

# North Yorkshire Council

## Executive

07 May 2024

### Review of Maximum Hackney Carriage Fares

#### Report of the Assistant Director – Assistant Director for Integrated Passenger Transport, Licensing, Public Rights of Way and Harbours

##### **1.0 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to consider a proposal to vary the Council's Hackney Carriage Table of Fares.

##### **2.0 BACKGROUND**

- 2.1 In accordance with section 65 of the Local Government (Miscellaneous Provisions) Act 1976, the Council may fix the maximum rates of fares to be paid in respect of the hire of hackney carriages within North Yorkshire by means of a table (hereafter referred to as a "table of fares"). The table of fares may comprise charges for time, distance and all other charges in connection with the hire of a hackney carriage vehicle.
- 2.2 A hackney carriage vehicle can be hailed by passengers on the roadside, it can stand on a rank to await the approach of passengers and it can be pre-booked by telephone. In contrast, private hire vehicles are licensed to perform pre-booked work only, which must be obtained through a licensed private hire operator. The Council's table of fares applies only to hackney carriage vehicles. The Council has no power to set maximum fares in respect of private hire vehicles.
- 2.3 The current table of fares came into effect in April 2023 following consultation and consideration by the Executive. The current table of fares is attached at Appendix A. It should be noted that drivers may agree to charge a lower amount than the maximum fares at their own discretion.
- 2.4 Any proposed variation to the table of fares must be advertised at the Council offices and by way of a notice in a local newspaper stating a period (not less than 14 days from the date of publication) within which interested parties may lodge objections. Where there are no outstanding objections, the proposed table of fares shall come into effect upon the expiration of the period specified in the notice. If objections are received, the Council shall set a further date (not later than two months from the first specified date), at which time the table of fares shall come into force with or without modifications as determined by the Council after consideration of the objections.
- 2.5 Members are therefore asked to approve the publication of statutory notices proposing a variation to the table of fares as outlined in this report, subject to further consideration in the event of any objections being lodged.

##### **3.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 3.1 On receipt of two requests from the hackney carriage trade to review the table of fares, the existing table of fares was compared against the maximum daytime, night-time and public holiday rates set by neighbouring authorities. The comparison charts are attached at Appendix B.

3.2 The comparison charts were sent to all drivers, proprietors and operators in the week commencing 26 February 2024 along with an invitation to provide comments on any potential fare increase.

3.3 A total of 17 responses were received from the trade, summarised as follows:

Daytime rates (tariff 1)

- There was a general consensus that the flag fall rate (£4 for the first 440 yards) should not be increased.
- Some respondents indicated that the current running mile (20p for each 167.2 yards) and waiting time rates (20p for every 37.36 seconds) should not be increased while others requested an increase of around 5%.

Night-time rates (tariff 2)

- There was a general consensus that the flag fall rate (£6 for the first 440 yards) should not be increased although some indicated that this was already too high.
- Some respondents indicated that the current running mile (30p for each 167.2 yards) and waiting time rates (30p for every 37.36 seconds) were also too high while others requested an increase of around 5%.
- Some respondents indicated that tariff 2 should apply from 10pm (11pm currently) and one indicated that it should apply until 7am (6am currently).

Christmas and New Year rates (tariff 3)

- Aside from requests to either reduce, freeze or increase fares across all tariffs, there were no specific responses relating to Christmas and New Year rates.

Other charges

- Some respondents indicated that the call-out charge of £1 per mile should be increased while one indicated that it is difficult for drivers to explain the call-out charges because fares for outward journeys may differ from inbound journeys.
- Some respondents indicated that the £1.50 charge per person when travelling in larger groups was too high while others indicated that larger vehicles should have their own tariff to apply irrespective of the number of passengers being carried.

3.4 The full responses are attached at Appendix C.

3.5 The Licensing Team has also consulted colleagues in the Council's Integrated Passenger Transport service (IPT) following concerns that the value of some home-to-school and social care contracts involving hackney carriage vehicles may exceed the Council's table of fares.

3.6 The purpose of fixing a maximum rate of fares is to protect the public from unfair or unreasonable charges. In the case of home-to-school and social care contracts, financial safeguards are already in place through IPT's tendering process and therefore any risks associated with these charges are adequately managed by other means. However, it remains an offence for a driver to charge in excess of the maximum rates and therefore further measures have been considered to ensure that the Council's table of fares does not have an adverse impact on IPT's ability to secure transport for children and vulnerable adults in North Yorkshire.

3.7 Officers have reviewed the current table of fares having taken into account the comparisons with neighbouring authorities, the outcome of the preliminary consultation, the general impact of inflation and cost of living and any wider concerns raised in relation to fares for home-to-school and social care contracts involving hackney carriage vehicles.

- 3.8 A proposed table of fares is attached at Appendix D along with the rationale to illustrate the purpose of each variation. The proposal makes provision for the following:
- A 5% increase on the running mile and waiting times in Tariff 1 (daytime rates)
  - Applying tariff 2 rates from 10pm to 7am (currently 11pm to 6am)
  - An increase from £1 per mile to £1.50 per mile on the maximum call-out charge
  - An increase from £1.50 per head to £2 per head for the carriage of 5 or more passengers subject to an additional requirement that the surcharge may only be applied where it has been agreed with passengers at the time of hiring.
  - The introduction of a new maximum surcharge of £50 (plus £50 per passenger assistant) for each hiring under the terms of a contract with North Yorkshire Council.

#### **4.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 4.1 The Council is committed to protecting communities, safeguarding children and ensuring the safety and wellbeing of the public.
- 4.2 A regular review of the table of fares supports economic growth and incentivises work in the hackney carriage industry, which delivers significant public protection benefits.

#### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The Council is not legally obligated to set the maximum rates of charges. However, the vast majority of licensing authorities do set maximum fares to provide certainty, consistency and, particularly in relation to occasional passengers, protection from unfair or unreasonable charges.
- 5.2 The Council may consider retaining the existing table of fares. However, this may impact on the ability of the hackney carriage trade to deliver a vital service and any ambiguities over charges under school and social care contract arrangements would persist.

