



Northumberland County Council

Your ref:

Our ref:

Enquiries to: Heather Bowers

Email:

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Tel direct: 01670 622609/07873 700 976

Date: 18 April 2023

Dear Sir or Madam,

Your attendance is requested at a meeting of the **LICENSING & REGULATORY COMMITTEE** to be held in **COUNCIL CHAMBER - COUNTY HALL** on **WEDNESDAY, 26 APRIL 2023** at **1.30 PM**.

Yours faithfully

Dr H Paterson
Chief Executive

To Licensing & Regulatory Committee members as follows:-

J Beynon, T Cessford, E Chicken, J Foster, B Gallacher, C Hardy, C Humphrey (Vice-Chair), S Lee, K Parry, C Seymour, A Sharp, M Swinbank and A Wallace



Dr H Paterson Chief Executive
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AGENDA

PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. APOLOGIES FOR ABSENCE

2. MINUTES

(Pages 1
- 6)

Minutes of the meeting of the Licensing and Regulatory Committee held on Wednesday 15 February 2023, as circulated, to be confirmed as a true record and signed by the Chair.

3. SUBCOMMITTEE MINUTES

(Pages 7
- 8)

To receive for information the Minutes of the Licensing and Regulatory Subcommittee held on Thursday 16 February 2023.

4. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required where a matter arises at a meeting;

- a. Which **directly relates to** Disclosable Pecuniary Interest ('DPI') as set out in Appendix B, Table 1 of the Code of Conduct, to disclose the interest, not participate in any discussion or vote and not to remain in room. Where members have a DPI or if the matter concerns an executive function and is being considered by a Cabinet Member with a DPI they must notify the Monitoring Officer and arrange for somebody else to deal with the matter.
- b. Which **directly relates to** the financial interest or well being of a Other Registrable Interest as set out in Appendix B, Table 2 of the Code of Conduct to disclose the interest and only speak on the matter if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain the room.
- c. Which **directly relates to** their financial interest or well-being (and is not DPI) or the financial well being of a relative or close associate, to declare the interest and members may only speak on the matter if members of the public are also allowed to speak. Otherwise, the member must not take part in discussion or vote on the matter and must leave the room.
- d. Which **affects** the financial well-being of the member, a relative or close associate or a body included under the Other Registrable Interests column in Table 2, to disclose the interest and apply the test set out at paragraph 9 of Appendix B before deciding whether they may remain in the meeting.

- e. Where Members have or a Cabinet Member has an Other Registerable Interest or Non Registerable Interest in a matter being considered in exercise of their executive function, they must notify the Monitoring Officer and arrange for somebody else to deal with it.

NB Any member needing clarification must contact monitoringofficer@northumberland.gov.uk. Members are referred to the Code of Conduct which contains the matters above in full. Please refer to the guidance on disclosures at the rear of this agenda letter.

5. REPORTS OF THE DIRECTOR OF HOUSING AND PUBLIC PROTECTION

(a) Hackney Carriage Review Tariff 2023

(Pages 9
- 24)

To update Members on consultation undertaken following the agreement of the Committee on the 15 February to increase the Hackney Carriage tariff of fares, and in doing so, determine whether there are grounds to adopt a different approach to that which was agreed and consulted upon.

6. DATE OF NEXT MEETING

The next meeting of the Licensing and Regulatory Committee is scheduled for Wednesday 14 June 2023.

7. URGENT BUSINESS

To consider such other business as, in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency.

IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:

- Declare it and give details of its nature before the matter is discussed or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name:		Date of meeting:	
Meeting:			
Item to which your interest relates:			
Nature of Interest i.e. either disclosable pecuniary interest (as defined by Table 1 of Appendix B to the Code of Conduct, Other Registerable Interest or Non-Registerable Interest (as defined by Appendix B to Code of Conduct) (please give details):			
Are you intending to withdraw from the meeting?		Yes - <input type="checkbox"/>	No - <input type="checkbox"/>

Registering Interests

Within 28 days of becoming a member or your re-election or re-appointment to office you must register with the Monitoring Officer the interests which fall within the categories set out in **Table 1 (Disclosable Pecuniary Interests)** which are as described in "The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012". You should also register details of your other personal interests which fall within the categories set out in **Table 2 (Other Registerable Interests)**.

