

# Public Document Pack

<b>MEETING:</b>	General Licensing Regulatory Board
<b>DATE:</b>	Wednesday, 27 October 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## AGENDA

1 Declaration of Interests

To receive any declarations of pecuniary and non-pecuniary interest from Members in respect of items on the agenda.

2 Minutes (*Pages 3 - 4*)

To accept as a correct record the minutes of the meeting held on the 29<sup>th</sup> September, 2021.

3 Hackney Carriage Tariff Increase (*Pages 5 - 26*)

The Service Director Legal Services will submit a report on the outcome of the consultation on the request received from the Barnsley Hackney Carriage Association for an increase in the current Hackney Carriage Tariff.

To: Chair and Members of General Licensing Regulatory Board:-

Councillors Green (Chair), Bowser, Bruff, A. Cave, Cherryholme, Clarke, Danforth, K. Dyson, Eastwood, Franklin, Greenhough, J. Higginbottom, Hunt, Lodge, Markham, Newing, Osborne, Ramchandani, Shepherd, Spence, Stowe, Sumner, Tattersall, Wilson, Wraith MBE and Wray

Shokat Lal, Executive Director Core Services  
Matt Gladstone, Executive Director Place  
Kevin Glover, Strategic Manager - Transport  
Garry Kirk, Service Director Legal Services  
Sajeda Khalifa, Solicitor  
Debbie Bailey, Senior Licensing Officer  
Jamie Impey, Senior Legal Officer

Please contact William Ward on email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk)

Tuesday, 19 October 2021

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<b>MEETING:</b>	General Licensing Regulatory Board
<b>DATE:</b>	Wednesday, 29 September 2021
<b>TIME:</b>	2.00 pm
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

### Present

Councillors Green (Chair), Bowser, Bruff, Clarke, Danforth, Franklin, Hunt, Lodge, Markham, Newing, Osborne, Spence, Tattersall, Wilson and Wraith MBE

### 12 Declaration of Interests

There were no declarations of pecuniary and non-pecuniary interest from Members in respect of items on the agenda.

### 13 Minutes

The minutes of the meeting held on the 8<sup>th</sup> September, 2021 were taken as read and signed by the Chair as a correct record.

### 14 Hackney Carriage Tariff Increase

Further to Minute 11 of the meeting held on the 8<sup>th</sup> September, 2021, the Service Director Legal Services submitted a report on a request received from the Barnsley Hackney Carriage Association to increase the Hackney Carriage Tariff. It was noted that the proposal had been refused at the previous meeting as originally submitted pending the supply of additional evidence to support the request for an increase.

The report indicated that a further four submissions providing additional information had been received in support of the original application and these were summarised within the report and outlined in detail within Appendix 3.

Mr R Taylor (Secretary of the Barnsley Hackney Carriage Association) and Mr S Smith (Member of the Barnsley Hackney Carriage Association and Chair of the Barnsley Private Hire Association) attended the meeting and, with the permission of the Chair addressed the meeting in support of their proposals.

In summary, the request for the increase in the tariff was because of:

- The increased cost of fuel, insurance and maintenance costs and the need to purchase replacement vehicles more often due to the large mileage
- The need to incentivise drivers to come into the trade and particularly to work nights and at weekends
- The increasing disparity between Private Hire and Hackney Carriage fares (given that the Hackney Trade was usually the higher of the two which was no longer the case) and the fact that this was leading to increasing recruitment difficulties as more drivers were opting to work for Private Hire Companies
- The need to encourage drivers to work late into the evenings and work unsociable hours and thereby support Barnsley's growing night time economy

Members were reminded that the proposal sought an increase of 40p for the first 1760 yards or part thereof. It also sought to change the times when tariff 2 would become effective from 11pm to 8pm in order to encourage more drivers at unsociable hours, and bring the super rate from 1am from 3am, giving an incentive for working unsociable hours, which in turn would help reduce queuing.

If the Board approved the proposals, they would be advertised in the local press. If there were no objections the increase would be implemented. If there were objections, however, they would then be considered by the Board at a future meeting.

After lengthy debate during which Members discussed whether the proposal was sufficiently evidenced it was:

**RESOLVED:**

- (i) that the request for an increase in the Hackney Carriage Tariff as outlined in Appendix 1 to the report now submitted be advertised and, subject to no objections being received, be implemented from 00:01 on Saturday 16<sup>th</sup> October, 2021; and
- (ii) in the event of objections being received, a further report on those objections be submitted to a future meeting of the Committee.

