

Supplementary Agenda



Licensing Committee

Tue 8 Apr
2025
7.00 pm

Oakenshaw Community
Centre, Castle Ditch Lane,
B98 7YB



If you have any queries on this Agenda please contact

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Licensing

Tuesday, 8th April, 2025

7.00 pm

Oakenshaw Community Centre

Agenda

Membership:

Cllrs:

David Munro (Chair)
Sachin Mathur (Vice-Chair)
Juliet Barker Smith
Brandon Clayton
Matthew Dormer
Sharon Harvey

Sid Khan
Gary Slim
Jen Snape
Monica Stringfellow
Paul Wren

- 4.** Responses to consultation on mandatory safeguarding refresher training for taxi and private hire drivers (Pages 5 - 22)
- 5.** Annual review of Hackney Carriage table of fares (Pages 23 - 34)

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REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE**

8 April 2025

MANDATORY SAFEGUARDING TRAINING FOR LICENSED HACKNEY CARRIAGE AND PRIVATE HIRE DRIVERS

Relevant Portfolio Holder	Cllr Monica Stringfellow
Portfolio Holder Consulted	No
Relevant Director	Simon Wilkes - Director of Worcestershire Regulatory Services
Wards Affected	All Wards
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 To inform Members of the outcome of the recent 12-week consultation with relevant stakeholders and members of the public on the proposal to introduce mandatory safeguarding awareness and refresher training for all Redditch Borough Council licensed hackney carriage and private hire drivers and ask that the recommendation as set out below be considered and approved.

2. RECOMMENDATIONS

- 2.1 Members are asked to:

Approve an amendment to the existing Hackney Carriage and Private Hire Driver Licensing Policy, as set out below and in Appendix 2:

That with effect from 1st JULY 2025, each time a licence holder renews their Redditch Borough Council issued Driver Licence, they must undertake safeguarding and refresher training delivered by the Council's approved training provider prior to submitting their renewal application.

3. KEY ISSUES

- 3.1 Consultation on the proposed policy amendment took place over a 12-week period. It comprised of a survey which was available to complete online via the Council's website and was promoted by the Council's Communications Team, across a range of channels. Information on the consultation, along with details on how to respond were sent directly to:

- Redditch Borough Council licensed drivers, vehicle proprietors and private hire operators.

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- National Private Hire and Taxi Association.
 - Licensed Private Hire Car Association.
 - West Mercia Police
 - Safer Roads Partnership.
 - West Mercia Police and Crime Commissioner.
 - Worcestershire County Council - Relevant contacts at Worcestershire County Council, including those responsible for safeguarding children and adults and arranging home to school transport.
 - Relevant interest groups, including those that represent people with disabilities and the elderly.
 - Relevant local business groups.
 - District, Town and Parish Councillors.
- 3.2 In total there were 33 responses received to the online survey. Of the 33 respondents, 28 were holders of a taxi/private hire driver licence, 3 were users of hackney carriage and private hire vehicles, 1 was from a local councillor. There was also 1 other response from a Portfolio Holder for Regulatory Services.
- 3.3 In response to question 3, 27.27% of respondents indicated that they agree with the Councils proposal to introduce mandatory safeguarding and refresher awareness training for all existing hackney carriage and private hire drivers as a requirement for renewing their licence. 72.73% disagreed.
- 3.4 There were 21 detailed responses received in relation to making the training mandatory, with the majority of respondents questioning the implementation of the Safeguarding Refresher Training. Six of the nineteen respondents were in favour, and some held a neutral opinion.
- 3.5 In summary, the consultation results from those who expanded on their responses, highlighted a mixed reaction to the introduction of safeguarding awareness refresher training for all existing licence holders from 1 July 2025. When asked directly should the proposed refresher training be implemented, 27.27% were in favour; 72.73% were opposed.
- 3.6 Officers are aware that some drivers will have undertaken safeguarding training previously and the proposed 3-yearly update will reflect changes in guidance, advice and new cases.
- 3.7 The cost of this mandatory safeguarding and refresher training is £20.00 per applicant and will cover the 3-year licensing period. This is considered very good value, and therefore any consideration of the

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Council subsidising the cost of this training has been discounted. This creates a consistent approach across the county.

