

Public Document Pack



Regulatory Committee

Wednesday, 11 January 2023 6.30 p.m.
Council Chamber - Town Hall, Runcorn

S. Young

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Pamela Wallace (Chair)
Councillor John Abbott (Vice-Chair)
Councillor Dave Cargill
Councillor Eddie Dourley
Councillor Mike Fry
Councillor Kath Loftus
Councillor Angela McInerney
Councillor Gareth Stockton
Councillor Angela Teeling
Councillor Kevan Wainwright
Councillor Bill Woolfall

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The next meeting of the Committee is on Wednesday, 1 March 2023

**ITEMS TO BE DEALT WITH
IN THE PRESENCE OF THE PRESS AND PUBLIC**

Part I

Item No.	Page No.
1. MINUTES	1 - 4
2. DECLARATION OF INTEREST	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
3. TAXI LICENSING MATTER	5 - 27
4. SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985	

PART II

In this case the Committee has a discretion to exclude the press and public and, in view of the nature of the business to be transacted, it is **RECOMMENDED** that under Section 100A(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 1 of Part 1 of Schedule 12A to the Act.

5. CREAMFIELDS EVENT 2022	28 - 36
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REGULATORY COMMITTEE

At a meeting of the Regulatory Committee on Wednesday, 12 October 2022 in the Council Chamber - Town Hall, Runcorn

Present: Councillors Wallace (Chair), Abbott (Vice-Chair), D. Cargill, Dourley, Fry, Loftus, A. McInerney, G. Stockton and Woolfall

Apologies for Absence: Councillor Wainwright

Absence declared on Council business: None

Officers present: K. Hesketh, K. O'Brien and L. Wilson-Lagan

Also in attendance: None

**ITEMS DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE COMMITTEE**

	<i>Action</i>
REG1 MINUTES	
<p>The Minutes of the meeting held on 6 October 2021 having been circulated were signed as a correct record.</p>	
REG2 TAXI LICENSING POLICY AMENDMENTS	
<p>The Committee considered two matters. The first was the adoption of a condition relating to Passenger Carrying Vehicles as recommended by the Department for Transport in its guidance on "Statutory Taxi and Private Hire Vehicle (PHV) Standards". The guidance provides that public safety is to be of paramount consideration in discharging licensing functions and sets out a number of recommendations that the Department expects to be implemented, unless there is a compelling local reason not to.</p> <p>A Private Hire Vehicle is a "motor vehicle constructed or adapted to seat fewer than 9 passengers". Where a larger vehicle was required, such as a minibus, bus or coach, this was known as a Passenger Carrying Vehicle or PCV. PCVs were subject to a different licensing regime. Some Private Hire Operators held PCV licences or subcontract bookings to PCV licence holders where a PHV is unsuitable. In these circumstances, neither the driver nor the vehicle would have been licensed with the Council despite the passenger having booked through a Private Hire Operator which was licenced</p>	

with the Council.

So that the customers were aware of this, the following condition was recommended:-

A private hire operator must not provide (to include sub-contract) a vehicle that is able to carry more than 8 passengers without first obtaining written or verbal consent of the hirer. The hirer must be made aware that neither the vehicle, nor the driver (where applicable) are licensed by Halton Borough Council and as such are subject to different checks. The hirer must also be informed that the driver is not required to have an enhanced DBS check. Verification of consent must be kept for a period as stated in 2.2 of these conditions.

Members were advised that the consultation exercise had produced no relevant responses.

In respect of the second matter, a request to extend the temporary vehicle policy amendment, relaxing the maximum age restriction on Hackney Carriage and Private Hire Vehicles, for a further period of time had been received from the Trade.

The temporary policy amendment came into force on 26 February 2021 to ease the economic pressures experienced by the trade following the pandemic. It extended the maximum age of non-fully wheelchair accessible vehicles to 12 years old and of fully wheelchair accessible vehicles to 18 years old, subject to two conditions requiring the vehicle benefiting from the extension to have 3 tests per year and on the basis that no vehicle taking advantage of the dispensation may be transferred to another proprietor. These conditions were imposed to mitigate any safety risks to the public bearing in mind the overriding consideration of protecting the public.

The temporary amendment is due to expire on the 25 February 2023 but the economic circumstances have not improved with the current cost of living crisis.

An update was provided on the public consultation exercise which had expired earlier in the day. No responses had been received. The majority of the feedback from the Trade supported the extension.

RESOLVED: That

- 1) the following new Private Hire Operator Condition be

adopted:-

- a. "A private hire operator must not provide (to include sub-contract) a vehicle that is able to carry more than 8 passengers without first obtaining written or verbal consent of the hirer. The hirer must be made aware that neither the vehicle, nor the driver (where applicable) are licensed by Halton Borough Council and as such are subject to different checks. The hirer must also be informed that the driver is not required to have an enhanced DBS check. Verification of consent must be kept for a period as stated in 2.2 of these conditions."
- 2) the temporary Vehicle Policy amendment extending the maximum age of licensed Hackney Carriage and Private Hire Vehicles be extended for a further period of 2 years (i.e. until 25 February 2025) subject to the same two conditions requiring any vehicles benefiting from the extension to undergo 3 tests per year and on the basis that no vehicle taking advantage of the dispensation may be transferred to another proprietor.

