

# **Report to Policy Committee**

# Author/Lead Officer of Report:

Craig Harper

Report of:	Executive Director Operational Services					
Report to:	Waste and Street Scene Regulation Committee					
Date of Decision:	15 <sup>th</sup> November 2023					
Subject:	Hackney Carriage Fares Re	view				
Has an Equality Impact Assessm		Yes X No				
If YES, what EIA reference numb		Ref: 2371				
Has appropriate consultation take	en place?	Yes X No				
Has a Climate Impact Assessme	nt (CIA) been undertaken?	Yes No X				
Does the report contain confidential or exempt information? Yes No X						
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below.						
Purpose of Report:  To consider a request from taxi trade representatives to review the maximum						
permissible fares for journeys	in hackney carriage vehicles.					

# Recommendations

That Members of the Committee consider the requests made by trade representatives and amend the fares according to information presented.

In addition, it is recommended that Members of the Committee remove the temporary fuel surcharge that was approved by the Waste and Street Urgency Sub-Committee in July 2022.

# **Background Papers:**

There are no background papers associated with this report.

Las	Lead Officer to complete:-						
Lea	icad officer to complete.						
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council	Finance: Adrian Hart					
	Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Legal: Samantha Bond					
		Equalities & Consultation: Ed Sexton					
		Climate: N/A					
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.						
2	SLB member who approved submission:	Ajman Ali					
3	Committee Chair consulted:	Councillor Joe Otten					
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.						
	Lead Officer Name: Ben Brailsford	Job Title: Head of Street Scene Services					
	Date: 15 <sup>th</sup> November 2023						

## 1. PROPOSAL

- **1.1** Representatives of the taxi trade have requested a review of the maximum permissible fare for journeys undertaken in a hackney carriage vehicle.
- **1.2** Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance, and all other charges in connection with the hire of a hackney carriage.
- 1.3 Any agreed change in fares must be advertised publicly for a period of 14 days. If there are no objections, the fares come into effect at the end of the prescribed period for making objections. If objections are received, the Committee must consider those objections and set a date for any change to take effect no later than 2 months from the date of the original public notice.
- **1.4** The current table of fares was determined by the Licensing Committee in January 2022. A copy of the fares table can be found at Appendix A.
- 1.5 An urgent meeting of the Waste and Street Scene Committee was held 27<sup>th</sup> July 2022 to determine a request for a fuel surcharge, added to all journeys, dependent on the cost of fuel at the time. Details of the surcharge can be found at Appendix B.

#### 2.0 HOW WILL THE DECISION CONTRIBUTE

2.1 The decision will contribute to the strategic goals set out in 'Our Sheffield – Delivery Plan'. It will assist our local taxi trade to continue to provide an essential and reliable service to all Sheffield citizens and visitors to the city.

#### 3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The Licensing Service has received two separate requests for a change to the current fares structure, these can be found at Appendix C.
- 3.2 The two requests have come via the Sheffield Taxi Trade Association (STTA), and joint request from GMB, App Drivers and Couriers Union (ADCU) & Sheffield Eagle Taxi Association (SETA).
- **3.3** The STTA have proposed the following changes to the current fares:
  - Additional 20p (6.45%) on Tariff 1 £3.10 to £3.30
  - Additional 20p (6.06%) on Tariff 2 £3.30 to £3.50
  - Additional 20p (4.65%) on Tariff 3 £4.30 to £4.50
  - Waiting time increased from £15 to £16 per hour
  - Change in drops 20p every 176 yards up to 17600 yards; then 20p per every 159 yards thereafter

- Increase of 20p on each bank holiday £1.00 to £1.20
- Fouling charge increases from £50 to £80
- Additional £2 for carrying 5-8 passengers
- 2% surcharge on all business card payments
- Fuel surcharge as below, with a 20p increase with every 5p per litre increase at the forecourt

Fuel price per litre	Surcharge	
£1.60	20p	
£1.65	40p	
£1.70	60p	
£1.75	80p	

- 3.4 The GMB, ADCU and SETA have trade have proposed the following changes to the current fares:
  - Additional 20p (6.45%) on Tariff 1 £3.10 to £3.30
  - Additional 20p (6.06%) on Tariff 2 £3.30 to £3.50
  - Additional 20p (4.65%) on Tariff 3 £4.30 to £4.50
  - Change in time for Tariff 1 and 2 7am to 7pm to 6am to 6pm
  - Waiting time increased from £15 to £18 per hour
  - Change in drops 20p first 200 yards, followed by 20p per every 190 yards up to 17600 yards, then 20p per every 170 yards thereafter
  - Fouling charge increases from £50 to £60
  - Station surcharge of 40p per trip
- 3.5 In making a request, trades are expected to provide information on the following items, as outlined in the Hackney Carriage Vehicle Policy:
  - Changes to the Consumer Index rate since the last review
  - The Service Provider Index rate since the last review
  - Any changes to the National Living Wage since the last review
  - Any change to licensing fees since the last review
  - Hackney Carriage fares in neighbouring authorities
  - The cost of alternative transport bus, tram, private hire etc.
  - Any other information that may be deemed relevant
- 3.6 National hackney carriage fare tables for a 2 mile journey (tariff 1) show that Sheffield is ranked 209<sup>th</sup> most expensive. Information on neighbouring Councils can be found in the below table.

Council	Ranking	Price
Sheffield	209	£6.70
Doncaster	239	£6.48
Barnsley	258	£6.30
Rotherham	295	£6.00
North East Derbyshire	314	£5.75

#### 4.0 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

# 4.1 Equality Implications

**4.1.1** Hackney Carriage fares apply equally to all users irrespective of their individual circumstances.

In the current economic climate any increase will impact users. There will be a slight disproportionate impact on younger and older people and disabled people, due to the proportion of users represented in these groups.

Hackney Carriage fares have not increased since January 2022.

Any agreed increase in fares will be monitored through complaints received to assess any detrimental impact on service. users.

# 4.2 Financial and Commercial Implications

- **4.2.1** Variations to fares must be advertised in a local newspaper. The cost of advertisement would be approximately £2000. Advertising costs are paid for by the Licensing Service.
- **4.2.2** There will be a small charge for drivers/owners of licensed Hackney Carriages to alter the meter to reflect any determined change. Meter calibration is carried out by an external company.

# 4.3 Legal Implications

- **4.3.1** Section 58 of the Town Police Clauses Act 1847 makes it an offence for the driver of a Hackney Carriage to take as a fare a sum greater than authorised.
- **4.3.2** The Council fixes fares under s65 Local Government (Miscellaneous Provisions) Act 1976. The table of fares sets out the maximum amounts that may be recovered as a fare for the metered charge, and any additional charges authorised by the Council, which are displayed in the Hackney Carriage by way of notice.

# 4.4 Climate Implications

**4.4.1** There are no climate implications.

# 4.5 Other Implications

**4.5.1** There are no other implications.

# 5. ALTERNATIVE OPTIONS CONSIDERED

**5.1** Appendix C sets out the various requests and proposals from trade representatives.

# 6. REASONS FOR RECOMMENDATIONS

- **6.1** Representatives of the trade have requested a review of fares, citing increase costs since fares were last reviewed and agreed in December 2021
- 6.2 The temporary fuel surcharge be removed as no longer required due to a decrease in fuel prices and compensation by an agreed increase in fares.

# Appendix A

**Table of Fares 2022** 

# TABLE OF FARES

The fares detailed below are the **MAXIMUM** fares, which may be charged.

FIRST 100 YARDS (91.4 metres)

Tariff 1	(7.00 AM UNTIL 7.00 PM) <b>Day</b>	£3.10
Tariff 2	(7.00 PM UNTIL 7.00 AM) <b>Night</b>	£3.30
Tariff 3	(7.00 PM until 7.00AM (Weekend) Fri Sat Sun	£4.30

Then 20p for every 195 yards (178.3 meters) up to 17600 yards 10 miles (16093 metres). Then 20p for every 176 yards (160.93 meters) thereafter.

# **Waiting time**

For every 48 Seconds the cab is kept waiting

**20**p

Waiting time is calculated once the vehicle is stood or travelling at less than 8 miles per hour. (£15.00 per hour)

# **Extras**

Each hiring begun between 6.00 pm on 24th December	£2.50
and 6.00 am on 27th December and between	
6.00 pm on 31st December and 6.00 am on 2nd January.	
Each hiring on any other official government Bank Holiday.	£1.00
(07.00am to 07.00am)	

Fouling the vehicle - MAXIMUM charge £50

# Notes for passengers:

# Any journey carried out in this vehicle whether pre booked (private hire) or hailed the driver must engage the meter for each journey.