4.0 Key Outcomes

4.1 In September 2022, in response to the publication of the Department of Transport's "Taxi & Private Hire Standards" the Council adopted and published a new Hackney Carriage and Private Hire Licensing Policy ('taxi policy'), which introduced a requirement for all new drivers to undertake appropriate safeguarding awareness and refresher training, as part of a wider programme of driver training, entitled the 'Competency Certificate'.

4.2 Following further consideration of the "Taxi & Private Hire Standards" in relation to driver training, members of this Committee received a report in October 2024 proposing the following amendment to the taxi policy:

With effect from 1 July 2025 each time an existing licence holder renews their licence they must undertake safeguarding training delivered by the Council's approved training provider prior to submitting their renewal application.

4.3 In October 2024 this Committee approved the undertaking of a 12-week consultation exercise with trade members, key stakeholders, and the public, with the results being presented to Committee for consideration.

4.4 This report now presents the results of the consultation exercise, which can be found at **Appendix 1** and recommends to Members that the amendment as set out in the revised extract from the Council's current Hackney Carriage and Private Hire Licensing Policy, which can be seen at **Appendix 2** be approved and implemented.

4.5 Additionally, Members requested that a comparison exercise be undertaken and presented to establish whether other local authorities were looking to implement or have implemented safeguarding and refresher training for taxi drivers across the Country.

Results of which can be found here:

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Authority	Safeguarding for Initial Application	Safeguarding on Renewal	Cost
Worcester City	Yes	Yes	£20
Wychavon	Yes	Yes	£20
Wyre Forest	Yes	Yes	£20
Bromsgrove	Yes	Yes	£20
Malvern	Yes	Yes	£20
Solihull	Yes	Yes	£30
Wolverhampton	Yes	Considering implementation	Tbc
Birmingham	Yes	In process of implementing	In process of implementation
Blue Lamp Trust (Represents 168 Councils)	Yes	Yes	£30
Tewkesbury	Yes	Yes	£40
Cheltenham	Yes	Yes	£40
NE Derbyshire and Bolsover Council	Yes	Yes	£30
South Oxfordshire and Vale of White Horse	Yes (Also for operators)	Yes (Also for operators)	£55

5.0 Summary

- 5.1 Officers note that a significant proportion of the responses have voiced their opposition to the implementation of the Safeguarding and Refresher Training. These comments have been made mostly by licensed drivers who are directly affected by this proposal.
- 5.2 Officers acknowledge and note the reasons provided for the apprehension of implementing this change and understand there are concerns. Officers want members to note the value of the comments which have been put forward in favour of the proposal, the training will be continuously updated to reflect both changes in guidance and legislation. Costs will be kept to a minimum, but the value added will be significance to the drivers, vehicle users and the local community. It also provides both personal and professional development for individual licence holders.

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- 5.3 The same training has been received by drivers across the County in other districts and officers have received positive feedback from drivers.
- 5.4 It is accepted that the most vulnerable members of our society that regularly use private hire services. The most common demographics are those with mobility issues, young single mothers, and unaccompanied children.

The introduction of the safeguarding training is intended to:

- protect vulnerable adults, young people, and children
 - Identify sources of advice and pathways for reporting concerns
 - Identify possible victims of abuse or exploitation by understanding indicators of risk
 - Understand their roles and responsibilities in relation to personal safety and security
- 5.5 An excerpt from the Government Statutory Standards for Taxi Drivers provides the justification that officers have relied upon in support of their recommendation to this Committee:

Licensing authorities should consider the role that those in the taxi and private hire vehicle industry can play in spotting and reporting the abuse, exploitation or neglect of children and vulnerable adults. As with any group of people, it is overwhelmingly the case that those within the industry can be an asset in the detection and prevention of abuse or neglect of children and vulnerable adults. However, this is only the case if they are aware of and alert to the signs of potential abuse and know where to turn to if they suspect that a child or vulnerable adult is at risk of harm or is in immediate danger.

All licensing authorities should provide safeguarding advice and guidance to the trade and should require taxi and private hire vehicle drivers to undertake safeguarding training.

