Requests for an increase in maximum fares
Initial requests:

From Kevin O'Boyle who operates Central Radio Cars
I would like you to put before the Licencing Committee a fare increase of 10%, to affect both tariff one and tariff two. The Committee decided in their wisdom that no increase was required. I understand that licence fees are to be increased. I am aware that this is a legal obligation and that the Council cannot subside this through general rates and it must be paid for by the taxi trade. There is a question mark over where the savings were made during the amalgamation of the seven Councils. There is also a question over the service provided by your department, which falls well below the standard expected but we shall leave that for another day.

My expenses since the last increase have gone up dramatically. There has not been an increase in tariff two since it was first introduced. I too need to balance my books, but the Council will not allow me to increase my fares. There have been three increases in the minimum wage amounting to approximately £4 per hour, which I have to absorb. Within the trade there is a great fear regarding UBER. A lot of the trade think they need to keep their prices low to protect their business. This does not make economic sense when expenses are becoming dangerously close to exceeding income. As you are aware, any fare set by the Council is a maximum. Those wishing to charge less, it is their prerogative to do so, but those trying to run a professional service require that increase.

From Lisa Ridsdale, Contracts Manager for Take Me Group
Local fuel prices are currently averaging approximately 140p per litre for unleaded petrol and up to 175p per litre for diesel this was 126.9 and around 140.9 in north Yorkshire. These levels are materially higher than historical norms and are having a direct and substantial impact on cost per mile.
Based on current real-world conditions, total vehicle running costs are now estimated as follows:

- Petrol vehicles: approximately 50–57 pence per mile
- Diesel vehicles: approximately 54–60 pence per mile

This reflects an increase from mid-2024 levels of approximately 43–50 pence per mile and 44-52 pence for diesel, representing a rise of at least 5-7 pence per mile under average conditions. However, when factoring in:

- Above-average local petrol and diesel pricing (up to 185p per litre)
- Continued increases in insurance premiums
- Rising maintenance and repair costs
- General inflationary pressures across all operating expenses the true operational increase is realistically in the region of 7–9 pence per mile.

Notably, fuel alone now accounts for approximately 16 pence per mile, and diesel vehicles—previously more economical—no longer provide any cost advantage. This removes a key efficiency that many operators historically relied upon.
The current tariff structure does not reflect these increases and is no longer sufficient to cover the real cost of operation. Without adjustment, this places operators under unsustainable financial pressure and risks the long-term viability and availability of services.
In light of the above, I respectfully request that the council implements a tariff increase equivalent to 10 pence per mile or 5 percent on each tariff, ensuring that rates are aligned with current economic conditions and allow for sustainable operation going forward.
I would be happy to provide further supporting information or discuss this matter in more detail if required.

Thank you for your time and consideration.

From Richard Fieldman
I would like to submit a tariff increase to be implemented on 1st April 2026. At this time, it will be 21 months since our last increase, which really is a totally unacceptable period of time, given the current climate, cost of living, and increase in expenses experienced by the trade.

As I have stated previously, it is vitally important that those drivers that need it, are given the opportunity to keep their businesses running in a profitable manner, as well as attaining the high level of standards that this council expects in its taxi fleet.

I therefore submit the following request.

- A 10% increase in the flag fall, from £4.00 to £4.40
- 10% increase in the running mile and waiting time.
- Call out charge to increase from £1.50 per mile, to £2.00
- Tariffs 2 & 3 to equate to time and a half and double time of tariff 1. And all implementation times and dates to remain as is.

Responses to email consultation sent on 2 April 2026

Fares in Scarborough 7am till 10pm are literally 50% cheaper than any private hire firm. £1 on flag would help both the fuel crisis and huge gap in prices.

I have already expressed my view by requesting a 10% increase and it is now a matter of urgency. The trade is on its knees at the moment. There really should be no need for further consultation on this, are council officers truly so short sighted to the effects these fuel prices are having on the trade????

I think we should be able to add 1 extra per fare during this time until the price drops back below 1.50 per litre (diesel). This would mean meters don't have to be recalibrated.

Hi, I would like us to receive a increase in tariff urgently currently working 80+hours a week to get by which is ridiculous. Whoever in the past has said the fares are ok are idiots I'm my opinion.

Our opinion has been sent but we reiterate that we urgently need a fare rise on all 3 tariffs and a higher call out allowance, many thanks.

I would like to put forward a proposal for a fare increase of up to 10%. Running costs are continuing to increase and it can't possibly be absorbed by the licence's drivers. The invasion of out-of-town Uber drivers must also be addressed in order to protect the interests of the remaining licenced NYCC taxi drivers Regards,

I do not agree there should be any permanent uplift to the fares as standard but would agree that a temporary measure should be brought in to combat the rise in fuel costs. This measure should be a figure of 50p per job and as a temporary measure should be reviewed monthly until the costs return to levels that they were pre the Iran war. I would also like to see tariffs introduced for 5 passengers and above rather than the current £2 per person. This typically would be fare+50% on all tariffs.

I'm guessing that it's become obvious that the HCV trade is no longer financially viable due to the massive increase in fuel costs thanks to the Middle East Conflict.

It is now, no longer viable, to do a Manchester Airport on the meter rate that we currently have. 82 miles from Selby at £2. plus, flag. £168, as an independent HCV driver in my 7 seat WAV, it is now costing me £61 in fuel (Selby-Manchester-Selby) £7.50 a day insurance, then there's all the other costs involved, BEFORE, I take my wages out to cover my mortgage and bills. At the end of the financial year 24/25 it was costing me £0.57p per mile to run my WAV, I've worked it that currently its costing ne £0.81p per mile, BEFORE my time/labour. It is now absolutely bloody essential that the meter rates are increased immediately, even if it's just a temporary surcharge. This needs to be implemented ASAP, as we need to get Geoff the meter man to cover ALL 7 areas and that's a tough call.

Hi, I Believe fares should rise by ten percent this is unfortunate but necessary due to rising costs which are fast becoming unsustainable. I am currently looking at alternative employment given the current issues we are facing. I have to say we have had no backing by the council whatsoever they come up with changes that will cost drivers a fortune e.g. vehicle changes no grants or support announced.

At this present time, I would like to add my concerns over fuel prices. My fuel costs have risen £0.34p per litre and will probably escalate further. This will be a long, drawn-out issue as well, as prices do not come down as quick and it looks like it's going to get worse in Iran. My costs have increased by 23% in five weeks. (basically, my profit margin)