASTLE-UNDER-LYME	£5.55
281	DUMFRIES & GALLOWAY	£5.50
282	EAST DUNBARTONSHIRE	£5.50
283	EPPING FOREST	£5.50
284	EREWASH	£5.50
285	FALKIRK	£5.50
286	HAMBLETON	£5.50
287	MERTHYR TYDFIL	£5.50
288	OLDHAM	£5.50
289	TORFAEN	£5.50
290	CEREDIGION	£5.46
291	SALFORD	£5.46
292	ALLERDALE	£5.45
293	CAERPHILLY	£5.40
294	CLYDEBANK	£5.40
295	DUNBARTON & VALE OF LEVEN (X)	£5.40
296	ELLESMERE PORT	£5.40
297	HARTLEPOOL	£5.40
298	MACCLESFIELD	£5.40
299	PERTH & KINROSS	£5.40
300	POWYS	£5.40
301	PRESTON	£5.40
302	ROTHERHAM	£5.40
303	WYCHAVON	£5.40
304	MANSFIELD	£5.35
305	INVERCLYDE	£5.34
306	CRAVEN (X)	£5.30
307	FENLAND (X)	£5.30
308	NORTH AYRSHIRE	£5.30
309	REDDITCH	£5.30
310	RIBBLE VALLEY	£5.30
311	SOUTH KESTEVEN	£5.30
312	SOUTH LANARKSHIRE (CLYDESDALE)	£5.30
313	ST HELENS	£5.30
314	VALE ROYAL	£5.30
315	WYRE FOREST	£5.30
316	BLABY	£5.24
317	AMBER VALLEY	£5.20
318	BLAENAU GWENT	£5.20
319	BOLTON	£5.20
320	EAST RIDING	£5.20
321	HAMILTON (X)	£5.20
322	RHONDDA CYNON TAFF	£5.20
323	STAFFS MOORLANDS	£5.20
324	WAKEFIELD	£5.20
325	WEST LANCASHIRE	£5.20
326	CHORLEY	£5.10

327	CONGLETON	£5.10
328	GATESHEAD	£5.10
329	SOUTH STAFFORDSHIRE	£5.10
330	COPELAND	£5.00
331	EAST NORTHANTS	£5.00
332	KIRKLEES	£5.00
333	ROCHDALE	£5.00
334	ROSSENDALE	£5.00
335	SOUTH NORTHANTS	£5.00
336	CORBY	£4.90
337	MIDDLESBROUGH	£4.90
338	TELFORD & WREKIN	£4.90
339	WELLINGBOROUGH	£4.90
340	WESTERN ISLES (X)	£4.85
341	ASHFIELD	£4.80
342	DERBYSHIRE DALES	£4.80
343	HYNDBURN	£4.70
344	BOLSOVER	£4.60
345	BURNLEY	£4.50
346	REDCAR & CLEVELAND	£4.50
347	STOCKTON ON TEES	£4.50
348	OADBY & WIGSTON	£4.40

Fairness and Equalities Impact Assessment (FEIA)

This is an integrated Impact Assessment which aims to ensure Newport City Council makes decisions which are fair, take account of relevant evidence, and seek to secure the best outcomes for our communities. **An FEIA should be used to inform the first steps of decision-making, at concept stage, not when a decision is already made, or at the point when it cannot be influenced.** This impact assessment considers our legislative responsibilities under:

- The Equality Act (2010), including the Socio-economic Duty
- The Wellbeing of Future Generations (Wales) Act (2015)
- The Welsh Language (Wales) Measure (2011)

The FEIA process is not intended to prevent decisions being made, but to ensure we have considered their potential impact. An FEIA also helps us to focus on how we can reduce any negative impacts, and provides us with evidence that we have met our legal duties.

For support to complete your FEIA, please contact the [Connected Communities Team](#)

What do we mean by Fairness?

The Newport Fairness Commission is an independent body which advises the council on the best use of resources and powers to achieve the fairest outcomes for local people. The Fairness Commission has established four **Principles of Fairness** which should be considered as part of any decisions that the council make – the questions below are useful to reflect on before you start your FEIA.

Equity	Are people being treated in a consistent way, whilst acknowledging their differences (for example, need, barriers to accessing services)?
	Will the gap between those with more, and those with less be reduced?
	Have the interests of different groups affected (including minority or disadvantaged communities) been taken into account?
Priority	Have the needs of the most disadvantaged and vulnerable across the city been given priority?
	Have you considered possible indirect consequences for minority/disadvantaged communities when other priorities are directing decisions?
Inclusion	Will the voices of all those affected by your decision be heard?
	Are people able to participate in and shape a service, as well as receiving it?
	Have you considered the impact of your decision on the relationship between communities, and the spaces they share?
Communication	Are decisions being made transparently and consistently?
	How will decisions be communicated to people who are affected in a clear way, with the opportunity for feedback?