- 5.6 Additionally, officers have considered the Government provided 'Best Practice Guidance' as well as the 'Statutory Standards', the content of both of which further confirm to officers that the recommendation set out above is expected and supported from central Government.

6.0 **Financial Implications**

- 6.1 The costs of the safeguarding awareness and refresher training itself will be met by the licence holder. Officers have worked closely with the training provider to keep costs to a minimum and at cost recovery.

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Legal Implications

- 6.2 The Statutory Taxi and Private Hire Standards have been published by the Department for Transport under the powers set out in section 177 of the Policing and Crime Act 2017.
- 6.3 Consultation on the proposals referred to in this report to amend this Council's policy was undertaken with licence holders, relevant stakeholders, and the general public over a 12-week period.
- 6.4 Appropriate consultation on any proposals to amend the Council's policies minimises the risk of legal challenge if the proposals are subsequently implemented.
- 6.5 The Department for Transport "Taxi and Private Hire Vehicle Licensing: Best Practice guidance" further states:

"It is good practice for local authorities to consult about any significant proposed changes in licensing rules. Such consultation should include not only the taxi and PHV trades but also groups likely to be the trades' customers. Examples are groups representing disabled people, or Chambers of Commerce, organisations with a wider transport interest (eg the Campaign for Better Transport and other transport providers), women's' groups or local traders"

7. RISK MANAGEMENT

- 7.1 There is a possible reputational risk to the Council, as the new hackney carriage and private hire licensing policy, introduced in September 2022, only introduced the Competency Certificate to new drivers. Although it was not intended to cause any issues the Council may want to mitigate any risk by ensuring all drivers are in some way exposed to safeguarding awareness training to protect the travelling public.
- 7.2 Having considered the above a full 12-week consultation has taken place with licence holders, key stakeholders and the general public, with the results being considered by Members prior to the amendment of the Council's Hackney Carriage and Private Hire Driver Licensing Policy.

8. APPENDICES

- Appendix 1 – Consultation responses
- Appendix 2 – Amended Hackney Carriage and Private Hire Licensing Policy extract

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9. BACKGROUND PAPERS

- 9.1 Department for Transport guidance under section 177 of the Policing and Crime Act 2017 entitled “**Statutory Taxi & Private Hire Standards.**”
[Statutory taxi and private hire vehicle standards - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/statutory-taxi-and-private-hire-vehicle-standards)

AUTHOR OF REPORT

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Consultation Questions and Responses

Q1. Are you responding as:

A licensed hackney carriage / private hire driver	28
A user of taxi and / or private hire vehicles	3
A trade association	0
A local group	0
A local Councillor	1
Other (please specify)	1

Others specified:

Portfolio Holder for Regulatory Services

Q2. Are you responding on behalf of a group or organisation?

YES	2	6%
NO	31	94%

If you have answered YES, please provide details of the group or organisation you are responding on behalf of:

RBC Private Hire Operator

Redditch Taxi Association

- Q3. Do you agree with the principle that all those who are licensed by Redditch Borough Council to drive hackney carriage (taxi) and private hire vehicles should have to undergo mandatory refresher training from time to time?

YES	9	27%
NO	24	73%
DON'T KNOW	0	0

Please provide an explanation for the answer you have given:

If you done it once than why keep going back to it. Means taking time out of work etc.

At this rate most drivers will be moving to other areas.

I agree that we should all be required to have some form of Safeguarding training. I would highly suggest this is done in cooperation with Worcestershire Regulatory Services and Warwickshire also - this way we can avoid having to do the same training 3 times. I also think all drivers should be given some basic customer service training too.

This will be another cost to already overwhelming high fees and extra charges compared to other councils including Wychavon which is also run by Worcestershire County Council.

No wonder a lot of drivers are moving to Wolverhampton and if this is passed I will be doing the same.

There is no need for this to be put in place as it isn't going to make any difference to any driver currently holding a Hackney or Private hire badge

Being in the trade for this long and being self employed we study upto date anyway.

Council should consider lowering its fees for all licences.

Especially since Worcestershire does all the work for Wolverhampton.

I believe it is important for anyone who works with the general public to be up to date with issues around safeguarding, in particular those who are in contact with children and vulnerable people. Training on this protects both parties.