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Chair

**Report of the Service Director to the  
General Licensing Regulatory Board  
to be held on the 27 October 2021**

**Objections and Representations to Hackney Carriage Tariff increase**

**1. Purpose of Report**

The purpose of this report, is to place before Members the objections and representations received in relation to the proposed increase to the current Hackney Carriage Tariff.

**2. Background**

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 gives the Council the authority to fix fares for Hackney Carriages.

When the Council makes or varies the fares for Hackney Carriages it must publish in at least one local newspaper a notice setting out the new table of fares and specifying the period of not less than 14 days within which any objections to the proposal can be made.

A copy of the proposed tariff must also be available at Council Offices for the public to inspect at all reasonable hours.

If no objections are received the new table of fares will come into effect on the expiration date of the period specified in the published notice. If objections are received then the Council must consider these and then make the decision to approve, amend or reject the tariff increase accordingly.

**3. Current Position**

A request from the Hackney Carriage Association to increase the fares charged was first presented to the General Licensing Regulatory Board on the 8 September 2021. A copy of this request is attached to the report as appendix 1 and is accompanied by proposed table of fares to illustrate the request.

A copy of the current table of fares is attached as Appendix 2.

Members considered the application received and felt there was insufficient evidence provided by the Hackney Carriage Association in support of their request for a fare increase.

Members made a request for further information to be submitted by the Hackney Carriage Association to support their application for an increase in Hackney Carriage fares.

In response to the request and discussions at the meeting the Hackney Carriage Association made further submissions of information in support of their original application.

A copies of the submissions are attached to this report as Appendix 3.

At the General Licensing Board meeting on the 29 September 2021 Members approved the statutory consultation following the request received and information supplied by the Hackney Carriage Association to increase the tariff. The statutory notice appeared in the Barnsley Chronicle on the 1 October 2021 and made provision for objections to be made in accordance with the legislation until the 15 October 2021.

During the consultation period several objections and representations were received in relation to the proposed tariff. A copy of all responses received are attached as appendix 5.

The Hackney Carriage Association have been invited to attend the meeting to answer any questions that Members may have in respect of the proposed amendments to the tariff.

#### **4. Options**

Under the Provisions of the Local Government (Miscellaneous Provisions) Act 1976, if the objections have not been withdrawn, Members may:

- i) Approve the variation to the tariff as requested

- ii) Make a variation to the proposed tariff as the Members see fit
- iii) Reject the request to increase the tariff

**5. Recommendation**

That Members consider both the request and all responses received as part of the consultation accordingly.

**6. Officer Contact**

Debbie Bailey

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## **APPENDIX 1**

Following tonight's meeting the association has proposed a 40p increase on the flag to bring us into line with private hire prices and also to help towards the significant rise in fuel costs, running costs and insurance and also to bring in tariff 2 from 11 pm down to 8 pm to give the incentive for more drivers to work unsociable hours

We would also like to bring the the super rate in from 1am instead of 3am .This will also give an incentive for more drivers to work night shifts, and in turn reduce the number of people in the queues

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## Hackney Carriage Tariff

Charges effective from  
??????

### Tariff 1 (for up to 4 passengers)

Standard fares (except for such periods as fall within Tariff 2 or Tariff 3)

**£4.20** First 1760 yards or part  
**10p** Each subsequent 110 yards or part  
**10p** Waiting / stationary – for each period of 30 seconds or part

### Tariff 2 (for up to 4 passengers)

Fares starting between 8pm and 7am and statutory Bank Holidays (except for such periods as fall within Tariff 3)

**£5.00** First 1760 yards or part  
**10p** Each subsequent 110 yards or part  
**10p** Waiting / stationary – for each period of 30 seconds or part

### Tariff 3 (for 1 to 8 passengers)

Fares between 8pm 24 December and 7am 27 December and 8pm 31 December to 7am 2 January

**£8.00** First 1760 yards or part  
**20p** Each subsequent 110 yards or part  
**20p** Waiting / stationary – for each period of 30 seconds or part

All fares shall:

- be calculated from when the hire commences
- not exceed the rates stated except when a journey starts or ends outside the Borough and another fare rate of fares is agreed before the hire commences.