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REG3 TAXI LICENSING MATTERS

The Committee considered two matters. The first was the introduction of a vehicle licence condition requiring the display of a customer feedback notice in vehicles licensed with the Council. The Committee and the Executive Board had already approved an amendment to the Vehicle Licence Policy which required that:-

"Every licensed hackney carriage and private hire vehicle is required to permanently display in a prominent location for the customer a feedback notice (compliments and complaints) as provided by the licensing section".

The change of policy should have been accompanied by a vehicle licence condition so that it could be enforced by the Licensing Department. As such, it was recommended that the following condition be inserted into the Hackney Carriage Vehicle Licence Conditions and the Private Hire Vehicle Licence Conditions under the heading "Signs and Advertisements":-

- (i) *"The Licence Holder shall ensure that before driving a licensed Hackney Carriage [or private hire vehicle] or renting a vehicle to a licensed Hackney Carriage*

driver [or private hire vehicle] that the customer feedback notice, issued by the Council, is displayed in the vehicle in a prominent location so that it can be seen by all passengers.”

In respect of the second matter, the Committee’s approval was sought to amend the Council’s Policy on Professional Standards. The suggested amendment was not to the substantive policy itself but to the “background information” which misquoted the law on the burden of proof. At paragraph 10 on page 2 of the Policy, it was incorrectly stated that when a licence is reviewed, the burden shifts from the licence holder to the Council to prove that the licence holder is a fit and proper person. There had been some confusion in the legal authorities as to who bore the burden of proof in these circumstances but the correct position is set out in the leading case of R (Hope & Glory Public House Limited) v Westminster Magistrates’ Court and Another [2011] EWCA Civ 31. The recommendation was that the offending part of the sentence “*except when reviewing a licence then the burden of proof reverts to the Council*” was removed so that the sentence reads:-

“It is the requirement of the applicant to prove that they are a fit and proper person”.

RESOLVED: That

- 1) a vehicle licence condition requiring the display of a customer feedback notice in vehicles licensed with the Council is adopted; and
- 2) there be an amendment to the Policy on Professional Standards to reflect the correct legal position on the burden of proof.

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REG4 TAXI LICENSING UPDATE

The Committee considered a report summarising the decisions taken by the Taxi Licensing Sub-Committee and the urgent decisions taken by the Chief Executive under delegated powers.

RESOLVED: That the contents of the report be noted.

Meeting ended at 7.10 p.m.

REPORT:	Regulatory Committee
DATE:	11 January 2023
REPORTING OFFICER:	Operational Director – Legal and Democratic Services
PORTFOLIO:	Resources
SUBJECT:	Taxi Licensing Matter
WARDS:	Borough-wide

1 PURPOSE OF REPORT

To consider a request to increase to the Hackney Carriage fares.

2 RECOMMENDATION

It is recommended that Members:

1. make a recommendation to the Executive Board on whether to accept the proposed fare increase; and
2. if in favour, recommend that the Executive Board authorise officers to commence the public consultation in accordance with the statutory procedure.

3 INTRODUCTION AND BACKGROUND INFORMATION

3.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (“the Act”) provides that the Council may fix the rate or fares for Hackney Carriages within the Borough and all other charges in connection with the hire of a vehicle. This is done by way of a table of fares which represents the maximum amount that can be charged by Hackney Carriage Proprietors (“Proprietors”), although a lower fare can be charged if Proprietors so wish. It is an offence to charge more than that set in the table of fares.

3.2 The Council has exercised this discretionary power and the current table of fares is set out at **Appendix A**. This comprises of 3 tariffs – T1, T2 and T3 - and the length of journey, the time of day and whether it is a

bank holiday dictates which tariff applies. For each tariff, there is a start rate and mileage/ yardage rate and there are a number of other charges such as for waiting and foulage.

3.3 The table of fares may be varied in accordance with the statutory procedure set out at paragraph 6 below. The last variation occurred in 2021, following a request by the Hackney Carriage trade (“the trade”) to increase the start rate of a journey by 60p across all tariffs due to the financial impact of the Covid pandemic. This represented a 25% increase in the tariff rate. Prior to this, fares had not been increased since 2012. As there were no objections to the statutory consultation, the fare increase took effect on 2 November 2021.

3.4 At a meeting of the Taxi Consultative Group on 7 September 2022, some Members of the Trade requested a further fare increase to take account of the rising cost of living and fuel prices since 2021. The proposal, which can be found at **Appendix B**, was for the start rate to remain the same but there be an increase in the mileage/yardage rate.