<p>This should be a free service and the drivers WILL NOT pay to book for the course. Majority of drivers have the customers best interests at heart and a genuine duty of care.</p>
<p>Unless it's national, what's the point? when I'm normally picked up by taxis from other areas, working in Redditch. I would rather have English tests, ability to diffuse situations and for better communication</p>
<p>I think this absolute rubbish, another way of making money from RBC or if even free a waste of valuable time. If the driver or drivers have already done a course in 2020 they then should not need doing a refresher course as so much has changed</p> <p>This is one of the reasons why Redditch Council</p> <p>Has lost majority of its drivers to Wolverhampton Council because of stupid and sham</p> <p>Ideas to make money and make a</p> <p>Mockery out of drivers. I completely oppose such stupid and ridiculous idea!</p>
<p>The training and all the information given will be the same.</p> <p>Therefore it's a waste of time going over what the drivers already know.</p>
<p>Because we have already done it once</p>
<p>If a particular driver needs new training</p> <p>Then that person is not suitable for the job</p> <p>No training will change their behaviour</p>
<p>I have been doing safeguarding course every three years already</p>
<p>In theory yes very good although it's how it is done as</p> <ol style="list-style-type: none"> 1 - If course requires time off work that is loss of money 2 - If course costs money that is more costs going out and very little taxi jobs now to cover costs on vehicle and badges and courses 3 - Surely if courses being added a first aid course would be more efficient 4 - Some drivers with badges only do school runs which then makes it not viable to do them as paying more out than you earn
<p>I believe it is our duty to ensure the public are safe when travelling in taxis. I support mandatory and ongoing refresher training for taxi drivers.</p>
<p>No we don't need any new training or need to be re trained again.</p>
<p>This is a driver who has been doing his job for 20 years with no complaints against me. I do not agree that driver needs to be told how to do his job. This is solely to go with money only</p>
<p>Dear Redditch Borough Council,</p> <p>Thank you for the opportunity to provide feedback on the proposed introduction of mandatory safeguarding awareness refresher training for licensed drivers.</p>

While I fully support initiatives aimed at protecting children, females, and vulnerable adults, I do not favour this proposal if it involves additional costs for drivers. The cost of living is currently very high, and work within the trade has slowed considerably. Many drivers are already struggling to manage their expenses, and further financial burdens may make it difficult for some to continue working.

I would urge the Council to consider either subsidising this training or finding cost-neutral ways to implement it, ensuring drivers are not disproportionately affected.

Thank you for considering my views.

Yours sincerely,

100% yes. The quality of driving by redditch taxi drivers is shocking. Wrong way up a one way street is very common by me. Parking overnight on double yellows, across junctions, blocking other permit paying residents in their streets. Smoking in the vehicle (had one guy the other day smoke a joint while he waited for his customer!) Vehicle condition is also terrible. Many wouldn't pass an MOT. There's a Silver BMW parked in Orchard street as of this response, been there weeks now. No tax, no MOT, (green badge 648). reported it several times to no avail. But yes, mandatory driving refresher tests for all drivers to include both a practical and theory test. Also increased MOT frequency would be a smart move.

I think it'll be fair to say doing the mandatory training for a new applicant is very understandable for obvious reasons as we're all in favour of public safety, but once completed it'll be the same training on renewal which at the longest will be 3 years for those that have the 3 year licence or annually otherwise

It is very very unlikely that drivers will forget the importance of this training or even the training itself as working in the public sector requires this knowledge to be at its peak at all times from all individual drivers especially if they've already recieved and completed this training from the begining

Also it would require drivers having to pay for this training which would gradually increase as years go by,
Living costs are very high in this day and age trade is decreasing in this industry day by day as other platforms are also available which are very reputable, trustworthy and offer the same level of safety and security

Taxi vehicle licence fees are very expensive with RBC compared with other authorities especially wolverhampton city council and the vehicle age requirements differ alot

Rather than working solely maybe authorities should work together & have similar views and not differentiate from one another

So in this case im not in favour of this refresher training idea

Many thanks
<p>However, due to our inflexible hours this would be difficult to navigate in person without losing earnings. Therefore, it should be online.</p> <p>It should also be free because we are already paying for various expenses out of pocket. The taxi Licensing fee has increased significantly but the taxi fare hasn't increased for a long time. In Redditch, there is not a lot of work as the town centre is struggling. We are struggling to make a living.</p>
<p>I agree that as a driver a refresher training is good. At the same time I do not agree with it being every 3 years unless there is a major change in legislation. Also do not agree with paying for it. We as drivers are already paying some of the highest licencing fees, the cost should be covered by the council.</p>

- Q4. Do you agree that such licensed drivers should have to undertake mandatory safeguarding refresher training every THREE years (every time they apply to renew their licence)?