### Tariff 4 (for 5 or more passengers and Sunday between 1am and 7am for 1 to 8 passengers)

Standard fares for 5 or more passengers (except for such periods as fall within Tariff 3)

**£5.40** First 1760 yards or part  
**15p** Each subsequent 110 yards or part  
**20p** Waiting / stationary – for each period of 30 seconds or part

**Extras** (charges marked # are not shown on the meter)

**50p** Dogs and other un-caged animals (except guide and other assistance dogs)  
**20p** Luggage stored in boot or designated area (excluding the first two items, wheelchairs or any other apparatus used to assist persons with a disability)  
**£80 #** For soiling or otherwise damaging the vehicle

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## Hackney Carriage Tariff

Charges effective from  
23:59 13<sup>th</sup> September 2019

### All fares shall:

- be calculated from when the hire commences
- not exceed the rates stated except when a journey starts or ends outside the Borough and another fare rate of fares is agreed before the hire commences.

### Tariff 1 (for up to 4 passengers)

Standard fares (except for such periods as fall within Tariff 2 or Tariff 3)

**£3.80** First 1760 yards or part  
**10p** Each subsequent 110 yards or part  
**10p** Waiting / stationary – for each period of 30 seconds or part

### Tariff 2 (for up to 4 passengers)

Fares starting between 11pm and 7am and statutory Bank Holidays (except for such periods as fall within Tariff 3)

**£4.60** First 1760 yards or part  
**10p** Each subsequent 110 yards or part  
**10p** Waiting / stationary – for each period of 30 seconds or part

### Tariff 3 (for 1 to 8 passengers)

Fares between 8pm 24 December and 7am 27 December and 8pm 31 December to 7am 2 January

**£7.60** First 1760 yards or part  
**20p** Each subsequent 110 yards or part  
**20p** Waiting / stationary – for each period of 30 seconds or part

### Tariff 4 (for 5 or more passengers and Sunday between 3am and 7am for 1 to 8 passengers)

Standard fares for 5 or more passengers (except for such periods as fall within Tariff 3)

**£5** First 1760 yards or part  
**15p** Each subsequent 110 yards or part  
**20p** Waiting / stationary – for each period of 30 seconds or part

### Extras (charges marked # are not shown on the meter)

**50p** Dogs and other un-caged animals (except guide and other assistance dogs)  
**20p** Luggage stored in boot or designated area (excluding the first two items, wheelchairs or any other apparatus used to assist persons with a disability)  
**£80 #** For soiling or otherwise damaging the vehicle

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Hi Debbie

After tonight's meeting with the Driver's of BHCA the members proposed to seek a fare increase due to the rising cost of fuel, insurance and Taxi maintenance. We are also wanting to give the incentives for new drivers to come into the trade as we have a significant shortage and existing drivers to work longer and especially the night shifts at weekends.

Fuel has been on a rollercoaster over the last 2 years and now stands at £1.36 p/litre

a big increase from £1.12 pre pandemic equating to over £1.08 per gallon more.

Insurance for Public Hire Vehicles have risen by over 12% in the last year alone.

Maintenance of our vehicles are coming under increasing costs due to shortage of certain oils and parts due to imports and rising costs.

The history of our fares in Barnsley are those of being competitive and we stand equal 295 out of 365 councils 1 being the highest fares. A 40p increase as we are proposing only takes us up to 236 which is still in the bottom third of the UK table.

In Barnsley our 2 Largest Private Hire Company's both charge above the Hackney rates and therefore are recruiting drivers due to the potential of higher earnings this is another reason for proposing an increase.

Further to the increase we are seeking to bring the night time Tariff 2 into effect from 8pm to encourage drivers to work the unsociable hours that the current night time economy requires and what we are all hoping in the future, "The Glass Works" potential..

Tariff 4 which was passed at our last fare increase which comes in at 3am. We would also like to propose that this Tariff is brought forward to 1am. This proposal was a massive majority as more than half of drivers who don't usually stay out at weekends say it would give them the incentive to do so.

Therefore we ask the Licencing Board to consider the 3 proposals

1. A 40p increase on the flag (from £3.80 to £4.20)
2. Tariff 2 to come into effect at 8pm till 7am instead of 11pm till 7am
3. Tariff 4 to come into effect at 1pm

Please consider all these proposals as we believe they are a fair and honest.