Part 1: Identification

Name of person completing the FEIA	Alastair Dearling
Role of person completing the FEIA	Licensing Manager
Date of completion	12/07/22
Head of Service who has approved this FEIA	Silver Gonzalez-Lopez

1. What is being assessed? *(Please double click on the relevant box(es) (X) and select 'checked' as appropriate)*

- New or revised policies, practices or procedures (which modify service delivery or employment practices)
- Service review or re-organisation proposals which affect the community and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- Decisions affecting service users, employees or the wider community including (de)commissioning or revising services
- New project proposals affecting staff, communities or access to the built environment
- Public events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Service Boards
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other *please explain in the box below:*

The Local Government (Miscellaneous Provisions) Act 1976 provides that in respect of charges for Hackney Carriages, “the Council may fix the rates or fares within the district....” Newport City Council last determined the ‘Table of Fares’ in December 2015, and a submission has been received from members of the Hackney Carriage trade for the council to increase, and amend, the existing tariff. Hackney Carriage vehicles only make up 7% of Newport’s taxi fleet, with 93% of vehicles being Private Hire vehicles. The Authority can only legally regulate maximum Hackney Carriage Fares and not Private Hire vehicle fares that the Private Hire Operator sets.

Increasing the maximum fares for Hackney Carriages vehicles may affect those who rely on such a service, specifically those members of the public who do not wish to pre-book a journey via Private Hire Operator. This FEIA is focused on the proposed increase in Hackney Carriage fees, not a change of policy, practice or procedures.

2. Please describe the overall aims, objectives and intended outcomes of your decision.

The proposed decision's intended outcome is to allow Hackney Carriage drivers to alleviate some operating and financial difficulties caused by increased costs, such as rising fuel prices, whilst operating in a system with an outdated maximum fare structure.

The aim is to ensure this sector of the transport system remains in the city and provides customers with an option rather than relying on pre-booked Private Hire vehicles.

3. Who are the main stakeholders who may be impacted by your decision and what data do you hold on them? Consider communities of place (people who live in the same geographic area) and communities of interest (people who share particular characteristics but may live in different geographic areas). Stakeholders may include residents, local businesses, community groups, staff or partners.

The main stakeholders who may be impacted by increasing the maximum fares for Hackney Carriages vehicles are:

- Hackney Carriage Drivers
- Hackney Carriage Proprietors
- Members of the Public who use Hackney Carriage Vehicles.
- Businesses

Part 2: Engagement

When completing this section, you need to consider whether you have sufficient information about the views and experiences of people who your decision will impact upon. If you don't, you may need to undertake a period of engagement/consultation before continuing. An FEIA is a live document, so can be updated with consultation findings, and amended as needed during the decision-making process.

The council has a duty to consult and engage with people who may experience inequalities as a result of your decision. This includes people **who share Protected Characteristics** (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and people who **have lived experience of socio-economic disadvantage**. The council's Youth Promise also requires us to ensure **all young people in Newport are listened to and included in decisions affecting them**.

The council also has a duty to ensure that any consultation is available bilingually (in Welsh as well as English), and you may like to consider any other community languages that are spoken by people who may be impacted by your decision. Below are some questions that should be included in any public consultation relating to a decision which may impact on the use of Welsh language in Newport:

1. Do you believe that the proposed decision/policy will have a positive or negative effect on opportunities to use the Welsh language?
2. If you think it will have a negative effect, what steps could we take to lessen or remove this and improve positive effects?
3. Do you believe that the proposed decision/policy will treat the Welsh language less favourably than the English language?

1. How have you engaged with people who may be affected by your decision (the stakeholders you have identified)?

Newport City Council conducted stakeholder consultation meetings with Newport Hackney Carriage Association in October 2021 and March 2022. The outcome of these meetings was the proposed increase in Hackney Carriage fees. The Council will conduct further formal consultation with the public on the increased fees recommended by the Licensing Manager once the proposed increase has been considered.

2. What do you know about the views or experiences of people who may be affected by your decision?

During stakeholder consultation meetings, trade representatives stated there is a desire for an increase in fares due to a significant rise in fuel costs, insurance, the cost of living and other pressures. This is detrimental to their businesses as drivers spend significantly more on fuel or other expenses, but fares don't reflect their current conditions.