"Disclosable Pecuniary Interest" means an interest of yourself, or of your partner if you are aware of your partner's interest, within the descriptions set out in Table 1 below.

"Partner" means a spouse or civil partner, or a person with whom you are living as husband or wife, or a person with whom you are living as if you are civil partners.

1. You must ensure that your register of interests is kept up-to-date and within 28 days of becoming aware of any new interest, or of any change to a registered interest, notify the Monitoring Officer.
2. A 'sensitive interest' is as an interest which, if disclosed, could lead to the councillor, or a person connected with the councillor, being subject to violence or intimidation.
3. Where you have a 'sensitive interest' you must notify the Monitoring Officer with the reasons why you believe it is a sensitive interest. If the Monitoring Officer agrees they will withhold the interest from the public register.

Non participation in case of disclosable pecuniary interest

4. Where a matter arises at a meeting which directly relates to one of your Disclosable Pecuniary Interests as set out in **Table 1**, you must disclose the interest, not participate in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest, just that you have an interest.

Dispensation may be granted in limited circumstances, to enable you to participate and vote on a matter in which you have a disclosable pecuniary interest.

5. Where you have a disclosable pecuniary interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

Disclosure of Other Registerable Interests

6. Where a matter arises at a meeting which **directly relates** to the financial interest or wellbeing of one of your Other Registerable Interests (as set out in **Table 2**), you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Disclosure of Non-Registerable Interests

7. Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a Disclosable Pecuniary Interest set out in **Table 1**) or a financial interest or well-being of a relative or close associate, you must disclose the interest. You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation. If it is a 'sensitive interest', you do not have to disclose the nature of the interest.
8. Where a matter arises at a meeting which **affects** –
- a. your own financial interest or well-being;
 - b. a financial interest or well-being of a relative or close associate; or
 - c. a financial interest or wellbeing of a body included under Other Registrable Interests as set out in **Table 2** you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied
9. Where a matter (referred to in paragraph 8 above) **affects** the financial interest or well- being:
- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
 - b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise, you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

If it is a 'sensitive interest', you do not have to disclose the nature of the interest.

Where you have an Other Registerable Interest or Non-Registerable Interest on a matter to be considered or is being considered by you as a Cabinet member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

Agenda Item 2

NORTHUMBERLAND COUNTY COUNCIL

LICENSING AND REGULATORY COMMITTEE

At a meeting of the **Licensing and Regulatory Committee** held on Wednesday, 15 February at 1:30 pm.

PRESENT

Councillor C Humphrey
(Vice Chair, in the Chair)

MEMBERS

T Cessford
E Chicken
B Gallacher
C Hardy
S Lee

K Parry
C Seymour
A Sharp
M Swinbank
A Wallace

OFFICERS

H Bowers
M Bulman
T Hardy
P Soderquest

D Wilson

Democratic Services Officer
Solicitor
Licensing Manager
Director of Housing & Public
Protection (Virtual)
Business Compliance and Public
Safety Manager

16. MINUTES

The minutes of the meeting of the Licensing and Regulatory Committee held on Wednesday 20 December 2022, as circulated be confirmed as a true record and signed by the Chair, and to note that Councillors Beynon, Chicken, Humphrey and Seymour were in attendance.

17. SUBCOMMITTEE MINUTES

RESOLVED that the Minutes of the Licensing and Regulatory Subcommittee held on 15 December 2022, be received for information.

Ch.'s Initials.....

18. REPORTS OF THE DIRECTOR OF HOUSING AND PUBLIC PROTECTION

18.1 Street Trading Policy

Members were updated on the 12 week consultation undertaken in respect of the Council's Street Trading Policy which ended on 25 January 2023.