# Journeys that end outside of the district of Sheffield

Drivers may ask for you to agree a fare when the fare ends outside the district of Sheffield. If you agree this fare, then the driver **must still engage the meter**. If the metered fare at the end of your journey is less than that agreed then you may pay the metered fare only. (LGMP Act 1976 S66, Byelaw 19 (b) TPC ACT S54 & S55) If the meter fare is more than agreed you pay the agreed fare only.

The driver of this vehicle must produce a copy of the byelaws to you on request. The driver of this vehicle must display within the vehicle his identification and must always wear the badge as issued by Sheffield City Council.

Enquiries or complaints about taxis or their drivers should be made to:-Licensing Service Sheffield City Council, Staniforth Road Depot, Staniforth Road, Sheffield, S9 3HD. Telephone 0114 2736937 Head of Licensing (January 2022)

# Appendix B

Fuel Surcharge - July 2022

### SHEFFIELD CITY COUNCIL

# POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 27 July 2022 by the Waste & Street Scene Urgency Sub-Committee.

# Item No

#### 6. HACKNEY CARRIAGE FUEL SURCHARGE

- 6.1 To consider a request from Hackney Carriage Trade Representatives for a fuel surcharge to be applied to each fare.
- 6.2 **UNANIMOUSLY AGREED:** That the Waste and Street Scene Urgency Sub-Committee:-
  - Approve the suggested fuel surcharge to be applied to all Hackney Carriage Fares with the addition of further 2 bands to the schedule set out in the Report, as outlined below:

When the price of diesel exceeds	The additional surcharge on all			
the following price per litre:	journeys will be:			
215.00	£1.40			
225.00	£1.60			

2. Agreed that the Chair should write to the Department for Transport to ask that they consider amending legislation to enable Local Authorities to implement such surcharges in an easier and more efficient way.

#### 6.3 Reasons for Decision

- 6.3.1 The average price of diesel in Yorkshire & Humberside has increased from 148.8 pence per litre when the fares were reviewed in January 2022 to 195.7 pence per litre in June (according to the fuel price reports published on the AA website).
- 6.3.2 Representatives of the Hackney Carriage trade have requested that a review of fares is considered urgently.
- 6.3.4 A surcharge that tracks the average price of diesel is recommended so that drivers have the certainty of being able to add a surcharge quickly as prices increase but that they can also alter when they decrease.
- 6.3.5 It was also recommended so that changes can be applied efficiently without the need to ask Committee for a decision each time.

#### 6.4 Alternatives Considered and Rejected

- 6.4.1 The option of a fixed surcharge amount was considered.
- 6.4.2 As can be seen at Appendix B of the report, trade representatives felt that a fixed

- surcharge amount on each job would be appropriate.
- 6.4.3 Evidence from Department for Business, Energy & Industrial Strategy shows that weekly national average fuel prices are starting to show a downturn so it was considered better to have a surcharge that reflected the current diesel prices and the second consultation showed that the trade agreed.

# **Appendix C**

# Requests and Information for fare Increase – Trade Union Groups

# Joint request from GMB, ADCU and SETA

Please see below my proposals for hackney carriage in Sheffield.

I attach information from Sheffield cab company on the rising costs associated with hackney carriage vehicles and furthermore I can confirm the costs if changing or replacing current fleet in Sheffield has or is having real impact on costs to buy the vehicle which is either Euro6 eg Vw Caddy, Peugeot Partner, or Vito or LEVC all expensive to purchase.

The rising cost of living and everything around us is impacting the hackney carriage trade and we need this annual increase.

I have been part of the consultation working group set up to look at this increase as usual we agreed and disagreed on our approach but we all agreed we need an increase in hackney carriage fares.

The working invited all stakeholders Adcu,GMB,SetA and Stta, except stta everyone else engaged and other driver's across the trade took part in discussions and gave feedback very positively on all the Draft proposals set out.

I hope you can look into this request and take further.

Ibrar Hussain

Adcu/ NPHTA

#### Proposals:

I wish to submit my taxi fare increase proposals for 2023/24 as follows:

Tariff1 add 20p on the drop £3.10 to £3.30,

Tariff2 add 20p on the drop £3.30 to £3.50,

Weekend drop automatically add 20p to the drop. £4.30 to £4.50,

Change time from Tarrif1 from 7am to 7pm change to 6am to 6pm

Tarrif2 from 7pm to 7am To 6pm to 6am,

Waiting Time: Current £15. To £18 an hour,

All drops in 20p's

In yards first 100yards 20p then Second 100yards 20p, then thereafter every 190yards 20p drops upto 17600yards ( 10miles),

Then 20p for 170yards thereafter,

Bank Holiday and Xmas remain same,

Foul Charge Current £50 increase to £60,

Station Surcharge Only 40p, per job permit holder's only to recover Permit costs,

Technology and Admin costs of Card Reader be Considered,

Licensing Service to consider eg Manchester, Barnsley etc to allow driver's to agree outside Sheffield fares with the passenger's.

# **Further Information Received from ADCU**

Craig,

As you are aware the rate of inflation has been around 10.1% sometime now and real food prices as reported around 15% average.

For sometime it was hovering around 8% plus then went up to 10 1% sept/October 2022.

I dont have much information other than that,

Fuel prices did go down to £1.45 per litre diesel and further but once again rising its very unpredictable market and Ukraine is still affecting us all in all our daily lives.

It's not stable to predict inflation or prices as its a guess work I believe for now but prices will stay high.

Interest rates are going up to control inflation and we will see further affecting everyone on mortgages.

Caz implementation has effected taxi trade immensely especially cab trade as driver's having to upgrade from non compliant to euro6 compliant onward vehicle's.

This has been not easy for driver's and from 857 cabs we are down to around 500.

Many have left the trade or gone to phv.

I hope you can take this forward now and advise me of the process going forward please.

Ibrar Hussain

Adcu/NPHTA

Hi,

As part of my proposal for journey's ending outside Sheffield district, I have been looking into further and I believe its clear in the local government miscellaneous provisions act 1976 in Section 65 part 1 within the district & Section 66 & 67.

That before journey commencing outside the district in simple driver has 2 choices

- 1) simple engage taxi meter pay what's on the meter,
- 2) agree a fare with the passenger and can switch the meter off.

The councils current policy as set out on the fare table is contrary to Igmp act 1976.

I would welcome a proper legal advise and interpretation from a legal perspective in writing and be published.

See attached information contained about journeys ending outside district.

This needs to be seriously followed up as part of annual taxi fare increase 2023/24 submission.

In district's eg Manchester, Barnsley, waverley etc clearly allow as detailed above see fare table examples.

And Manchester allowing to charge for extra for railway station, airport taxi rank permits etc to recover costs of plying on these sites.

I hope this information helps

Ibrar Hussain

Adcu / NPHTA

Please see below my proposals for hackney carriage in Sheffield,

I attach information from Sheffield cab company on the rusing costs associated with hackney carriage vehicles and furthermore I can confirm the costs if changing or replacing current fleet in Sheffield has or is having real impact on costs to buy the vehicle which is either Euro6 eg Vw Caddy, Peugeot Partner, or Vito or LEVC all expensive to purchase.

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Adcu/ NPHTA

# Driver and Operator Forum

#### Clarification Note: Hackney Carriage Meter

A Hackney Carriage meter <u>must</u> always be on. Within the district the fare <u>must</u> be charged on the meter. It is an offence to charge more than the metered fare.

Hackney Carriages can carry passengers on journeys which end outside the district in which they are licenced. If such a hiring is accepted, it can be charged at a rate over the regulated fare provided the agreement is struck between the driver and the prospective passenger **before** the hiring commences. In practice, when the hirer states the destination, the driver will realise if the destination is outside of the district and should explain to the hirer that this will be an agreed fare, as opposed to a metered fare, but if this is not the case the driver is bound to charge the price shown on the meter. For example, you cannot charge each passenger £1.50 each if the final metered fare will be less.

If a Hackney Carriage Vehicle is used as a Private Hire Vehicle the meter **must** be used. As well as plying for hire and responding to hailing's, a Hackney Carriage can be used for pre-booked journeys. Such a booking can be made directly with the driver, or alternatively via a booking agent. Pre-booked Hackney Carriages can accept bookings for journeys which start outside the district in which the vehicle is licenced and such journeys do not have to pass through or end in the district in which the vehicle is licenced.