Regards Rob Taylor

BHCA Secretary

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Hi Debbie,

Been bombarded with The Chronicle headline "Taxi fare rise thrown out by Licensing Board" please can you also submit this email along with my other.

Members of The Licencing Board.

I am Robert Taylor. Secretary of BHCA I have been a Taxi driver in Barnsley over 25 years and can say that I know the trade pretty well.

Our recent request was met with a request to submit further evidence. Well why do we need to when Councillor Kevin Osbourne reportedly said " I did a quick internet search and found evidence that insurance and fuel prices have only risen a small amount " so is that how you find out ? What does he mean by that statement, is he going on his private car ? well I'm afraid he must be as Taxi Insurance cannot be bought online. It has to be through a broker. If he can submit evidence to state otherwise then here is his opportunity, Taxi insurance doesn't work like your private car insurance as it is done on an area basis and that's why it differs so much. Taxi Drivers have been having insurance rises over the past 7 years. I have never known it to come down even with a full No claims bonus. What evidence do they require a driver to submit ? All their accounts over the last 7 years to prove they are right ? We are independent Self Employed Drivers we receive no income off the council or any other body. If we don't work we don't get paid.

Fuel prices were £1.12 p/l pre pandemic and lowering. Since then they have risen to £1.36 p/l and rising, this may not look a significant increase to someone who covers 200 mile or less per week but to a taxi driver that can do double that and more then it is. With this extra mileage comes increased servicing and repairs. Having to buy a new car or a newer car to keep standards high, taking loans out to cover these costs and then forced to work longer hours if there is insufficient fares to be taken. We have no guarantee on how much money we can take in a day so we don't have an hourly rate which brings me on to your next reported comments. "Hoping to bring an increase in on a whim" and another reportedly calling us "Greedy " well I can answer both of them very easily. Bringing a fare increase is done democratically through meetings conducted with all our members, it is thought out, discussed and questions regarding a proposed increase is then asked to our passengers before we consider coming to the board, so we do our research, not through the internet I may add.

To call us greedy is an absolute disgrace to whoever reportedly said that and would like them to withdraw that statement, I would also like to make it clear to the board about the 2019 increase. In 2019 we had a 8p increase on the first mile. Previous Board members had allowed the trade to keep the flag at £3.10 but shorten the mile. This made the first mile £3.72 as the meter started turning over at 6/10 of a mile, after we had a change in BHCA we decided to ask the board to go back to the mile and make the flag £3.80 as we couldn't have £3.72 as a flag due to our meters thus it equates to an 8p increase. This is the only increase we have had in over 8 years. So to call us greedy for this increase is nonsense and even the quotation of 10% isn't correct either, if that was the case then a £10 fare would increase to £11 correct ? Wrong it increases to £10.40. That is in fact a 4% increase, so to recap if you granted us a fare increase then it would be less than 4.5% since 2014.

Does the board think that we have just done this on the back of a very hard 18 months for the whole country, some of our members have now got other jobs and don't want to come back full time. Some have had to sell their Taxi business because they have had no income over the pandemic, some didn't qualify for SEISS grants so have been forced out of the trade, some have sadly died and others just don't want to do the job at night, at this moment in time we are losing drivers faster than



we can recruit, I think the licensing officer could give you the numbers on that one, the younger generation does not want the job.

I am not saying to the board that your wrong to refuse the application but asking every driver to prove there own personal accounts is out of the question as every driver pays different amounts.

We ask drivers for there comments and suggestions then forward them to yourselves for you to decide the outcome of our proposals. We are not "Greedy" and we always consider the public when it comes to fare increases. We certainly haven't done this on the back of the pandemic and are definitely not wanting sympathy as taxi drivers have been one of the hardest hit industries over this period, we are fair and honest people trying to do our job....

Regards Robert Taylor

BHCA SECRETARY

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Hi Debbie,

Just some more information I'd like you to put to the Licensing Board.

To General Licencing Board.

Further to your request for more information I'd just like to throw some figures over to you to see what the Hackney Trade are up against, I am going to give you facts on the fares of our two main companies that operate here in Barnsley. The figures firstly incorporate a 2 mile fare which is classed as the average fare.

Blue Line.

First mile £4.20 Second mile £1.50 Total £5.70

City Taxis.