3.5 The Council has consulted the rest of the trade on 1) whether there should be an increase and 2) the proposed method of the increase. There were 117 responses to the consultation, 84% of which were in favour of the increase and 16% were against it. The responses of the consultation are at **Appendix C**. The majority of those who were in favour of the increase were also in favour of the proposed method of increase. However, there were 3 counterproposals which are also set out at **Appendix B**.

3.6 To ensure that the trade had been fully consulted, the original proposal was put to them again together with the 3 counter proposals and they were asked to vote on their preferred method of increase. Out of the 158 responses, only 11% were in favour of the original proposal. The majority (59%) were in favour of proposal D. The responses of this consultation is set out at **Appendix D**. Given the clear majority, this was taken to be the proposal of the Trade, although there is nothing preventing the Committee from considering the other proposals.

4 THE PROPOSAL

4.1 The proposal is a 30p increase to the start rate as well as the 10% reduction on the yardage figures. The unit price of 0.20p on the yardage is to be maintained. For example, on T1 £0.20p will be charged for each 200 yards instead of 220 yards. It is also proposed that the waiting time

be increased by £3.00 per hour. The table below sets out the proposed new rates.

T1	£3.00 for the first 440 yards (402 metres) then £0.20 for each 200 yards (182.9 metres) or part thereof
T2	£3.80 for the first 440 yards (402 metres) then £0.20 for each 150 yards (137.2 metres) or part thereof
T3	£4.60 for the first 440 yards (402 metres) then £0.20 for each 120 yards (109.7) or part thereof
Waiting Time	
The hirer will be charged £0.20 for the following periods or uncompleted part thereof	
Tariff 1 – 48 seconds Tariff 2 – 34 seconds Tariff 3 – 27 seconds	

4.2 By way of comparison, we have worked out the costs for a 2 mile and 10 mile journey across all tariffs under the current table of fares and the proposed new table of fares (as well as for the original proposal and other counter proposals). This is appended at **Appendix E**. Under Tariff 1 of the current table of fares, the cost of a 2 mile journey would be £5.80 and the cost of a 10 mile journey would be £20.73. Under the same tariff of the proposed new table of fares, a 2 mile journey would cost £6.38 and a 10 mile journey would cost £22.81. This is a 10% monetary increase.

4.3 As for the waiting time, it would cost £15 per hour under the proposed new table of fares as opposed to £12 per hour currently charged. This is a 25% increase.

5 DISCUSSION

5.1 As Members will be well aware, the cost of living has increased significantly over the last 12 months. According to the Office for National Statistics, the Consumer Prices Index (CPI) rose by 11.1% in the 12 months up to October 2022. The biggest contributors to this were the rising costs of electricity and gas as well as food.

5.2 In transport, the annual inflation rate has decreased in recent months but prices are still significantly higher compared to 2021. In fact, the average petrol and diesel prices stood at 163.6 and 183.9 pence per litre, respectively, in October 2022, compared with 138.6 and 142.2

pence per litre a year earlier. Furthermore, whilst petrol prices may have fallen, diesel prices have risen by 2.3 pence per litre in October 2022. This has resulted in a notable 20.3 pence per litre difference between diesel and petrol prices. Significantly, out of 267 licensed hackney carriage vehicles in Halton, 217 are diesel.

5.3 For Proprietors who employ drivers, the UK national minimum wage increased in April 2022 to £9.50 from the previous rate of £8.91 an increase of 6.6%. The National Insurance contributions per employee also rose from April 2022 to include a 1.25% levy to directly support the NHS. All of this adds to the cost of running a business in addition to the licence fees charged by the Council which rose by 1% in April 2022.

5.4 As the UK national minimum wage has only increased by 6.6%, a fare increase by 10% would impact the public. However, the national minimum wage is set to increase to £10.42 from 1 April 2023. This would amount to a further 9.68% increase.

5.5 Furthermore, DWP benefits that are linked to inflation and the basic and new state pensions are set to rise by 10.1% from April 2021 in line with the CPI rate of inflation in September 2022. Inflation-linked tax credit elements and benefits administered by the HMRC are also expected to rise by 10.1% according to a House of Commons research briefing paper titled "Benefits Uprating 2023/24".

5.6 Numerous Local Authorities throughout the country have undergone fare increases this year, including all those in the Liverpool City Region. In fact, all but Halton and Sefton have had a fare increase this year.

5.7 According to the Private Hire Taxi Monthly magazine which publishes "league tables" for fares throughout England and Wales, the national average fare for a 2 mile journey under Tariff 1, in December 2022, is £6.26. The Council's current fare of £5.80 places at position 276 out of 320 local authorities surveyed meaning it is one of the cheaper rates. The proposed fare would be slightly above the national average and increase the Council's position to around position 211.