### Extras

- For each passenger additional to hirer 20p
- Fouling charge £50
- Piccadilly Station charge
  - For journeys through Piccadilly Station taxi rank barrier - 6op
- Manchester Airport charges
  - Pick up at Airport Rail Link Barrier Charge - 6op
  - Drop off at any air terminal Barrier Charge - £3
  - Pick up at any air terminal Barrier Charge
     £1.80

# Out of Area Journeys

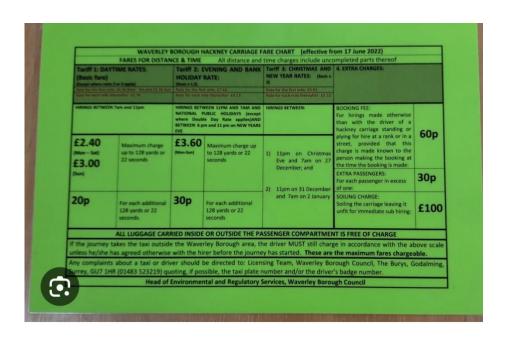
These fares are normally negotiated with the driver, who may refer to a printed sheet of fares for 'out of area' destinations. This list of fares is not an official City Council document but can form the basis of a starting point for negotiation of a fare. Drivers may use the taximeter for these journeys but it is not compulsory.

# Complaints or Praise

Please complete the online forms Make a complaint about a taxi or Compliments and Suggestions.

Alternatively, you can contact us by:

- Email: taxicomplaints@manchester.gov.uk
- Telephone: 0161 234 5004
- **Post:** Taxi Compliance, Licensing Unit, PO Box 532, Manchester M60 2LA



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I hope you can look into this request and take further.

Ibrar Hussain

Intake manifold elbow £36.03 08/03/2023 Intake manifold elbow £159.19 22/07/2023

Tyres £65.00 02/02/2023 Tyres £72.00 22/07/2023

All price shown are subject to VAT

hopefully this is helps in showing how Maintenace cost of vehicle is changing yours faithfully



Please see attached fare table for Veezu (City Taxis) see attached document and Doncaster hackney carriage table of fare see the link below

This can also be viewed on website via this link:

Doncaster HC Fare 2023.pdf (windows.net)

Ibrar Hussain

On Wed, 30 Aug 2023, 18:07 Ibrar Hussain,

Hi,

As requested some information as follows:

Inflation Rate 6.80 percent Jul 2023,

Inflation Rate MoM -0.40 percent Jul 2023,

Consumer Price Index CPI 130.91 points Jul 2023,

Harmonised Consumer Prices 130.91 points Jul 2023,

Core Inflation Rate 6.90 percent Jul 2023,

Core Consumer Prices 126.74 points Jul 2023,

GDP Deflator 118.24 points Jun 2023,

Producer Prices Change -0.80 percent Jul 2023,

Export Prices 113.40 points Apr 2018,

Import Prices 111.40 points Apr 2018,

(Food Inflation 14.80 percent Jul 2023, )

Energy Inflation -7.80 percent Jul 2023

Producer Price Inflation MoM 0.10 percent Jul 2023,

Rent Inflation 6.50 percent Jul 2023,

Services Inflation 7.40 percent Jul 2023,

Retail Price Index 9.00 percent Jul 2023,

Producer Prices 135.10 points Jul 2023,

CPI Transportation 136.37 points Jul 2023

CPI Housing Utilities 138.50 points Jul 2023,

Core Producer Prices 134.40 points,

Source: Trading Economics

See attached documents for your reference and information.

Further to taxi forum meeting and discussions as I am aware gmb submitted its response which I have seen I agree with and support.

As for other authorities fare tables I will follow up.

I hope you can now progress this request as soon as possible.

And address the issue as highlighted driver agreeing price for going outside the district journey I have provided some information already.

Ibrar Hussain

Adcu/NPHTA

# City Taxis: Sheffield and Rotherham Tariff changes.

Dear Driver-partner,

Inflationary pressure over the past twelve months has seen most costs increasing for both driver-partners and Veezu.

To ensure competitiveness in the market for you, the driver-partners, and to keep you engaged with bookings, City Taxis have recently carried out a review of the private hire tariffs in your area. The following structure will be implemented to the private hire tariff with effect from Tuesday 29 August 2023.

Tariff Change					
	1st mile	2nd mile	3rd mile	4th mile+	
Standard	£4.20	£2.00	£1.80	£1.70	
Rush hour	£4.50	£2.40	£2.40	£1.70	
Peak	£5.50	£2.40	£2.40	£1.70	
Premium	£6.00	£2.50	£2.50	£2.50	
Night	£4.70	£2.00	£1.80	£1.70	

If you have any questions, please speak with a member your Driver-partner Experience Team or raise a support ticket on your Portal.

Kind Regards,

Veezu Services

## **Proposal Questions and Answers**

1. In your proposal, you proposed:

"In yards first 100yards 20p then <u>Second 100yards 20p</u>, then thereafter every 190yards 20p drops up to 17600yards (10miles)."

The current fares permit a charge for the first 100 yards, for example £3.10 on tariff 1. After the first 100 yards, there is a 20p charge per 195 yards up to 10 miles.

Can you please explain the reasoning behind the proposed separate 20p charge for the second 100 yards, instead of increasing the charge for the first 100 yards by 40p, given that the vast majority of passengers who travel 100 yards in a HC will also be travelling 200 yards in the same journey?

I want to recover the increase in the shortest time possible by having 2 quick 100yard drops, as you mentioned why not have 200yards / 40p. We can do but it's to do it this way as we have 20p drops.

2. Tariff 2 (evening tariff) is currently only 20p more expensive than tariff 1 (daytime tariff), regardless of the distance travelled. Is there a reason why you were not interested in increasing this amount further?

The increase needs to be reasonable and competitive.

3. What is the reasoning behind the proposed change to the timings of tariffs 1 and 2, as well as bank holidays?

Vast majority of the driver's start their night shift 6pm it was felt its only right and proper we address this anomaly and be simple in starting at 6pm till 6am.

As for driver's working late our driver's coming out early in the morning, as consistent approach was needed in place.

4. What is the reasoning behind the proposed railway station surcharge?

Railway Station Rank drivers have to pay for a permit annually and its becoming expensive now, and its only to recover the cost of a permit, this is a norm in many major cities across England e.g. Birmingham, Manchester and Airports these ranks are not council owned ranks. Driver will or can have an option not charge too.

5. What is the reasoning behind the proposed increase in waiting time charge from £15 to £18 per hour, as opposed to increasing the starting fare or reducing yards per drop further?

Waiting time increase is reasonable and should be only paid by especially when vehicle is hired and is in hire mode at times its affects largely when drivers are waiting at e.g. McDonalds etc or a takeaway at an unreasonable hour.

The increase proposed is reasonable in different ways to address our costs on and we need to mindful competition too, I am very concerned how driver's work long hours and looking at per hour rate and numbers per week it's not acceptable.

It has to be a package to address the increase in many ways and understanding how hackney carriage trade really works in practice not just theory too.

Our costs are ever increasing especially CAZ and costs of living really has it us hard.

6. Can you please clarify if you would like to keep the current hackney carriage fuel surcharge in place or if you would like to see this removed as part of your proposal?

I would keep the surcharge in place as the oil markets are very unpredictable, unstable and current situation in the world who knows where prices at the pumps will end up.

The prices at the pumps have started to go up again, so my request is we keep them in place still.

In response to your email as follows:

I don't know exactly average for every driver but it's around £350 per week take home pay & hours worked per week 60plus, that's £5.80 per hour.

ADCU - Approximate HC Driver Earnings and Expenditures				
	Weekly	Annually	Percentage of Income Spent Per item	
Income	£350.00	£18,200.00		
Fuel	-£175.00	-£9,100.00	50.0%	
Vehicle Repairs/Maintenance	-£38.46	-£2,000.00	11.0%	
Vehicle Finance Cost	-£161.00	-£8,372.00	46.0%	
Vehicle Insurance	-£50.00	-£2,600.00	14.3%	
Vehicle Licence Fee	-£3.13	-£163.00	0.9%	
Vehicle Compliance Test (2 per year)	-£2.26	-£118.00	0.6%	
Driver Licence Fee (2 year Licence)	-£1.50	-£78.00	0.4%	
DBS Subscription	-£0.25	-£13.00	0.1%	
Meter Tariff Charge	-£0.48	-£25.00	0.1%	
Union Fee	-£1.85	-£96.00	0.5%	
Breakdown Cover	-£3.65	-£190.00	1.0%	
Railway Station Permit	-£13.69	-£712.00	3.9%	
Car Wash	-£7.00	-£364.00	2.0%	
	-£108.27	-£5,631.00		

Ibrar Hussain

Adcu / NPHTA

# **Further Information Received from GMB**

To Daniel-Licensing

As regards to our proposal (as you have pointed out), IT IS SIMILAR to ADCU, because GMB, alongside other HC drivers and SETTA, sat round a table inc Raf Maroof, to discuss this matter.

