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**North
Northamptonshire
Council**

Meeting: Licensing and Appeals Committee (Special)
Date: Tuesday 9th August, 2022
Time: 6.00 pm
Venue: Council Chamber, The Corby Cube, Parkland Gateway, George Street, Corby, Northants, NN17 1QG

To members of the Licensing and Appeals Committee

Councillors Jonathan Ekins (Chair), Jennie Bone, John Currall, Clive Hallam, Barbara Jenney, Lora Lawman, Anne Lee, Dorothy Maxwell, Peter McEwan, Anup Pandey, Geoff Shacklock, Sarah Tubbs and Lee Wilkes.

(Substitutes: Cllrs Cedwien Brown, Ian Jelley, Elliot Prentice, Ross Armour, Alison Dalziel and Jim Hakewill).

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<p>Adele Wylie, Monitoring Officer North Northamptonshire Council</p>  <p>Proper Officer Monday 1 August 2022</p>			

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Licensing and Appeals Committee 9 August 2022

Report Title	Hackney Carriage Fares Tariff	
Report Author	Iain Smith, Assistant Director - Regulatory Services	
Contributors/Checkers/Approvers		
North MO		
North S151		
Other Director/SME	George Candler	ED Place & Economy

List of Appendices

- Appendix A: Current Table of Tariffs for Hackney Carriages in each zone
- Appendix B: Fare Increase Request from Corby Hackney Owners Association
- Appendix C: Fare Increase Requests from Kettering Trade
- Appendix D: Fare Increase Request from the Wellingborough Hackney Carriage Association
- Appendix E: Fare increase request from East Hackney Carriage Proprietor
- Appendix F: Options for a harmonised Fare Tariff
- Appendix G: Consultation Responses
- Appendix H: Additional Charges
- Appendix I: Equalities Impact Assessment

1 Purpose of Report

- 1.1 The purpose of this report is to provide information regarding requests received from Hackney Carriage proprietors to implement fare increases for hackney carriage journeys.
- 1.2 The Committee is asked to consider the requested fare increases and decide whether these should be accepted, and if so, whether in whole or in part, having regard to information provided in this report and the submission by the trade, noting that any revised Fares Tariff/Table of Fares recommended are the maximum amount that can be charged and Hackney Carriage Proprietors are at liberty to charge a lower fare

2. Executive Summary

- 2.1 The Licensing Authority has a discretionary power to fix the rate of Hackney Carriage fares within its area and publish a “Table of Fares” which must be displayed in every Hackney Carriage. Once set, the tariff is the maximum amount that can be charged by Hackney Carriage Proprietors for all journeys starting and ending in the prescribed geographical area. Hackney Carriage Proprietors can charge a lower fare if they wish but it is an offence to charge more.
- 2.2 Members should be mindful of the need to balance the interests of Hackney Carriage Proprietors with that of the travelling public who use Hackney Carriages. All parties will be impacted by the cost of living pressures.
- 2.3 Following the previous report to committee on this matter, some members of the taxi trade contacted Members and officers to object to the proposed harmonised rate which was to be considered by the Executive as one of the options on 16th June. A decision was taken to delay the report to Executive, to allow for the matter to be further considered and the trade to be consulted. Further options for an aligned tariff of fares were subsequently identified and the trade have been consulted on these options.

3. Recommendations

- 3.1 The Committee is asked to recommend to the Executive the adoption of updated Hackney Carriage fare tariffs for;
- a. Corby zone
 - b. East zone
 - c. Kettering zone
 - d. Wellingborough zone

4. Report Background

- 4.1 There are currently four separate Hackney Carriage zones aligned to the previous four sovereign council districts and the fares must be separately considered and set for each zone. This will continue until a resolution is passed to remove the zones and designate one new hackney carriage licensing area for the whole of North Northamptonshire. The current tariff of fares for each zone are detailed within **Appendix A**.
- 4.2 This equates to the below fares in each zone for a one, two- and five-mile reference journey;

Zone	1 mile	2 miles	5 miles
Corby	3.40	4.90	9.30
East	3.60	5.20	9.80
Kettering	3.60	6.00	13.20
Wellingborough	3.40	4.90	9.40

- 4.3 A report was brought to the Licensing and Appeals Committee on 9th May 2022 which detailed the current fares within each of the four sovereign areas, the context in respect of fares elsewhere, the requests received for an increase in the fares and a proposal for a potential harmonised fare. Following this meeting, representation against the recommendation of the committee was received by some members of the trade and Members and officers listened to concerns raised and a decision was taken to further consider the matter before taking to the Executive. This report provides updated information to allow for an informed recommendation to be made.
- 4.4 Private Hire & Taxi Monthly publication publishes a monthly table of fare comparisons among all 355 local authorities based on a standard two-mile fare. On 25th July 2022 this showed the following fares for nearby or neighbouring areas:
<https://www.phtm.co.uk/newspaper/taxi-fares-league-tables> (accessed 25/07/2022)
- Daventry was at position 194 with a cost of £6.20 for a two-mile journey
 - Northampton was at position 202 with a cost of £6.20 for a two-mile journey
 - Central Beds was at position 214 with a cost of £6.13 for a two-mile journey
 - Kettering was at position 236 with a cost of £6.00 for a two-mile journey
 - Milton Keynes was at position 239 with a cost of £6.00 for a two-mile journey
 - Bedford Borough was at position 86 with a cost of £6.80 for a two-mile journey
 - East Northants was at position 324 with a cost of £5.20 for a two-mile journey
 - South Northants was at position 337 with a cost of £5.00 for a two-mile journey
 - Corby was at position 338 with a cost of £4.90 for a two-mile journey
 - Wellingborough was at position 341 with a cost of £4.90 for a two-mile journey
- 4.5 To assist members with context in respect of changes to cost of living and cost of motoring since October 2011, the following information in sections 4.6 to 4.11 may assist:
- 4.6 The Bank of England Inflation Calculator shows that £5 of goods or services in 2011 would cost £5.97 in 2021, with inflation averaged at 1.8% per year over that period. This is equivalent to an approximate 16% increase.
<https://www.bankofengland.co.uk/monetary-policy/inflation/inflation-calculator> (accessed 25/07/2022)
- 4.7 The Bank of England shows the current inflation rate to be 9.4% and forecasts that it will keep rising this year. They expect it to slow down next year and be close to 2% in around two years time. They recognise that although the rate of inflation is expected to slow down, the prices of some things may remain at a high level compared with the past.
<https://www.bankofengland.co.uk/knowledgebank/will-inflation-in-the-uk-keep-rising#:~:text=We%20expect%20inflation%20to%20rise,of%20this%20year%20and%20next> (accessed 25/07/2022)
- 4.8 The national minimum wage for anyone over twenty-one years of age in 2011 was £6.08. In 2022 the national minimum wage for the same age group is now £9.18. This is an approximate 51% increase. The national minimum wage for adults over the age of 23 is £9.50 per hour.
<https://www.statista.com/statistics/280483/national-minimum-wage-in-the-uk/> (accessed 25/07/2022)

- 4.9 Licensing fees have increased since 2011, but no records are available to confirm the amount of overall increase during this time.
- 4.10 Fuel (diesel and petrol) prices have fluctuated since 2012 (the first year of available data) and 2022 but have recently increased above the 2012 cost. The price of fuel was cheaper during the period September 2013 to September 2021. On 25 December 2012 a litre of petrol cost 135.44 pence and a litre of diesel cost 141.26 pence. On 4 February 2022 a litre of petrol cost 146.79 pence and a litre of diesel cost 150.23 pence, and on 21 July 2022 a litre of petrol cost 187.54 pence and a litre of diesel cost 196.12 pence
<https://www.racfoundation.org/data/uk-pump-prices-over-time>
 (accessed 25/07/2022)
- 4.11 The RAC calculate motoring costs from Office of National Statistics data and their data is summarised below:
- Purchase cost of motor vehicles has increased 18.43% between April 2012 and June 2022, with the majority of that increase since May 2021.
 - Vehicle tax and insurance costs have increased 98.17% in this period.
 - Maintenance has increased 34.86% in this period.
 - Petrol and oil costs have increased 39.02% in this period.
 - Overall combined motoring costs have increased 36.14% in that period.
 - The overall cost of living has increased by 40.44% in this period.
- <https://www.racfoundation.org/data/cost-of-motoring-index>
 (accessed 25/07/2022)

Corby Zone

4.12 The fares for the Corby Hackney Carriage trade were last reviewed in November 2017. The Corby Hackney Owners Association (CHOA) have requested that the maximum fares for Hackney Carriage journeys are increased and a copy of their request is included within **Appendix B**.

4.13 The requested increase in fares are set out in the table provided below:

Fare	Current Tariff	Proposed Amendment
Standard minimum charge	£2.20 for the first 387 yards	<u>£2.70</u> for first 387 yards
Subsequent rate	£0.10 for each subsequent 119 yards or uncompleted part thereof	£0.10 for each subsequent <u>111</u> yards or uncompleted part thereof
Fare for a Two-Mile Journey	£4.90	£5.60

4.14 The increase requested by the CHOA would result in a 14% increase in the fare for a two-mile journey.

East Northamptonshire Zone

4.15 There has been a requested increase in the fares from one of the proprietors in East Northamptonshire although no detail as to the actual increase required has been provided. This is shown within **Appendix E**.

Kettering Zone

4.16 The fares for the Kettering Hackney Carriage trade were last reviewed in June 2011. There is no Hackney Carriage Association currently in place in Kettering, however eight requests have been received for an increase to the maximum fares from the trade and a copy of these are included within **Appendix C**.

4.17 Seven of the requested increases to the fares are set out in the table below, these have been grouped together according to the requested increase:

Fare	Current Tariff	Proposal: Central Taxis / Trade Request / Hackney Carriage Driver 1	Proposal: Kings Kabs	Proposal: Burton Cabs / Easy Cabs / Hackney Carriage Driver 2
Standard minimum charge	£2.40 for the first 880 yards	<u>£3.20</u> for the first 880 yards	<u>£3.30</u> for the first 880 yards	<u>£3.60</u> for the first 880 yards
Subsequent rate	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof	£0.20 for each subsequent 146.66 yards or uncompleted part thereof
Fare for a Two-Mile Journey	£6.00	£6.80	£6.90	£7.20

4.18 It should be noted that the requests also support an increase in rates for tariff 2 (for hiring's which begin between 11.00pm and 6.00am) and tariff 3 (bank holidays), however these rates are normally calculated as a percentage increase on the standard tariff, so these requests are not detailed in the table. It is proposed that the usual standard percentage increases would be applied according to the new standard tariff.

4.19 The increase requested by each proposal would equate to increases of between 13% and 20% above the previous fare for a two-mile journey. There was also one further request for an increase, which requested an increase of between 30-40% as attached in **Appendix C**, however no methodology for calculating this was provided, so it was not included within the table.