Following approval by the committee on 26 October 2022, a consultation which included Parish and Town Councils and current licence holders ran for 12 weeks.

Three responses had been received (one anonymous, one from Pegswood Parish Council and one from Forged Flavours Limited). Appendix A of the report.

One of the main issues encountered by officers was that the current policy did not facilitate the issuing of consents for one off trading.

The recommendations were listed in the report.

The following questions were raised by members:

- How the figures were arrived at - an assessment had been carried out with similar permits.
- Were there discretionary powers to waiver fees – the fees for exemptions had been reviewed.
- The proposed fee for a static trader should be treat with caution, eg market stalls – a number of consents were in place with Market Managers.
- The determination of the fee for mobile trader, 6 months – this was a typographical error and should state 605.
- The proposed fee of 85 for static trader – there had previously been no provision for this and was a new fee.

The Solicitor advised that each recommendation should be considered separately.

Councillor Wallace moved recommendation 1 for approval, which was seconded by Councillor Sharp and unanimously agreed.

Councillor Wallace moved recommendation 2 for approval, which was seconded by Councillor Parry and unanimously agreed.

In respect of recommendation 3, Councillor Wallace moved that applicants be required to submit a basic disclosure and barring certificate and was seconded by Councillor Parry. Upon being put to the vote, 10 members voted in favour to accept the proposal and 1 voted against.

Councillor Wallace moved acceptance of the proposed fees for street trading as per Appendix B of the report and was seconded by Councillor Gallagher. Upon being put to the vote, 10 members voted in favour to accept and 1 voted against.

RESOLVED that:

1. Approval of the following amendments to the policy:
 - a) The introduction of daily consent for street trading.
 - b) Daily consents be limited to 6 per applicant and 6 per site per year.
 - c) The requirement for consultation for daily consents be removed and replaced with a notification.
2. The current list of exemptions to the application process and fee be amended to the following:
 - a) An event that is community-based and run, for non-commercial purposes, such as a fete or school fund raising activity. Where any of the profit of the trading is retained by the trader for private gain, and not passed to the organisers of the event for use in, or by, the community concerned then the trader will not benefit from the fee exemption (unless a fee is charged to those entering the event);
 - b) Sales of articles by householders on land within the boundary of their home providing that this is not a commercial concern eg, selling home grown fruit and vegetables, homemade jams, etc. Such sales are seen as disposal of surplus domestic produce rather than trading.
3. Applicants be required to submit a basic disclosure and barring certificate.
4. Fees for street trading be amended as per the Proposed Fees of Annex B of the report.

A review to be carried out in 18 months.

18.2 Hackney Carriage and Private Hire Licensing Policy – Fire Extinguishers and First Aid Kits

Members were updated on the consultation regarding the requirements for hackney carriage and private hire vehicles to carry fire extinguishers and first aid kits.

Tasmin Hardy, Licensing Manager reminded members that the current policy stipulated that all current licensed vehicles to have within it, a fire extinguisher and first aid kit.

On 26 October 2022, the committee agreed to a consultation on the proposal to remove the relevant conditions.

The consultation ran for 12 weeks, up to 25 January 2023. 90 responses had been received. Out of the responses received, 77 had agreed with the proposal to remove the condition and 13 had disagreed.

The report contained information from the National Fire Chief Council as part of a consultation report for the Department of Transport in 2022, regarding the Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England in reference to Emergency Equipment.

Information had also been provided by Northumberland Fire and Rescue Service contained in the report.

Under the Health & Safety (First Aid) Regulations 1981, referred to the fact that first aid kits might be a legal requirement and needed to be provided by employers for employees.

The following questions/comments were raised by members:

- It was essential to retain the fire extinguishers and training could be carried out via DVD .
- A first aid kit was important when transporting children.
- Drivers should have first aid kit and fire training and modules could be done virtually.
- The fire equipment should be retained.
- What were other authorities doing?
- Specific fire extinguishers for combustion and electric vehicles.