As trades we all had a little input and came to a similar conclusion, hence ADCU & GMB looked similar.

As to your recent email, asking specific questions, to justify a FARE INCREASE, FIRSTLY I believe common sence should prevail, insofar as EVERYTHING has gone up in price, from FUEL to the price of a LOAF of BREAD.

REF: The House of Commons Library.

.....The cost of living increased sharply across the UK during 2021 and 2022. The annual rate of inflation reached 11.1% in October 2022, a 41-year high, before easing in subsequent months. It was 6.8% in July 2023. High inflation affects the affordability of goods and services for households-(17th Aug 2023)......

As for wages accordingly to,

REF: Office for National Statistics-UK

What was the average wage in 2020 UK?

Median annual earnings for full-time employees in the United Kingdom from 1999 to 2022 (in GBP)

Characteristic	Average earnings in GBP
2020	31,487
2019	30,378
2018	29,559
2017	28,75

The average wage today in UK is, REF: Office for National Statistics-UK

REF: Forbes Business group.

The latest government data, published in August 2023, reveals that the mean average UK weekly wage, excluding bonuses, is £613 gross (that's the equivalent to an annual pre-tax salary of around £31,876) – an increase of 7.8% in the three months from April to June.4 days ago.

Yet the HACKNEY CARRIAGE has not had a fare/ (indirectly a wage), INCREASE SINCE JANUARY 2021.

YET, according to Government figures and statistics the whole of UK WORKFORCE from Supermarket Shelf fillers, to railway workers to NHS, are getting some sort of percentage rise in their earnings/wage, ANNUALLY.

Whilst by the same token TAXI DRIVERS INC PRIVATE-HIRE DRIVERS IN UK, DO NOT GET THIS SAME OR REAP THE SAME REWARDS AS OTHER PUBLIC SECTOR WORKERS.

As a Point of Observation,

REF: MY MONEY YARD, (financial advisors UK).

",,,,'State that overhall, £25k is not a high salary in the UK. It is below the average salary in all areas of the UK. In particular, those earning a salary of £25k may struggle to live in London where the average salary is £17,000 higher',,,,,

CAR PARTS:

REF: GUARDIAN-19th OCT 2022.

...."A huge number of car components are affected by the hike in global material prices, whether that's steel that goes into a set of coil springs, or oil that goes into the engine, or the manufacture of tyres."

The latest figures from the Office for National Statistics show the cost of running and maintaining personal transport including cars has increased by 15% compared with a year ago, above the overall inflation rate of 10.1%.

The Motor Ombudsman has put rising costs down to a long list of challenges facing garages and dealerships. These include the significant jump in energy and fuel prices; a downturn in consumer spending on routine vehicle maintenance and repairs as households tighten their belts; staff recruitment and retention problems; and delays with getting hold of replacement parts".....

So why have the car parts gone up???

REF: James Gibson, (head of RAC, technical-19th Oct 2022). ,,,,,'We're unquestionably seeing the cost of vehicle parts rise as a result of RISING INFLATION and increased TRANSPORTATION COSTS',,,,

It is fair to say, that there are other CONTRIBUTORY FACTORS that have also given RISE, that has helped to push prices up, even on our FOOD ESSENTIALS, (bread, Milk, eggs).

IE: The Ukrainian/ Russian war.

IE: Price per oil barrel year ending 2020 was \$49

IE: Todays price per barrel is \$81.03.

PUBLIC TRANSPORT.

Even the PUBLIC TRANSPORT has a percentage rise each year.

IE: REF-'TIMEOUT.UK'-(6th March 2023).

",,,'Regulated ticket prices are increasing by 5.9%, adding hundreds of pounds to the cost of many annual season tickets. It is the highest fare rise since 2012, when prices rose by 6%.4 Mar 2023',,,,,

IE: ,,,,,'On Sunday, March 5th 2023, train tickets increased by up to 5.9 percent, in what is thought to be the greatest leap in the cost of rail travel in a decade.6 Mar 2023',,,,, NOTE: That these are ANNUAL INCREASES.

BUSES.

**REF: GOV.UK** 

,,,,,'17 May 2023 — £2 bus fare extended until 31 October to help passengers with cost of living and then £2.50 until November 2024',,,,

Whilst the GOVERNMENT did extend the cap on £2 bus fare, until October 2023, then it will RISE to £2.50, UNTIL NOVEMBER 2024.

THATS AN INCREASE OF 25%,,,, YES 25%...

,,,,,'In summary: A single ticket will increase from £2.40 to £2.70. An all day ticket is going up 50p from £4 to £4.50; still the cheapest day bus ticket of any city region in England. A week pass will be £17, up £2 from £15 currently-(19th June 2023)',,,,

When the Bus service were asked to JUSTIFY their RISES/INCREASES by the Public/Media, the following statement was made by the 'Bus Transport Service'.

,,,,,'This will allow us to continue developing a sustainable bus network with effective services for our customers, to satisfy changing travel behaviours and to manage rising costs, which all businesses are facing',,,,

SO NOW, let us/me play the DEVILS ADVOCATE,,,,!!!!!!!

,,,,,'This will allow us to continue developing a sustainable HACKNEY CARRIAGE FLEET with EFFECTIVE SERVICES for our customers, to satisfy changing travel behaviours (through better upgraded vehicles), and to manage rising costs, WHICH ALL BUSINESSES ARE FACING',,,,,, (ps this statement sounds familiar-yes)...

Therefore to CONCLUDE, WE GMB, fully support a HACKNEY CARRIAGE FARE INCREASE (esp when taking into consideration, the last fare review was back in January 2021).

HOWEVER, we must also take into consideration that we do not 'PRICE OURSELVES OUT OF THE MARKET', and that a FAIR & AMICABLE decision can be agreed upon.

PS, NOTE: that on the 27th August 2023, 'VEESU SERVICES', have emailed all their drivers in SHEFFIELD & ROTHERHAM to in form of a FARE INCREASE, to commence on the Tuesday 29th August 2023.

# Hi, Daniel

Thank you for getting back to us regarding the Hackney Carriage Fare increase.

Following discussions with other TRADES, We cannot give you the exact figures on some points, but an Approx average is set out below:-

GMB Approximate HC Driver Earnings and Expenditures			
	Weekly	Annually	Percentage of Income Spent Per item
Income	£450.00	£23,400.00	
Fuel	-£175.00	-£9,100.00	38.9%
Vehicle Repairs/Maintenance	-£67.00	-£3,484.00	14.9%
Vehicle Finance Cost	-£161.00	-£8,372.00	35.8%
Vehicle Insurance	-£51.92	-£2,699.84	11.5%
Vehicle Licence Fee	-£3.13	-£163.00	0.7%
Vehicle Compliance Test (2 per year)	-£2.26	-£118.00	0.5%
Driver Licence Fee (2 year)	-£1.50	-£78.00	0.3%
DBS Subscription	-£0.25	-£13.00	0.1%
Meter Tariff Charge	-£0.48	-£25.00	0.1%
Uniform	-£5.77	-£300.00	1.3%
Union Fee	-£2.77	-£144.00	0.6%
Breakdown Cover	-£3.65	-£190.00	0.8%
Railway Station Permit	-£13.69	-£712.00	3.0%
Car Wash	-£10.00	-£520.00	2.2%
	-£48.42	-£2,518.84	

# Kind Regards

GMB UNION-S75 Branch of Sheffield.

Please note that all 'Approximate HC Driver Earnings and Expenditure' breakdown tables have been collated by the Licensing Service based on information provided by the relevant Trade Union. Full copies of Trade Union emails, outlining approximate HC driver earnings and expenditures, are available to members upon request.

# Request from STTA

# **Sheffield Taxi Trade Association**

# **STTA Proposal for Hackney Carriage Fare Increase**

STTA proposal is based on the average Rate of Inflation from August 2021 to August 2023, this averages at 8.30% plus 1% which equals to 9.30%, this percentage increase is based on similar principals to annual rail fare increase.

We are also proposing that all future annual fare increases are subject to Rate of Inflation plus 1%, this increase should be done so by reducing the yards and that Licensing should take a simple 'yes' or 'no' consultation with Hackney Carriage License holders to ascertain if they agree with any future fare increases proposals.

Current Tariff					
Tariff 1	Tariff 2	Tariff 3	Waiting Time	Distance Charge	Extras
£3.10	£3.30	£4.30	£0.20	£0.20 for every 195 yards	£2.50 Xmas
			Every 48 Secs	up to a maximum of	£1.00 Bank Holiday
				17,600 yards.	£50.00 Foul Charge
				Then £0.20 for every	
				176 yards.	