#### **6.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

- 6.1 The Council's Integrated Passenger Transport Service (IPT) is responsible for arranging and managing school and social care transport for children and vulnerable adults across North Yorkshire. It is in the public interest to ensure that the table of fares does not adversely affect the Council's ability to secure transport via hackney carriage services.

#### **7.0 FINANCIAL IMPLICATIONS**

- 7.1 Costs relating to the statutory public notice, consultation and any subsequent meetings are recovered from licence fees charged by the council and paid by the hackney carriage trade.
- 7.2 Any increase in fares would have a financial impact on taxi-users throughout North Yorkshire, although drivers may agree to charge a lower amount than the maximum fares at their own discretion.
- 7.3 Any hackney carriage proprietors wishing to charge fares at the increased rates would incur a small, one-off cost for the meter calibration.

#### **8.0 LEGAL IMPLICATIONS**

- 8.1 The legislative framework for setting maximum hackney carriage fares has been explored at paragraph 2 of this report.

- 8.2 Section 9D of the Local Government Act 2000 provides that any function of a local authority which is not specified in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 is to be the responsibility of an executive of the authority under executive arrangements. The power to fix maximum hackney carriage fares under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 is not specified in the regulations and is therefore the responsibility of North Yorkshire Council's Executive in this instance.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 Disability is a protected characteristic within the meaning of the Equality Act 2010. Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not, the Council must endeavour to remove or minimise disadvantages suffered by persons who share a relevant protected characteristic and take steps to meet their needs.
- 9.2 A balance must be sought to allow hackney carriage drivers to make a reasonable living from their trade whilst also removing or minimising disadvantages suffered by persons who have relevant protected characteristics.
- 9.3 The maximum table of fares applies equally to all licensed hackney carriage vehicles. Drivers of hackney carriage vehicles are not permitted to make any additional charges for carrying mobility aids or for providing reasonable assistance to disabled passengers.

## **10.0 CLIMATE CHANGE IMPLICATIONS**

- 10.1 Regular reviews of the hackney carriage table of fares ensure that drivers and proprietors are able to plan for future investment in new vehicles, which should mitigate the environmental impact of licensed vehicles in North Yorkshire.

## **11.0 POLICY IMPLICATIONS**

- 11.1 In its Best Practice Guidance published in November 2023, the Department for Transport recommends that "in reviewing fare rates, authorities should pay particular regard to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also to the need to give taxi drivers the ability to earn a sufficient income and so incentivise them to provide a service when it is needed. There is likely to be a case for higher fare tariffs at times of higher demand to encourage more drivers to make themselves available or when the journeys are required at anti-social times".

## **12.0 COMMUNITY SAFETY IMPLICATIONS**

- 12.1 Hackney carriage drivers play a particularly important role in the night-time economy by transporting members of the public home safely late at night. On that basis, it is in the interests of the public to ensure that drivers are fairly rewarded for working during anti-social hours and encouraged to continue providing a vital public service.

## **13.0 REASONS FOR RECOMMENDATIONS**

- 13.1 The Council is expected to set and regularly review the maximum fares to be charged by hackney carriage drivers with a view to protecting the public and ensuring that licensees are fairly rewarded for their work.

## **14.0 RECOMMENDATION**

- 14.1 To approve the publication of the proposed variation to the Council's Hackney Carriage Table of Fares as set out in Appendix D (with or without modifications), subject to further consideration in the event of any objections being received.

### **APPENDICES:**

- Appendix A – Current table of fares
- Appendix B – Fare comparison charts
- Appendix C – Responses to preliminary consultation
- Appendix D – Proposed table of fares

### **BACKGROUND DOCUMENTS:**

- Local Government (Miscellaneous Provisions) Act 1976
- Taxi and Private Hire Vehicle Licensing Best Practice (Department for Transport)

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17 April 2024

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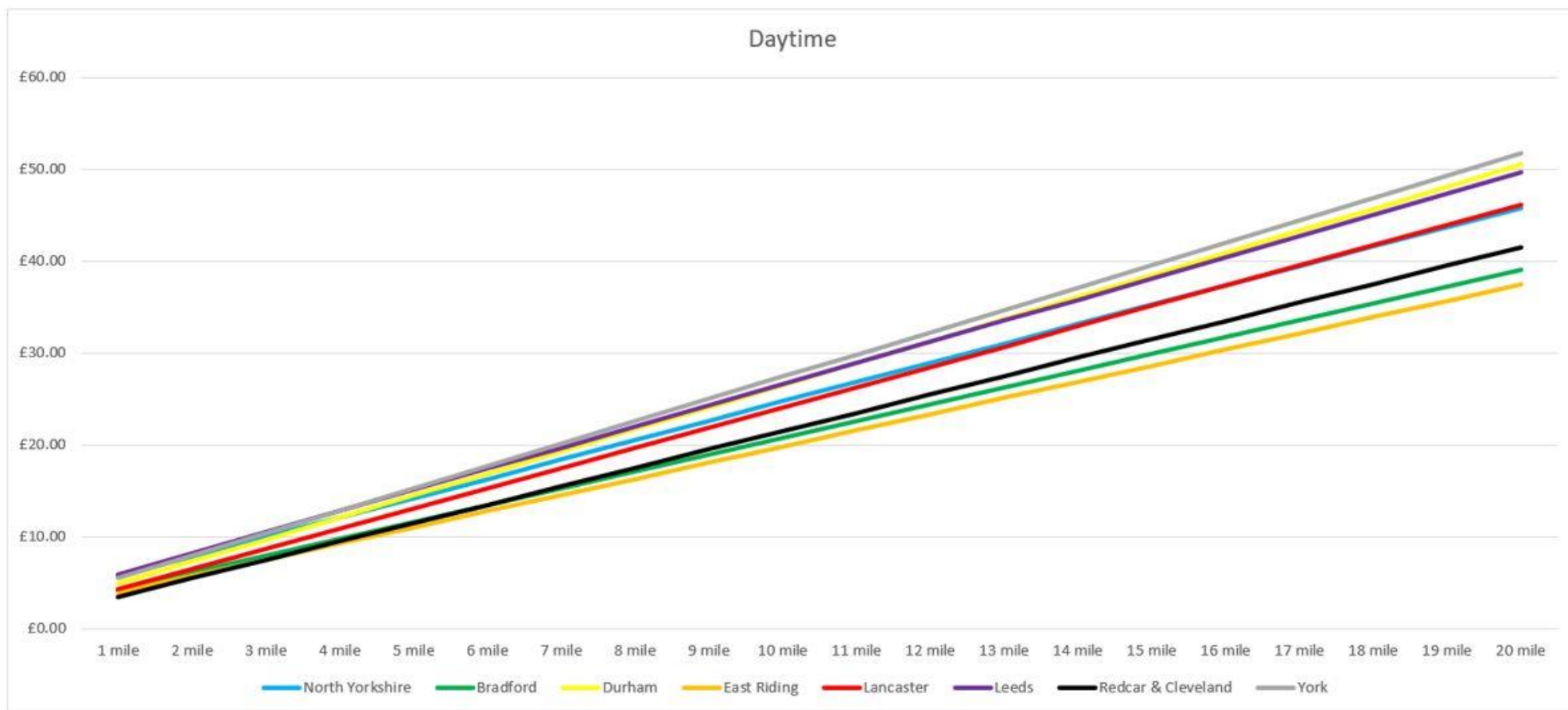