Phil Soderquest, the Director of Housing and Public Protection stated that if the committee were minded to retain the fire extinguisher condition, and required training was provided commensurate with the use of equipment, a report could be brought back to the next committee on what the training would be. The committee would have to consider how the training was delivered and assurance that training had been undertaken for existing drivers.

Councillor Sharp proposed recommendation B of the report and stated that a report should be brought back to the next meeting on training requirements. This was seconded by Councillor Seymour and unanimously agreed.

RESOLVED that:

1. The conditions to be retained and a report be brought back to the next committee on training requirements.

18.3 Hackney Carriage Tariff

Members views were sought on a review of the current hackney carriage tariffs.

On 15 June 2022, the committee agreed to increase the hackney carriage tariffs by approximately 5%. The new tariff came into force on 4 July 2022.

An undertaking was made to review the tariff within one year.

A table of fees with the current tariff and alternative tariffs showing an increase of approximately 5% and 10% was circulated to members.

The following comment/questions were raised by members:

- Feedback from the increase of 5% - there was a level of trade who had not been happy with the increase.
- Taxi and private hire journeys were essential for many people.
- The cost of living.

Councillor Sharp proposed to increase the tariff by 5% as set out in the table circulated to members. This was seconded by Councillor Wallace.

Upon being put to the vote 10 members voted in favour of the proposal, with 1 member voting against.

RESOLVED that a new tariff of an approximate 5% increase be proposed for consultation.

19. NEXT MEETING

RESOLVED that the next meeting of the Licensing and Regulatory on Wednesday 26 April 2023, be noted.

20. URGENT BUSINESS

Mr Soderquest informed members of an urgent issue which had arisen at the Tyne Mills Depot at Hexham in relation to a machinery break down which was likely to be out of order for the next 6-8 weeks. This would mean that no MOTs could take place with a third of the county's MOT capacity lost which was causing disruption to the taxi trade.

As Director of Housing and Public Projection, members' approval was sought for him to authorise two garages in the west of the county to undertake MOT testing and taxi compliance relating to hackney carriage and private hire licences, for a time limited period only on an interim basis.

Councillor Parry moved approval, which was seconded by Councillor Gallagher and unanimously agreed.

RESOLVED that the Director of Housing and Public Protection be given authorisation for a maximum of two garages in the west of the county to undertake MOT testing and taxi compliance relating to private hire vehicles and hackney carriages on an interim basis until such time that the Tyne Mills depot is operational again.

CHAIR _____

DATE _____

NORTHUMBERLAND COUNTY COUNCIL

LICENSING AND REGULATORY SUB-COMMITTEE

At a meeting of the **Licensing and Regulatory Subcommittee** held in **Conference Room 1, County Hall, Morpeth, NE61 2EF** on **Thursday, 16 February 2023** at **10.00 am**

MEMBERS

T Cessford
B Gallacher

I Hutchinson (Reserve)
K Parry

OFFICERS

D Bambury
H Bowers
T Hardy
H Tait

Lawyer
Democratic Services Officer
Licensing Manager
Senior Licensing Officer

1. ELECTION OF CHAIR

RESOLVED that Councillor Cessford be elected as Chair for the duration of the meeting.

2. EXCLUSION OF PRESS AND PUBLIC

RESOLVED:-

(a) that under Section 100A of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following item on the Agenda as they involved the likely discussion of exempt information as defined in Part 1 of the Schedule 12(A) of the 1972 Act, and

(b) that the public interest in maintaining the exemption outweighs the public interest in disclosure for the following reasons:-

Agenda Item	Paragraph 1 of Part 1 of Schedule 12A
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4	Information relating to any individual.
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The public interest in maintaining this exemption outweighs the public interest in disclosure because of any information relating to any individual

PART II

3. REPORTS OF THE HEAD OF HOUSING & PUBLIC PROTECTION

Case No. 160223/443

The applicant was in attendance.