Proposed Tariff					
Tariff 1	Tariff 2	Tariff 3	Waiting Time	Distance Charge	Extras
£3.30	£3.50	£4.50	£0.20	£0.20 for every 176 yards	£2.50 Xmas
			Every 45 Secs	Up to a maximum of	£1.20 Bank Holiday
				17,600 yards.	£80.00 Foul Charge
				Then £0.20 for every	£2.00 for 5 -8 passengers
				159 yards.	

<sup>\*\*</sup>We propose a 2% surcharge on all business card payments.

# 10-mile example based on Tariff 1

	Current Tariff	Proposed Tariff
Flag	£3.10	£3.30
10 miles	£18.05	£20.00
Total Fare	£21.15	£23.30



Mileage	Yardage	Start up Tariff 1 £3.30	Start up Tariff 2 £3.50	Start up Tariff 3 £4.50
1	1760	£5.30	£5.50	£6.50
2	3520	£7.30	£7.50	£8.50
3	5280	£9.30	£9.50	£10.50
4	7040	£11.30	£11.50	£12.50
5	8800	£13.30	£13.50	£14.50
6	10560	£15.30	£15.50	£16.50
7	12320	£17.30	£17.50	£18.50
8	14080	£19.30	£19.50	£20.50
9	15840	£21.30	£21.50	£22.50
10	17600	£23.30	£23.50	£24.50
11	19360	£25.50	£25.70	£26.70
12	21120	£27.70	£27.90	£28.90
13	22880	£29.90	£30.10	£31.10
14	24640	£32.10	£32.30	£33.30
15	26400	£34.30	£34.50	£35.50
16	28160	£36.50	£36.70	£37.70
17	29920	£38.70	£38.90	£39.90
18	31680	£40.90	£41.10	£42.10
19	33440	£43.10	£43.30	£44.30
20	35200	£45.30	£45.50	£46.50



#### Rate of Inflation

Year	Rate of Inflation
Sept 2021 – Aug 2022	9.90%
Sept 2022 – Aug 2023	6.70%
Average	8.30%

# Forecourt Fuel Price (Diesel) - All figures taken from the AA website

Aug 2021	136.7
Aug 2023	151.9
% Increase in fuel	11.12%

# **Motoring Cost – Repairs and Insurance**

https://www.abi.org.uk/news/news-articles/2023/8/sustained-cost-pressures-on-insurers-push-the-average-price-of-motor-insurance-to-a-record-high/

Association of British Insurers (ABI) reported on 11<sup>th</sup> August 2023 (see link above) that there has been a **33% rise in vehicle repair costs**. It has also reported the current **average insurance premium is 21% higher** compared to 2022.

### Other Local Authority – Table of Fares Leeds Local Authority

https://www.leeds.gov.uk/licensing/taxi-and-private-hire-licensing/are-you-taxi-aware

Leeds City Council is the closet Core City to Sheffield – Simple Table of Fare comparison.

Sheffield taxi fares are much cheaper than Leeds taxi fares as demonstrated in table below.

	Tariff 1	Tariff 2	£0.20 Every	£0.20 Every
Sheffield	£3.30	£3.50	176 yards	45 Seconds
Leeds	£3.60	£4.00	140 yards	36 Seconds
% Difference	8.33%	12.50%	20.45%	20.00%

Leeds Local Authority charge a extra £2.00 for all journey of 5 to 8 passengers,



# **Card Payment Surcharge**

 $\frac{https://assets.publishing.service.gov.uk/media/5b2d09bae5274a55bb5790cb/payment-surcharges-guidance-update.pdf}{}$ 

We are of the view that Regulation 4 applies to taxi service, surcharges for business to business card payments.

https://www.citizensadvice.org.uk/debt-and-money/borrowing-money/credit-cards/the-costs-and-charges-of-credit-cards/

On the Citizen Advice website (see link above), under the heading 'Charges by Sellars' states that you can still be charged if you're using a business card.

If this is correct, then we propose a 2% surcharge on all fares paid by business cards.

# Fuel Surcharge - Proposed Table

Fuel Price per litre	Surcharge	
£1.60	£0.20	
£1.65	£0.40	
£1.70	£0.60	
£1.75	£0.80	

If there is a situation where fuel prices increase beyond £1.75 per litre then surcharge should be £0.20 increase with every £0.05 per litre increase at forecourt.



## Proposal Questions and Answers

1. Tariff 2 (evening tariff) is currently only 20p more expensive than tariff 1 (daytime tariff). Is there a reason why you were not interested in increasing this amount further?

The difference between Tariff 1 and Tariff 2 has remained the same from the last fare increase BUT there is also Tariff 3 which adds a further £1 to the weekend night Tariff.

2. The current charge for fouling is £50. What is the reasoning behind the proposed increase to £80?

This increase in Fouling charges is similar to private hire operators' charges for fouling. The new vehicle specifications have allowed taxis that are similar in interior to private hire vehicles to be licensed as Hackney Carriages.

3. What is the reasoning behind proposing an additional £2 for any journey carrying between 5 and 8 passengers?

This has been requested by 5/6 seater taxi operators, this is similar to what is charged by Leeds taxi operators. This extra charge would only apply if 5 or more passengers share a taxi or passengers request a large taxi.

4. What is the reasoning behind the proposed 2% surcharge on business debit/credit card payments? Do you think there is a risk some drivers may not understand the difference between a personal and business card and therefore attempt to charge all customers paying by card an additional 2%? Do many customers pay by business debit/credit card?

2% is the fee charged by credit/debit card companies per transaction, we are simply recovering costs. Drivers should be made aware that the surcharge applies to Business cards only, this should also be reflected on the Table of Fares. We don't think it will be an issue if drivers are made aware

5. What is the reasoning behind the proposed increase for bank holidays?

£0.20 increase on the Bank Holiday is in line with proposed Tariff increases.

6. What is the reasoning behind the proposed increase in waiting time charge from £15 to £16, as oppose to increasing the starting fare or reducing yards per drop further?

We have proposed an increase to the starting rates, we have also reduced yards per drop, and we proposed an increase in the waiting tariff to encourage drivers to accept jobs that may involve stopping off at locations on-route to the final destination such as McDonald's.

# Appendix D

**Policy Information** 

#### Part 19 - Fares

The Licensing Authority has the power to set fares for hackney carriage vehicles and does so under section 65 of the Local Government (Miscellaneous Provisions) Act 1976:

"(1)A district council may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section."

A fares tariff is enforceable as a byelaw, and it is an offence for a driver to charge more than the metered fare.

The current table of fares must be displayed in the vehicle so that it is easily visible to all passengers. Licensees must, if requested by the passenger, provide written receipts for fares paid.

#### Policy – Objective 12

#### **Table of Fares**

The Licensing Authority will usually review hackney carriage fares periodically and in line with any policy review. Where requested, additional reviews will be undertaken at the discretion of the Licensing Committee.

In considering a review, the Licensing Committee will pay attention to the following pieces of information. This list is not exhaustive, but an example of what will be taken in account when making a decision:

- Any change in vehicle running costs since the last review
- Changes to the Consumer Index rate since the last review
- The Service Provider Index rate since the last review
- Any changes to the National Living Wage since the last review
- Any change to licensing fees since the last review
- Hackney Carriage fares in neighbouring authorities
- The cost of alternative transport bus, tram, private hire etc.
- Any other information that may be deemed relevant

Any information presented must be from reputable sources and in an easy-to-read format.

The Licensing Committee will also consider information supplied by licensees, stakeholders, and other interested parties as part of the review process.

A notice of any variation to the maximum fare shall be advertised by the Licensing Authority.

# Appendix E

**Calculating Fares** 

#### How a meter works

Hackney Carriage vehicles use a meter to calculate fares.

The meter uses a transducer that coverts vehicle movement to distance pulses – "drops".

#### **Distance**

Fares are calculated prior to distance travelled by each pulse. As an example:

If fares were calculated as 10 pence per 100 yards, and the vehicle travelled <u>up to</u> 100 yards the cost would be 10 pence.

If the vehicle travelled 101 yards, the cost would be 20 pence.

#### **Waiting Time**

Waiting time is calculated by the meter and is engaged when the vehicle drops below 8mph.

The current wating time equates to £15 per hour.

This is calculated as 20 pence for every 48 seconds the vehicle is moving slowly or is kept waiting.