Wellingborough Zone

4.20 The fares for the Wellingborough Hackney Carriage trade were last reviewed in October 2011. The Wellingborough Hackney Carriage Association (WHCA) have requested that the maximum fare for Hackney Carriage journeys is increased and a copy of their request is included within **Appendix D**. Following a request for further supporting information, the WHCA provided justification for the requested increase in fares and this is also included.

4.21 The requested increase in fares is set out in the table below:

Fare	Current Tariff	Proposed Amendment
Standard minimum charge	£2.30 for the first 541.54 yards	<u>£3.00</u> for the first 541.54 yards

Subsequent rate	£0.10 for each subsequent <u>117.33</u> yards	£0.10 for each subsequent <u>97.77</u> yards
Waiting Time	£0.10 For each period of <u>35</u> seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary	£0.10 For each period of <u>30</u> seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary
Fare for a Two-Mile Journey	£4.90	£6.10

4.22 It should be noted that the WHCA have also requested the following be considered separately to the above:

- Every second year, an automatic increase of 10 pence per mile to the fare.
- Every fourth year, an automatic increase of 20 pence to the standard minimum charge.

4.23 Members are advised that it is not considered to be permissible under the relevant legislation to allow for the automatic increase in fares requested by the WHCA, due to the need to follow a prescribed statutory procedure which includes consultation, for every potential fare change before it can take effect.

4.24 The increase requested by the WHCA would result in an increase of 24% for a two-mile journey.

Harmonised Fare

4.25 The tariff of fares for Hackney Carriage journeys in each of the four zones must be considered and set separately. Members may however choose to take the opportunity while considering the tariff of fares to achieve parity of fares for a wider section of the travelling public in its area, by providing consistent fare rates across the whole of the new council area. This could be achieved by aligning the fare calculation methodology and making them the same within each of the zones.

4.26 The report presented to committee on 9th May proposed that the lowest of the requested increases from the Kettering trade was used as a basis, if a new harmonised fare structure was considered to be appropriate. This would result in a standard minimum charge of £3.20 for the first 880 yards and £0.20 for each subsequent 146.66 yards or uncompleted part thereof.

4.27 Following representation from some of the trade against the proposal, further options were produced for consideration and a letter was sent to all 184 licensed Hackney Carriage proprietors setting out five different options for consideration. These options are detailed within **Appendix F**. Licensed proprietors were asked to indicate their preference out of the options, or to submit any alternative options which were widely supported by others.

4.28 Following consultation with the trade, six separate consultation responses were received, which indicate the preference over the options of 118 Hackney

Carriage proprietors (64%) and these are included within **Appendix G**. The responses are summarised in the table below;

Representation	Preference
Rep 1 – East based proprietor	• Option 2
Rep 2 – Wellingborough based proprietor	• Option 1
Rep 3 – Wellingborough based proprietor	• Option 1
Rep 4 – East based driver	• Option 2
Rep 5 – Corby Hackney Owners Association	<ul style="list-style-type: none"> • Option 1 – 7 preferences (6 Corby based and 1 East based) • Option 3 – 1 preference (Corby based) • Option 4 – 2 preferences (Corby based) • None – 53 preferences (48 Corby based, 1 East based, 4 Wellingborough based)
Rep 6 – Kettering legal representative on behalf of Kettering based drivers	• Option 1 – 51 preferences

4.29 This gives the below ranking for the five options based on responses received;

- Rank one: option 1 – favoured by 60
- Rank two: option 2 and option 4 – both favoured by 2
- Rank four: option 3 – favoured by 1

This indicates that out of the options provided, option one is the most popular with Hackney Carriage Proprietors.

4.30 In addition, fifty-three drivers indicated that their preference would be to agree the original requests for fare increases from the trade and retention of individual zones i.e. not have a harmonised tariff. Of these, forty-eight of the responses were from drivers within the Corby zone, four were from the Wellingborough zone and one was from the East zone.

4.31 There were no suggestions for an alternative proposal to be considered.

4.32 Since option one was favoured, this will be used as a basis for comparison for a potential aligned tariff. The below table shows the current fares for each zone for a standard one, two- and five-mile journey and the resultant percentage increase when compared against the current fare, if the proposed fare structure detailed within option one was to replace those currently in place.

Zone	Current 1-mile fare	Increase if proposed harmonised fare is introduced	Current 2-mile fare	Increase if proposed harmonised fare is introduced	Current 5-mile fare	Increase if proposed harmonised fare is introduced
Current Corby fare	£3.40	29%	£4.90	39%	£9.30	51%

Current East fare	£3.60	22%	£5.20	31%	£9.80	43%
Current Kettering fare	£3.60	22%	£6.00	13%	£13.20	6%
Current Wellingborough fare	£3.40	29%	£4.90	39%	£9.40	49%
Option 1 Harmonised Fare Proposal for each zone	£4.40	-	£6.80	-	£14.00	-

4.33 This option would include introduction of the additional charges currently in place for Kettering across all four zones. A table showing each of the additional charges for each zone is included within **Appendix H**

5 Issues and Choices

5.1 Members are invited to consider each of the requests for fare increases for each of the four zones separately and decide upon a new tariff to recommend to Executive for adoption for each zone.

5.2 The options for consideration are;

a. Corby Zone;

- i) To recommend the approval of the CHOA proposed increase in fare tariff
- ii) To recommend the approval of an increase in fares based upon the proposed harmonised fare tariff
- iii) To recommend a different increase in fares
- iv) Refuse any increase

b. East Zone

- i) To recommend the approval of an increase in fares based upon a harmonised fare tariff
- ii) To recommend a different increase in fares
- iii) Refuse any increase

c. Kettering Zone

- i) To recommend the approval of the Central Taxis/Trade Proposal/Kettering Hackney proprietors proposed increase
- ii) To recommend the approval of the Kings Kabs proposed increase
- iii) To recommend the approval of the Burton Cabs/ Easy Cab/Kettering Hackney proprietors proposed increase
- iv) To recommend the approval of an increase in fares based upon a harmonised fare tariff
- v) To recommend a different increase in fares
- vi) Refuse any increase

d. Wellingborough Zone

- i) To recommend the approval of the WHCA proposed increase
- ii) To recommend the approval of an increase in fares based upon a harmonised fare tariff
- iii) To recommend a different increase in fares

iv) Refuse any increase

5.3 Members are also asked to consider whether the automatic increases proposed every second and fourth year by the WHCA should be approved, taking account of the advice set out in paragraph 4.23.

6 Implications (including financial implications)

6.1 Resources, Financial and Transformation

6.1.1 Any changes to the fare tariff will need to be advertised in the local newspaper and cannot come into effect until any objections have been considered.

6.1.2 There are no resource or financial implications arising from the proposals to the council, however there will be potential financial implications for Hackney Carriage proprietors and for the travelling public whatever decision is made.

6.2 Legal and Governance

6.2.1 A Local Authority has the power to set fares for Hackney Carriages under the provisions of section 65 of the Local Government (Miscellaneous Provisions) Act 1976 which stipulates the Council can fix the rates or fares (which can include time as distance and all other charges in connection with the hire of a vehicle) by way of a table of fares (s.65(1))

6.2.2 There is a prescribed process that should be followed by a Local Authority when considering a tariff increase:

6.2.3 Where a council makes or varies a table of fares they shall publish in at least one local newspaper a notice setting out the table of fares and/or variation specifying the period (not less than 14 days from the date of first publication) and the manner in which objections to the table of fares or variation can be made (s.65(2)(a)).

6.2.4 The notice should also be available at the council offices for a period of 14 days from the date of first publication and be open to the public for inspection without payment during reasonable hours (s.65(2)(b)).

6.2.5 If no objection is made within the period specified in the notice or if objections are withdrawn, the fares 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 (whichever date is later). (s.65(3))

6.2.6 If the objection(s) is not withdrawn the Council shall 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 modification as decided by them after consideration of the objections (s.65(4)).

6.2.7 Any fares previously made under s.65 fixing the rates and fares or any table of fares previously shall cease to have effect (s.65(6)).

6.3 Risk

6.3.1 Members should be mindful that the rise in the cost of living has increased costs for taxi drivers which they will need to recover and allowing them to increase their fares will assist. Failure to allow taxi drivers to cover their costs could result in a number of them leaving the profession, reducing the number of taxis available. The financial impact of rising taxi fares on the travelling public who also face increased costs should also be considered and increased fares could result in customers using taxi's less, which could also have an impact on the trade.

6.4 Relevant Policies and Plans

6.4.1 Raising Hackney Carriage fares will ensure that the Hackney Carriage trade remains financially viable and will assist the council in achieving its Corporate Plan priority of enabling people to travel across North Northamptonshire, and beyond.

6.5 Consultation

6.5.1 The trade was consulted on options available for an aligned tariff of fares and the results of this consultation are provided within the report.

6.5.2 Once an Executive decision has been made, there is a statutory requirement to advertise the proposals for a period of 14 days for public consultation, prior to implementation. If any consultation responses are received against implementing the suggested changes, these will be formally considered, before the altered fare structure is implemented.

6.6 Consideration by Executive Advisory Panel

6.6.1 This report has not been considered through the Executive Advisory Panel process.

6.7 Consideration by Scrutiny

6.7.1 This report has not been considered by the Scrutiny Commission but could form part of the future work programme.

6.8 Equality Implications

6.8.1 Although an increase in fares applies equally to everyone, people who are more reliant on the use of taxi's, such as those with mobility issues or those who live in more rural communities and are more elderly, may be disproportionately negatively impacted by an increase in fares. There is however insufficient data for us to identify the proportion of these groups of people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

6.8.2 An initial equalities screening assessment identified a potential negative impact from a change in the tariff of fares on differing age groups and people with a disability, therefore a full equalities impact assessment has been carried out, which is attached as Appendix I.

6.8.3 Consultation will be undertaken following the decision of the Executive and this will be sent to some organisations representing these groups and any consultation responses will be fully considered.

6.9 Climate Impact

6.9.1 There are no significant climate impacts arising from the proposed recommendations in this report, although the Taxi Licensing Policy and Conditions are due to be reviewed this year and the climate impacts of taxi licensing will be considered at that time.

6.10 Community Impact

6.10.1 The Council's discretionary power to determine fares is utilised so as to enable the taxi trade to operate effectively whilst ensuring that the general public can continue to afford to use them. Hackney Carriages provide a valuable door to door service for the community.