Introductions were made and the Chair explained the procedure to be followed.

The Senior Licensing Officer informed members that an application had been received which officers were unable to deal with under delegated powers.

The Subcommittee was asked to consider the application and the applicant's representations along with the written and oral report of the Senior Licensing Officer and relevant law and guidance policy to determine whether the applicant was a fit and proper person to hold such a licence.

The applicant submitted the case in support of his application and answered questions from the Subcommittee.

Members of the Subcommittee retired to make their decision with the legal adviser and following this the applicant was advised:-

The Subcommittee has determined to **GRANT** your private hire driver's licence, however, the decision was not taken lightly. The Subcommittee considered the Authority's Licensing Policy which states that motoring convictions must be considered seriously and due to those convictions, a warning was given about past conduct and the expectation that no further offences will be committed. Any further convictions will be taken seriously and may constitute a review of your licence, please also be mindful that all future convictions must be disclosed to the licensing team.



Northumberland County Council

COMMITTEE : LICENSING AND REGULATORY COMMITTEE

DATE: 26 APRIL 2023

Hackney Carriage Tariff Review 2023

Report of Philip Soderquest, Director of Housing and Public Protection

Cabinet Member: Cllr. Colin Horncastle – Portfolio Holder Community Services

Purpose of report

To update Members on consultation undertaken following the agreement of the Committee on the 15 February to increase the Hackney Carriage tariff of fares, and in doing so, determine whether there are grounds to adopt a different approach to that which was agreed and consulted upon.

Recommendations

Members note the contents of the report and

1. Determine, following consideration of the consultation responses, whether to approve the proposed revised hackney carriage tariff or agree a modified tariff.
2. Set a date, in accordance with the Local Government (Miscellaneous Provisions) Act 1976, Section 65, for the tariff to come into force.

Link to Corporate Plan

This report is relevant to the Living and Enjoying priorities included in the NCC Corporate Plan 2023-2026.

Key issues

The Council is responsible for setting the hackney carriage tariff, which represents, when the vehicle is operated within its licensing zone, the maximum tariff that may be charged.

The tariffs were reviewed in 2022 where it was agreed on a 5% increase with an agreement to review after 12 months.

The current set of tariffs is made up of 6 separate tariffs. 3 tariffs relate to vehicle for up to 4 passengers, the remaining 3 tariffs cover larger vehicles carrying 5 to 8 passengers.

The Licensing and Regulatory Committee on 15th February 2023 determined to increase the tariff by approximately 5% and authorised the licensing section to consult with the licensed trade and publish the required public notices.

Responses/comments are attached at **Appendix A**.

There have been 3 responses received via email and 22 via the online forms

Background

Under the Local Government (Miscellaneous Provisions) Act 1976, Section 65, the Council has the power to determine the charges that may be made in respect of journeys undertaken in a hackney carriage.

There are 4 elements in relation to the setting of a tariff: Timing of the tariffs, flag fall, intervals at which fare increases and extra charges.

Following Local Government reorganisation in 2009 hackney carriage licensing was split into 6 zones covering the 6 former districts. Separate tariffs were in place for these 6 zones until a review of the tariffs in 2018.

In 2018 an extensive review of the tariffs was conducted. It merged all 6 sets of tariffs into one set which covered all of Northumberland. Due to the way the tariffs had been previously formulated it meant that for some zones there was a significant increase while for others it was modest.

The tariffs were reviewed again in 2022 where it was agreed on a 5% increase with an agreement to review after 12 months

The Licensing and Regulatory Committee on 15th February 2023 determined to increase the tariff by approximately 5% and authorised the licensing section to consult with the licensed trade and publish the required public notices.