7am to 9am and 4pm to 6pm (school run & work )

First mile £4.00. Second mile £2.00 Total £6.00

Between these hours

First mile £3.80 Second mile £1.80 Total £5.60

Hackney Carriage

First mile £3.80 Second mile £1.60 Total £5.40 \*\*\* cheapest

Then we come to the Night Rate.

Blue Line.

First mile £5.20 Second mile £1.50. Total £6.70

City Taxis.

First mile £5.70 Second mile. £2.70 Total £8.40

Hackney Carriage

First mile £4.60 Second mile £1.60 Total £6.20 \*\*\* cheapest

As you can see the figures show you that if you were to want a better potential wage then you would take your car and work for the company that can guarantee you work through telephone bookings, we on the other hand have to wait on the ranks and hope that customers come into town and want a taxi home or to work/school and no 2 days are ever the same.

The night time request is to bring the Tariff 2 in from 8pm again this is to encourage drivers to work at night when through the week there is little activity but the ranks still need to be covered and to encourage more drivers at night and at the weekends when it is more busy.

All we are asking for is to be able to compete, as we have drivers leaving the Hackney ranks to work for the above 2 companies. (Why wouldn't you?) The Licencing Board have no control of what these companies charge so they can increase them several times a year if they want without consultation

or consequences but yet have a stranglehold on Hackney Carriages as we have to abide by the bylaws of BMBC. It's not as though we come "on a whim" every year as we don't and we certainly aren't "Greedy" We have to work unsociable hours and at weekends to make the wage we earn respectable, it's not a guaranteed or there every week or month so we can't plan too far ahead in case we get a massive repair bill.

When we requested the 40p increase it is not an hourly rate increase as quite often we don't get 1 job an hour and that job could be a £3.80 fare.

Drivers often have to put in excess of 60 hours a week to make a decent living wage and I can assure you that after fuel expenses it doesn't equate to the minimum wage.

It's not only our fuel, insurance and maintenance that's gone up it is also the cost of living too. Like Councillors we do have a house to run children to clothe and feed, mortgages to pay and bills, gas, electric, water and of course council tax to pay.

We no longer have meetings with yourselves where we could present and explain things to the board who are unfamiliar with the way the Hackney Carriage Trade works as I have often found this to be the case in meetings in the past where we have had to explain to newly elected councillors, often with them saying "well I never knew that"

Hope this gives you a little more clarity and for you to consider our request for the 40p increase on our flag (starting rate only not on every other mile) If you would like me attend any of your meetings to explain any of the above or the other emails I have asked to be forwarded then I would be glad to do so.

Regards

Rob Taylor BHCA Secretary

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Hi Debbie

In reply to the article printed in the Barnsley Chronicle regarding the fare increase for Hackney Carriage vehicles. Could you please pass my comments on to Barnsley Council.

I am deeply disturbed by Councillor Bruff's comments stating that we the Hackney Carriage trade are "greedy". This comment coming from someone who was paid all through the pandemic or was allowed to work from home on full pay when the Hackney trade was on its knees with no income. As for the fare increase it is general knowledge that diesel has gone up from £1.12 to £1.35 per litre (10%) car parts, oil, mechanics fees, insurance etc. Have also gone up and are still rising.

We also still had to pay our council tests, licenses, medical fees and badge renewals although we had no income. We were not eligible for the council grants most self employed business owners got because the council said a hackney carriage was not a place of work.

The council does not pay our wages, we abide by their results. All we are asking is for an increase of 10% to bring us into line with the private hire sector such as blue line and city cabs.

I have been a hackney carriage driver for 24 years. If I work a day shift which consists of at least 8 hours I am lucky if I earn £50 This being £12.64 less than the minimum wage, then out of this we have running costs to pay, eg: diesel, licenses, insurance, repairs etc. Looking through the council

wages list I see that the majority of councillors earn much more than myself and my wife earn between us with 2 Hackney Carriages.

We are not “greedy” people we just need to make the Hackney Carriage trade a viable business because as it stands our earnings are only just above what unemployed people get on benefits

We can not recruit drivers because they are better off on benefits than what they can earn driving a Hackney Carriage I am sure councillor Bruff and Co. Would not sit on Barnsley Hackney rank for 8 hours for £40 profit.

All we are asking is a small fare increase to cover the increases in running costs and to bring us inline with the private hire sector.