## SECTION 65 - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

<b>Tariff 1 (Between 6am and 11pm)</b>		
Flag fall for the first 440 yards or part thereof		£4.00
Drop at 440 yards and every 167.62 yards or part thereof:		£0.20
Waiting time for each period of 37.36 seconds or part thereof:		£0.20
<b>Tariff 2 (Between 11pm and 6am &amp; Public holidays*)</b>		
Flag fall for the first 440 yards or part thereof		£6.00
Drop at 440 yards and every 167.62 yards or part thereof:		£0.30
Waiting time for each period of 37.36 seconds or part thereof:		£0.30
*All public holidays other than those listed in tariff 3, tariff 2 applies throughout the 24-hour period.		
<b>Tariff 3 (Christmas and New Year**)</b>		
Flag fall for the first 440 yards or part thereof:		£8.00
Drop at 440 yards and every 167.62 or part thereof:		£0.40
Waiting time for each period of 37.36 seconds or part thereof:		£0.40
**From 18:00 hrs 24 December to 06:00 hrs 27 December and 18:00 hrs 31st December to 06:00 hrs 2nd January.		

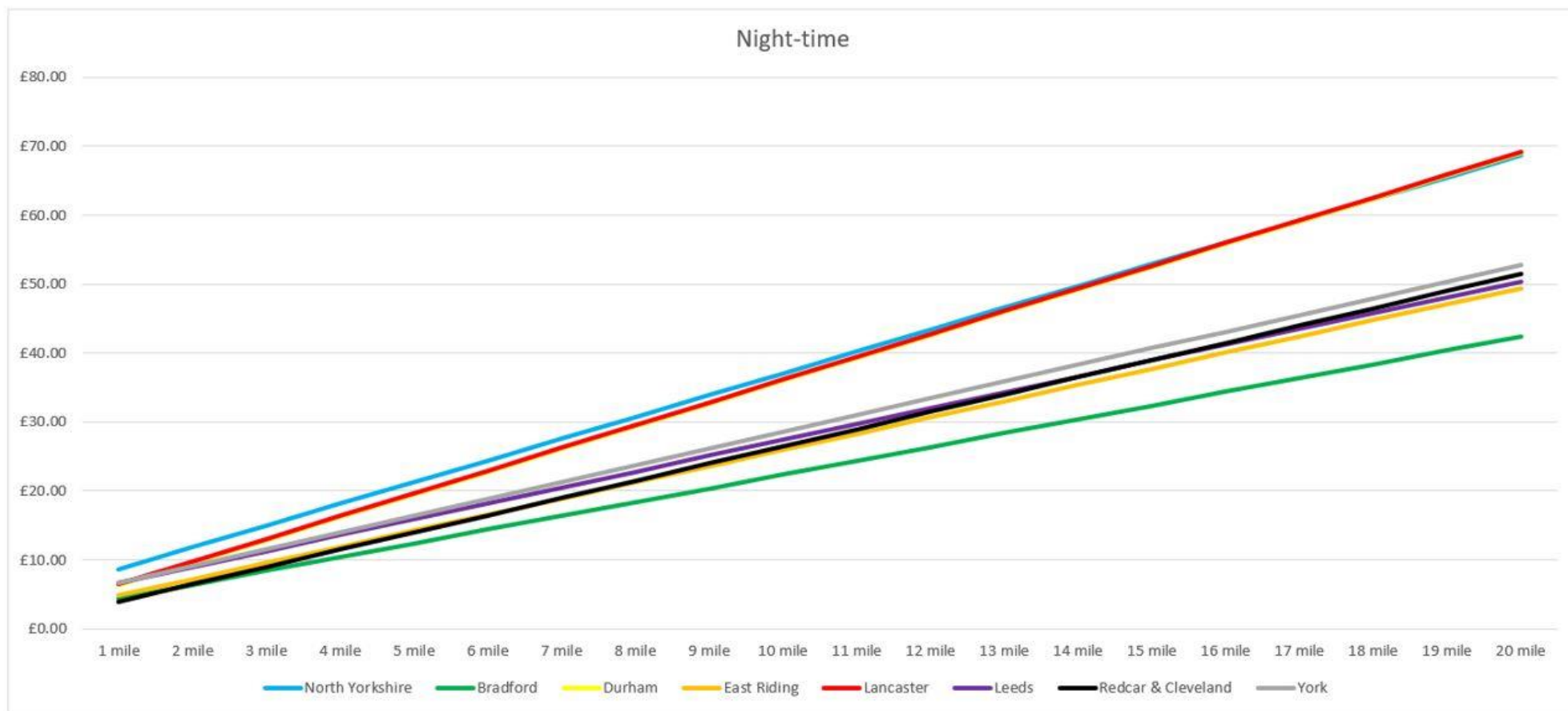
<b>Fouling charge</b>	Maximum charge:	£100.00
<b>Extra charges</b>	Extra charge per head which can be charged for ALL PASSENGERS when carrying 5 or more:	£1.50
<b>Call out or summoning charge</b>	Maximum additional rate of charge per mile for call outs over 1 mile: To be used for any part of the district (one way only). This is a maximum rate of charge, the whole or part of which is to be agreed with the hirer as an extra at the time of booking before the hire is accepted or journey commenced and is to be included on the taxi meter as an extra.	£1.00