YES	8	24%
NO	25	76%
DON'T KNOW	0	0

If you have answered NO, how often do you think licensed drivers should have undertake mandatory safeguarding refresher training?

It should be upto the drivers if they require a refresher unless it's a new application.
This should be made accessible though - meaning 1/2 days per month availability is no good. Maybe even online would be a better option.
They shouldn't
Once every 10 years.
Asking same question twice
Only 1 or atleast 10years
I don't think safeguarding refresher training is necessary . But if the council insist on it , I think every 5 years would be more then adequate.

Once when the first get there taxi badge
No extra training The Council has the power to exclude a driver if they are reported
New license holder only
If it is a online course that costs nothing ok but otherwise NO Due to lack of work we shouldn't be looking at taking more money from drivers
No at all it's all about money
Drivers shouldn't have to take any mandatory training it should be voluntary and paid for by the council. We are all enhanced DBS checked most drivers who do school runs would have had training already. It's seem like another hit in the pocket of drivers.
Annually. To include Practical test, Theory test, Drug testing and eye test.
I dont feel the need of safeguarding refresher training every so often as mentioned above once its done and completed by an individual it should always remain at the top of their heads, there is no reason whatsoever to be forgetting anything of that nature & especially when your dealing with the public on a daily basis
As long as it is free
Only take the training if there are major changes in legislation.

- Q5. Do you agree that the requirement to undertake mandatory safeguarding refresher training should come into effect on 1st July 2025 and apply to any licence holder who is applying to renew their licence after that date?

YES	9	27%
NO	24	73%
DON'T KNOW	0	0

If you have answered "NO" when do you think the requirement should come into effect?

Never
Never
Bookings and timeslots are a joke.
Never , unless it's a national standard
Never
Never
Only for new licence holder when they first apply
No extra training
Only new drivers
When it is affordable or done for free
Never
2030 if we have no choice
Only when applying for a licence the 1st time
I think it should only be in place for new drivers, I have been driving for over 30 years.

If you have any other comments or observations in relation to the proposal please provide these here:

<p>If there are driver who have already sat safeguarding training with Warwickshire County Council for example, so long as they can produce a certificate, they should be exempt. This is why I think having it in accordance with such Councils make sense so not to duplicate the same training with different authorities.</p>
<p>The council should foot the bill for this as we are already getting robbed blind for a service that we are not getting.</p>
<p>Please review your policies and update them</p> <p>If a driver requires a replacement vehicle after an accident?</p> <p>You won't let a vehicle licensed in another council be licensed here. This should be Amended as they credit hire company cars goes to all areas as required.</p>
<p>How about we ban Uber , they don't hold an operators licence in Redditch and should never be granted one, yet we see Wolverhampton driver sitting around</p>

Redditch picking up fares. How are we safeguarding passengers when we are not stopping external drivers from picking up our local residents, drivers from as far as Sheffield. If the council really cared about its residents it would only allow users to drop off and any Wolverhampton vehicle would have to wait outside of Redditch

As long as they have a clean license , only requirement should be speaking English, rest is unnecessary paper work , bureaucracy

I think the idea is awful which is why all drivers have and are considering leaving RBC for Wolverhampton

Aot of this training is common sense and I personally believe that the refresher training is not necessary.

There is obviously a problem with certain drivers for the need to suggest the extra training
Deal with the bad drivers

Dear Redditch Borough Council,

Thank you for the opportunity to provide feedback on the proposed introduction of mandatory safeguarding awareness refresher training for licensed drivers.