I think councillor Bruff owes the Hackney trade a public apology for her “greedy” comment in the Barnsley Chronicle when we as a trade had to weather the storm for 18 months and are still fighting to make a living wage.

Barnsley councillors are asking for proof that our costs have increased when it is plainly obvious that they have, they all have to put fuel in their cars, Insure them, maintain them. They know the costs have gone up dramatically so it is common sense that a Hackney carriage costs have also risen incurring much more cost than a private vehicle.

Even with a 10% rise we will still be one of the cheapest Hackney carriage tariffs in the country at £4.20. As an example Sheffield Leeds £6.40, Doncaster £5.75, Bradford £5.30, Wakefield £5.20, London £11.40. We are not expecting to be compared with London but we still have the same running costs.

If you need any further information please do not hesitate to contact me on the above phone no. Or e.mail address

Regards

Shaun Jeffers

Chairman of Barnsley Hackney Carriage Association

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## APPENDIX 4

### Hackney Carriage Tariff Consultation 2021

#### Your Views

1. What is your view on the proposed hackney carriage tariff?			Response Percent	Response Total
1	Open-Ended Question		100.00%	6
1	02/10/2021 07:12 AM ID: 175708347	If the town is going to move forward we need the availability of both private hire and Licensed Hackney Carriage to support the infrastructure		
2	02/10/2021 22:27 PM ID: 175737833	Greedy money grabbing. No proof of increased costs submitted, no idea why this is being considered again. Taxis in Barnsley ranks are incredibly unreliable, expensive and increasing fares further would hurt those reliant on them		
3	04/10/2021 13:14 PM ID: 175805095	I think it's been set too high all it will do is push prices up .We need to get more passengers .and this will have a adverse effect on passenger numbers .		
4	05/10/2021 19:57 PM ID: 175929075	It should rise. These guys have been hit by fuel rises, insurance rises, inflation rises and no work die to covid.		
5	05/10/2021 21:25 PM ID: 175933507	Sensible tariff increase that will improve traveller safety and ease noise caused by revellers		
6	13/10/2021 10:57 AM ID: 176523300	<p>I object to this proposed rise and change in tariff structure.</p> <p>In their submission to the committee the Barnsley Hackney Carriage Association (BHCA) made the following statement.</p> <p>"The history of our fares in Barnsley is those of being competitive and we stand equal 295 out of 365 councils 1 being the highest fares. A 40p increase as we are proposing only takes us up to 236 which is still in the bottom third of the UK table."</p> <p>The comparison with other council's hackney carriage fares is available from a monthly table published by Private Hire &amp; Taxi Monthly (PHTM), the official newspaper of the National Private Hire Association. This chart shows the cost of an example 2 mile hackney taxi fare on Tariff 1 nationally every month and ranks them in a league table of 364 councils(rather than the 365 the BHCA state)</p> <p>Please note that five councils on the list don't impose a compulsory fare and that councils that share the same fare are ranked in alphabetical order with a separate rank number allocated rather than equal ranking.</p> <p>Using this chart it shows that Barnsley is place in the following positions:</p> <p>September 2021: 281  August 2021: 282  July 2021: 282  June 2021: 282  May 2021: 284  April 2021: 284  March 2021: 283  February 2021: 283  January 2021: 283</p> <p>I then examined Barnsley's position in this 'league table' back in 2019, the last time tariffs were changed in September 2019, showing clearly Barnsley's rise 'up the table'.</p> <p>October 2019: 272  September 2019: 287  August 2019: 286</p> <p>If we are examining the submission from the BHCA I cannot see reference to Barnsley ever being ranked in position 295, at least in 2021, and a glance at when fares last rose on 2019 indicates that Barnsley rose to th272 position. Of course the BHCA may have access to different tables, if so it would be handy to share them to the committee.</p>		