STATEMENT OF THE MAXIMUM FARES TO BE DISPLAYED WITHIN THE HACKNEY CARRIAGE in clearly distinguishable letters and figures. The above fares are applicable for all journeys within the Council boundary, if the hiring takes the journey **outside** the North Yorkshire Council boundary, the driver must charge in line with this table of fares unless the fare has been agreed with the hirer **before** the journey starts for a **greater or lesser** amount than that shown on the meter.



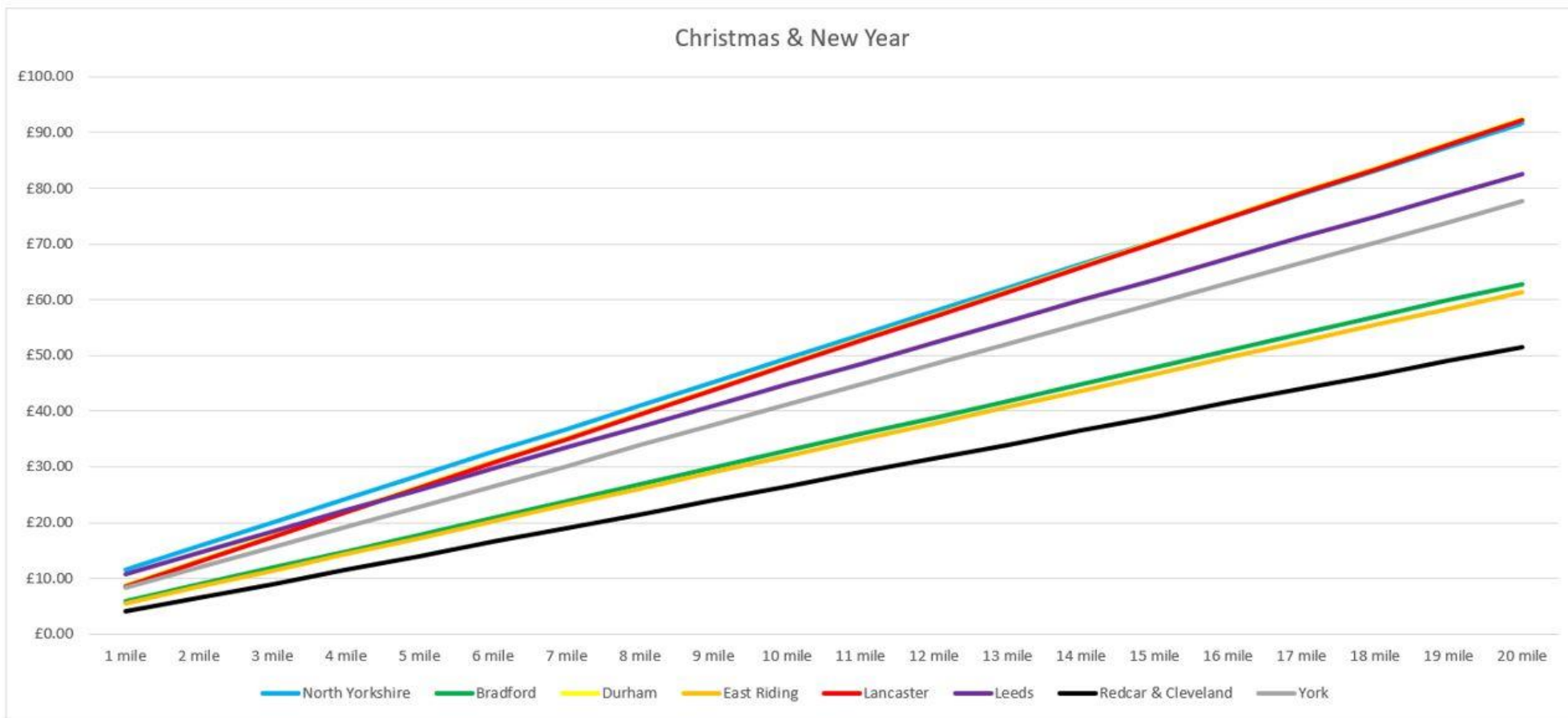
	1 mile	2 mile	3 mile	4 mile	5 mile	6 mile	7 mile	8 mile	9 mile	10 mile	11 mile	12 mile	13 mile	14 mile	15 mile	16 mile	17 mile	18 mile	19 mile	20 mile
<b>North Yorkshire</b>	£5.78	£7.88	£9.99	£12.09	£14.20	£16.31	£18.41	£20.52	£22.62	£24.73	£26.83	£28.94	£31.04	£33.15	£35.25	£37.36	£39.46	£41.57	£43.67	£45.78
<b>Bradford</b>	£4.23	£6.07	£7.90	£9.73	£11.57	£13.40	£15.23	£17.07	£18.90	£20.73	£22.57	£24.40	£26.23	£28.07	£29.90	£31.73	£33.57	£35.40	£37.23	£39.07
<b>Durham</b>	£4.90	£7.30	£9.70	£12.10	£14.50	£16.90	£19.30	£21.70	£24.10	£26.50	£28.90	£31.30	£33.70	£36.10	£38.50	£40.90	£43.30	£45.70	£48.10	£50.50
<b>East Riding</b>	£3.98	£5.74	£7.50	£9.26	£11.02	£12.78	£14.54	£16.30	£18.06	£19.82	£21.58	£23.34	£25.10	£26.86	£28.62	£30.38	£32.14	£33.90	£35.66	£37.42
<b>Lancaster</b>	£4.30	£6.50	£8.70	£10.90	£13.10	£15.30	£17.50	£19.70	£21.90	£24.10	£26.30	£28.50	£30.70	£32.90	£35.10	£37.30	£39.50	£41.70	£43.90	£46.10
<b>Leeds</b>	£5.91	£8.21	£10.52	£12.82	£15.12	£17.42	£19.72	£22.02	£24.32	£26.62	£28.92	£31.22	£33.52	£35.82	£38.12	£40.42	£42.72	£45.03	£47.33	£49.63
<b>Redcar &amp; Cleveland</b>	£3.50	£5.50	£7.50	£9.50	£11.50	£13.50	£15.50	£17.50	£19.50	£21.50	£23.50	£25.50	£27.50	£29.50	£31.50	£33.50	£35.50	£37.50	£39.50	£41.50
<b>York</b>	£5.53	£7.96	£10.39	£12.83	£15.26	£17.69	£20.12	£22.55	£24.98	£27.41	£29.84	£32.27	£34.70	£37.14	£39.57	£42.00	£44.43	£46.86	£49.29	£51.72