Public notices were published in The Northumberland Gazette, The Berwick Advertiser and The News Post Leader, specifying the proposed tariff and the date the proposed tariff increase was to come into effect should no representations be received (28th March 2023). Any representations received must be considered, and a new date set, within 2 months of the original date, for the implementation of the tariff with or without modifications

Points made by the trade, seem to vary, some state there should be an increase, whilst others state it should remain the same. Several comments have been made in relation to the tariffs for larger 8-seater vehicles, and that the increase should be higher for these vehicles.

- “Yardage should increase but cost to remain the same”
- “Increase should be higher”
- “Due to cost of living, there should be no increase”
- “No adequate price distinction between 4 seat and 8-seater vehicles”
- “5% increase is not sufficient”
- “Cost of fees also went up, so no gain for the driver”
- “Change in the font size as customers can't read it”
- “We are struggling after the first increase, so a second increase won't help”
- “I do not agree with the soiling charge”
- “the increase should be higher, unless there will be a review every year”
- “the small increase does not cover the cost of re-setting the meter”

The current set of tariffs is attached at **Appendix B.**

Implications

Policy	
Finance and value for money	
Legal	Legal requirement to advertise any amendment to the tariff.
Procurement	
Human Resources	
Property	
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
Risk Assessment	
Crime & Disorder	
Customer Consideration	Before making changes to tariffs consultation with those affected should take place.
Carbon reduction	
Health and Wellbeing	
Wards	All

Background papers:

Report sign off.

Authors must ensure that officers and members have agreed the content of the report:

	Full Name of Officer
Monitoring Officer/Legal	
Executive Director of Finance & S151 Officer	
Relevant Executive Director	
Chief Executive	
Portfolio Holder(s)	Colin Horncastle

Author and Contact Details

Helen Tait – Senior Licensing Officer

Helen.tait01@northumberland.gov.uk

Appendix A

Trade responses received

Appendix B

Current Hackney Carriage Tariff

Email Reponses

Response ID	Comments				
1	<p>Personally I strongly believe this is not the correct time to raise the fares due to the cost of living crisis we are currently in. Many people are struggling to make ends meet!!! Trade in general is very quiet and putting up fares up will only damage the trade further. We need to keep the customer we currently have.</p> <p>Many Operators are still trying to recover from covid pandemic.</p> <p>The 5% rise should have been 10% last year and then reviewed next year 2024!</p> <p>The 5% rise from last year was taken straight away when you increased the cost of yearly licensing and badge renewals 7% rise!!!</p> <p>The tariff for 6/ 8 seater vehicles needs addressing suggestion</p> <p>More than just 40p on the flag!!! £1.00 on the flag and 20p for each subsequent 82 yards?</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">For the first 500 yards or part thereof</td> <td style="text-align: right;">£3.70</td> </tr> <tr> <td>For each subsequent 82 yards or part thereof</td> <td style="text-align: right;">20p</td> </tr> </table>	For the first 500 yards or part thereof	£3.70	For each subsequent 82 yards or part thereof	20p
For the first 500 yards or part thereof	£3.70				
For each subsequent 82 yards or part thereof	20p				
2	<p>Why can't you see that tariff 4 and 5 need to increase by an amount more than for 4 passengers. We can carry up to 8 passengers for the same price for distance. No point having larger vehicles if we can get extra for more passengers.</p>				
3	<p>In my opinion the taxi trade does not need a fare increase at moment . Taking into account the current cost of living and lack of trade due to the knock on effect of Covid taxis have become a luxury . The current fare scale and the proposed fare scale penalise anyone travelling longer distances and make a minimal increase on shorter fares . The shorter fares are what need to be amended to assist the operators as the majority of taxi fares are shorter distances. Personally I think the licence department would be better using their time to improve what is a very poor service to the taxi trade .</p>				

Online Responses

ID	Are you a current Licence holder?	What zone are you Licensed in?	*	Additional Comments
1	Yes	Wants to be licensed in the Phoenix zone;	No	The tariff increases should be more than 10p its a joke and should have an increase of 30% it is clear that ncc doesn't want taxis and prefer private hire cause they can charge what they want which Phoenix has increased by 55% taxis is not a luxury

I do not agree with the proposed changes, in particular tariff 4, tariff 5, the soiling charge and the additional charges my objection I highlight below.