6.11 Crime and Disorder Impact

6.11.1 There are no significant crime and disorder impacts arising from the proposed recommendations in this report.

7 Background Papers

7.1 Local Government Miscellaneous Provisions Act 1976: [Local Government \(Miscellaneous Provisions\) Act 1976 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1976/10)

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CORBY – AUTHORISED HACKNEY CARRIAGE FARES

<p>a) MILEAGE</p> <p>If the distance does not exceed 387 yards (354 metres) for the whole distance.</p> <p>If the distance exceeds 387 yards (354 metres) for the first 387 yards (354 metres)</p> <p>Then for each subsequent 119 yards (109 metres) or uncompleted part thereof</p>	<p>Fare</p> <p>£2.20</p> <p>£2.20</p> <p>10p</p>
<p>(b) WAITING TIME</p> <p>For each period of 20 seconds or uncompleted part thereof</p>	<p>10p</p>
<p>(c) EXTRA CHARGES</p> <p>(i) For hiring commenced between the hours of 11.00pm and 5.00am</p> <p>(ii) For each hiring affected on all Bank Holidays</p> <p>(iii) A soiling charge of £25 will be applied where Hackney Carriage is soiled during operation.</p>	<p>50% of the rate or fare at (a) above</p> <p>50% of the rate or fare at (a) above</p>

EAST – AUTHORISED HACKNEY CARRIAGE FARES

Fares for distance	Fare
<p>(i) Mileage:</p> <p>If the distance does not exceed 1/2 of a mile (804.68m.) for the whole distance</p> <p>If the distance exceeds 1/2 of a mile (804.68m.) for the 1/2 of a mile</p> <p>For each subsequent 1/15.5 of a mile (113.55yds/103.8m) or uncompleted part thereof</p>	<p>£2.80</p> <p>£2.80</p> <p>10 pence</p>
<p>Waiting time</p> <p>(ii) For each period of 30 seconds or uncompleted part thereof</p>	<p>10 pence</p>
<p>Extra charges</p> <p>(iii) For hiring commenced between midnight and 2am and 6am to 7am</p> <p>For hiring commenced between 2am and 6am</p> <p>For hiring between 6pm on Christmas Eve and 6am on the day following Boxing Day and 6pm on New Year's Eve and 6am on the day following New Year's Day</p> <p>For hiring on Sundays and Bank Holidays</p> <p>For each bicycle, perambulator, or any other package conveyed outside the carriage</p>	<p>50% of the fare</p> <p>100% of the fare</p> <p>100% of the fare</p> <p>50% of the fare</p> <p>10 pence</p>
<p>SOILING CHARGE</p>	<p>£31.50</p>

KETTERING – AUTHORISED HACKNEY CARRIAGE FARES

Tariff 1 <u>Mileage:</u>	Fare
If the distance does not exceed 6/12ths of one mile:- for the whole distance	£2.40
If the distance exceeds 6/12ths of one mile:- for the first 6/12ths of one mile of the distance for each subsequent twelfth of a mile or uncompleted part thereof	£2.40 £0.20
<u>Waiting Time:-</u> Initial Waiting Time of 216 seconds Then for each period of 36 seconds	£0.20 £0.20
<u>Extra Charges</u> Tariff 2 For hirings begun after 6am on a Sunday For hiring's begun between 11pm and 6am except on Christmas Day, Boxing Day and New Year's Day For hirings on Bank Holidays and other nationally recognized Public Holidays other than Christmas Day, Boxing Day and New Year's Day For journeys carrying more than 4 people, providing they are licensed accordingly	+ 50% of the above rates
Tariff 3 For hirings begun 6pm on Christmas Eve to 6am the day following Boxing Day and 6pm on New year's Eve to 6am the day following New Year's Day If these days fall on a Saturday or Sunday then this rate to extend to 6am following the appointed extra bank holiday days	+ 100% over the above rate
ONLY <u>ONE</u> OF THE ABOVE EXTRA CHARGES PERMISSIBLE AT ANY TIME	
Soiling charge (may be charged <u>in addition</u> to the above extra charges)	£50.00 (subject to extra tariff charges)

June 2011

WELLINGBOROUGH – AUTHORISED HACKNEY CARRIAGE FARES

If the distance does not exceed 541.54 yards:- for the whole distance	Fare £2.30
If the distance exceeds 541.54 yards:- for the first 541.54 yards	£2.30
for each subsequent 117.33 yards	10 pence
WAITING TIME	
For each period of 35 seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary	10 pence
EXTRA CHARGES	
For hirings begun between 6am and 11pm on a Sunday	25% of the fare
For hirings begun between 11pm and 6am	50% of the fare
For hirings begun on Bank Holidays	50% of the fare
For hirings begun between 6pm on Christmas Eve and 6am on the day following Boxing Day and 6pm on New Year's Eve and 6am on the day following New Year's Day	100% of the fare
When conveying more than 4 passengers between the hours of 6am and 11pm	to increase the fare by 50%
When conveying more than 4 passengers between the hours of 11pm and 6am	to increase the fare by 0%
Only <u>one</u> of the above extra charges is permissible at any time	
Journeys ending outside the Borough of Wellingborough will be metered unless an alternative tariff is agreed prior to the commencement of the journey.	
No charge in excess of fifty pounds (£50) shall be made in the event of any hirer causing any damage to or soiling the vehicle hired in any way whether by vomiting, urinating, spitting or otherwise.	

Appendix B1

From: corbyhackneyownersassociation@gmail.com <corbyhackneyownersassociation@gmail.com>

Sent: 23 March 2022 14:08

To: Damian Wilkins <Damian.Wilkins@northnorthants.gov.uk>

Subject: Request for a Fare Increase

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Damian,

We held a meeting for the Corby Hackney Owners Association last night and it was unanimously agreed for a request to increase the rates for a hackney fare.

I've attached some documents to back up our case for an increase, which we believe takes into consideration our needs as a trade but also takes into consideration how this would affect our customers.

We haven't requested an increase in 4 years and have absorbed as much as we can as a trade but we're really starting to feel the massive impact of the rise in the cost of living and fuel prices.

Our requested is for a 50p increase on the starting rate, taking it from £2.20 to 2.70 and a reduction on the yardage from 119 yards to 111 yards.

The increase in starting rate and yardage should see the 2-mile fare increase from £4.90 to £5.60. This is in line with the current national average of 70p according to NPHTA.

The yardage reduction still has us running the average mile at £1.60. This is about the same as Wellingborough and East Northants (still to put in for an increase) and considerably lower than Kettering (£2 per mile).

I hope you can pass this forward to be considered at the very earliest opportunity

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Overall Motor Expenses Changes since 2018

Costs of New Vehicle

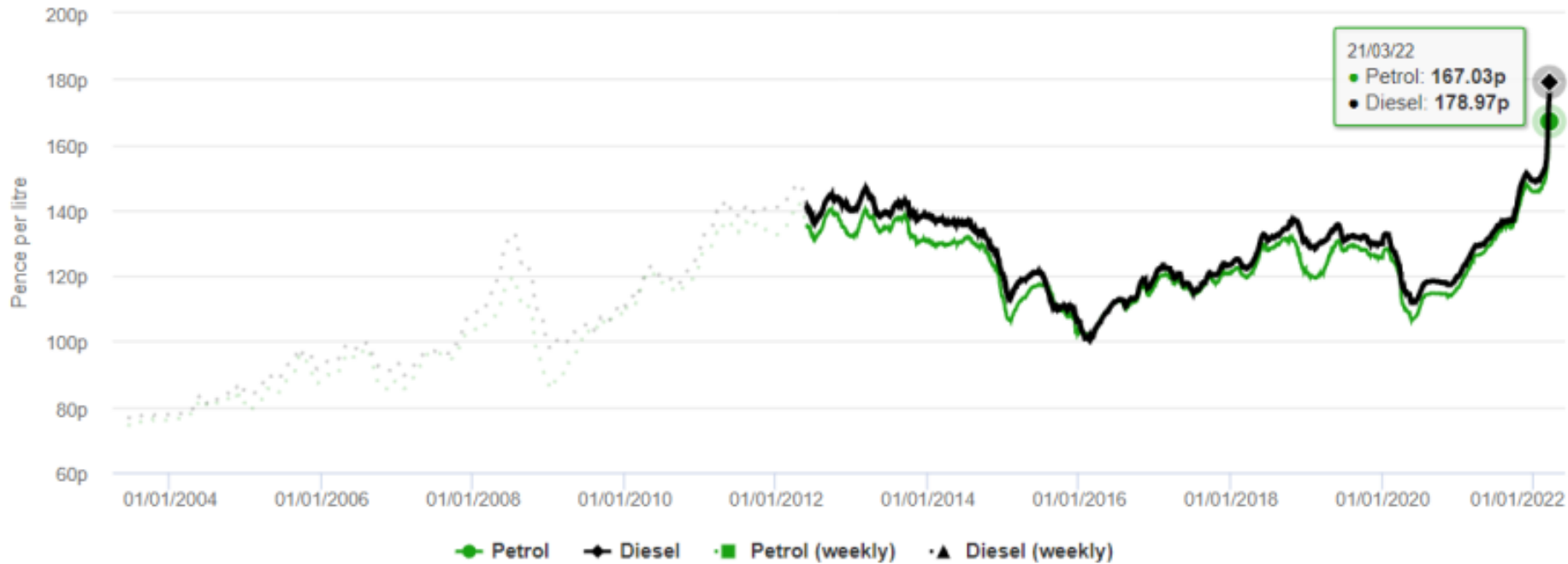
• Jan 2018	• Jan 2022	• Difference/Percentage
• LEVC – £55599*	• LEVC - £67477	• £11878 – 21%
• Ford ProCab – £33995	• Ford ProCab - £40950	• £6955 – 20%
• Mercedes Vito - £44595	• Mercedes Vito - £39995	• £-4600 - -10%
		• <u>Overall increase 11%</u>

* Pre sale price. Source PHTM.

Changes to Fuel Prices

Petrol & diesel prices, pence per litre

Daily from 28 May 2012, Weekly prior



Source: RAC Foundation

Average Jan 2018 price £1.215

Average Mar 2022 price £1.7897

Increase of 47.3%

Source RAC Foundation

Changes to Vehicle Excise Duty

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1																
2		Tax Year 2018-2019						Tax Year 2022-2023								
3																
4		CO2 Emissions (g/km)		First Year Rate			CO2 Emissions (g/km)		First Year Rate		Increase %					
5		0		£0.00			0		£0.00		0.00%					
6		1-50		£10.00			1-50		£10.00		0.00%					
7		51-75		£25.00			51-75		£25.00		0.00%					
8		76-90		£105.00			76-90		£115.00		9.52%					
9		91-100		£125.00			91-100		£140.00		12.00%					
10		101-110		£145.00			101-110		£160.00		10.34%					
11		111-130		£165.00			111-130		£180.00		9.09%					
12		131-150		£205.00			131-150		£220.00		7.32%					
13		151-170		£515.00			151-170		£555.00		7.77%					
14		171-190		£830.00			171-190		£895.00		7.83%					
15		191-225		£1,240.00			191-225		£1,335.00		7.66%					
16		226-255		£1,760.00			226-255		£1,895.00		7.67%					
17		Over 255		£2,070.00			Over 255		£2,245.00		8.45%					
18																
19																
20							Average Increase in Tax Cost				6.74%					
21																
22																
23																
24																
25																
26																
27																

- **There has been an overall increase in V.E.D. OF 7% since 2018**

Council Fees

2018

• Drivers Badge	£140
• Licence Fee	£205
• Inspection Fee	£48
• Plates	£56.40
• Transfer Vehicle	£56.40