## Appendix B



	1 mile	2 mile	3 mile	4 mile	5 mile	6 mile	7 mile	8 mile	9 mile	10 mile	11 mile	12 mile	13 mile	14 mile	15 mile	16 mile	17 mile	18 mile	19 mile	20 mile
<b>North Yorkshire</b>	£8.67	£11.83	£14.98	£18.14	£21.30	£24.46	£27.62	£30.77	£33.93	£37.09	£40.25	£43.41	£46.56	£49.72	£52.88	£56.04	£59.19	£62.35	£65.51	£68.67
<b>Bradford</b>	£4.40	£6.40	£8.40	£10.40	£12.40	£14.40	£16.40	£18.40	£20.40	£22.40	£24.40	£26.40	£28.40	£30.40	£32.40	£34.40	£36.40	£38.40	£40.40	£42.40
<b>Durham</b>	£6.30	£9.60	£12.90	£16.20	£19.50	£22.80	£26.10	£29.40	£32.70	£36.00	£39.30	£42.60	£45.90	£49.20	£52.50	£55.80	£59.10	£62.40	£65.70	£69.00
<b>East Riding</b>	£4.86	£7.21	£9.56	£11.90	£14.25	£16.60	£18.94	£21.29	£23.64	£25.98	£28.33	£30.68	£33.02	£35.37	£37.72	£40.06	£42.41	£44.76	£47.10	£49.45
<b>Lancaster</b>	£6.45	£9.75	£13.05	£16.35	£19.65	£22.95	£26.25	£29.55	£32.85	£36.15	£39.45	£42.75	£46.05	£49.35	£52.65	£55.95	£59.25	£62.55	£65.85	£69.15
<b>Leeds</b>	£6.71	£9.01	£11.31	£13.61	£15.91	£18.21	£20.51	£22.81	£25.11	£27.41	£29.72	£32.02	£34.32	£36.62	£38.92	£41.22	£43.52	£45.82	£48.12	£50.42
<b>Redcar &amp; Cleveland</b>	£4.00	£6.50	£9.00	£11.50	£14.00	£16.50	£19.00	£21.50	£24.00	£26.50	£29.00	£31.50	£34.00	£36.50	£39.00	£41.50	£44.00	£46.50	£49.00	£51.50
<b>York</b>	£6.66	£9.09	£11.52	£13.95	£16.38	£18.81	£21.25	£23.68	£26.11	£28.54	£30.97	£33.40	£35.83	£38.26	£40.69	£43.12	£45.55	£47.99	£50.42	£52.85





	1 mile	2 mile	3 mile	4 mile	5 mile	6 mile	7 mile	8 mile	9 mile	10 mile	11 mile	12 mile	13 mile	14 mile	15 mile	16 mile	17 mile	18 mile	19 mile	20 mile
<b>North Yorkshire</b>	£11.56	£15.77	£19.98	£24.19	£28.40	£32.61	£36.82	£41.03	£45.24	£49.45	£53.66	£57.87	£62.08	£66.29	£70.51	£74.72	£78.93	£83.14	£87.35	£91.56
<b>Bradford</b>	£5.85	£8.85	£11.85	£14.85	£17.85	£20.85	£23.85	£26.85	£29.85	£32.85	£35.85	£38.85	£41.85	£44.85	£47.85	£50.85	£53.85	£56.85	£59.85	£62.85
<b>Durham</b>	£8.80	£13.20	£17.60	£22.00	£26.40	£30.80	£35.20	£39.60	£44.00	£48.40	£52.80	£57.20	£61.60	£66.00	£70.40	£74.80	£79.20	£83.60	£88.00	£92.40
<b>East Riding</b>	£5.55	£8.48	£11.42	£14.35	£17.28	£20.22	£23.15	£26.08	£29.02	£31.95	£34.88	£37.82	£40.75	£43.68	£46.62	£49.55	£52.48	£55.42	£58.35	£61.28
<b>Lancaster</b>	£8.60	£13.00	£17.40	£21.80	£26.20	£30.60	£35.00	£39.40	£43.80	£48.20	£52.60	£57.00	£61.40	£65.80	£70.20	£74.60	£79.00	£83.40	£87.80	£92.20
<b>Leeds</b>	£10.83	£14.60	£18.37	£22.14	£25.91	£29.68	£33.45	£37.23	£41.00	£44.77	£48.54	£52.31	£56.08	£59.85	£63.63	£67.40	£71.17	£74.94	£78.71	£82.48
<b>Redcar &amp; Cleveland</b>	£4.00	£6.50	£9.00	£11.50	£14.00	£16.50	£19.00	£21.50	£24.00	£26.50	£29.00	£31.50	£34.00	£36.50	£39.00	£41.50	£44.00	£46.50	£49.00	£51.50
<b>York</b>	£8.30	£11.95	£15.59	£19.24	£22.88	£26.53	£30.18	£33.82	£37.47	£41.12	£44.76	£48.41	£52.06	£55.70	£59.35	£63.00	£66.64	£70.29	£73.93	£77.58