5.8 The table below shows the current fares for the same 2 mile journey across the City Region. If the fare increase went ahead, the Council would have the third highest fare and would be 58p higher than Sefton Council whose fare is comparable with the Council's current fare rate. That said, it is to be noted that Sefton's last fare increase took place in December 2021 around the same time as the Council's last fare increase. As such, this would have been based on last year's economic climate and financial figures.

Council	Date of last fare increase	Cost of 2 mile journey under T1	Waiting Time charges on T1
Wirral	7 October 2022	£6.80	£18 per hour
Liverpool	29 March 2022	£6.50	£12 per hour
Knowsley	18 April 2022	£6.00	£12 per hour
Halton	2 November 2021	£5.80	£12 per hour
Sefton	1 December 2021	£5.80	£15 per hour
St Helens	5 August 2022	£5.70	£18 per hour

5.9 The table also shows that the average charge for waiting time is £15 per hour. The proposed waiting charge increase would therefore be in line with the average rate.

6 LEGAL IMPLICATIONS

Decision Making

6.1 The Council has the discretion to vary the table of fares. However, it should exercise its decision making powers in accordance with public law principles, in particular the principle of reasonableness.

6.2 The overriding objective of the licensing regime is the protection of the public and the case of *Rostron v Guildford Borough Council [2017] EWHC 3141* confirms that the purpose of section 65 of the Act is to protect consumers by ensuring that the fares are reasonable for the public to pay for an available service.

6.3 The Department for Transport's "Taxi and Private Hire Vehicle Licensing: Best Practice Guidance" published in March 2010 also provides the following guidance:-

"in reviewing fares authorities should pay particular regard to the needs of the travelling public, with reference both to what is reasonable to expect people to pay but also to the need to give taxi drivers sufficient incentive to provide a service when it is needed. There may well be a case for higher fares at times of higher demand."

6.4 The Council must therefore ensure that any proposed increase strikes the right balance between the needs of the fare-paying public, the

requirements for affordable transport and also the needs of the taxi drivers to make a fair living.

6.5 As discussed above, there has been a significant rise in the cost of living since the fare increase last year. Although the proposed table of fares would be one of highest in the City Region, it is in line with inflation. Therefore, officers consider it to represent a fair and proportionate balance between the public interest and the interest of taxi drivers.

Public Sector Equality Duty

6.6 Any decision must take account of the Council's public sector equality duty under section 149 of the Equality Act 2010. This requires the Council to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups.

6.7 The elderly and people with disabilities appear to be more reliant on public transport, particularly the bus and on taxis, than younger adults and non-disabled adults. According to statistics obtained from the Department of Transport, disabled adults made, on average 55% more trips by taxi/minicab in 2019 and these trips tended to be shorter on average than for adults without a disability, 3.6 miles per trip compared with 5.5. Therefore, although a fare increase would affect the public at large, it may have a disproportionate impact on the elderly and people with disabilities.

6.8 Age and disabilities groups will be consulted on the proposal. However, given that a 10% fare increase is proposed and the basic and state pension together with Disability Living Allowance is set to rise by 10% by April 2023, any negative impact will be short lived and there will be negligible impact from April 2023.

Legal Procedure

6.9 If it is resolved that there is to be a fare increase, the Council must publish a notice, detailing the proposed variations in a local newspaper the duration of which shall not be less than fourteen days from the date of the first publication of the notice. A copy of the notice is also to be made available on the Council's website and the Halton Direct Links.

6.10 If no objections to the variation are duly made within the period specified in the notice or if all objections are withdrawn, the variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objections or, if more than one, the last objection, whichever date is the later.

6.11 If objections are received, the Council must consider the objections and then bring into force the table of fares with or without modifications within two months of the expiry of the objection period.

6.12 Notably, the setting or variation of fares is an Executive function as it is not specified in the Local Authorities (Function and Responsibilities) (England) Regulations 2000. As such, the Regulatory Committee may only act in the capacity of an advisory committee and the decision whether to approve the fare increase is to be made by the Executive Board.

7. OPTIONS

7.1 The options available to the Committee are to **recommend** to the Executive Board:

- the proposed amendments to the current table of fares;
- modification to the proposed amendments;
- refusal of a fare increase.

8. POLICY IMPLICATIONS

8.1 There are no implications to the Council's current licensing policies.

9. OTHER IMPLICATIONS

9.1 Other than the financial cost of advertising the fare increase which would be around £120, there are no other implications.

10. IMPLICATIONS FOR THE COUNCILS PRIORITIES

10.1 **Children and Young People in Halton**

N/A

10.2 **Employment Learning and Skills in Halton**

N/A

10.3 **A Healthy Halton**

N/A

10.4 **A Safer Halton**

N/A

10.5 **Halton's Urban Renewal**

N/A

11. RISK ANALYSIS

There is no risk implications with this report as the Committee is acting in its capacity as an advisory Committee to the Executive Board.