Objection 1 - Yardage.

It is proposed that the yardage remains the same for Tariff 4 & 5 as Tariff 1 & 2. These fair should be representative of the vehicles involved, ideally at fare and a half. The proposal is unfair on multi seater drivers as their running costs and fuel consumption are higher than those who drive a saloon car. Essentially this proposed rise is worthless and I offer a counter proposal below which is still affordable to the public and beneficial to the drivers of such vehicles given their ever increasing running costs.

Example scrap both tariffs and have 1 tariff for multi seater vehicles

Tariff 4 (except Christmas & New Year Period)

Start - £7.00

1st Mile - £10.00

Every additional mile - £3.00

Such a tarriff would bring us in-line near enough with other big operators in the area. (Example of these are Nearby Taxis & Blueline who have charged £3 a mile for larger vehicles for some time now)

Objection 2 - Soiling Fee.

Having sought quotes from professional car valeting companies across the area I believe £63.00 soiling charge isn't enough to cover what a driver would have to pay to get his car cleaned. I have had feedback that the bare minimum charge for this is £80.00 and would ask that the price of £63.00 is looked at accordingly.

Objection 3 - Dogs, Luggage, Pram and Wheeled Trolley Charges.

Whilst this objection may prove unpopular these I suggest these charges are archaic and not used by the majority of drivers. I would suggest these are removed and where possible used to offer a further increase to the metered rate of saloon cars.

2	Yes	Blyth ;	No
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3	Yes	; Wan sbec k;Mo rpeth ;	No	Think they should be a bit higher unless annual reviews
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				No because of the running costs for a multi seater with 7 or 8 seats one which is fit for its purpose in terms of comfort for passengers, items of luggage etc.
4	Yes	Blyth ;Wan sbec k;	No	The associated tariffs fall well short of creating a positive economic outcome and as a result the number of cars has increased creating an over supply in this sector heavily reducing a persons income.
5	Yes	Berwick;	No	Fare scale needs to be totally restructured. Please get someone from the taxi trade or ex taxi trade . To help you make these tariffs 40p more for 8 people to travel the same journey. And Each item of Luggage, pram, wheeled trolley £1.10 Imagine asking a old lady for money for her trolley or people for luggage money. Ha
6	Yes	Tyne dale;	No	
7	Yes	Wan sbec k;	Yes	
8	Yes	Berwick;	No	Tarrif 4, 5,& 6 need to be increased by atleast 20p 30p & 50p per mile fir the extra passengers To Whom it may concern Thanks for your recent email. I would like to state clearly and unequivocally that i do not agree with or accept this most recent tariff proposal. Yet again you've failed to take into consideration the current climate in which we are working, Gas/Electricity prices sky rocketing, Morgage rates through the roof, food, and general cost of living at an unprecedented level not to mention the utter ridicules price of fuel we must pay compared to any other EU Country. Every major sector currently taking strike action just to receive a reasonable rate of pay to be able to survive during these ridiculous times, Schools/NHS/railway/Fire and so on, are we to be in a similar situation that the only way anyone at the top will listen to our cry's is to arrange a strike? To my utter astonishment yet again you have failed to make an adequate price distinction between a 4-seater vehicle and an 8-seater wheelchair vehicle. WHY should we 8-seater drivers receive such a tiny marginal difference in price with the costs we have. An 8-seater costs almost £30,000 more than a 4-seater, We get almost if not less than half the miles per gallon, So yet again we pay more for the vehicle, more in repairs and maintenance, and a
9	Yes	Blyth ;	No	

hell of a lot more in fuel to carry double the number of passengers for no benefit so where's the incentive ? Would you i.e. as a manager do your job for 10p more an hour than an apprentice or just do there role for less stress and grief but pretty much the same income?