• 2022*

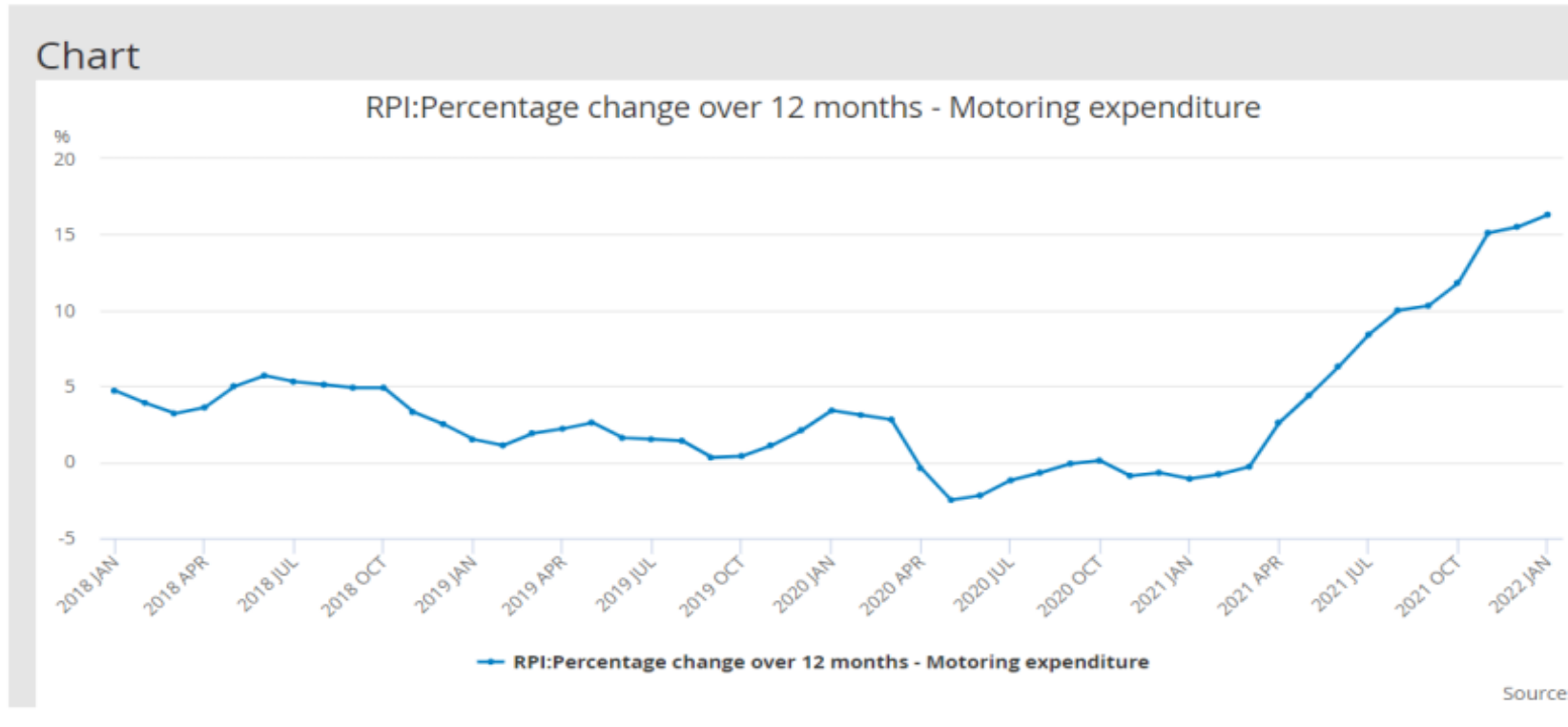
• Drivers Badge	£140	0%
• Licence Fee	£209	2%
• Inspection Fee	£60	25%
• Plates	£60	7%
• Transfer Vehicle	£60	7%

Overall Increase of fees 9%

RPI Changes to Motoring Expenses

Custom time period

From To



- 2018 RPI 4.9% above Inflation
- 2022 RPI 16.2% above Inflation
- **Change of 11.3%**

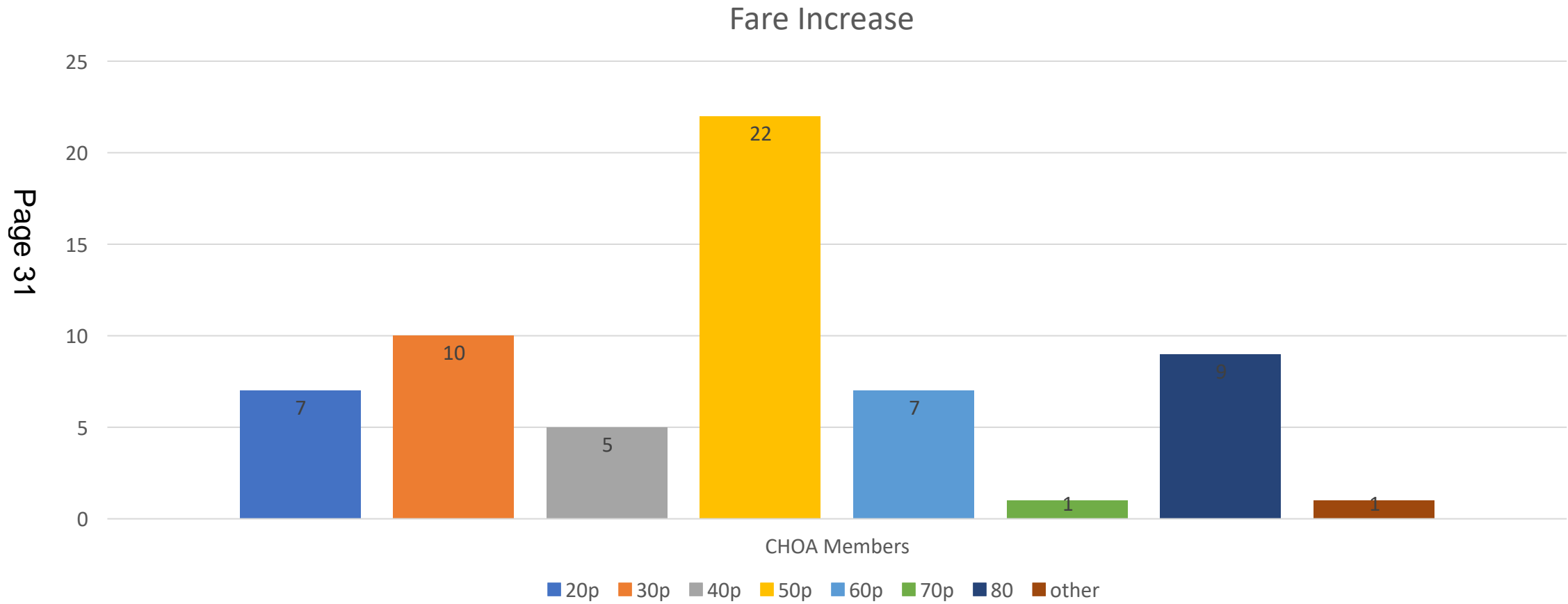
Living Wage Increases

Year	London Living Wage	UK Living Wage	National Minimum Wage
2018/2019	£10.55	£9.00	£7.83
2019/2020	£10.75	£9.30	£8.21
2020/2021	£10.85	£9.50	£8.72
2021/2022	£11.05	£9.90	£8.91
Increase	5%	10%	14%

Cost Breakdown

- Vehicle costs Increase by 11%
 - Fuel Costs Increased by 48%
 - Vehicle Tax Costs Increase by 7%
 - Council Fees Increase 9%
 - Motoring Expenses increased by 11.3%
 - National Minimum Wage Increase 14%
-
- Average percentage of above categories **16.6%**

Results from Survey



Fare Increases in other Areas Since 2021

	A	B	C	D	E	F	G	H	I	J	K
1	Old Position	New Position	Council	Apr-21 2 Mile Fare	Feb-22 2 Mile Fare		Increase				
2	231	6	Uttlesford	£ 5.80	£ 8.30		£ 2.50				
3	15	7	Reading	£ 7.20	£ 8.00		£ 0.80				
4	99	10	Oxford	£ 6.40	£ 7.60		£ 1.20				
5	20	18	Guernsey	£ 7.10	£ 7.30		£ 0.20				
6	51	22	York	£ 6.80	£ 7.20		£ 0.40				
7	170	25	Dover	£ 6.00	£ 7.10		£ 1.10				
8	52	30	Edinburgh	£ 6.75	£ 7.00		£ 0.25				
9	40	38	Colchester	£ 6.80	£ 6.90		£ 0.10	Average Increase		£ 0.70	
10	167	44	Carmarthenshire	£ 6.00	£ 6.80		£ 0.80				
11	245	63	North Somerset	£ 5.70	£ 6.70		£ 1.00				
12	165	69	Bracknell Forest	£ 6.00	£ 6.60		£ 0.60				
13	182	81	Plymouth	£ 6.00	£ 6.60		£ 0.60				
14	172	100	East Lindsey	£ 6.00	£ 6.40		£ 0.40				
15	234	119	Windsor & Maidenhead	£ 5.80	£ 6.40		£ 0.60				
16	278	112	Shropshire	£ 5.50	£ 6.40		£ 0.90				
17	306	106	Melton	£ 5.30	£ 6.40		£ 1.10				
18	210	172	Blackpool	£ 5.80	£ 6.00		£ 0.20				
19	270	179	East Staffordshire	£ 5.50	£ 6.00		£ 0.50				
20	337	188	Peterborough	£ 5.00	£ 6.00		£ 1.00				
21	284	216	Barnsley	£ 5.40	£ 5.80		£ 0.40				
22	285	217	Barrow in Furness	£ 5.40	£ 5.80		£ 0.40				
23	292	232	Northern Ireland	£ 5.40	£ 5.80		£ 0.40				
24	321	225	Halton	£ 5.20	£ 5.80		£ 0.60				
25	330	240	Sefton	£ 5.10	£ 5.80		£ 0.70				
26											

- The Average fare increase is £0.70
- 16 Councils with Fare Increases pending

How does an increase effect my income?

- If an average owner work 5 days a week and completes 40 fares per day he should see an increase of £960 per year for every 10p increase.
- 40 fares x 5 days = 200 fares per week
- 200 fares x 48 weeks* = 9600 fares per year
- 9600 fares x £0.10 = £960

* Allowing for 4 weeks holiday per year

COMPARISON TABLE: CURRENT FARES STRUCTURE AGAINST OPTIONS WITH DISTANCE TRAVELLED

	B	C	D	E	F	G	H	I	J	K
1										
2										
3		Flag	Distance In Miles							
4	Distance		0.5	1	1.5	2	3	4	5	
5	Current	£ 2.20	£ 2.70	£ 3.40	£ 4.10	£ 4.90	£ 6.40	£ 7.80	£ 9.30	
6	Option 1 £0.50 Increase	£ 2.70	£ 3.20	£ 3.90	£ 4.60	£ 5.40	£ 6.90	£ 8.30	£ 9.80	
7	Increase %	22.73%	18.52%	14.71%	12.20%	10.20%	7.81%	6.41%	5.38%	
8	Option 2 £0.50 Increase + Distance	£ 2.70	£ 3.30	£ 4.00	£ 4.70	£ 5.60	£ 7.20	£ 8.70	£ 10.30	
9	Increase %	22.73%	22.22%	17.65%	14.63%	14.29%	12.50%	11.54%	10.75%	
10										
11										
12										

Members agreed on asking for a 50p increase on the starting rate and reducing the yardage from 119 yards to 111 yards (Option 2)

The effects of the last 2 years will stay with us and more importantly cost us for years to come.