While I fully support initiatives aimed at protecting children, females, and vulnerable adults, I do not favour this proposal if it involves additional costs for drivers. The cost of living is currently very high, and work within the trade has slowed considerably. Many drivers are already struggling to manage their expenses, and further financial burdens may make it difficult for some to continue working.

I would urge the Council to consider either subsidising this training or finding cost-neutral ways to implement it, ensuring drivers are not disproportionately affected.

Thank you for considering my views.

Yours sincerely,

Safeguarding training is already over subscribed
With Redditch Borough Council. How will you accommodate the drivers needs to these courses

When existing company who provide specialist transport ie school runs are struggling to get dates for training.

These courses are not cheap for the drivers to do.

Drivers are already struggling to cope with the cost of living crisis.

I do not agree with a safe guarding training as I have been a licensed taxi driver for over 30+ years with 0 complaints. This is a good for new drivers but is not suitable for drivers who have been in the trade. All experienced drivers understand safeguarding concerns. Also it is not fare to burden drivers with extra costs in a struggling trade.

2.9.0 Application Requirements – Applicants Renewing a Licence

- 2.9.1 An applicant seeking to renew a licence to drive hackney carriage and/or private hire vehicles must:
- Continue to benefit from the right to work in the United Kingdom (UK)
 - Be deemed by the Council to remain a “fit and proper person” to hold a licence
- 2.9.2 Before a licence to drive hackney carriage and/or private hire vehicles can be renewed, the applicant must have submitted all of the following:
- Completed application form
 - A valid DVLA licence check code
 - Application fee
 - A recent passport sized photograph of themselves
- 2.9.3 In addition, any person who has lived outside of the UK for a period of three or more continuous months since their last licence was issued, must provide criminal records information or a “Certificate of Good Character” from each country outside the UK in which they have lived.
- 2.9.4 In addition any person renewing their licence for the first time after they reach the age of 45, 50, 55 or 60, must provide a copy of the Council’s prescribed medical fitness certificate, which has been completed by one of the medical practitioners that the Council has approved for this purpose.
- 2.9.5 Once a licence holder reaches 65 years of age they will be required to provide a copy of the Council’s prescribed medical fitness certificate, which has been completed by one of the medical practitioners that the Council has approved for this purpose on an annual basis.
- 2.9.6 Those applying to renew a licence to drive hackney carriage and/or private hire vehicles must demonstrate that they have either obtained the Worcestershire Taxi and Private Hire Competency Certificate or undertaken approved refresher training in disability awareness in the preceding 3 years.
- 2.9.7 With effect from 1st July 2025 each time a licence holder renews their licence they must undertake safeguarding training delivered by the Council’s approved training provider prior to submitting their renewal application.**
- 2.9.8 If an application to renew a licence to drive hackney carriage and/or private hire vehicles is received more than 14 days after the previous licence has expired, the applicant will be treated as if they were applying for a licence to drive hackney carriage and/or private hire vehicles for the first occasion.
- 2.9.9 Licences to drive hackney carriage and / or private hire vehicles will normally be issued for a period of 3 years and will then expire. Licences of a shorter duration may be issued when the licensing authority thinks it is appropriate in the specific circumstances of the case, or where required (e.g. when the licence holder’s leave to remain in the UK is time-limited).

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REDDITCH BOROUGH COUNCIL**LICENSING COMMITTEE****8 APRIL 2025****HACKNEY CARRIAGE TABLE OF FARES – REQUEST FOR VARIATION**

Relevant Portfolio Holder	Cllr Monica Stringfellow
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
Wards Affected	All Wards
Ward Councillor Consulted	N/A
Non-Key Decision	

1. SUMMARY OF PROPOSALS

The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district. It is good practise to review the table of fares on a regular basis.

2. RECOMMENDATIONS

Members are asked to:

- a) **Note the submission of a formal request from The Redditch Taxi Association, to review the Council's hackney carriage fare tariff as set out within this report.**
- b) **Determine whether or not to implement the proposed increase and, if a decision is made to approve, instruct officers to progress the statutory process for consultation.**
- c) **Delegate authority to the Licensing Manager in consultation with Chair & Vice Chair to consider any objections from the consultation process on the preferred option and implement the proposed or a revised fare tariff.**

3. KEY ISSUES**Financial Implications**

- 3.1 The costs of advertising any proposed variations to the table of fares for hackney carriages would be met from existing budgets held by Worcestershire Regulatory Services.