## 1. What is your view on the proposed hackney carriage tariff?

	Response Percent	Response Total
		<p>Secondly the BHCA statement: "A 40p increase as we are proposing only takes us up to 236 which is still in the bottom third of the UK table" is also an inaccurate. Based on the table available for September from the PHTM there is an alphabetical ranking error inbuilt into the table a 40p increase on the Tariff 1 fare in Barnsley, would take the fare to £5.60, a fare shared by 14 other local councils. There are then ranked alphabetically, each with a different rank number rather than an equal rank. Source: PHTM: <a href="https://www.phtm.co.uk/taxi-fares-league-tables/2021-10">https://www.phtm.co.uk/taxi-fares-league-tables/2021-10</a></p> <p>252 Breckland 253 Denbighshire 254 Goport 255 Hinkley &amp; Bosworth 256 Liverpool 257 Newport 258 North West Leicester 259 Richmonshire 260 Rushcliffe 261 Sandwell 262 Sunderland 263 West Lothian 264 Wolverhampton 265 Wrexham</p> <p>Barnsley would be at the top position on this table (position 251) by virtue of the alphabet rather than ranking. I therefore suggest that the BHCA evidence supplied in this submission is both inaccurate and statistically flawed. We should not make any decisions based on where Barnsley sits in the alphabet.</p> <p>Source: PHTM <a href="https://www.phtm.co.uk/taxi-fares-league-tables/2021-06">https://www.phtm.co.uk/taxi-fares-league-tables/2021-06</a></p> <p>I'd also argue that comparison with other local authorities may lead to skewed results. Each local authority is different, with different demographics and trading patterns. To compare the £5.60 tariff in Barnsley to a £5.60 tariff in Liverpool on purely economic grounds would be wrong. It makes more sense to compare Barnsley tariffs with similar boroughs with a similar socio-economic make up and semi rural nature; say other ex-mining and heavy industry areas.</p> <p>In their submission the BHCA make reference to increased costs of maintaining and running a vehicle. "Fuel has been on a rollercoaster over the last 2 years and now stands at £1.36 p/litre a big increase from £1.12 pre pandemic equating to over £1.08 per gallon more. Insurance for Public Hire Vehicles have risen by over 12% in the last year alone. Maintenance of our vehicles are coming under increasing costs due to shortage of certain oils and parts due to imports and rising costs."</p> <p>The BHCA also stated in their submission: "Councillor Kevin Osbourne (sic) reportedly said "I did a quick internet search and found evidence that insurance and fuel prices have only risen a small amount "</p> <p>Fuel may have been on a 'rollercoaster' but I'd argue it's been a gentle ride rather than white knuckles. I have used diesel prices as an example simply because the bulk of the Barnsley hackney carriage fleet remains fuelled by diesel. Fuel prices fell sharply during the pandemic with diesel reaching a low of £1.11 per litre in June 2020 (Source RAC Foundation). I agree, they have risen but not to much more than the price was when the last Hackney Carriage fares were increased. I have examined several sources of diesel price indices available on the Internet.</p> <p>Fuel Prices 15 September 2019: 131.39p per litre 15 September 2021: 136.78p per litre Increase = 4.01% (Source: diesel prices from RAC Foundation: <a href="https://www.racfoundation.org/data/uk-pump-prices-over-time">https://www.racfoundation.org/data/uk-pump-prices-over-time</a>)</p> <p>August 2019: 131.5p per litre August 2021: 136.2p per litre Increase = 3.57% Source Yorkshire &amp; Humber Figures from AA: <a href="https://www.theaa.com/driving-advice/driving-costs/fuel-prices">https://www.theaa.com/driving-advice/driving-costs/fuel-prices</a> 16 September 2019: 131.35p per litre 13 September 2021: 137.19p per litre Increase = 4.44%</p>