We need a fare increase which reflects this but also takes into consideration our customers.

We believe this request does this.

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Appendix B3

	Flag	Distance In Miles						
Distance		0.5	1	1.5	2	3	4	5
Current	£ 2.20	£ 2.70	£ 3.40	£ 4.10	£ 4.90	£ 6.40	£ 7.80	£ 9.30
Option 1 £0.50 Increase	£ 2.70	£ 3.20	£ 3.90	£ 4.60	£ 5.40	£ 6.90	£ 8.30	£ 9.80
Increase %	22.73%	18.52%	14.71%	12.20%	10.20%	7.81%	6.41%	5.38%
Option 2 £0.50 Increase + Distance	£ 2.70	£ 3.30	£ 4.00	£ 4.70	£ 5.60	£ 7.20	£ 8.70	£ 10.30
Increase %	22.73%	22.22%	17.65%	14.63%	14.29%	12.50%	11.54%	10.75%

Members agreed on asking for a 50p increase on the starting rate and reducing the yardage from 119 yards to 111 yards (Option 2)

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Appendix C1

From: Central Taxis <centraltaxis60@gmail.com>
Sent: 30 March 2022 18:51
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Kettering taxi fare increase proposal

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Mr Howell,

Hope this email finds you well.

We are writing in relation to a recent email that mentioned the potential fare increase, which was strange as I had spoken to Lisa and Catriona about the very same thing recently!

Obviously there has not been a fare increase in Kettering since 2011 and that is fine but with the rising costs of pretty much everything recently, a lot of drivers, including myself and my brother Peter feel maybe now is the time for a small rise. I have taken the time to speak to representatives of Premier Taxis, Metro and most of the independent drivers who are mostly all in agreement.

The figures I have suggested are as follows:

On tariff 1, the flag rate is currently £2.40 and I propose its raised to £3.20. This changes the price for the first mile to £4.40 then the increments per mile would stay the same as they are currently, as would the waiting time and soiling charge. So the only change would be to the flag and first mile charge.

On tariff 2, the new flag rate would be £4.80, again the waiting and soiling stay the same as do the increments, just the first mile price changes.

I hope this has been useful and should I be able to help any further, please do not hesitate to contact me.

Kind regards

 (Central Taxis)

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Trade Request

KETTERING BOROUGH COUNCIL

The council has received a request from Kettering Taxi & Private Hire Association for amendment to the current Hackney Carriage fares as detailed below.

If you wish to object to this request please write to Mr R Howell, Health Services Manager, Environmental Health, Kettering Borough Council, Bowling Green Road, Kettering NN15 7QX by 5.00pm on #####

CURRENT HACKNEY CARRIAGE FARES - KETTERING

<u>Tariff 1 - the Flag Rate</u>	<u>Fare</u>
If the distance does not exceed six twelfths of one mile:- for the whole distance	£2.40 £3.20
If the distance exceeds six twelfths of one mile:- for the first six twelfths of one mile of the distance	£2.40 £3.20
for each subsequent twelfth of a mile or uncompleted part thereof	£0.20
<u>Tariff 2</u> Tariff 2 applies for hirings begun between 23.00pm and 06.00am except where Tariff 3 applies.	+ 50% over the flag rate (£3.60) £4.80
<u>Tariff 3</u> Tariff 3 applies: <ul style="list-style-type: none"> for hirings on Bank Holidays and other public holidays determined by Parliament; For hirings begun 6pm on Christmas Eve to 6am the day following Boxing Day; For hirings begun 6pm on New year's Eve to 6am the day following New Year's Day; For journeys carrying more than 4 people, providing they are licensed accordingly. 	+ 100% over the flag rate (£4.80) £6.40
ONLY <u>ONE</u> OF THE ABOVE EXTRA CHARGES PERMISSIBLE AT ANY TIME	
<u>Extra Charges</u> <u>Waiting Time</u> :- For each period of one minute <u>Soiling charge</u> (may be charged in <u>addition</u> to the above extra charges)	£0.40 £50.00 (subject to extra tariff rates)

Tariff 1 charges

1 mile	£3.60	£4.40
2 miles	£6.00	£6.80
5 miles	£13.20	£14.00
10 miles	£24.80	£25.60

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Appendix C3

From: [REDACTED] <XXXXXXXXXXXXXXXXXXXXX>
Sent: 01 April 2022 06:59
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>; KBC EH Administration <DLEHAdministration.kbc@northnorthants.gov.uk>
Subject: Taxi Fare increase

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Mr. Russell

Thanks for listening to the voice of taxi drivers/owners for increase in fare in Kettering which has not been increased during the last about 11 years. Inflation during that period has rocketed the price of fuel and other daily things through skies. I would suggest that hackney and private hire meters should start at following prices to address the recent inflation.

Tariff 1	£3.30	Subsequent increase 25p
Tariff 2	£4:95	Subsequent increase 35p
Tariff 3	£6:60	Subsequent increase 50p

It would be highly appreciated if Hackney carriage age limit is re-considered in Kettering. Our neighbouring towns has literally no age limits as we have seen old age hackneys operating in those towns.

Once again thank you very much for listening to cabbies' community.

King regards

[REDACTED]
Kings Cabs Kettering

Get [Outlook for iOS](#)

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Appendix C4

From: [REDACTED] <XXXXXXXXXXXXXXXXXXXXX>
Sent: 31 March 2022 22:06
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Burton cabs kettering

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Mr. Russell

Thanks for listening to the voice of taxi drivers/owners for increase in fare in Kettering which has not been increased during the last about 11 years. Inflation during that period has rocketed the price of fuel and other daily things through skies. I would suggest that hackney and private hire meters should start at following prices to address the recent inflation.

Tariff 1	£3.60	Subsequent increase 30p
Tariff 2	£5.40	Subsequent increase 45p
Tariff 3	£7.20	Subsequent increase 60p

It would be highly appreciated if Hackney carriage age limit is re-considered in Kettering. Our neighboring towns has literally no age limits as we have seen old age hackneys operating in those towns.

Once again thank you very much for listening to cabbies community.

King regards

[REDACTED] x
Burton cabs kettering
Mobile: [REDACTED]

Sent from my iPhone

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Appendix C5

From: [REDACTED] <XXXXXXXXXXXXXXXXXXXXX>
Sent: 31 March 2022 21:58
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Taxi Fare increase

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Mr. Russell

Thanks for listening to the voice of taxi drivers/owners for increase in fare in Kettering which has not been increased during the last about 11 years. Inflation during that period has rocketed the price of fuel and other daily things through skies. I would suggest that hackney and private hire meters should start at following prices to address the recent inflation.

Tariff 1	£3.60	Subsequent increase 30p
Tariff 2	£5.40	Subsequent increase 45p
Tariff 3	£7.20	Subsequent increase 60p

It would be highly appreciated if Hackney carriage age limit is re-considered in Kettering. Our neighboring towns has literally no age limits as we have seen old age hackneys operating in those towns.

Once again thank you very much for listening to cabbies community.

King regards

[REDACTED]

Easy Cab

Mobile: [REDACTED]

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Appendix C6

From: [REDACTED] <premier.taxis@[REDACTED]>
Sent: 07 April 2022 08:00
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Premier taxis request

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Russell

Hope you are in good health. I would like to give my point of view in regards to the tariff hike as you are aware that the fuel prices alone have increased 40% plus in last few weeks and the cost of living has gone considerably high over the course of these years so anything of 30-40% hike in the fair would justify the cost of fuel and cost of living .

Thks

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

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Hackney Carriage Driver Request 2

From: [REDACTED] <[REDACTED]>
Sent: 06 April 2022 22:02
To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Kettering taxi fair increases

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Mr Russell,

Thanks for your email asking us for our ideas. It's been a very long time since Kettering taxi drivers have seen any sort of an increase in fair. Due to the increasing oil prices I feel that it is time for Kettering taxi drivers to see an increase in fair. Our neighbouring towns have seen an increase and I think Kettering should do the same. I suggest that Hackney and private hire meters should start at following prices following prices to address the recent inflation.

Tariff 1 £3.60 Subsequent increase
30p

Tariff 2 £5.40 Subsequent increase
45p

Tariff 3 £7.20 Subsequent increase
60p

Silver street has a taxi rink and it's a bit too small, I feel that it will be beneficial if that is made larger, also the markings saying the space is allocated for taxis should be made clearer as they have been covered with dust and dirt. It would be highly appreciated if the 10 year age limit on taxis in Kettering was reconsidered as our neighbouring towns do not have an age limit on their taxis.

Once again, thank you for listening to the Kettering taxi community

Kind regards,
[REDACTED]

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Hackney Carriage Driver Request 1

Kettering Taxi fare increases

[REDACTED] <[REDACTED]>

To: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Evening Mr. Russell,

Thanks for listening to the voice of taxi drivers/owners for increase in fare in Kettering which has not been increased during the last about 11 years. Inflation during that period has rocketed the price of fuel and other daily things through skies. I would suggest that hackney and private hire meters should start at following prices to address the recent inflation.

Tariff 1	£3.20	Subsequent increase 30p
Tariff 2	£4.80	Subsequent increase 45p
Tariff 3	£6.40	Subsequent increase 60p

It would be highly appreciated if Hackney carriage age limit is re-considered in Kettering. Our neighboring towns has literally no age limits as we have seen old age hackneys operating in those towns.

Once again thank you very much for listening to cabbies community.

King regards

Regards

[REDACTED]

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Appendix D1

From: [REDACTED] <[REDACTED]>
Sent: 08 November 2021 10:07
To: BCW Licensing <Licensing.BCW@northnorthants.gov.uk>
Subject: Alteration to the tariff

Good morning Phillipa

On Thursday 3rd November the Wellingborough Hackney Carriage Association met and voted to apply for an increase to the tariff for Hackney Carriages licensed by the Borough Council of Wellingborough.

The tariff below had the most votes and therefore we would like you to forward this to the relevant Committee.

If the distance does not exceed 541.54 yards:- for the whole distance

£3.00

If the distance exceeds 541.54 yards :-

For the first 541.54 yards £3.00

For each subsequent 97.77 yards 10 pence

WAITING TIME

10 pence for every 30 seconds

EXTRA CHARGES

No changes

The association would also like the following to be considered separately to the above increase in meter tariff as not to jeopardize the increase which is primary.

Every 2nd year a rise on the fare of 10 pence per mile.

In addition:

Appendix D1

Every 4th year a rise to the start tariff of 20 pence, both to be implemented automatically.