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Legal Implications

- 3.2 Section 65 (1) of the Local Government (Miscellaneous Provisions) Act 1976 states that a district 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 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.
- 3.3 Section 65(2) of the Local Government (Miscellaneous Provisions) Act 1976 goes on to state:
- a) 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 the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.
 - b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice and shall at all reasonable hours be open to public inspection without payment.
- 3.4 If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in section 65 (2), or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- 3.5 If objections are made and are not withdrawn, the district council must set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.

Service / Operational Implications

- 3.6 The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district.

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- 3.7 Hackney Carriage (“Taxi”) fares are made up of an initial hiring charge and a “mileage” rate, both of which are expressed in terms of distance and / or time per unit cost. This is because when a hired taxi is stationary or moving slowly in traffic the meter continues charging, but by time, instead of distance.
- 3.8 The table of fares applies only to hackney carriage vehicles. Private hire operators are free to agree their hiring charges in advance with their customers, normally at the time of booking the journey.
- 3.9 The current table of fares can be seen at **Appendix 1**. The current table of fares was approved by the Licensing Committee and took effect on 7 May 2022.
- 3.10 Revisions to the Table of Fares, have been considered annually in 2023 and 2024 where both times there has not been a request for a fare increase from the Taxi Association.
- 3.11 In March 2025, the Chairman of Redditch Taxi Association was approached to ask whether the Association would be seeking to vary the Table of Fares for the next 12-month period.
- 3.12 The request from Redditch Taxi Association members is that the “hiring charge” on all three tariffs is increased by 10%. There is no proposal to change the existing tariff for any distance travelled otherwise known as the “mileage” charge rate, which is expressed in terms of distance and/or time per unit cost.
- 3.13 Making these amendments would increase the cost of a 2-mile journey* in a hackney carriage licensed by the Council on tariff one from £6.25 to £6.65 an increase of 40p or a 6.4% increase.
- 4.0 **Tariff Compassions**

*The Private Hire Monthly trade publication publishes a table each month to show a comparison of hackney carriage fares across the country for a 2-mile journey. A 2-mile journey is used as a yard stick, as this is reportedly the average length of a typical journey in a hackney carriage. A table showing a comparison of the hackney carriage fares charged in other local districts for a 2-mile journey can be seen at **Appendix 2**.

LICENSING COMMITTEE**8 APRIL 2025****5.0 Considerations**

- 5.1 According to the latest AA Petrol and Diesel Prices, Fuel Prices report, the average prices of fuel in the UK in January 2022 when the existing tariff took effect were:

Unleaded 95 Octane (pence per litre)	Diesel (pence per litre)	Super Unleaded (pence per litre)	LPG (pence per litre)
145.2	148.9	157.9	85.9

- 5.2 According to the latest RAC Fuel Price report March 2025 the latest UK average prices of fuel are now:

Unleaded 95 Octane (pence per litre)	Diesel (pence per litre)	Super Unleaded (pence per litre)	LPG (pence per litre)
135.54	142.21	151.24	Figure unavailable

(data taken from the RAC as the online AA Petrol and Diesel Prices records were last updated in March 2024)

[Latest UK petrol and diesel prices | Data and analysis | RAC Drive](#)

- 5.3 The cost of fuel is only one factor that Members should consider when determining whether it is appropriate to vary the table of fares. Also of relevance will be other general increases in the cost of living for hackney carriage proprietors.
- 5.4 According to the data compiled by the Office for National Statistics (ONS), the Consumer Prices Index (CPI) rose by 3.0% in the 12 months to January 2025.
- 5.5 According to the Bank of England's "Inflation Calculator" goods and services that cost £100 in 2022 cost £111.26 in January 2025, an increase of 11.26%.
- 5.6 Legislation requires that any changes to the table of fares are published as a public notice and objections invited. If no objections are

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received the fares come into force on the named date. If there are objections, then the Council must consider them and re-set the fares with or without variations. No further statutory consultation is required at that time.