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### Initial requests for a review of hackney carriage fares

1. We are writing to you to request a tariff increase from 1 April 2024 onwards, we feel the flag fall is already sufficient in comparison with most other districts and do not wish to penalise those more vulnerable in society who use us for short distances. We therefore request that the flag fall remains as it is however we feel that as Harrogate did not get any increase on the measured mile at all last year and Richmondshire and Ryedale had a drop in the measured mile that in line with two years inflation and a rise of 10 percent last year on minimum wage and the 2024's rise of another 7 percent, that between 10 minimum and 15 percent maximum would be an appropriate rise on tariff one. We do not request any rise on tariff two, however we would like the option to use it from 2200 onwards in line with continental shift workers in order to attract those workers to the trade and pay night shift workers an extra premium as most trades do from 2200 onwards. We also feel that tariff 3 is adequate as it is however we would like you to look at the call out charge, to run a licensed vehicle before making a profit is approximately £1.24 per mile so with a call out of £1 per mile we are running at a loss on this, we would ask that you consider £2 per mile perhaps with a maximum cap of 15 miles. We would appreciate your feedback on this and also a request for you to put before committee or out for consultation as soon as possible so we can get this in place in plenty of time. This representation is on behalf of 44 licensed drivers.
2. After consultation with members of the trade, I would like to propose the following tariff increase to come into effect on 1 April 2024. No change on the flag fall 5% increase on the running mile and waiting time. Summoning charge up from £1 per mile to £2 per mile, as this has remained unchanged for many years and no longer reflects the price of fuel.

### Responses to preliminary consultation

1. As a representative of 70 drivers i have sent Mr Bentley a request for a 5% increase on the running mile, and waiting time, as well as an increase on the call out charge from £1 per mile to £2 per mile, as due to high fuel costs drivers at present are not prepared to travel distance to pick customers up, as they are losing money in doing so. My request is based on the fare formula previously used by Harrogate borough council, and also London taxis, it takes into account all increases in expenses that we are having to deal with and is an impartial body using current figures. We have also been informed that fees are about to be increased by 6% for drivers' licence and nearly 12% for vehicle licences, as well as the council now insisting, we take two courses before our badge is issued, at a cost of either £65 or £80 depending on which company you use. North Yorkshire council cannot insist on such high standards without allowing drivers a fair increase to keep up with these increases.
2. I think the daytime tariff should be 10p a mile more. the night tariff i wouldn't increase but would change to 10pm. i think we need a bus tariff day and night as adding it on at the end has cause no end of problem and confutation that isn't needed when the machine can do it and they can see what they are paying without a £12 jump at the end of the trip would save us no end of agro and been slandered on face book or been told dick turpin wore a mask.
3. Seeing as N.Y.C.'s own licensing fees to us are increasing due to inflation, etc then it's logical that we get a similar increase in fares as we're also subject to the same inflation.

4. The increase in the charge for a minibus from a car is totally inadequate and does not cover the extra costs e.g. fuel our minibuses do about 20/23 mpg our cars 40/55 mpg the longer the journey the less viable it becomes to a point where we have had drivers refusing to do a job. I think increasing the charge based on the number of people travelling is completely the wrong approach.
5. I believe the daytime fares are acceptable. As a company station taxis in Scarborough no longer works after 11pm or before 6 am as the fares are way too high. When it was an extra 20% it was ok but fare and a half is too much. My main issue is the £1 a mile to pick up, it just doesn't work. Example filey to Scarborough hospital...£8 in extras plus £21 to go from filey to hosp. Return journey £1 in extras plus £21 fare. Station to Cayton bay, pick up off rank, no extras £12 to Cayton .Return journey £3 in extras plus £12 fare. How can the above be explained to a customer? This should be abandoned completely and replaced with extras of 50p per person. £1.50 per person extra in multiseaters is ridiculous. Example.. 16 passengers are going to alpacere, 8 get in to two separate cars are charged £7 per car. So £14 total for those 8. The other 8 get in a cab which charges £19 , £12 in extras plus £7 fare. Totally legal but totally wrong.
6. I am a hackney carriage taxi driver in Skipton and I would like to express my concerns in regards to the meter prices we are charging customers. I know we can drop our prices and not charge the price to what it says on the meter, but it's putting a lot of the customers off from using our taxis due to the starting price of tariff 2. We have seen our trade drop since these new prices were introduced. We having to compete with other taxi drivers which are not part of north Yorkshire county council taxi licensing. These are uber, Steeton and silsden, and finally Aireside taxis. These just the few to mention. We are having to face the anger of the customers as well. Please I would appreciate if you can look into these prices again and drop the meter price of tariff 2.
7. Here's an idea to make sure that the public are not deterred from using Hackney carriages taxis and also private hire taxis...stop increasing fares and more importantly stop uber from operating illegally throughout North Yorkshire without an operating licence. We drivers fork out a small fortune for our plates and badges to operate around the area and you the council are just sitting back and doing absolutely nothing and allowing a multinational company to operate illegally.
8. my opinion would be to freeze any thoughts of increases, however, the £2 bus fares are what's killing us . . . nothing more to say just don't increase the tariff's for this financial year, review again prior to the following financial year and lets see how the state of the country is at that point. Customer always moan when an increase is applied, but I feel the rates at the moment are fair, if you want to go out late then you pay accordingly and the drivers who are out sacrificing their Homelife are recompensed. My opinion is a common one amongst our ranks so hopefully we keep things as they are?
9. In general, I'm happy with the current tariff rates but would like to suggest that the tariff two rate from 11pm to 6am reverts back to midnight and 7am, getting up early to do jobs for the standard rate is not fair on the drivers. And I would like to suggest again that tariff two is extended to cover all day on a Sunday i.e. from midnight (or 11pm) on Saturday night to 7am (or 6am) on Monday morning.