If the recommendation is to refuse the fare increase and this is subsequently approved, there is a risk that drivers will leave the trade due to increasing costs and not being able to breakeven. This may have a negative impact on the supply of taxis in the area.

Equally, setting a fare too high may have a negative impact on vulnerable users of this essential service.

12. EQUALITY AND DIVERSITY ISSUES

There is a potential short-lived impact on the elderly and those with disabilities. This is discussed further at paragraphs 6.5 – 6.7 above.

13. LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
1. Taxi Consultative Group Agendas	Licensing Section	Kim Hesketh
2. Taxi Fare Consultation File	Licensing Section	Kim Hesketh
3. Private Hire and Taxi Monthly accessed at: https://www.phtm.co.uk/newspaper/taxi-fares-league-tables		
4. House of Commons research briefing paper titled “Benefits Uprating 2023/24 accessed at:- https://commonslibrary.parliament.uk/research-briefings/cbp9680/#:~:text=DWP%20benefits%20that%20are%20linked,expected%20to%20rise%20by%2010.1%25.https://www.gov.uk/government/publications/the-national-minimum-wage-in-2022		
5. The Office for National Statistics Statistical Bulletin on Consumer Price Inflation, UK: October 2022 accessed at:- https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/consumerpriceinflation/october2022		
6. The Department for Transport Statistical Release on Transport: Disability and Accessibility Statistics, England 2019/20 accessed at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/972438/transport-disability-and-accessibility-statistics-england-2019-to-2020.pdf		

Hackney Carriage Table of Maximum Fares

2nd November 2021

Tariff 1	£3.00 for the first 440 yards (402 meters) then £0.20 for each 220 yards (201 meters) or part thereof
Tariff 2	£3.80 for the first 440 yards (402 meters) then £0.20 for each 165 yards (151 meters) or part thereof
Tariff 3	£4.60 for the first 440 yards (402 meters) then £0.20 for each 132 yards (121 meters) or part thereof

Where 5 or more passengers are carried the above tariffs will increase by 50% becoming tariffs 4, 5 and 6

Waiting Time

The hirer will be charged £0.20 for the following periods or uncompleted part thereof

Tariff 1 - 60 seconds

Tariff 2 - 40 seconds

Tariff 3 - 30 seconds

1. Tariff 1 applies at all times when neither tariff 2 nor Tariff 3 applies
2. Tariff 2 shall apply (where Tariff 1 would otherwise apply) for any journey at and beyond six miles from the commencement of the journey
2. Except when Tariff 3 applies, Tariff 2 applies for hirings between 11.00pm and 6.00am, all day on Bank and Public Holidays, Easter Sunday, and between midday to 11.00pm Christmas Eve and New Year's Eve
3. Tariff 3 applies for hirings between:
 - a) 11.00pm Christmas Eve and 6.00am Boxing Day
 - b) 11.00pm New Year's Eve and 6.00am New Year's Day
4. If any journey ends outside the Borough boundary the fare should be agreed in advance with the driver otherwise the Table of Fares must be applied
5. Only mileage and waiting time charges will appear on the taximeter. Other charges will be charged separately
6. Taximeters are calibrated in yards and metric equivalents are approximate only

Extra Charges

Luggage - For each article of luggage outside the passenger compartment **£0.20**

Fouling - The cost to the hirer of cleaning the vehicle when fouled by them **£50.00**

Bridge Crossing - For a passenger journey involving a crossing of the River Mersey within the Borough the toll for that crossing may be charged at the rate for the time being in force for the vehicle

Appendix B

Proposal A (original proposal from the trade)

Tariff 1 0.20p every 200 yards

Tariff 2 0.20p every 150 yards

Tariff 3 0.20p every 120 yards

The starting price on all tariffs are to remain the same. However, the waiting time for Tariffs 1, 2 and 3 are to be increased by a further £3.00 per hour.

Proposal B

As per Proposal A, however, on Tariff 1 the 6 miles is to be reduced to 5 miles. In other words, T2 is to apply from 5 miles.

Proposal C

As per Proposal A but Tariff 3 will apply from 6 am on Boxing Day until 6 am following day i.e. 27 December.

Proposal D

As per Proposal A, however, 30p to be added to the start price.

