

Slough Borough Council

Report To:	Licensing Committee
Date:	2 nd July 2025
Subject:	Proposed Hackney Carriage Tariff Amendment
Chief Officer:	Tessa Lindfield, Director of Public Health
Contact Officer:	Russell Denney-Clarke, Trading Standards and Licensing Manager Melanie Sagar, Principal Licensing Officer
Ward(s):	ALL
Exempt:	NO
Appendices:	Appendix A – Current Rate November 2022 – Tariff A Appendix B – Trade Requested Rate February 2025 – Tariff B Appendix C – Consultation responses Appendix D – Trading Standards Alternative Rate Proposal – Tariff C Appendix E – 25-mile radius benchmarking Appendix F - 25-mile radius benchmarking SBC policy Appendix G - PHTM national list Appendix H - Gov.uk fuel price tracker Appendix I – Private Hire Operator fare benchmarking

1. Summary and Recommendations

1.1 The purpose of this report is to review the current Hackney Carriage Vehicle Tariff fare scale and consider whether to approve one of the requests from the Slough Taxi Federation and the Slough Taxi Association to amend the approved Hackney Carriage Vehicle tariff considering rises in running costs such as fuel to the trade.

Recommendations

1.2 The Committee is requested:

- To approve the requested fare increase.
- To approve part of the requested increase.
- To approve a different increase to that proposed.
- Not to approve the requested increase and the leave the fares as they are currently.

Options available

- (a) That the tariff rates remain as those agreed in October 2022 – Tariff A (Appendix A),
 - (b) That the tariff rates change to the Trade Requested Rate February 2025 – Tariff B (Appendix B), or the tariff rates change to the Trading Standards Alternative Rate Proposal – Tariff C (Appendix D).
- 1.3 Should an amended tariff rate be agreed (Tariff B or Tariff C) the costs of advertising the fare charges in the local newspapers be met by Hackney Vehicle proprietors; in pursuance of the Licensing Committee resolution in January 2007 that advertising costs to be met by Hackney Vehicle proprietors. This fee is now absorbed in each Hackney Carriage Vehicle Licence (plate) fee so no additional payment will be requested.
- 1.4 If following the public notice relating to the new tariff any objections are received and not withdrawn, the objections shall be determined by the Trading Standards and Licensing Manager in consultation with the Licensing Committee Chair, who shall determine whether to modify the approved tariff chart and in the event that objections are materially significant the matter be referred back to the Committee for consideration.

Reason

- 1.5 Local authorities have a statutory power to set the maximum fares that licensed hackney carriages (taxis) can charge for a journey. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (“the 1976 Act”), local authorities have the power to:

“...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 or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a “table of fares”) made or varied in accordance with the provisions of this section.”

The procedure for setting fares and public notice requirements are stipulated within section 65 of the 1976 Act Commissioner Review

Commissioner Review

This report is outside the scope for pre-publication commissioner review; please check the [Commissioners' instruction 5 to CLT to sign off papers](#) for further details.

2. Report

Introductory paragraph

2.1 Consideration has been given to how the decision sought will help the Council meet its vision, corporate priorities however the nature of the hackney fares is outside the scope of these priorities.

Options considered

2.2 Consideration has been given to how the decision sought will help the Council meets its vision, corporate priorities however the nature of the hackney fares is outside the scope of these priorities.

Background

2.3 On 06 February 2025, a Hackney Carriage fare increase request was received by Slough Borough Council Licensing from Slough Taxi Association in conjunction with Slough Taxi Federation.

- A copy of the Current Rate November 2022 – Tariff A is attached at **Appendix A**.
- A copy of the Trade Requested Rate February 2025 – Tariff B is attached at **Appendix B**.

2.4 On 27 February 2025, Licensing invited comments on the proposed tariff increase by emailing a copy of the Trade Requested Rate February 2025 – Tariff B to:

- all current Hackney Carriage Proprietors (81),
- Slough Borough Council Trading Standards Team,
- Slough Borough Council Diversity & Inclusion Manager,
- C J Fennessy, taxi meter installer, and
- TeePee Electronics, taxi meter installer.

2.5 Comments were asked to be emailed to licensing@slough.gov.uk.

2.6 In total 26 emails were received agreeing with the proposed tariff detailed at Appendix B however to save paper these have not been included in this report pack.