Kind regards

Mr. . ██████████

Chair, Wellingborough Hackney Carriage Association.

Appendix D2

To the Borough Council of Wellingborough Licensing Department.

Amanda has asked for some evidence to support the requested increase to the tariff for Hackney Carriages.

As you are aware the last tariff increase for Hackney Carriages licensed by the Borough Council of Wellingborough was in October 2011, some ten years ago. Since then, the Hackney Carriage proprietors have continually absorbed significant increases in costs to operate. The ongoing cost of buying sanitizer and face coverings owing to the pandemic alone have impacted on the drivers and operators.

Below, in no particular order we present some evidence to support our request.

Between 2011 and 2021 the total increase in inflation is currently 28%. The Bank of England's deputy Governor Ben Broadbent warned recently that inflation could "comfortably exceed" 5 per cent by spring 2022.

The tariff increase request is less than this 28% inflation rise.

The National Minimum Wage has risen from £6.19 per hour in 2012 to £8.91 at present with a forecast of it being £9.50 per hour in April 2022. This represents an increase of 53% since the last tariff increase.

Most drivers are not reaching this at present.

Fees paid to yourselves to be able to operate and drive a Hackney Carriage have increased during this period also.

Fuel prices have risen sharply.

The cost of routine maintenance and the repair of vehicles has increased since 2011. One operator who operates a Ford vehicle commented that an oil filter for his taxi has increased by 25% since 2020.

All operators who were questioned have seen increases to their servicing and repair bills as no doubt members of the committee who own a vehicle have felt similar.

We ask that the committee, in deciding on our request to increase the tariff will appreciate and understand the financial position of the drivers and operators licensed by The Borough Council of Wellingborough.

The association also asks the committee to consider separately the granting of a regular rolling increase to the tariff as below:

Every 2nd year a rise on the fare of 10 pence per mile.

In addition:

Appendix D2

Every 4th year a rise to the start tariff of 20 pence, both to be implemented automatically.

We would like this regular increase to be considered separately to the request of an increase to the tariff which is primary and do not wish it to jeopardise the main application of raising the tariff.

The association has been asked for reasoning to our request to a rolling increase.

We suggest that an increase every two years should offset the continue rise in inflation and provide transparency for the general public to plan and manage financial impacts. Alternatively the Committee might prefer an annual tariff increase in line with the Consumer Price Index.

The association would be grateful that after reading our evidence that the Committee would look favourable at our request for an increase to the tariff.

██████████

Wellingborough Hackney Carriage Association.

Appendix E

From: [REDACTED] <bluecornercars@hotmail.co.uk>
Sent: 01 March 2022 20:37
To: Rita Groves <Rita.Groves@northnorthants.gov.uk>
Subject: Please can we look at this

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

<https://www.taxi-point.co.uk/post/why-taxi-tariffs-must-rise-across-the-uk-the-cost-of-taxi-services-are-under-intense-scrutiny>

Hi Rita

Drivers are asking me if we can request a tariff increase.

Kind Regards

[REDACTED]

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Hackney Carriage Fare Change Options

The fare for Hackney Carriage journeys in each of the four zones must be considered and set separately. The trade have requested that the current tariffs in place are increased. This request will be considered by the Executive.

One of the options being considered by the council, is for a new harmonised tariff to be introduced that will cover all four of the zones and we are keen to engage with the trade, to identify a tariff that would best suit their needs.

The table below shows the current standard maximum tariff in each zone for a one, two and five mile reference journey. This table has been corrected from previous versions, since it has subsequently become apparent that the figures for the East zone were previously incorrect.

Zone	1 mile	2 miles	5 miles
Corby	£3.40	£4.90	£9.30
East	£3.60	£5.20	£9.80
Kettering	£3.60	£6.00	£13.20
Wellingborough	£3.40	£4.90	£9.40

Five potential options have been identified for consideration and these are detailed below.

Option One

The current fare structure in Kettering is used to base a new harmonised tariff upon. This has been based upon the lowest of the increase requests from the Kettering trade. This would result in the below maximum tariff for a one, two and five mile reference journey.

	1 mile fare	2 mile fare	5 mile fare
Option 1: £3.20 for first 880 yards £0.20 for each subsequent 146.66 yards or uncompleted part thereof	£4.40	£6.80	£14.00

Option one would mean that none of the trade would see a reduction in the maximum fares and would result in the greatest increase in the fares out of the options.

Appendix F

This option would include introduction of the additional charges currently in place for Kettering;

<u>Waiting Time:-</u>	
Initial Waiting Time of 216 seconds Then for each period of 36 seconds	£0.20 £0.20
<u>Extra Charges</u> Tariff 2	
For hirings begun after 6am on a Sunday	+ 50% of the above rates
For hiring's begun between 11pm and 6am except on Christmas Day, Boxing Day and New Year's Day	
For hirings on Bank Holidays and other nationally recognized Public Holidays other than Christmas Day, Boxing Day and New Year's Day	
For journeys carrying more than 4 people, providing they are licensed accordingly	
Tariff 3	
For hirings begun 6pm on Christmas Eve to 6am the day following	+ 100% over the above rate
Boxing Day and 6pm on New year's Eve to 6am the day following New Year's Day	
If these days fall on a Saturday or Sunday then this rate to extend to 6am following the appointed extra bank holiday days	
ONLY ONE OF THE ABOVE EXTRA CHARGES PERMISSIBLE AT ANY TIME	
Soiling charge (may be charged <u>in addition</u> to the above extra charges)	£50.00 (subject to extra tariff charges)

Option 2

The current fare structure in Kettering is used to base a new harmonised tariff structure upon, based on the lowest of the requests from the Kettering trade, as with option 1, resulting in the below tariff for a one, two and five mile reference journey.

	1 mile fare	2 mile fare	5 mile fare
Option 1: £3.20 for first 880 yards £0.20 for each subsequent 146.66 yards or uncompleted part thereof	£4.40	£6.80	£14.00

Appendix F

In this proposal however, the additional charges are slightly modified to alter the time that tariff two covers and to remove the additional charge for journeys carrying more than 4 people. This is to reflect some concerns received from the trade over these additional charges. The additional charges would therefore be;

<p><u>Waiting Time:-</u></p> <p>Initial Waiting Time of 216 seconds Then for each period of 36 seconds</p>	<p>£0.20 £0.20</p>
<p><u>Extra Charges</u> Tarrif 2</p> <p>For hirings begun after 5am on a Sunday</p> <p>For hiring's begun between 11pm and 5am except on Christmas Day, Boxing Day and New Year's Day</p> <p>For hirings on Bank Holidays and other nationally recognized Public Holidays other than Christmas Day, Boxing Day and New Year's Day</p>	<p>+ 50% of the above rates</p>
<p>Tariff 3</p> <p>For hirings begun 6pm on Christmas Eve to 5am the day following Boxing Day and 6pm on New year's Eve to 5am the day following New Year's Day</p> <p>If these days fall on a Saturday or Sunday then this rate to extend to 5am following the appointed extra bank holiday days</p>	<p>+ 100% over the above rate</p>
<p>ONLY <u>ONE</u> OF THE ABOVE EXTRA CHARGES PERMISSIBLE AT ANY TIME</p>	
<p>Soiling charge (may be charged <u>in addition</u> to the above extra charges)</p>	<p>£50.00 (subject to extra tariff charges)</p>

Option 3

The current fare structure in Kettering is used to base a new harmonised tariff upon. This has been based upon the lowest of the increase requests from the Kettering trade for the starting fare (as with options one and two), however the subsequent tariff has been changed to 20p for each subsequent 180 yards (as opposed to 20p for each £146.66 yards). This would result in the below tariff for a one, two and five mile reference journey.

Appendix F

	1 mile fare	2 mile fare	5 mile fare
Option 3: £3.20 for first 880 yards £0.20 for each subsequent 180 yards or uncompleted part thereof	£4.20	£6.20	£12.00

Option 3 would mean that all zones would see an increase in maximum tariff for shorter journeys, but the Kettering trade would see a reduction in the maximum fares for longer journeys.

This option would include introduction of the additional charges currently in place for Kettering;

In this proposal, the additional charges are slightly modified to alter the time that tariff two covers and to remove the additional charge for journeys carrying more than 4 people, as with option 2. This is to reflect some concerns received from the trade over these additional charges. The additional charges would therefore be;

<u>Waiting Time:-</u> Initial Waiting Time of 216 seconds Then for each period of 36 seconds	£0.20 £0.20
<u>Extra Charges</u> Tariff 2 For hirings begun after 5am on a Sunday For hiring's begun between 11pm and 5am except on Christmas Day, Boxing Day and New Year's Day For hirings on Bank Holidays and other nationally recognized Public Holidays other than Christmas Day, Boxing Day and New Year's Day	+ 50% of the above rates
Tariff 3 For hirings begun 6pm on Christmas Eve to 5am the day following Boxing Day and 6pm on New year's Eve to 5am the day following New Year's Day If these days fall on a Saturday or Sunday then this rate to extend to 5am following the appointed extra bank holiday days	+ 100% over the above rate
ONLY ONE OF THE ABOVE EXTRA CHARGES PERMISSIBLE AT ANY TIME	
Soiling charge (may be charged <u>in addition</u> to the above extra charges)	£50.00 (subject to extra tariff charges)

Option 4

The current fare structure in Wellingborough is used to base a new harmonised tariff structure upon, based on the requested increase submitted by the Wellingborough Hackney Carriage Association.

This would result in the below tariff for a one, two and five mile reference journey.

	1 mile fare	2 mile fare	5 mile fare
Option 4: £3.00 for first 541.54 yards £0.10 for each subsequent 97.77 yards	£4.30	£6.10	£11.50

Option 4 would mean that all zones would see an increase in maximum tariff for shorter journeys, but the Kettering trade would see a reduction in the maximum fares for longer journeys.

This option would include introduction of the additional charges currently in place for Wellingborough;

WAITING TIME	
For each period of 35 seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary	10 pence
EXTRA CHARGES	
For hirings begun between 6am and 11pm on a Sunday	25% of the fare
For hirings begun between 11pm and 6am	50% of the fare
For hirings begun on Bank Holidays	50% of the fare
For hirings begun between 6pm on Christmas Eve and 6am on the day following Boxing Day and 6pm on New Year's Eve and 6am on the day following New Year's Day	100% of the fare
When conveying more than 4 passengers between the hours of 6am and 11pm	to increase the fare by 50%
When conveying more than 4 passengers between the hours of 11pm and 6am	to increase the fare by 0%
Only <u>one</u> of the above extra charges is permissible at any time	
Journeys ending outside the Borough of Wellingborough will be metered unless an alternative tariff is agreed prior to the commencement of the journey.	

Appendix F

No charge in excess of fifty pounds (£50) shall be made in the event of any hirer causing any damage to or soiling the vehicle hired in any way whether by vomiting, urinating, spitting or otherwise.

Option 5

The current fare structure in Wellingborough is again used to base a new harmonised tariff structure upon, based on the requested increase submitted by the Wellingborough Hackney Carriage Association, as with option 3. This would result in the below tariff for a one, two and five mile reference journey.