	Current
Seconds	48
Price	£0.20
Drops	75
Hourly	£15.00

#### **Calculating Fares**

Fares are currently calculated using 20 pence per drop at 195 yards (pre 17600 yards) and 176 yards (post 17600 yards) intervals, with a start-up rate (below 100 yards) of £3.10. If the vehicle was travelling 2 miles, the calculation would be:

The starting fare + The number of drops per mile x 0.2 (20p)

2 Mile T1 Fare = 
$$3.10 + (18 \times 0.2) = £6.70$$

## **Appendix F**

## **Further Evidence and Comparisons**

## Consumer Price Index including owner occupiers' housing costs (CPIH)

CPIH Index: All CPIH Items (2015 = 100)								
Jan-22 Apr-22 Jul-22 Oct-22 Jan-23 Apr-23 Jul-23 Aug-23 Total Change							Total Change	
114.6 119 121.2 124.3 124.8 128.3 129 129.4 12.91%							12.91%	

CPIH Annual Rate (All CPIH items)								
Jan-22 Apr-22 Jul-22 Oct-22 Jan-23 Apr-23 Jul-23 Aug-2						Aug-23		
4.9%	7.8%	8.8%	9.6%	8.8%	7.8%	6.4%	6.3%	

	CPIH Index: Transport Items (2015 = 100)								
ITEM	Jan-22	Apr-22	Jul-22	Oct-22	Jan-23	Apr-23	Jul-23	Aug-23	Total Change
New Motor Cars	122.3	125	127.6	128.8	130.5	132.4	133.3	133.3	8.99%
Second-Hand Motor Cars	127.4	122.6	118.4	119.6	118.3	124.1	121.1	118.9	- 6.67%
Spare Parts & Accessories	119.8	121.9	124	122.3	124.7	126.3	128.3	128.3	7.10%
Fuels & Lubricants	130.4	148.6	171.1	152.2	140.5	135.4	128.5	133.3	2.22%
Maintenance & Repairs	118.9	120.1	122.5	125.6	127.4	131.6	133.9	132.7	11.61%

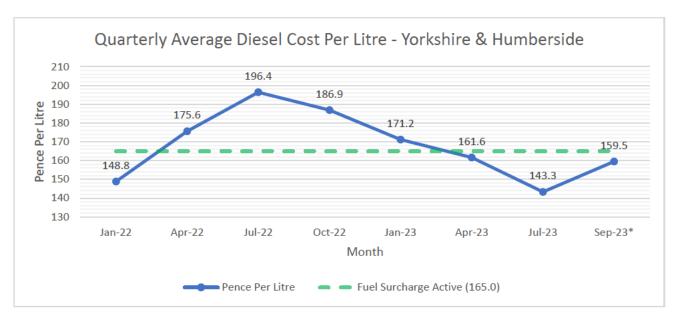
<sup>\*</sup>Data for September / October 2023 unavailable

 $\underline{\text{https://www.ons.gov.uk/datasets/cpih01/editions/time-series/versions/38}} \text{ - Office for national Statistics}$ 

https://www.ons.gov.uk/economy/inflationandpriceindices#timeseries\_- Office for national Statistics

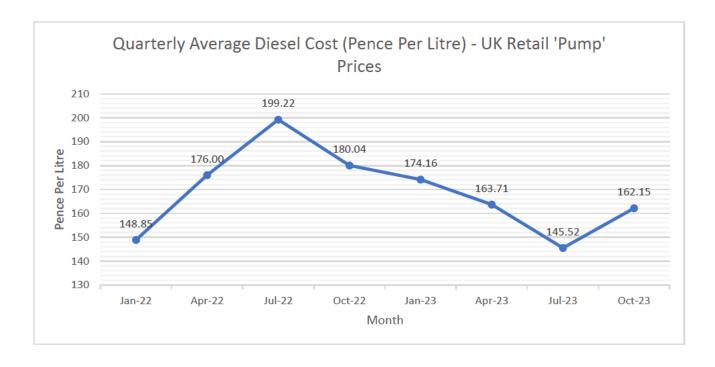
#### **Average Fuel Prices**

Average Diesel Cost (Pence Per Litre) - Yorkshire & Humberside								
Jan-22 Apr-22 Jul-22 Oct-22 Jan-23 Apr-23 Jul-23 Sep-23*							Sep-23*	
Pence Per Litre	148.8	175.6	196.4	186.9	171.2	161.6	143.3	159.5



\*Data for October 2023 unavailable

https://www.theaa.com/driving-advice/driving-costs/fuel-prices - The AA



https://www.gov.uk/government/statistics/weekly-road-fuel-prices\_ - GOV.UK

#### National Living Wage - October 2023

	Living Wage	Annual Increase (£)	Annual Increase (%)
April 2021 - March 2022	£8.91	N/A	N/A
April 2022 - March 2023	£9.50	£0.59	6.6%
April 2023 - March 2024	£10.42	£0.92	9.7%
*April 2024 - March 2025	£11.00	£0.58	5.6%

<sup>\*</sup> Exact wage unconfirmed but will rise to at least £11.00

16.9% increase in National Living Wage from last fare review to present day

National Minimum Wage and National Living Wage rates - GOV.UK (www.gov.uk) - GOV.UK

https://www.gov.uk/government/news/chancellor-announces-major-increase-to-national-living-wage
- GOV.UK

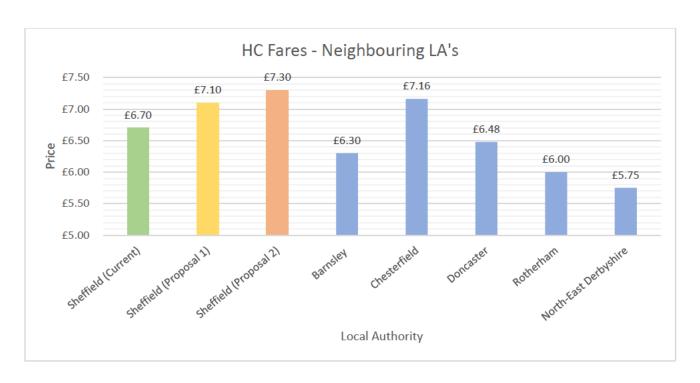
#### **Current Licensing Fees – October 2023**

	Current Fee (2016)
Knowledge Test	£87
Driving Test	£72
New HC/PH Drivers Licence - 1 Year	£169
New HC/PH Drivers Licence - 2 Years	£229
New HC/PH Drivers Licence - 3 Years	£289
Renew HC/PH Drivers Licence - 1 Year	£97
Renew HC/PH Drivers Licence - 2 Years	£157
Renew HC/PH Drivers Licence - 3 Years	£217
Disclosure and Barring Service Certificate	£38
New Hackney Carriage Vehicle Licence	£218
Renew Hackney Carriage Vehicle Licence	£163
Transfer Vehicle Licence	£31
MOT / Compliance Test (inc. Meter Test)	£59

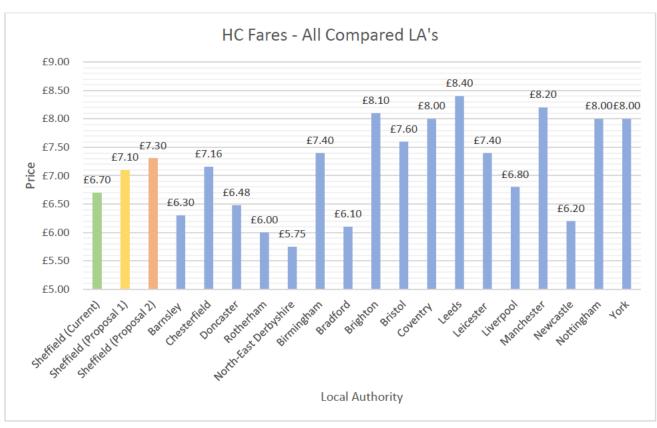
## Hackney Carriage Fare Comparison - October 2023

All Fares are for a distance of 2 miles using Tariff 1. Waiting time is not included.