Part 3: Assessment

This section requires you to assess the potential impact of your decision on a range of groups who may experience specific disadvantages. Your assessment should be supported by evidence – either from your own engagement/consultation, similar or previous engagement, what you already know about the people who access your service, or from local and national sources of information.

Useful documents which set out information about how communities are impacted by inequalities include [EHRC – Is Wales Fairer?](#) and the council’s [COVID-19 Community Impact Assessment](#). Your decision may have both positive and negative impacts – if this is the case, please place a cross in both boxes.

1. Impact on people that share Protected Characteristics

[Protected Characteristics](#) are defined under the Equality Act 2010, and describe groups of people who are protected from discrimination, either in the workplace, or through the provision of goods and services. The council must consider how decisions may impact on people differently because of a protected characteristic, and how any negative impact could be reduced. National guidance on assessing equality impacts and the Public Sector Equality Duty can be found [here](#). You can also access further advice and examples of positive and negative impacts [here](#).

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> Promote equal opportunity across different groups Promote community cohesion Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hackney Carriages make up approximately 7% of Newport's Taxi fleet and approximately 97% of accessible or wheelchair-accessible vehicles. The proposed increase in Hackney Carriage fees may negatively impact older people, especially those with reduced mobility who are more likely to require accessible vehicles or depend on this service. While an increase in fares will increase the cost of travel for all members of the public, people who share this Protected Characteristic are more likely to be impacted by any changes in fares.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hackney Carriages make up approximately 7% of Newport's Taxi fleet and approximately 97% of accessible or wheelchair-accessible vehicles. Disabled people are more likely to require accessible vehicles and depend on this service. While an increase in fares will increase the cost of travel for all members of the public, people who share this Protected Characteristic are more likely to be impacted by any changes in fares.

Protected characteristic	Impact:			<p>Provide further details about the nature of the impact in the sections below, considering the Public Sector Equality Duty that the council has to:</p> <ol style="list-style-type: none"> 1. Promote equal opportunity across different groups 2. Promote community cohesion 3. Help eliminate unlawful discrimination/ harassment/ victimisation
	Positive	Negative	Neither	
Gender Reassignment/ Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Religion or Belief or non-belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.

2. Impact on Welsh Language

The Welsh Language (Wales) Measure specifies that for all policy decisions, the council must consider the effects (both positive and negative) on the Welsh language. For further guidance on Welsh language considerations see [here](#).

	Impact:			
	Positive	Negative	Neither	
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There is no evidence that suggests the proposal will have a disproportionate impact on people that share this Protected Characteristic.

1. Please describe how you have ensured your engagement has considered the view of Welsh speakers in Newport.

All consultation supporting documents, information and the survey will be available equally in Welsh, either through our website, social media or upon request of paper/alternative formats. The consultation will be advertised bilingually, and participants will be given the option to read and complete this process in either Welsh or English.

3. The Sustainable Development Principle

The Well-being of Future Generations Act puts in place a sustainable development principle which helps organisations consider the impact they could have on people living in Wales in the future, and ensure they are focused on tackling long-term challenges. Below, consider how your decision promotes, advances, or contradicts the [5 ways of working](#) which underpin the sustainable development principle. You can access further guidance on considering the sustainable development principle [here](#).

Long term		<i>The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.</i>	The Council must achieve a balanced between affordable travel for the public but ensure that the Hackney Carriage Trade are able to run a safe, reliable service in light of rising fuel and insurance costs.
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			The proposed fare increase is comparable to many other neighbouring local authorities that have already proposed increase in Hackney Carriage fares.
Prevention		<i>Putting resources into preventing problems occurring or getting worse</i>	The Council will continue to work closely with the Hackney Carriage Trade on all future developments and projects including monitoring HCV Fares. It should be noted these are maximum fares so the trade could reduce fares if fuel prices do reduce.
Integration		<i>Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.</i>	To provide consistency for bodies and individuals who work within the Hackney Carriage trade.
Collaboration		<i>Working together to deliver objectives.</i>	A full public consultation will take place in accordance with the provisions of the Local Government (Miscellaneous Provisions) Act. A HC Trade meeting took place before the proposed formal consultation.
Involvement		<i>Involving those with an interest and seeking their view - ensuring that those people reflect the diversity of the area.</i>	Discussions, Engagement and consultation will take place with not only trade, local residents but also those who utilise Hackney Carriage to go from "A to B." Fares have also been comparable with neighbouring Authorities.

4. Socio-economic Duty

The [Socio-economic Duty](#) is set out in the Equality Act 2010, and requires the council, when making strategic decisions, to pay due regard to the need to reduce the inequalities of outcome that result from socio-economic disadvantage. Inequalities of outcome are felt most acutely in areas such as health, education, work, living standards, justice and personal security, and participation.