	1 mile fare	2 mile fare	5 mile fare
Option 5: £3.00 for first 541.54 yards £0.10 for each subsequent 97.77 yards	£4.30	£6.10	£11.50

In this proposal however, the additional charges are slightly modified to alter the time that tariff two covers and to remove the extra charge for conveying more than 4 passengers. This is to reflect some concerns received from the trade over these additional charges. The additional charges would therefore be;

<p>WAITING TIME</p> <p>For each period of 35 seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary</p>	<p>10 pence</p>
<p>EXTRA CHARGES</p> <p>For hirings begun between 5am and 11pm on a Sunday</p> <p>For hirings begun between 11pm and 5am</p> <p>For hirings begun on Bank Holidays</p> <p>For hirings begun between 6pm on Christmas Eve and 6am on the day following Boxing Day and 6pm on New Year's Eve and 6am on the day following New Year's Day</p> <p>When conveying more than 4 passengers between the hours of 5am and 11pm</p> <p>Only <u>one</u> of the above extra charges is permissible at any time</p>	<p>25% of the fare</p> <p>50% of the fare</p> <p>50% of the fare</p> <p>100% of the fare</p> <p>to increase the fare by 50%</p> <p>to increase the fare by 0%</p>
<p>Journeys ending outside the Borough of Wellingborough will be metered unless an alternative tariff is agreed prior to the commencement of the journey.</p>	

No charge in excess of fifty pounds (£50) shall be made in the event of any hirer causing any damage to or soiling the vehicle hired in any way whether by vomiting, urinating, spitting or otherwise.

Conclusion

The below table identifies the current fares for each zone for a standard one, two and five mile reference journey, for the current fares and the five proposed harmonised fare options.

Zone	Current 1 mile fare	Current 2 mile fare	Current 5 mile fare
Current Corby fare	£3.40	£4.90	£9.30
Current East fare	£3.60	£5.20	£9.80
Current Kettering fare	£3.60	£6.00	£13.20
Current Wellingborough fare	£3.40	£4.90	£9.40
Option One	£4.40	£6.80	£14.00
Option Two	£4.40	£6.80	£14.00
Option Three	£4.20	£6.20	£12.00
Option Four	£4.30	£6.10	£11.50
Option Five	£4.30	£6.10	£11.50

Hackney Carriage drivers are requested to provide their thoughts on the proposed five options, indicating which of the options would be their preference and the reasons for this.

Any alternative options submitted by trade representatives, following consultation with others, will also be considered.

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Date: 25th July

Dear Licensing Office (Kettering)

As requested I submit my thoughts and preference for the current proposed options regarding an increase in hackney carriage fares, which I have to add, is overdue during this present climate. I have deliberated extensively on these changes and have chosen, what I believe to be the fairest for driver's operators and customers, for the following reasons.

First of all I would like to discount immediately option three and option five on the grounds that whilst they may be suited to the larger towns in our area, the driver's working in smaller towns would suffer and consequently the customers by losing a valued service. Option three is an improvement on the above but again because of the distance of the subsequent £0.20 increments being higher, this would affect the drivers in large and small towns alike.

Option one and option two, in my opinion, are the only options which would produce the harmonious effect you desire. Both options are identical, with the exception of the earlier start of the two higher tariffs and the inclusion of an extra charge for more than four passengers. Whilst the former of the two differences would be acceptable the latter penalises some customers so, those customers have to contend with not one rise in fares but two.

In conclusion my choice would be option two on the grounds that, in my opinion, would be the fairest for all areas and achieve the harmonious solution required.

~~Yours Sincerely~~



**North
Northamptonshire
Council**

Regulatory Services
North Northamptonshire Council
Sheemess House, 41 Meadow Road
Kettering, NN16 6TL
Tel: 0300 126 3000
www.northnorthants.gov.uk

Telephone: 01536 851259
Email: taxilicensing.kbc@northnorthants.gov.uk
Our Ref:
Date: 08 July 2022

Dear Sir/Madam

	£3.40	£4.90	£9.30
Current East fare	£3.60	£5.20	£9.80
Current Kettering fare	£3.60	£8.00	£13.20
Current Wellingborough fare	£3.40	£4.90	£9.40
Option One	£4.40	£6.80	£14.00
Option Two	£4.40	£6.80	£14.00
Option Three	£4.20	£6.20	£12.00
Option Four	£4.30	£6.10	£11.50
Option Five	£4.30	£6.10	£11.50

Hackney Carriage drivers are requested to provide their thoughts on the proposed five options, indicating which of the options would be their preference and the reasons for this.

Any alternative options submitted by trade representatives, following consultation with others, will also be considered.

Appendix G3

From: [REDACTED] <XXXXXXXXXXXXXXXXXXXXXX>
Sent: 21 July 2022 17:01
To: KBC Taxi Licensing <taxilicensing.kbc@northnorthants.gov.uk>
Subject: Increase in Hackney carriage fares

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir/ Madam,

I am writing in regards to Hackney carriage fares. I am voting for option one.

Kind regards

[REDACTED]
Plate number-[REDACTED] Zone wellingborough

Appendix G4

From: [REDACTED] <[REDACTED]>
Sent: 23 July 2022 12:53
To: KBC Taxi Licensing <taxilicensing.kbc@northnorthants.gov.uk>
Subject: hackney carriage fares review

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

hello, i vote for option 2 as rushden is a compact town,a lot of fares from the taxi rank can be under half a mile which is the start fare. we can always charge less from option 2 as we see fit . FROM
[REDACTED]

Appendix G5

From: Corby Hackney Owners Association <corbyhackneyownersassociation@gmail.com>

Sent: 24 July 2022 16:24

To: KBC Taxi Licensing <taxilicensing.kbc@northnorthants.gov.uk>

Subject: Fare proposal from the trade

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi,

On the 8th July the NNC sent a request for feedback from the taxi trade for 5 options for harmonisation across North Northamptonshire.

Unfortunately they did not include an option for the continuation of individual zones and fares.

So I conducted a survey and sent it across various WhatsApp groups for feedback from the trade.

Please see attached details from the trade members across North Northamptonshire.

Please send this on to the officers to review.

Regards



C.H.O.A. Committee Secretary

Appendix G5(b)

Area of Work	Do you want to accept NNC Harmonization proposal?	Do you agree for us to continue with the fight against the harmonisation of zones in North Northamptonshire on your behalf?	Please select your preferred option from the list below. Please refer to the letter received from NNC to understand each option. Option 1 to Option 5 is the Council Harmonisation proposals. Option 6 is the original request from the trade.	Do you have any additional comments you'd like to make?
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Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	Yes	No	Option 4 - refer to NNC letter	Stop fighting with council accept their offers and do not charge extra fee from customer
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	None of the options are acceptable the public don't want it the drivers don't want it so why are you fighting to get it passed we will never accept harmonising fares
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Non
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	This needs sorting for the sake of our businesses and the hard working people of corby
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	All 5 options are not suitable for our borough they would definitely have a negative response for our trade
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Each zone has its own business model and knows their customer base north
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	northants council has absolutely no knowledge or experience of these different business models yet seeks to dictate to the taxi trade who have made their position plain
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Please listen to the industry
Wellingborough	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
East Northants	Yes	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
				I would like to know why the officer's decided upon using Kettering as a blueprint. Who sanctioned this. This seems to be such an inept decision that surely needs accounting for. The towns are different geographically ie Kettering in an old market town where as Corby is a new town. I think the officers if they done their job properly would have used something similar to the surveys Corby Hackney Association used. If they surveyed every town individually they wousee the different levels of demand. I have never witnessed poor standard's ever and to think these are public servants doing what is best for the public is shambolic.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
			Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	None

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Why is nnc trying to ignore the taxi drivers/owners about how corby should be priced when we know through exprience about our customer base and how much they can afford.Are they deliberately trying to kill the black taxi trade with these overpriced and unfair suggested prices...
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
East Northants	No	Yes	Option 1 - refer to NNC letter	We need the fares to go up in line with the fuel prices
Corby	No	Yes	Option 1 - refer to NNC letter	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Keep fighting
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Why have the New Authority not consulted with the Public at any levels ?

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	<p>Harmonisation has absolutely no benefit for Hackney carriage drivers and so for this reason I see no point in changing the current zones. The council has put forward this proposal of harmonisation but has not cited any benefits or improvements to our work conditions or reason why it would be beneficial to us drivers to adopt this policy.</p> <p>I can list some problems harmonisation will cause.</p> <p>1. public can flag an out of town taxi not realising the taxi is not from the area and can then be taken on a merry go round journey resulting in an inflated fare.</p> <p>2. It will lead to Hackney</p>
Wellingborough	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	Yes	No	Option 1 - refer to NNC letter	
Corby	Yes	No	Option 1 - refer to NNC letter	Please do soon as possible, Diesel price £2 litre can't afford .
Corby	Yes	No	Option 1 - refer to NNC letter	

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	Yes	No	Option 1 - refer to NNC letter	No
Corby	Yes	Yes	Option 1 - refer to NNC letter	No
Wellingborough	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	NNC must appreciate that the operators know what is best for their trade and what the public are willing to pay in the area in which they are licensed.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	<p>The council is not acting in the best interests of its tax payers and is heaping extra costs onto them whilst least being able to afford it.</p> <p>The whole concept of harmonisation of the taxi zones is totally flawed, it's abundantly obvious the zones work differently from each other and particularly Corby which operates more akin to London than rural areas. The council is attempting to harmonise chalk and cheese.</p> <p>The council's claim this is a maximum fare and does not have to be charged absolutely destroys the very reasons taxi meters were introduced years ago (so the paying public can hire a taxi and be confident that they are being charged the correct fare).</p>
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Option 6 - Original fare increase for your area and retention of individual zones.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	We would like to make the fare increase affordable for the people of corby. The cost of living has gone up and people around the country are struggling.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	The fare increase you're proposing is far too excessive and if it was to go ahead alot of people wouldn't be able to afford to get taxi's anymore.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Common sense needs to be applied on behalf of the working class man
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	The council need to take a back seat I have driven for about 37 years .with the way things are so I feel the council need to let things be I have spoken to drivers and we all say the same things

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	Strongly recommend that we keep Corby on its own zone.very disappointed in the way they are trying to destroy our business,IE taking old cabs of the road higher rates etc
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	

Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	No
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 3 - refer to NNC letter	Diesel has doubled in price and council fees have increased this needs to be considered when agreeing a rise in the fare tarrif.
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	Yes	No	Option 4 - refer to NNC letter	No
Wellingborougl	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	
Corby	No	Yes	Option 6 - Original fare increase for your area and retention of individual zones.	