10. I would like to reiterate my feelings in the fares we really do not need a flagfall rise it us already far too high compared to literally everywhere and penalises the most vulnerable in society who use shorter journeys, we do however need a rise in the measured mile as this for ryedale went down from 2022 to 2023 this malnig longer journeys cheaper we need a minimum 10 percent on the measured mile increase
11. I think you have it totally wrong with your fares and i think your flagfall not only going up but shortening the distance has a massive impact on the most vulnerable in society that rely on a taxi to get them around the town. The flagfall should be half a mile minimum with the rise being put on the distance. Looking at the first mile on your charts we are around the same as York which is a massive tourist region. At the moment your price rises since last April have only impacted the wrong people and the wrong type of journeys and i think you need to seriously look at this and change the pricing structure
12. Looking at the charts and from experience the issue is for Whitby taxi rank is our customers seem to be really put off by the £6 starting price after eleven and bank holidays they seem to respect the price at the end of the journey but question the start price I personally feel it's fair to charge more after 11pm because Whitby is so quite after that time especially in the week any less and more drivers will just go home as it's not worth their time staying out late as since covid we have seen a massive drop in late night trade.
13. With regard to the T3 T3 Hackney meters, I am very confident that in Area G Selby, if you scrap or reduce the T2 and T3 tariffs, there will be no drivers after 2300 hours and certainly no one will put their business before their family during the festive season. I'll certainly won't be working and actually I would very much consider changing from Hackney to PH and then I would be able to charge my own rates. Having spoken to many other drivers in Selby area G I'm pretty confident that you won't get any other objections because asking for feedback via letter is not what we need. We need a formal meeting face to face to discuss the options that you have already decided to put in place.
14. I've been a taxi driver for just under a year although I expected this year to be exceptionally hard. What I didn't expect to be doing would be fighting to maintain a standard of living off a council that is intent on destroying the hackney carriage industry. my outgoing's alone for this year total just over 30,000 pounds my fuel bill on a monthly basis is approximately a £1200 pounds per month and rising, my insurance has risen by 400 pounds of a year to 2400, my licensing bills having increased by a few hundred pounds, my mechanical cost for my vehicle stands at 8,000 pounds. Based on the average fare of £6 I have to do 5000 journey per year before I can buy food and pay household bills. If tariff 2 and 3 are removed would over the course of a year say cost anyone who works these unsocial hours potentially thousands of pounds in takings. This will in my opinion cause any or all of
  - drivers moving away from the business
  - drivers moving to other areas
  - more unlicensed taxis
  - less public safety
  - less availability for the public
  - more drivers taking only private hire job that they can quote for ( a lot more variation in fares for customers )
  - the local pub / restaurant trade will also suffer a downturn in customers
  - the town centre shops will even see a knock on effect I as I'm sure most other drivers can't or at least don't want to see many of these things happen or to see a significant hit to our ability to earn a living.

It's not even like the council is trying to protect our livelihoods by stopping uber drivers coming into the town poaching our customers, not giving us protection on a night because I am sure that I will not be working after 11 o'clock at night for no enhancement to be swore at spit at assaulted and generally abused by drunken customers coming out for the reduced amount is not worth it

15. I believe that tariff three should be abolished altogether as during the Christmas and New Year it puts people off from using taxis. This in turn affects other businesses as customers stay away from coming to town. Instead tariff two should be used for this period. Tariff two should be 1.25% of tariff one. Currently this is 1.50% which is excessive therefore tariff 2 should be reduced. Tariff two should not be used for bank holidays. There is no need for this. This is confusing both for customers and drivers. Use of £1.50 per person extra should be stopped for minibuses. This is another confusing thing on the current tariff card. These minibuses are already taking away customers from other taxi drivers. These minibuses also do lucrative school runs. The licensing policy should make it less attractive to have larger minibuses which take a larger amount of space on taxi ranks. It should be a level playing field. Tariff one should be revised each year and it should be linked to inflation/minimum wage. As the minimum wage is going up in April 2024 so should the tariff 1 be. Taxi drivers also have homes and families. We don't have luxury of pension contributions, holiday pay, sick pay or any other work-related benefits. I would like a simplified system that is understandable to both customers and drivers. The tariff card should be set in miles rather than in yards. The meter should go up every 1/10 of a mile. This will be easier for everyone to understand. The tariff card should be displayed at the taxi rank on a similar style as bus timetables are displayed. There should be a list of prices for nearest 20 places from the taxi rank so that customers can check the price before they get in the taxi. These lists should also be displayed on the council's website. Please simplify the tariff card and licensing policy because the way things are going Uber will destroy hackney carriage business model in North Yorkshire as it has already done in cities around the country.
16. I know the fares have always been set by the council, but I do feel that it is time for change, you don't tell a market stall holder how much they can charge for an apple or any other business what they can charge their customers. We lost a considerable amount of money when the fuel prices increased and we were not able to pass those costs on, everything else was affected by this but not taxi fares, I am just using this as one example, the costs of running a car as a taxi have increased incredibly over the recent years, it is now cheaper to get home in a taxi for some people than it is to buy a pint of beer Uber change their prices according to how busy they are and what sort of car you prefer to be picked up in, what time of day it is etc, I believe it's time for change
17. we've had 2 enquiries today, Danby Castle to Glaisdale at 12.30am and Hinderwell to Liverton Mines at 10.30pm both journeys for today. The Danby one we've quoted £40 as per the current Policy and the second one £25, these are absurd prices for the time of the journeys, only being able to quote £1 per mile for lead miles, especially on the first journey which should be £3 per mile at that time and the latter one being at one of the busiest times on a Friday night, so with lead miles only being £1 per mile I've turned down both jobs. The policy of £1 per mile for lead miles is killing the rural customers, this isn't the first time this has happened and as such we refuse to be drawn into cheap far away fares, especially after 11pm, common sense says why travel somewhere out of the area when you can only get £1 per mile but if you stay in town you get £3 per mile? It's not rocket science and if the LA's are really trying to look after the entire communities in North Yorkshire, then simply apply lead miles at the rate of which they are if the customer was onboard, the vehicle is still