- 5.7 Members are asked to consider the request received and to direct officers to undertake the legal processes required to advertise the varied tariff shown at **Appendix 3**.
- 5.8 Should no objections be received in response to the newspaper notice, the approved changes can take effect from 1 June 2025.
- 5.9 Alternatively, if objections are received, then this report seeks approval for the matter to be finalised under delegated powers to the Licensing Manager in consultation with the Chair and Vice Chair of this Committee. Any objections will be considered, and the Table of Fares will come into force on 1 June 2025.

6. RISK MANAGEMENT

- 6.1 If the Council's hackney carriage fare tariff is set too low this may adversely affect the supply and availability of taxis in the area. Whilst setting the fare too high may have a negative impact on the vulnerable users of this essential service, who may simply seek alternative transport options, such as using Redditch private hire transport providers or those from neighbouring local authorities.

5. APPENDICES

- Appendix 1 – Current Table of Fares
- Appendix 2 – Comparison of Fares for a Two-mile Journey
- Appendix 3 – Proposed Table of Fares

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REDDITCH BOROUGH COUNCIL**TABLE OF FARES FOR HACKNEY CARRIAGES****WITH EFFECT FROM 7th MAY 2022**

	Tariff One	Tariff Two	Tariff Three
For the first 880 yards (804.7 metres approx.) or part thereof	£4.00	£5.25	£7.20
For each subsequent 176 yards (160.9 metres approx.)	£0.15	£0.15	£0.30
Equivalent to:	£1.50 per mile (1609.3 metres approx.)	£1.50 per mile (1609.3 metres approx.)	£3.00 per mile (1609.3 metres approx.)
Waiting time – for each 30 seconds	£0.10	£0.10	£0.20
Extra Charges			
For each dog (except guide dogs)	£1.50		
For each passenger in excess of 6	£0.50		
Explanation of Tariffs Applicable			
Tariff One	6am – Midnight		
Tariff Two	Midnight – 6am <u>and</u> on designated public holidays		

Tariff Three	Christmas Day, Boxing Day and New Years Day
<p><u>Note</u> if the vehicle or seating is so soiled by any passenger or animal as to require cleaning, the proprietor may make a charge. This must be made clear to the passenger at the end of the journey there will be a maximum charge of £75.00.</p>	

Comparative Costs of a 2 Mile Journey on Tariff 1 by District	Cost in £
Malvern Hills District Council	6.72
Shropshire Council	8.00
County of Herefordshire	6.40
Birmingham City Council	7.40
Solihull MBC	7.40
Stratford on Avon District Council	7.68
Redditch Borough Council (Proposed)	6.65
Walsall MBC	6.75
Dudley MBC	6.60
Bromsgrove District Council	7.00
Worcester City Council	6.90
Sandwell MBC	6.92
Wolverhampton	6.80
Wychavon District Council	6.20
Wyre Forest District Council	6.14

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REDDITCH BOROUGH COUNCIL PROPOSED**TABLE OF FARES FOR HACKNEY CARRIAGES****WITH EFFECT FROM XX JUNE 2025**

	Tariff One	Tariff Two	Tariff Three
For the first 880 yards (804.7 metres approx.) or part thereof	£4.40	£5.77	£7.92
For each subsequent 176 yards (160.9 metres approx.)	£0.15	£0.15	£0.30
Equivalent to: 1 st one mile distance 1760 yards (1609 metres approx.)	£5.15	£6.52	£9.42
For each subsequent one mile distance	£1.50 per mile (1609.3 metres approx.)	£1.50 per mile (1609.3 metres approx.)	£3.00 per mile (1609.3 metres approx.)
Waiting time – for each 30 seconds	£0.10	£0.10	£0.20
Extra Charges			
For each dog (except guide dogs)	£1.50		
For each passenger in excess of 6	£0.50		

Explanation of Tariffs Applicable	
Tariff One	6am – Midnight
Tariff Two	Midnight – 6am <u>and</u> on designated public holidays
Tariff Three	Christmas Day, Boxing Day and New Years Day
<p><u>Note</u> if the vehicle or seating is so soiled by any passenger or animal as to require cleaning, the proprietor may make a charge. This must be made clear to the passenger at the end of the journey there will be a maximum charge of £75.00.</p>	