APPENDIX C

Fare Increase – agreed trade

No	Comments
1	That is perfect
2	I'd like to support the idea of a fare increase to reflect the current increase in fuel costs, especially relevant for cabs which are less efficient than cars.
3	I agree that due to the current financial situation the tariff increase should be implemented as soon as possible
4	Yep I'll have a bit of that thanks
5	Im not working at the moment, but I agree the fares need to be in line with everything else.
6	Yes I agree to the proposed increase
7	Further to the email regarding the tariff increase I think its desperately needed in this current crisis and also something put in place for tariffs to increase with inflation year on year
8	I agree with any increases
9	With regards to the fare increase I'm in favour of this
10	Yes 100% needed
11	Fine by me all helps
12	I can only add that the proposed increase in the fare tariff is certainly needed
13	I agree with the proposed changes
14	Yes with fuel costs still high I agree to the increase
15	I agree with the proposed rise
16	Yes I agree with the rise if that's okay
17	I agree to the pay increase
18	Yes this increase is needed
19	Thank you for the proposal, I would like to agree to this price rise
20	Wow how fast are you, firstly I think you know I'm all in favour of the overdue increase and this seems absolutely fine
21	I agree with pay rise as things r continuing to increase and times r hard
22	Yes
23	Yes
24	We agree with the tariff increase
25	We agree with the tariff increase
26	Yes I think there should be a tariff fare increase
27	Yes
28	Yes
29	Fare yes
30	Good idea
31	Yes
32	Yes I agree with the tariff fare increase
33	I would be in agreement of the proposed increases
34	I am happy with the proposal
35	Yes that change seems fine
36	Thank you for your email regarding a tariff care increase. Yes I would welcome an increase as proposed in your email
37	Hi I agree with the proposed increase in fares
38	Yes

39	That's a yes from me
40	I am in favour of a tariff increase
41	I agree with price increase
42	In reply to your email regarding a tariff change I would be in favour of the increase as my running costs have increased
43	Seems to be in the best interest for all drivers with the financial climate being the way it is and showing no decline
44	I would like to say yes to the increase
45	The rise is fine by me
46	Yes we should have a pay rise
47	I agree with the rise
48	Yes tariff increase please
49	I just wanted to say I am a favour of the increase
50	I'm in favour of increase
51	I would welcome the increase. This will help with the ever increasing costs to running and maintaining our taxis along with the cost of living increases
52	Regarding the increase on fares and waiting times I would welcome the increase and at the moment in time is really needed
53	I'm in agreement with the proposed new tariff
54	I'm more than happy for the tariff to go up the average price of diesel is now about £1.80 per litre. Tyres have gone up road tax has had a increase and so has parts and labour on getting work done on the taxis to keep them up to a good standard. Some drivers moan and say know its ok for the odd few that try and take the moral high ground who don't have kids and young families. If other drivers want to keep it the same that's ok if the government decides to cut fuel duty more and road tax etc. Sorry to grumble on I think a fair increase would be welcome on my behalf
55	I would like to agree to the increase
56	Yes please
57	Yes I agree to the rise
58	I agree to the tariff rise
59	Agree
60	The proposal sounds great. I'm in favour of the tariff increase
61	I would welcome the increase given the current financial climate
62	Yes I agree with the rise
63	I'm in favour of the increases proposed
64	Yes I agree with these changes
65	Yes agree to all of the email
66	It is definitely needed every little helps
67	Totally agree that a fare hike is needed. Fuel is up prices of tyres and servicing vehicle as gone up
68	I'm happy with whatever pay increase you set
69	I feel that it is about time we had a tariff increase because we haven't had a proper increase for a decade not counting the 60p increase last year which was negated in no time at all because of the rocketing price in fuel that happened shortly after. So I believe that this can be considered a cost of living tariff increase which is am fully in support of. I do believe that the taxi trade in the Borough have made a rod for its own back by not having a tariff increase every 1 or 2 years so I do feel that the council could not object to this increase that will be gratefully received by the majority of the trade if accepted. I feel the public will come to terms with this increase in no time at all and feel that any

	objections received by yourselves by them would not be justified purely on the grounds of the length of time that has passed since the last increase
70	I'm in favour of the pay rise
71	I write in support of the proposed increase
72	I strongly agree with a rate rise
73	I'm in favour with the pay rise
74	Considering the current state of affairs/cost of living increases it would make sense to increase the tariffs as you suggest above
75	Due to currant cost of living I agree to increase
76	Yes that seems good
77	I would be in favour of all the tariffs and waiting time increases from the proposals that have been put forward that have been set out below
78	Driver could not reply to email so call via telephone and confirmed that he agrees to the pay rose
79	I agree with the tariff increase
80	Short and sweet I say yes to the tariff increase
81	I fully agree with the recent request for an increase in the Hackney Carriage tariff. I feel with the current economic conditions and the many inflationary costs we are having to cope with there is no sensible option. Apart from the obvious increase in fuel, garages charges, spare parts, insurance and many other prices have risen, some quite sharply. In the last two years the price of tryes of my vehicle have doubled
82	Any increase in tariff would be welcome
83	Yes I am happy with the increase
84	This driver originally objected to the tariff rise but has since withdraw the objection and agrees
85	I agree there needs to be an increase yes
86	This driver originally objected to the tariff rise but has since withdraw the objections and agrees
87	This driver originally objected to the tariff rise but has since withdraw the objection and agrees