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		<p>Source Ultra low Sulphur diesel prices from Office of National Statistics:  <a href="https://www.gov.uk/government/statistical-data-sets/oil-and-petroleum-products-weekly-statistics">https://www.gov.uk/government/statistical-data-sets/oil-and-petroleum-products-weekly-statistics</a>  Average increase of diesel fuel price over the given time period is a fraction over 4.00%</p> <p>I also examined several sources of information regarding the costs of maintaining a vehicle in the UK. These sources are the same as used by Transport for London (and others) when examining proposed tariff increases for the 21,000 black cabs in London, licensed by their Public Carriage Office.</p> <p>Motoring Expenditure (Car tax and Insurance)  August 2019 index: 869.8  August 2021 index: 929.9  Increase 6.9%  Source: Office of National statistics:  <a href="https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/docv/mm23">https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/docv/mm23</a></p> <p>Motoring Expenditure (Maintenance)  August 2019 index: 455.4  August 2019 index: 484.2  Increase 6.36%  Source Office of National Statistics:  <a href="https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/doct/mm23">https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/doct/mm23</a></p> <p>General inflation  August 2019 to August 2021  Inflation from August 2019 to August 2021 based on RPI is 5.38%.  Inflation from August 2019 to August 2021 based on CPI is 5.38%.  Inflation from August 2019 to August 2021 based on SALARY INDEX is 7.04%.</p> <p>Averaged out equates to 5.93%  Source: <a href="https://niceareas.co.uk/inflation-calculator/">https://niceareas.co.uk/inflation-calculator/</a>  I have a great deal of sympathy for anyone who has suffered economically during the pandemic. The nighttime economy in Barnsley collapsed and the regular trade hackney carriage drivers in Barnsley could rely on disappeared overnight. However, I don't believe increasing the fares and changing the hours is the answer. Based on the information available I cannot see a justification for a 10% increase in the tariff 1 flag</p> <p>While I appreciate the costs of operating a Hackney Carriage taxi in Barnsley have increased, I also believe we need to consider the passenger impact of the increase, in addition to the perception that taxi fares are expensive and becoming unaffordable. Taxis are heavily used by disabled and elderly passengers, unable or unwilling to access mainstream public transport. These groups would be affected by any increases to taxi fares, especially if these increases were above inflation and applied to all of the tariffs.</p> <p>I also object to any change in the tariff structure, bringing in a premium rate earlier into the evening and the early hours. Clearly taxi drivers offer a vital subsidiary industry to the night time business of bars and clubs within Barnsley. They offer safe and reliable transport home when other transport options are not available. Notwithstanding revellers, workers all over the district who work in bars and restaurants rely on taxis to get home. I thoroughly understand the importance of supporting Barnsley's new and vibrant night time economy, given our magnificent new town centre, but I'd also argue that there needs to be a mix of public transport available to residents and workers that not only includes taxis but also late trains and buses. I therefore believe there should be no changes to Tariff 2 and 3 hours. In my view the way to encourage drivers to work unsociable hours is to increase the trade, not to increase the price.</p> <p>Perhaps, given changes to the structure of Barnsley town centre, some thought should go toward the creation of a new rank? Let's make Hackney Carriage taxis easier to catch and taking a longer term view lets make passengers feel safe and</p>

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		Response Percent	Response Total
	<p>secure by introducing in-cab video; but that's for the future.</p> <p>Perhaps as a committee we can look to put in place a yearly review of fares and tariffs, similar to other local authorities that take into account readily available data such as fuel prices, inflation and the true cost of maintaining a vehicle. The trade will then be assured that they are getting a fair deal on fares and an opportunity to make a decent living from running a taxi.</p> <p>Hackney Carriage drivers are true ambassadors for Barnsley; often the first interaction a visitor to Barnsley will have is with a taxi driver. The trade needs support, the town needs a viable public transport offer to match our magnificent new town centre but changing the tariff hours is not the answer. I also believe a 10% increase on the Tariff 1 flag is too high and increases on the other tariffs cannot currently be justified. As for a counter offer I defer to my colleagues on the licensing committee but I urge my friends and colleagues to think that we have an opportunity here to support the public and our town centre economy as we emerge from the pandemic. Now is not the time to increase or change tariffs. The residents of Barnsley and our taxi trade deserve a fair fare.</p>		
		answered	6
		skipped	0

## 2. Please provide an email address. This may be used for further communication relating to this consultation.

		Response Percent	Response Total
1	Open-Ended Question	100.00%	6
1	02/10/2021 07:12 AM ID: 175708347		
2	02/10/2021 22:27 PM ID: 175737833		
3	04/10/2021 13:14 PM ID: 175805095		
4	05/10/2021 19:57 PM ID: 175929075		
5	05/10/2021 21:25 PM ID: 175933507		
6	13/10/2021 10:57 AM ID: 176523300		
		answered	6
		skipped	0

**From:** [REDACTED]

**Sent:** 13 October 2021 18:52

**To:** Licensing <[Licensing@barnsley.gov.uk](mailto:Licensing@barnsley.gov.uk)>

**Subject:** Hackney Tariff 2021

To whomever it concerns



I do not think Hackney fares should increase because most people are having to tighten their belts and cannot afford the price for a Taxi as it is. What with the increase in energy prices and petrol etc, people are already having to pay more out. Wages are not increasing to keep up with the cost of living.

I also think it will put off potential passengers from using Hackney Taxies if a price increase goes through, they might also lose some regular customers.

regards

[REDACTED]

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