Appendix G6

From: [REDACTED] <[REDACTED]@denningssolicitors.co.uk>
Sent: 24 July 2022 23:28
To: KBC Taxi Licensing <taxilicensing.kbc@northnorthants.gov.uk>
Cc: Russell Howell <Russell.Howell@NorthNorthants.gov.uk>
Subject: Hackney Carriage Fares Review

[CAUTION: EXTERNAL EMAIL] This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sirs

I have been instructed by those whose names appear in the attachment to this email. Please accept this as a formal response to your letter dated 8th July 2022 to be considered as part of the consultation process? The Initial comment is that if harmonisation is to be attained then it is very important that there are no perceived inconsistencies in the way that licence holders (drivers/vehicle owners/operators are treated). It is vital that all facets of the trade feel that they are treated proportionately and equitably.

Options 3,4 & 5 would mean that “Kettering licence holders” will be in a worse position than the current status quo. This would be grossly unfair particularly given the effects of the recent pandemic on the trade generally and of course the current increase in costs particularly fuel charges. For those reasons what is suggested is unacceptable .

What must be factored into any consideration is the fact that there have been significant differences in the former licensing areas. In the former Kettering area there were “higher” vehicle standards/requirements (in respect of general maintenance and age conditions) as a consequence of deregulation of the number of hackney carriage plates some years ago as compared to (inter alia) Corby. Licence holders have therefore invested in “newer” and therefore “more expensive” vehicles at an increased cost to them. It would be therefore disproportionate for any attempt to harmonise tariffs if it leads to Kettering licence holders being adversely affected and giving them a net position below the current status quo.

At the end of the day of course hackney carriages are not obliged to charge the council set tariff which is simply the upper limit. This should be taken into account and reflected in the proposed options to be considered.

The way your consultation proposal is phrased it is clear that you have not treated drivers/vehicle owners and operators consistently. They have competing interests and all are entitled to equal consideration. For future reference it would be equitable for all licensed drivers, vehicle proprietors and private hire operators to be consulted with regard to licensing charges?

You have asked for alternative reasonable proposals and what is therefore proposed is therefore option 1 be adopted with the caveat that all other zones are allowed to charge up to the current “Kettering” levels depending on the various individual vehicle regulations.

Kindly acknowledge safe receipt of this email?

Yours faithfully

[REDACTED]

**Director / Senior Partner
Dennings Solicitors**

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Additional Charges

Only one of the below extra charges is permissible at any time

Extra Charges	Corby	East	Kettering	Wellingborough
Waiting time	10p for each period of 20 seconds or uncompleted part thereof	10p for each period of 30 seconds or uncompleted part thereof	20p initial waiting time of 216 seconds, then 20p for each period of 36 seconds	10p for each period of 35 seconds or uncompleted part thereof including periods during the journey when the vehicle is stationary
Evening	50% of the rate for hiring commenced between the hours of 11.00pm and 5.00am	50% of the rate for hiring commenced between the hours midnight and 2am 100% of the rate for hiring commenced between the hours 2am and 6am 50% of the rate for hiring commenced between the hours 6am to 7am	50% of the rate for hiring commenced between 11pm and 6am	50% of the rate for hiring commenced between 11pm and 6am
Sundays	-	50% of the rate	50% of the rate	25% of the rate
Bank Holidays	50% of the rate	50% of the rate	50% of the rate	50% of the rate
Christmas	-	100% of the rate for hiring commenced	100% of the rate for hiring commenced	100% of the rate for hiring commenced

Appendix H

		<p>between 6pm on Christmas Eve and 6am on the day following Boxing Day</p> <p>100% of the rate for hiring commenced between 6pm on New Year's Eve and 6am on the day following New Year's Day</p>	<p>6pm on Christmas Eve to 6am the day following Boxing Day</p> <p>100% of the rate for hiring commenced between 6pm on New Year's Eve and 6am on the day following New Year's Day</p> <p>If these days fall on a Saturday or Sunday then this rate to extend to 6am following the appointed extra bank holiday days</p>	<p>between 6pm on Christmas Eve and 6am on the day following Boxing Day</p> <p>100% of the rate for hiring commenced between 6pm on New Year's Eve and 6am on the day following New Year's Day</p>
Carry additional passengers	-	-	50% of the rate for journeys carrying more than 4 people, providing they are licensed accordingly	50% of the rate for journeys carrying more than 4 people between the hours of 6am and 11pm
Charge where a Hackney Carriage is soiled	£25	£31.50	£50	up to £50
Carrying luggage	-	10p for each bicycle, perambulator, or any other package conveyed outside the carriage	-	-



**North
Northamptonshire
Council**

Equality Impact Assessment

1: Background

Requirement	Detail
Title of proposal	Proposed taxi tariff increase
Type of proposal: new policy / change to policy / new service / change to service / removal of service / project	Proposal to increase taxi fares at the request of the trade
Directorate	Place and Economy
Service area	Environmental Health
Lead Officer's name	Iain Smith
Lead Officer's job title	Assistant Director Regulatory Services
Officer who completed Equality Screening Assessment	Amanda Wilcox
Equality Screening Assessment completion date	25.04.2022
Date Director informed of full assessment requirement	24.05.2022
Equality Impact Assessment completion date	26.05.2022

2: Legal Requirements

The Equality Act (2010) places a general duty on all public bodies to have `due regard` to:

- Eliminate discrimination, harassment and victimisation.
- Foster good relations.
- Advance the opportunity of equality.

Equality Impact Assessments help us evidence that we have met the requirements of the General Equality Duty. As a local authority we also have a specific duty to publish information about people who are affected by our policies and practices. All Equality Impact Assessments will be published with the Equality Screening Assessment (ESA) on the [North Northamptonshire Council website](#).

3: Proposal Details

Description of the proposal:

A request has been received from the Hackney Carriage trade to increase the tariff of fares that they can charge to customers. This represents the maximum fare that they can charge customers for journeys in their Hackney Carriage. Hackney Carriage drivers can choose to charge less than the maximum fare, however they are not permitted to charge more.

What are the key objectives of this proposal?

- The Local Government (Miscellaneous Provisions) Act 1976 allows the Council to set the maximum costs and fares that drivers may charge the public for journeys taken in a taxi.
- A request has been received from the trade for an increase in fares to reflect the rising cost of living
- The request is to be considered by the Licensing and Appeals Committee on 9th August 2022 and the Executive on 15th September 2022, who may choose to leave fares as they are, or increase them

Who will benefit from this proposal?

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Hackney Carriage proprietors will benefit from increased income, which will allow them to cover the costs of delivering the service. If the charging mechanism does not allow the trade to cover costs and provide an adequate salary for drivers, it is likely that the number of Hackney Carriage vehicles available to the public will reduce as people leave the trade. Having an adequate number of Hackney Carriages is vital for the travelling public. In setting fares, the Council has to balance any increase of fares against the needs of the travelling public. Therefore having the correct tariff in place benefits both the trade and the public.

What were the findings of the initial Equality Screening Assessment?

The assessment found that there is a potential negative impact of a change in the tariff of fares on two protected groups;

- Differing age groups
- People with a disability

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24: Data Evidence

What information or data, additional to that found in the ESA, have you obtained?

In 2019 there were 6639 people between the age of 60-79 within North Northants and this is projected to increase by 22% by 2029. In addition there were 2000 people over the age of 80 and this is projected to increase by 57% by 2029. It is therefore clear that the number of people within older age groups is increasing. However, there is insufficient data for us to identify the proportion of these people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

1 in 4 households in North Northamptonshire have one person living with a long-term illness or disability and 7% of households have 2 or more people living with a long-term illness or disability. However, there is insufficient data for us to identify the proportion of these people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

Evidence also shows that a higher proportion of people in older age groups state that their lives were limited because of their disability. It

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appears likely that people in older age groups and those with a disability are more likely to use public transport and although we are not clear on the numbers of people who use taxi's, it is likely that this group will be disproportionately effected.

Consultation will be undertaken following the decision of the Executive and this will be sent to some organisations representing these groups and any consultation responses will be fed into this assessment as appropriate

How does this data or information help you assess the impact of the proposal on protected groups?

Legislation does not allow us to require introduction of separate fare charging structures for these groups that may be affected, but owners/operators have discretion to charge less and users have discretion to negotiate/request a lower fare on booking/hiring at owners/operators discretion when booking in advance.

What changes do you recommend being made to the proposal as a result of this evidence?

None at this time

What impact could these changes have on the overall outcome of the proposal?

N/A

Could these changes have a negative impact on any other equality group(s)?

None identified

5: Equality Impact

Using the evidence gathered above, describe the potential negative impact this proposal may have on individuals or groups because of their

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characteristics in the table below. Ensure you consider different groups within each of the protected groups.

Characteristic	Potential negative impact
Age	The increase in fares applies to all regardless of age. People who use taxis more often or are reliant on them such as older people may be disproportionately negatively impacted by an increase.
Disability	Some people with mobility impairments have limited options of alternative transport, so are likely to feel the negative affect of an increase in fare. The average fare increase is not currently known until the Executive decision is made, but will be advertised once known.
Sex	None identified
Marriage or Civil Partnership	None identified
Pregnancy or Maternity	None identified
Race	None identified
Religion or Belief	None identified
Gender Reassignment	None identified
Sexual Orientation	None identified
Health and Wellbeing	None identified

6: Consultation

Who has been consulted with as part of this Equality Impact Assessment?

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Who was consulted?	Date(s)	Why was this group consulted?	Any negative impact on equality groups identified?	What change(s) will be made as a result of this consultation?
None				

Are further consultations planned? (Give dates, explain reason why this group is to be consulted).

No consultation has been undertaken to date, however following the decision of the Executive on 16th June a 14 day consultation will be undertaken.

7: Assessing the Impact

Will the negative impact identified in the ESA have been eliminated once the above changes have been implemented?

No changes proposed at this time, although this will be reviewed following the consultation.

If no, an Equality Impact Assessment Action Plan must be completed to evidence how the negative impact will be mitigated, reduced and reviewed. (Please see action plan template at the end of this document).

8: Monitoring and Evaluation


What monitoring systems are in place to measure and monitor the impact that the proposals have on protected groups?

Any complaints or comments received will be retained and fed into the next review

9: Decision Making Summary

Findings should be summarised here. Highlight how the proposal contributes towards the General Equality Duty. Include changes you have made as part of this process.

10: Authorisation

	Signature	Date
Approved by Equalities Team		
Authorised by Department Director		26.05.22

- A signed copy should be retained by the owner for audit purposes.
- A completed copy should be attached to the relevant report/policy/proposal.
- An electronic copy must be emailed to [NNC Equalities](#) to be logged and published.

10: Equality Impact Assessment Action Plan

Negative impact	Action to eliminate or reduce negative impact.	Officer responsible	Action target date	Review outcome (has the action had the intended outcome)
Any increase in fares applies to all regardless of age. People who use taxis more often or are reliant on them such as older people may be disproportionately negatively impacted by an increase.	Users will be notified of any intention to increase fares through adverts in the press, online and in council offices, so that they can plan their finances accordingly.			
Some people with mobility impairments have limited options of alternative transport, so are likely to feel the negative affect of an increase in fare.	Users will be notified of any intention to increase fares through adverts in the press, online and in council offices, so that they can plan their finances accordingly.			