Fare Increase – against trade

No	Comments
1	Raising the fares at the moment not a good idea as people are struggling enough to get taxis in the current economic climate, plus the way that the proposal has been set out, I personally don't think it is fair on the customer who is travelling future
2	I am against the tariff increase, I think it could end up having a detrimental effect on the taxis as people are truly struggling, yes I do agree its hard for us too, but I think all taxi drivers should be looking at the bigger picture on trying to keep customer & not sending them away due to tariff increase
3	I still don't think the increase in fares should be done at this time. It is likely to discourage taxi use at a time when everyone is struggling and I would rather keep things as they are, at least for the time being
4	At this moment in time I'm personally against a tariff rise because there is such uncertainty how things are going to be financially for everybody we have already seen a slight drop in customers in the trade and with electricity and gas jumping next month people won't be able to use taxis I think we will lose those that still need to use them
5	I know times are hard for everyone and other places are getting pay rises. But in the taxi trade its better to keep customers rather than push them away. Fuel has dropped a bit, but I think stay as we are. So it's a no to a pay rise from me
6	I don't think there should be a rise in the tariffs, the price of fuel has come back down over the last few weeks and with the high cost of living at the moment, I think it would be the wrong time to put the tariffs up and would just mean less people getting taxis meaning driver would be worse off
7	Personally I don't think there is a need to raise the fares as I would say 95% of customers leave a tip anyway, so in theory we are already getting paid an increase. I think by increasing the fares to would push people more towards using the buses more
8	I am against a fare increase at this time. This decision should be made by Halton Borough taxi drivers only and no other taxi firms from outside the borough
9	No
10	There are many reasons for a pay increase, but I am against this tariff change. As it penalizes the more lucrative longer distance fares more so than shorter fares
11	Not at this moment in time for me
12	With the current economic situation & customers having less money, I don't think a rise is justified at this time
13	<p>I disagree with the proposal.</p> <p>Whilst I feel we have had very, very little support through the pandemic and the current crisis unlike other forms of transport despite the trade carrying the same per cent-age of passengers as the buses (past UDP document) and our trade colleagues in other areas I don't think now is the right time to increase fares by 80p+ per mile (T1) and more on T2/T3.</p> <p>The bus industry has just launched the £2 capped fare on a trial basis, with financial support I might add, so I believe we should await the outcome of this and look at an increase in February 2023 for an April implementation. We can of course review the situation sooner if the economy dictates.</p> <p>I think the trade would get more relief from a reduction in the fees paid and a review of the requirement of the test frequency. The inspection (test) was introduced because of the deterioration in standards when the trade used the old FX4 cab. Today, and has been the case for a number of years, certainly in excess of ten, the taxi fleet is one that has been said to be one that the authority is proud.</p>

	<p>We are currently paying nearly £300 on admin fees and £63 for a test which the same garage charges £40 to the public and less for employees. The testing should be opened up to other garages. To continue as we are is causing problems because of the lack of appointments and I do wonder if a 'closed shop' approach is indeed lawful.</p>
14	<p>I personally feel that a fare increase wouldn't go down well with the public at this time</p>
15	<p>Personally I think this is a bad idea, mainly because the majority of people who use cabs are those complaining about the cost of living eg shoppers, commuters etc and any increase would just drive them away. Also the high price of fuel is already beginning to drop which will (eventually) see a drop in prices (wars not included) and finally the cap on bus fares at £2.00 is surely going to have an impact</p>
16	<p>I believe it is still not the right time to be doing the fare increase. Although I agree that with the price increase in fuel and other bills this is a difficult time for us, but if we increase fares its only going to discourage customers from using the service altogether</p>
17	<p>After reading the proposal for the tariff increase. I am writing to say that would not support this proposal. As I think, despite the current financial situation, this type of increase is far to much.</p> <p>The tariff 1 increase of every 20p every 200 yards, would add £1.76 per mile, this alone, I would struggle to justify with our customers and can only see an increase of this size, as having a detrimental affect on the trade in general and especially Halton Borough Taxi Drivers</p>

Fare Increase – Queries

No	Comments
1	We could seriously do with the tariff 3 period increasing time wise. There's little incentive to work boxing day when tariff 2 kicks in at 6am. I believe Warrington get T3 every bank holiday and doubt the public would resent paying the extra 25% (from T2 to T3) In comparison we must get the shortest T3 person of any taxi service in the country
2	I agree to the tariff changes but I also think the start price should be increased by at least 30 pence
3	Yes we need this rise badly also I would like to see the 6 miles reduced 5 miles

APPENDIX D

Consultation for Fare Increase – November 2022

Number	A	B	C	D	Against	Comments
1						I vote yes
2				√		
3				√		
4	√					
5				√		
6				√		But C is needed to in my opinion
7		√				
8	√					
9					√	As previously stated I object to any fare increase at this time
10				√		
11	√					
12		√				
13				√		
14			√			
15	√					
16			√			
17				√		
18					√	I would like to vote for option E! No increase at all. Why is this not an option?? Why are the council insisting on giving us a rise. I don't want a rise. If I or other drivers need more money we can work a few extra hours or an extra day. Why go to the public in these uncertain times?? Its no skin of the councils nose if we don't have an increase.
19				√		
20	√					
21		√				
22			√	√		
23				√		