## Appendix C

doing the miles for the journey and the fact we can't charge accordingly unless they're onboard is ridiculous and hence leaves the rural communities without any taxi coverage I believe Mr Chin thought this was a good idea!!! I know many of us are adopting this attitude, right or wrong but we are a business which has increased costs all over the place, my insurance on AD57 TAX for instance has gone up £500 this year! and don't get me started on fuel costs lol



**SECTION 65 - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976  
TABLE OF MAXIMUM FARES FOR HACKNEY CARRIAGES**

<b>Tariff 1 (Between 7am and 10pm)</b>		
Flag fall for the first 440 yards or part thereof		£4.00
Drop at 440 yards and every 158.56 yards or part thereof:		£0.20
Waiting time for each period of 35.59 seconds or part thereof:		£0.20
<b>Tariff 2 (Between 10pm and 7am &amp; Public holidays*)</b>		
Flag fall for the first 440 yards or part thereof		£6.00
Drop at 440 yards and every 167.62 yards or part thereof:		£0.30
Waiting time for each period of 37.36 seconds or part thereof:		£0.30
*All public holidays other than those listed in tariff 3, tariff 2 applies throughout the 24-hour period.		
<b>Tariff 3 (Christmas and New Year**)</b>		
Flag fall for the first 440 yards or part thereof:		£8.00
Drop at 440 yards and every 167.62 or part thereof:		£0.40
Waiting time for each period of 37.36 seconds or part thereof:		£0.40
**From 6pm 24th December to 7am 27th December and 6pm 31st December to 7am 2nd January.		
<b>Fouling charge</b>	Maximum charge	£100.00
<b>Extra charges</b>	Extra charge per head which can be charged for ALL PASSENGERS when carrying 5 or more (only chargeable if agreed at the time of booking)	£2 per person
<b>Call out or summoning charge</b>	Maximum to be added to any journey where the vehicle has been called out or summoned from another location (only chargeable if agreed at the time of booking).	£1.50 per mile
<b>North Yorkshire Council contract surcharge</b>	Maximum surcharge for each hiring under the terms of a contract with North Yorkshire Council.	£50
	Maximum surcharge for the provision of each passenger assistant where applicable under the terms of a contract with North Yorkshire Council.	£50



### Proposed variations explained

It should be noted that drivers may agree to charge a lower amount than the maximum fares at their own discretion.

#### Tariff 1

The proposed increase to 158.56 yards (from 167.72 yards) on the running mile and to 35.59 seconds (from 37.36) on waiting times represents a 5% increase in accordance with several requests from the trade. The comparison with neighbouring authority daytime rates, along with the general view from the consultation responses, indicates that there is little need or demand for an increase on the initial £4 charge for the first 440 yards.

#### Tariff 2

The proposed table of fares makes no provision for an increase on the tariff 2 rates as the comparison charts indicate that night-time fares in North Yorkshire are already among the highest in the region and there was only limited appetite for an increase in this regard during the preliminary consultation. However, the example table of fares does make provision for a variation to the hours during which tariff 2 rates are in effect. Night-time rates take effect at different hours across the region but applying tariff 2 rates from 10pm to 7am (currently 11pm to 6am) is considered reasonable in light of the need to ensure that drivers are fairly rewarded for working during anti-social hours and to increase the availability of hackney carriage vehicles at times when other public transport services are often limited.

#### Tariff 3

The proposed table of fares makes no provision for an increase on the tariff 3 rates as the comparison charts indicate that Christmas and New Year fares in North Yorkshire are already among the highest in the region and there was no apparent appetite for an increase in this regard during the preliminary consultation.

#### Extra charges

The current maximum surcharge of £1.50 per person for the carriage of five or more passengers is not considered sufficient to cover the additional costs associated with operating larger vehicles. However, the preliminary consultation indicated that this charge may be applied both to the detriment and to the surprise of passengers. In order to ensure that passengers are given advance notice of the potential cost, it seems reasonable for the Council to require that such a surcharge may only be applied where it is agreed between the driver and the hirer prior to the commencement of the journey. An increase from a maximum of £1.50 per person to £2 per person seems reasonable provided such an agreement can be reached.

#### Call out or summoning charges

The current maximum call-out charge of £1 per mile is not considered sufficient to attract hackney carriage drivers to travel to some of the more rural areas of North Yorkshire on demand and therefore an increase to £1.50 per mile may be necessary to further encourage the provision of services. As this charge may only be applied where it is agreed between the driver and the hirer prior to the commencement of the journey, an increase would only impact on passengers who make such an agreement.

#### North Yorkshire Council contract surcharge

A new maximum surcharge of £50 (plus a further £50 per passenger assistant where applicable) relating to each hiring under the terms of a contract with North Yorkshire Council is considered necessary to ensure that the Council can deliver

its obligations to secure school and social care transport without undue restrictions. Licensed drivers and proprietors will often incur significantly higher costs to deliver a home-to-school or social care contract and therefore payments in excess of the table of fares are often necessary. The Council's tendering process will continue to ensure that value for money is achieved in this regard and therefore the proposed surcharge would not have any adverse effects on the public. A surcharge of this nature would not in any way place obligations on the Council's Integrated Passenger Transport Service to make the maximum payment but it would allow for all parties to engage in contractual arrangements with the necessary freedom in terms of costing.