LA	Price	Rank (out of 340)
Leeds	£8.40	22
Manchester	£8.20	36
Brighton	£8.10	42
Coventry	£8.00	49
Nottingham	£8.00	52
York	£8.00	56
Bristol	£7.60	79
Birmingham	£7.40	103
Leicester	£7.40	108
Sheffield (Proposal 2)	£7.30	117
Chesterfield	£7.16	140
Sheffield (Proposal 1)	£6.90	143
Liverpool	£6.80	188
Wolverhampton	£6.80	205
Sheffield (Current)	£6.70	216
Doncaster	£6.48	248
Barnsley	£6.30	266
Newcastle	£6.20	279
Bradford	£6.10	284
Rotherham	£6.00	302
North-East Derbyshire	£5.75	318







https://www.phtm.co.uk/newspaper/taxi-fares-league-tables - Private Hire Trade Monthly

#### **Alternative Public Transport Costs – October 2023**

	Bus (First)	Bus (Stagecoach)	Tram (Stagecoach)	Bus & Tram Combined
Single Ticket	£2.00*	£2.00*	£2.00*	N/A
Daily Ticket	£5.20	£5.30	£5.00	£5.90
Weekly				
Ticket	£17.90	£18.00**	£18.00**	£21.80
Monthly				
Ticket	£65.00	£72.00**	£56.00	£75.40

<sup>\*</sup>Capped until 31.12.2024

https://www.gov.uk/guidance/2-bus-fare-cap - GOV.UK

https://www.travelsouthyorkshire.com/en-gb/ticketsandpasses - Travel South Yorkshire

https://www.stagecoachbus.com/tickets - Stagecoach

https://www.firstbus.co.uk/sheffield/tickets/ticket-prices - First

#### Portable Card Reader Costs - October 2023

Device/Hardware	Device/Hardware Cost	Charge per Transaction	Charge per £10.00 Fare
SumUp Air	£46.80	1.69%	£0.17
SumUp Air + Portable Charging Station	£58.80	1.69%	£0.17
Barclaycard Smartpay Anywhere	£34.80	1.60%	£0.16
Square Reader	£22.90	1.75%	£0.18
Zettle Reader	£34.80	1.75%	£0.18

https://www.sumup.com - SumUp

https://www.barclaycard.co.uk/business/accepting-payments/card-readers/pay-as-you-go - Barclaycard

https://squareup.com - Square

https://www.zettle.com/gb/payments/card-reader - Zettle

<sup>\*\*</sup> Includes travel on Stagecoach Buses and Trams

# Appendix G

Fare Increase Proposals

## **Current Fares**

#### 1760 Yards in a mile

#### First 100 Yards

# Current

		Start	End	Price	Notes
Tariff 1	Day	7am	7pm	£3.10	
Tariff 2	Night	7pm	7am	£3.30	
Tariff 3	Weekend	7pm	7am	£4.30	Friday 7pm - Sunday 7am

#### Over 100 Yards

#### Current

	Yards	Per Drop	When	Yards	Notes
Every	195	£0.20	Up to	17600	
Every	176	£0.20	From	17600	

#### Current

Miles	Yards	Drops	<b>Round Drops</b>	T1	T2	Т3
0.5	880	4.00	4	£3.90	£4.10	£5.10
1	1760	8.51	9	£4.90	£5.10	£6.10
2	3520	17.54	18	£6.70	£6.90	£7.90
3	5280	26.56	27	£8.50	£8.70	£9.70
4	7040	35.59	36	£10.30	£10.50	£11.50
5	8800	44.62	45	£12.10	£12.30	£13.30
6	10560	53.64	54	£13.90	£14.10	£15.10
7	12320	62.67	63	£15.70	£15.90	£16.90
8	14080	71.69	72	£17.50	£17.70	£18.70
9	15840	80.72	81	£19.30	£19.50	£20.50
10	17600	89.74	90	£21.10	£21.30	£22.30
11	19360	109.43	110	£25.10	£25.30	£26.30
12	21120	119.43	120	£27.10	£27.30	£28.30
13	22880	129.43	130	£29.10	£29.30	£30.30
14	24640	139.43	140	£31.10	£31.30	£32.30
15	26400	149.43	150	£33.10	£33.30	£34.30
16	28160	159.43	160	£35.10	£35.30	£36.30
17	29920	169.43	170	£37.10	£37.30	£38.30
18	31680	179.43	180	£39.10	£39.30	£40.30
19	33440	189.43	190	£41.10	£41.30	£42.30
20	35200	199.43	200	£43.10	£43.30	£44.30

## **Waiting Time**

Current			
Seconds	48		
Price	£0.20		
Drops	75		
Hourly	£15.00		

3600 seconds in an hour

Extras	
Each hiring between 6pm on 24th December and 6am on 27th December and between 6pm on 31st December and 6am on 2nd January	£2.50
Each hiring on any other offical Bank Holiday (7am - 7am)	£1.00
Fouling the Vehicle (Maximum Charge)	£50

# Proposal 1 - ADCU, GMB and SETA

#### First 100 Yards

#### Proposal 1 - GMB, SETA & ADCU

		Start	End	Price	Notes
Tariff 1	Day	6am	6pm	£3.30	
Tariff 2	Night	6pm	6am	£3.50	
Tariff 3	Weekend	6pm	6am	£4.50	Friday 6pm - Sunday 6am

#### Second 100 Yards

	Yards	Per Drop	When	Yards	Notes
Every	100	£0.20	Up to	200	

#### Proposed

	Yards	Per Drop	When	Yards	Notes
Every	190	£0.20	Up to	17600	
Every	170	£0.20	From	17600	

#### Proposed

Miles	Yards	Drops	<b>Round Drops</b>	T1	T2	Т3
0.5	880	3.58	4	£4.30	£4.50	£5.50
1	1760	8.21	9	£5.30	£5.50	£6.50
2	3520	17.47	18	£7.10	£7.30	£8.30
3	5280	26.74	27	£8.90	£9.10	£10.10
4	7040	36.00	36	£10.70	£10.90	£11.90
5	8800	45.26	46	£12.70	£12.90	£13.90
6	10560	54.53	55	£14.50	£14.70	£15.70
7	12320	63.79	64	£16.30	£16.50	£17.50
8	14080	73.05	74	£18.30	£18.50	£19.50
9	15840	82.32	83	£20.10	£20.30	£21.30
10	17600	91.58	92	£21.90	£22.10	£23.10
11	19360	112.71	113	£26.10	£26.30	£27.30
12	21120	123.06	124	£28.30	£28.50	£29.50
13	22880	133.41	134	£30.30	£30.50	£31.50
14	24640	143.76	144	£32.30	£32.50	£33.50
15	26400	154.12	155	£34.50	£34.70	£35.70
16	28160	164.47	165	£36.50	£36.70	£37.70
17	29920	174.82	175	£38.50	£38.70	£39.70
18	31680	185.18	186	£40.70	£40.90	£41.90
19	33440	195.53	196	£42.70	£42.90	£43.90
20	35200	205.88	206	£44.70	£44.90	£45.90

## **Waiting Time**

	Current
Seconds	40
Price	£0.20
Drops	90
Hourly	£18.00

3600 seconds in an hour

Extras	
Each hiring between 6pm on 24th December and 6am on 27th December and between 6pm on 31st December and 6am on 2nd January	£2.50
Each hiring on any other offical Bank Holiday (6am - 6am)	£1.00
Fouling the Vehicle (Maximum Charge)	£60
Railway Station Surcharge	£0.40

# Proposal 2 - STTA

## First 100 Yards

## Proposal 2 - STTA

		Start	End	Price	Notes
Tariff 1	Day	7am	7pm	£3.30	
Tariff 2	Night	7pm	7am	£3.50	
					Friday 7pm - Sunday
Tariff 3	Weekend	7pm	7am	£4.50	7am

#### Over 100 Yards

## Proposed

	Yards	Per Drop	When	Yards	Notes
Every	176	£0.20	Up to	17600	
Every	159	£0.20	From	17600	

#### Proposed

Miles	Yards	Drops	Round Drops	T1	T2	Т3
0.5	880	4.43	5	£4.30	£4.50	£5.50
1	1760	9.43	10	£5.30	£5.50	£6.50
2	3520	19.43	20	£7.30	£7.50	£8.50
3	5280	29.43	30	£9.30	£9.50	£10.50
4	7040	39.43	40	£11.30	£11.50	£12.50
5	8800	49.43	50	£13.30	£13.50	£14.50
6	10560	59.43	60	£15.30	£15.50	£16.50
7	12320	69.43	70	£17.30	£17.50	£18.50
8	14080	79.43	80	£19.30	£19.50	£20.50
9	15840	89.43	90	£21.30	£21.50	£22.50
10	17600	99.43	100	£23.30	£23.50	£24.50
11	19360	121.13	122	£27.70	£27.90	£28.90
12	21120	132.20	133	£29.90	£30.10	£31.10
13	22880	143.27	144	£32.10	£32.30	£33.30
14	24640	154.34	155	£34.30	£34.50	£35.50
15	26400	165.41	166	£36.50	£36.70	£37.70
16	28160	176.48	177	£38.70	£38.90	£39.90
17	29920	187.55	188	£40.90	£41.10	£42.10
18	31680	198.62	199	£43.10	£43.30	£44.30
19	33440	209.69	210	£45.30	£45.50	£46.50
20	35200	220.75	221	£47.50	£47.70	£48.70