24	√					
25	√					
26		√				
27	√					
28	√					
29		√				
30				√		
31				√		
32	√					
33				√		
34				√		
35				√		
36				√		
37				√		
38				√		
39				√		
40	√					
41		√				
42			√			
43				√		
44			√			
45			√			
46				√		
47		√				I am not really sure what the difference in the proposals are to be honest but I go for proposal B
48			√			
49				√		
50				√		
51			√			
52				√		
53			√			
54			√			

55		√				
56			√			
57				√		
58				√		
59			√			
60			√			
61			√			I just think another fare increase will not be beneficial for ourselves or customers with the current climate
62				√		
63				√		I am happy to go with the majority if it helps implement an increase
64				√		
65				√		In the future can this be done every other year without forums/quorums and extra votes etc... this should be out of our hands and somehow index linked with the price of fuel and cost of living factor thrown in
66				√		
67				√		
68	√					
69			√			
70				√		
71					√	Thank you for the information regarding the tariff increase, personally I would like to have been given another option and that is no increase. I'm not sure how to go about this because the option isn't available but that is how I'd like to register my vote
72		√				
73				√		
74				√		
75		√				
76		√				
77		√				
78					√	I would like to thank you for the time and effort you have put into this exercise but have to say I am opposed to any increase whatsoever.

						With the current financial situation I believe it will only add to the inflation problems that currently exist and considering the country is in recession I find it hard to believed many of our most vulnerable customers will be able to afford the increase.
79				√		
80				√		
81				√		
82		√				
83				√		
84		√				
85		√				
86	√					
87				√		
88				√		
89		√				
90				√		
91				√		
92				√		
93				√		
94	√					
95			√			
96				√		
97				√		
98				√		
99				√		
100				√		
101				√		
102				√		
103				√		
104				√		
105				√		
106				√		

107				√		
108				√		
109				√		
110				√		
111				√		
112				√		
113				√		
114				√		
115				√		
116				√		
117				√		
118				√		
119				√		
120				√		
121				√		
122				√		
123				√		
124				√		
125				√		
126				√		
127				√		
128				√		
129			√			Despite still having no desire for a rise because it will leave halton licence hackneys at a real disadvantage, epically with the lack of enforcement of rules on ph and other boroughs vehicles picking up in this Borough and even on council ranks and the station I will vote under duress
130				√		
131				√		
132	√					
133				√		
134				√		

135				√		
136			√			
137				√		With also the reduction of 6 miles to 5 on tariff 1
138		√				
139			√			
140		√				
141				√		On another note I also think the extra tariff 3 on boxing day should be applied to all the proposals
142			√			
143				√		
144				√		
145				√		
146				√		
147				√		
148				√		
149	√					
150				√		
151	√					
152			√			
153			√			
154		√				I would be more in favour of proposal B but would also agree that Boxing Day tariff 3 should run from 6am on Boxing Day until 6 am following day i.e 27 December
155			√			
156				√		
157				√		
158			√			
TOTAL	17	19	24	94	4	

APPENDIX E

Current table of fares

Tariff	2 Mile journey	10 Mile journey
1	£5.80	£20.73
2	£7.53	£24.60
3	£9.27	£30.60

Proposal A (original proposal sent in email dated 26 September)

Tariff 1 0.20p every 200 yards

Tariff 2 0.20p every 150 yards

Tariff 3 0.20p every 120 yards

The starting price on all tariffs are to remain the same. However, the waiting time for Tariffs 1, 2 and 3 are to be increased by a further £3.00 per hour.

Tariff	2 Mile journey	10 Mile journey
1	£6.08 (+5%)	£22.51 (+9%)
2	£7.91 (+5%)	£26.68 (+9%)
3	£9.73 (+5%)	£33.20 (+9%)

Proposal B

As per Proposal A, however, on Tariff 1 the 6 miles is to be reduced to 5 miles.

Tariff	2 Mile journey	10 Mile journey
1	£6.08 (+5%)	£23.09 (+11%)
2	£7.91 (+5%)	£26.68 (+9%)
3	£9.73 (+5%)	£33.20 (+9%)

Proposal C

As per Proposal A but Tariff 3 will apply from 6 am on Boxing Day until 6 am following day i.e. 27 December.

Proposal D

As per Proposal A but an additional 30p to be applied on the start price.

Tariff	2 Mile journey	10 Mile journey
1	£6.38 (10%)	£22.81 (10%)
2	£8.21 (9%)	£26.98 (10%)
3	£10.03 (8%)	£33.50 (10%)

By virtue of paragraph(s) 7 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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