A 'strategic decision' is defined by Welsh Government as a decision **which affects how the council fulfils its statutory purpose over a significant period of time and does not include routine 'day to day' decisions.** Strategic decisions include:

- Corporate plans
- Setting wellbeing, equality and other strategic objectives
- Changes to, or development of public services
- Strategic financial planning
- Strategic policy development

If you do not think your decision meets this definition, and you do not plan on carrying out a Socio-economic Duty Assessment in this section, please provide your rationale below. Any decision which is presented to a Cabinet Member, at Cabinet or Council will be viewed as a strategic decision.

This FEIA is solely focused on a proposed increase in Hackney Carriage fees. It does not include a strategic decision affecting how Newport City Council fulfils its statutory purpose over a significant period.

If your decision does meet the definition, please consider the impact of your decision on the socio-economically disadvantaged groups, and areas of inequality that may arise from socio-economic disadvantage contained in the matrix below. The groups listed are not exhaustive and you should consider any additional groups relevant to your decision who may experience socio-economic disadvantage in the following ways:

- **Low Income/Income Poverty** - cannot afford to maintain regular payments such as bills, food, clothing, transport etc.
- **Low and/or no Wealth** - enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future
- **Material Deprivation** - unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)
- **Area Deprivation** - where you live (rural areas), where you work (accessibility of public transport)
- Socio-economic Background – for example, parents' education, employment and income

Indicate a positive or negative impact, or both where they apply, and the severity of this impact by coding the sections of the grid based on the below. *If there is no/neutral impact, please leave blank.*

Negative Impact	Positive Impact
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N1	Negative impact – mild	P1	Positive impact – mild
N2	Negative impact – moderate	P2	Positive impact – moderate
N3	Negative impact – significant	P3	Positive impact – significant
N4	Potential for negative impact (but unsure)	P4	Potential for positive impact (but unsure)

Areas of inequality that may arise from socio-economic disadvantage – definitions

Education :The capability to be knowledgeable, to understand and reason, and to have the skills and opportunity to participate in the labour market and in society

Work: The capability to work in just and favourable conditions, to have the value of your work recognised, even if unpaid, to not be prevented from working and to be free from slavery, forced labour and other forms of exploitation

Living Standards: The capability to enjoy a comfortable standard of living, in appropriate housing, with independence and security, and to be cared for and supported when necessary.

Justice, Personal Security and Community Safety: The capability to avoid premature mortality, live in security, and knowing you will be protected and treated fairly by the law

Health: The capability to be healthy, physically and mentally, being free in matters of sexual relationships and reproduction, and having autonomy over care and treatment and being cared for in the final stages of your life

Participation: The capability to participate in decision making and in communities, access services, know your privacy will be respected, and express yourself

Groups	Areas of inequality						
	Living Standards	Work	Health	Education	Justice and community safety	Participation	Physical Environment
Children living in poverty							
Low income households without dependent children							
Unemployed young people							
Long term unemployed							
Homeless households							
Refugees, migrants and asylum seekers							
Deprived neighbourhoods - WIMD rank in 10% most deprived LSOA							
People on Universal Credit / income related benefits							
Adults with no qualifications or low qualifications							

People living in low quality housing or in Houses of Multiple Occupation							
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1. What evidence do you have about socioeconomic disadvantage and inequalities of outcome in relation to this decision?

Please expand on the information provided in the matrix, giving reasons for your assessment of both positive and negative impacts. You may like to consider your experience of current service delivery, recent engagement or consultation or any national/local research relevant to your policy decision.

For any positive impacts, please indicate the [Wellbeing Goal](#) and/or [Wellbeing Objective](#) that this contributes to as set out in the previous section.

2. Please describe how you have ensured your engagement has considered the views of people living in Newport who are affected by socio-economic disadvantage.

3. Does this decision contribute to a cumulative impact?

Part 3: Actions and Outcomes

Considering any negative impacts that you have identified, indicate below how you will reduce these, and how you will monitor potential impact. Further guidance on how to complete your action plan can be found [here](#).

IMPACT ON PEOPLE THAT SHARE PROTECTED CHARACTERISTICS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
IMPACT ON WELSH LANGUAGE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

SOCIO-ECONOMIC IMPACTS			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner
SUSTAINABLE DEVELOPMENT PRINCIPLE			
Summary of impact	Action to reduce negative impact	How this impact will be monitored	Owner

Once your FEIA is complete, please forward to ncequality@newport.gov.uk

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