# **Waiting Time**

Current		
Seconds	45	
Price	£0.20	
Drops	80	
Hourly	£16.00	

3600 seconds in an hour

Extras		
Each hiring between 6pm on 24th December and 6am on 27th December and between 6pm on 31st December and 6am on 2nd January	£2.50	
Each hiring on any other offical Bank Holiday (7am - 7am)	£1.20	
Fouling the Vehicle (Maximum Charge)	£80	
For carrying between 5 and 8 passengers for whole journey irrespective of distance		
Surcharge on all business card payments	2%	

# Appendix - H

**Equality Impact Assessment** 

# PART A - Initial Impact Assessment

Proposal Name:	Hackney Carriage Fares Review	
EIA ID:	2371	
EIA Author:	Craig Harper	
Proposal Outline:	The Taxi Licensing Service is responsible for the regulation (administration and enforcement) of hackney carriage and private hire drivers, private hire vehicles, hackney carriage vehicles and private hire operators in the district of Sheffield. Primary legislation regulates the industry, namely: • Town Police Clauses Act 1847 • Local Government (Miscellaneous Provisions) Act 1976 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance, and all other charges in connection with the hire of a hackney carriage. Requests have been received from the taxi trade for a review of the maximum permissible fare for journeys undertaken in a hackney carriage vehicle. They have provided informaton to support thier request which is included within the report. It is important to note that within this EIA the term 'customer' is not limited to those directly using hackney carriage and private hire services, but anybody and everybody who may be impacted – the public. The term 'staff' relates to licensees.	
Proposal Type:	Non-Budget	
Year Of Proposal:	23/24	
Lead Director for proposal:	Richard Eyre	
Service Area:	Taxi Licensing	
EIA Start Date: Pag	<b>£29/0£0</b> 2023	

Lead Equality Objective:	Leading the city in celebrating and promoting inclusion		
Equality Lead Officer:	Ed Sexton		
Decision Type			
Committees:	Policy Committees  • Waste & Street Scene		
Portfolio			
Primary Portfolio:	Street Scene and Regulation		
EIA is cross portfolio:	No		
EIA is joint with another organisation:	No		
Overview of Impact			
Overview Summery:	The taxi trade have requested an increase to the maximum permissable fare that can be charged in a hackney carriage vehicle. The proposed increase in fares range from 4.4% to 6.4% depending on the tariff. This equates to extra 20p on a 2-mile journey. Any fare increase will not disproportionately impact licensees, specifically those who drive a hackney carriage vehicle whose fares are fixed by the Council. However, disabled people are more reliant on public transport, taxis, and		

This equates to extra 20p on a 2-mile journey. Any fare increase will not disproportionately impact licensees, specifically those who drive a hackney carriage vehicle whose fares are fixed by the Council. However, disabled people are more reliant on public transport, taxis, and private hire vehicles to transport them to places of work education, and social/leisure activities may be disproportionately impacted; Hackney Carriage vehicles are 100% wheelchair accessible and may be the only form of suitable transport for some disabled passengers. Additionally, young people are more reliant Pagental Transport, taxis, and private hire vehicles to transport them to places of work, education, and

social/leisure activities. This is of particular relevance at night where other transportation services cease, such as trams and buses. Therefore, young people may also be disproportionately impacted.

Impacted characteristics: • Age Disability Carers Health Poverty & Financial Inclusion Sex **Partners** Consultation and other engagement **Cumulative Impact** Does the proposal have a cumulative No impact: Impact areas: **Initial Sign-Off** Full impact assessment required: Yes **Review Date:** 31/05/2024

Health

PART B - Full Impact Assessment

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Staff Impacted:	No
Customers Impacted:	Yes
Description of Impact:	The National Office of Statistics 2021 Census data shows 44.5% of Sheffield residents described their health as "very good", increasing from 43.0% in 2011. Those describing their health as "good" rose from 34.1% to 34.4%. These are age-standardised proportions. The Sheffield Joint Health & Wellbeing Strategy 2019-2024 details that those who live in poorer parts of Sheffield have worse health than those living in more affluent areas. Disabled people are more reliant on public transport, taxis, and PHVs to transport them to places of work education, and social/leisure activities; this may also be the case for those with poor health. Fares are charged equally across all groups; however, any increase in fares may impact people with poor health as they may be more reliant on public transport.
Name of Lead Health Officer:	
Comprehensive Assessment Being Completed:	No
Public Health Lead signed off health impact(s):	
Age	
Staff Impacted:	No
Customers Impacted:	Yes
Description of Impact:	The National Office of Statistics 2021 Census data shows that between the last two censuses (2011 and 2021), the average (median) age of Sheffield increased by one year, from 36 to 37 years of age. This area had a lower average (median) age than Yorkshire and The

Humber as a whole in 2021 (40 years) and a lower average (median) age than England (40 years). The Page of 108 people aged 50 to 64 years rose by just over 11,800 (an increase of 13.4%), while the number of

residents between 35 and 49 years fell by just over 11,400 (10.3% decrease). The 20-24 age group stands out proud from this overall shape in Sheffield, as it represents the city's large student population. Young people are more reliant on public transport, taxis, and private hire vehicles to transport them to places of work, education, and social/leisure activities. This is of particular relevance at night where other transportation services cease, such as trams and buses. Older people are more reliant on public transport, taxis, and private hire vehicles to transport them to health services and to social and leisure activities. Fares are charged equally across all age groups; however, any increase in fares may impact younger people as they are more reliant on public transport.

#### Carers

Staff Impacted:

**Customers Impacted:** 

**Description of Impact:** 

The 2021 Census showed that 20.7% of Sheffield residents have a disability which limits them either a little or a lot. Disabled people are more reliant on public transport, taxis, and PHVs to transport them to places of work education, and social/leisure activities. Taxi and Private Hire Vehicle Statistics, England: 2023 show that in 2021, average taxi or private hire usage accounted for 2% of all trips for those with mobility difficulties, compared to 1% for those without mobility difficulties. Between 2007 and 2019, people with mobility difficulties took between 16 and 23 trips per year, while those without difficulties took around 10 trips. Young people are more reliant on public transport, taxis, and private hire vehicles to transport them to places of work, education, and social/leisure activities. This is of particular relevance at night where other transportation services cease, such as trams and buses. Older people are more reliant on public transport, taxis, and private hire vehicles to transport them to health services and to social and leisure activities. Fares are charged equally across all groups; however, any increase in fares may impact carers who accompany dislabled and older customers as they are more reliant on public transport.

Staff Impacted:	No	
Customers Impacted:	Yes	
Description of Impact:	The 2021 Census showed that 20.7% of Sheffield residents have a disability which limits them either a little or a lot. Disabled people are more reliant on public transport, taxis, and PHVs to transport them to places of work education, and social/leisure activities. Taxi and Private Hire Vehicle Statistics, England: 2023 show that in 2021, average taxi or private hire usage accounted for 2% of all trips for those with mobility difficulties, compared to 1% for those without mobility difficulties. Between 2007 and 2019, people with mobility difficulties took between 16 and 23 trips per year, while those without difficulties took around 10 trips. Fares are charged equally across all groups; however, any increase in fares may impact disabled people as they are more reliant on public transport.	
Partners		
Staff Impacted:	Yes	
Customers Impacted:	No	
Description of Impact:	The proposed increase in fares, as requested, range from 4.4% to 6.4% depending on the tariff and the distance travelled. This equates to extra 20p on a 2-mile journey. Trade representatives were required to submit evidence to support their requests for an increase. Where information was received, this shows an increase all such costs associated with operating a hackney carriage, such as fuel, repair costs and insurance. The fare increase will help to fund these extra costs that are currently being bourne by the licensee.	
Poverty & Financial Inclusion		
Staff Impacted:	No	
Customers Impacted:	Page 105	

**Customers Impacted:** 

**Description of Impact:** 

The proposed increase in fares, as requested, range from 4.4% to 6.4% depending on the tariff. This equates to extra 20p on a 2-mile journey. Taxi and Private Hire Vehicle Statistics, England: 2023 states that in 2021, on average, people in households without access to a car made around 8 times as many taxi or PHV trips as those with access to a car (23 trips per person compared to 3 trips per person respectively), and travelled roughly 3 times as far. In 2021, the average number of trips taken by taxi or PHV varied across income quintiles, but with no clear trend as income increases. Fares are charged equally across all groups; however, any increase in fares may impact those more reliant on public transport.

Action	Plan a	& S	Supp	orting	<b>Evidence</b>
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Outline of action plan:

Action plan evidence:

The National Office of Statistics - 2021 Census Data Taxi and Private Hire Vehicle Statistics, England: 2023

Changes made as a result of action plan:

## Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

#### **Review Date**

**Review Date:** 31/05/2024