2.7 Another 3 responses with additional comments were received and these Consultation responses, copies of these are attached at **Appendix C**.

2.8 A copy of the Trading Standards Alternative Rate Proposal – Tariff C is attached at **Appendix D**.

2.9 To assist members when considering this tariff amendment request, Licensing conducted a benchmarking exercise for comparison of tariffs in neighbouring authorities within a 25-mile radius using the Slough Borough Council published Market Supplement policy benchmarking criteria. List of other authority fares and relevant policy extract attached at **Appendix E and F**.

2.10 The data for Appendix F has been taken from the published national fare table compiled by [Private Hire and Taxi Monthly](#). The full fare table for April 2025 is attached at **Appendix G**.

2.11 An extract from the [Monthly and annual prices of road fuels and petroleum products - GOV.UK \(www.gov.uk\)](#) covering the period November 2022 – April 2025 is attached at **Appendix H**.

2.12 To further assist members information on current fares charged by Private Hire Operators was requested from &11 Cars Ltd, A4 Cars Ltd, New Sovereign Cars Ltd and Burnham Cars Ltd. The two responses received are attached at **Appendix I**.

3. Implications of the Recommendation

3.1 Financial implications

- 3.1.1 There are no financial implications to the Council.
- 3.1.2 If the tariff increase is approved, there is a legal obligation to publish details of this in local newspapers. Any person may write in with a representation against the tariff increase. Should this happen, all representations will be presented to the Chair of the Licensing Committee in conjunction with the Trading Standards and Licensing Manager who shall decide whether to modify the proposed table of fares. In addition to this, taxi drivers will be invited individually to comment. As there could be equality implications, the chart will also be considered by the Council's disability forum.

3.2 Legal implications

- 3.2.1 Local authorities have a statutory power to set the maximum fares that licensed hackney carriages (taxis) can charge for a journey.
- 3.2.2 Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 ("the 1976 Act"), local authorities have the power to:

"...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 or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section."

- 3.2.3 The procedure for setting fares and public notice requirements are stipulated within section 65 of the 1976 Act. In particular, section (2) requires that:

"When a District Council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made."

- 3.2.4 There is no right of appeal so any legal challenge to the final decision made would be by way of judicial review.

3.3 Equalities Impact Assessment

- 3.3.1 It is important that the Council through its licensing functions protects the public by ensuring that the fares charged by licensed Hackney Carriages are fair, justified and not excessive.

- 3.3.2 When considering the requested tariff increase in addition to The Local Government (Miscellaneous Provisions) Act 1976 LG(MP)A 1976, s.65(1) regard was given to the Equality Act 2010, and Trading Standards enforced legislation to ensure, as far as possible, that the proposed tariffs are not misleading, unfair or discriminatory to passengers without adversely altering the requested increase.

3.3.3 In devising the new table of fares (Appendix B) where there are additional adult passenger charges this was increased to 3 passengers (from 2) to account for a companion for persons considered disabled or with hidden disabilities.

3.3.4 There are no human rights implications in adopting the recommendations of this report.

3.4 Risk management implications

3.4.1 The provisions for the Council to approve Hackney Carriage fares are contained within the Local Government (Miscellaneous Provisions) Act 1976.3.4.2 The drivers are looking at the tariff to be increased to mitigate the rising costs of fuel and insurance.

Risk Management Matrix Score 2

3.4.2 There aren't any future control risks as the Drivers request the increase which is tied in legislation.

3.5 Environmental implications

3.5.1 Consideration has been given to environmental implications however the nature of the hackney fares is outside the scope of these priorities.

4. Background Papers

1 - [Local Government \(Miscellaneous Provisions\) Act 1976](#)

2 - [Town Police Clauses Act 1847](#)

3 – [Equality Act 2010](#)

4 – [Licensing Committee Report October 2022](#)

5 – Trading Standards legislation:

[The Consumer Protection from Unfair Trading Regulations 2008 \(as amended\)](#)

[The Consumer Rights \(Payment Surcharges\) Regulations 2012 \(as amended\)](#)

[The Consumer Rights Act 2015 \(as amended\)](#)

[The Consumer Contracts \(Information, Cancellation and Additional Charges\) Regulations 2013](#)