Not to mention that the price proposal was that bad you have forced one of the major firms in the area to hand all there hack plates back and make the whole company private hire just so they can charge what they want, at this rate i wonder how long it will take other operators to follow suite just to be able to make a living leaving this area with virtually no hackneys for people everything will be pre booking only, Or is this the plan all along so then there will be no drivers to contest the move of the taxi rank.

I hope you can take this email for what it is a cry for help and not a rant. I love my job and my town i have driven taxis in Blyth for over 20 years but it's about time we the drives and you the licensing department stopped fighting against each other, ignoring the voice of the little people and start working together the way it should of always been we the drivers deserve it, Northumberland deserves it, My town of Blyth deserves it and I'm sure it would make your lives a lot easier as well working hand in hand instead of arrogant drivers shouting and balling down the phone or via email.

10	Yes	Berwick;	No	You have put our prices up on everything. Fuel is extortionate. 10p won't make any difference. Taxis will not run in a year or 2 time.
11	Yes	Wansbeck;	No	Tariffs 4, 5 and 6 needs to be increased they are not suitable.
12	Yes	Morpeth;	Yes	
13	Yes	Tyne dale;	Yes	all increases are fine . BUT yous put our license/ plates fees up Should have had a bigger increase last time instead of a measly 5%. When fuel was up at £1.99 a litre and energy went through the roof +cost of living.
14	Yes	Blyth ;	Yes	

The licensing committee should have listened to the trade last year and raised the fares by 10% not the 5% that was passed!!!
And the next review would have been 2024!!!

To then raise the vehicle/ badges by 7% .so basically we did not receive anything!!

The cost to get meter updated cost between £10/25 .

So over a 9 month period you have raised the tariffs twice!!!

So overall 10% rise on fares over 5 years(if5% is passed)

To raise fares now with many of the trade still struggling to recover from the pandemic and the trade in general is struggling due to the cost of living crisis we currently have in the UK!! Many Operators are struggling to get drivers.

15	Yes	Berwick;	No	So I object to your proposal of a fare increase!!!.
16	Yes	Berwick;	No	Tarrifs 4,5&6 need addressed to increase by 20p 40p & 50p per mile
17	Yes	Blyth ;	Yes	Dont put cycle lane through rank . I don't think it covers anywhere near the cost we are getting hit with at the moment let alone your plans for the future policies on new vehicles If we aren't making the money how do you expect us to carry on in business when your policy changes if we can't afford new vehicles Also I have an 8 seater vehicle so your tariff 4 for carrying over 4 passengers is a joke 20p the cost of running a larger vehicle is more expensive than a car by a long margin So 20p is laughable. School transport are always wanting larger vehicles what incentive do we have to buy bigger vehicles with that sort of return in revenue Before this was run by one council Blyth valley policy for vehicles over 4 passengers was up to 6 passengers was 10% extra and up to 8 was 25% extra You are planning to cut carbon emissions but I might as well park my 8 seater up because it's losing money and just keep it licensed to do school contracts, and use 2 cars instead -getting paid the correct amount but doubling the emissions that you're trying to reduce.
18	Yes	Tyne dale;	No	
19	Yes	Tyne dale;	Yes	But the small increase is not worth the cost of resetting my meter Totally object.
20	Yes	Tyne dale;	No	We are struggling for business after the first increase, a second will put another nail in the taxi industry coffin.

21	Yes	Tyne dale;	No	
				<p>My Objections are to the Following:-</p> <ol style="list-style-type: none"> 1. The over 4 passengers is Only 30p difference in fare which does Not cover the Additional costs in Purchasing Vehicle, Extra Insurance, Maintenance and Fuel costs. I would like this amended to £2 per passenger over four passengers across All tariffs. This can be on the Extra's button. We were promised a review of this nearly five years ago and to date Nothing has been done to Address this Discrepancy. 2. The Changed Tariff times (done without consultation with the trade) of T3 and T6 finishing at 3am during Christmas and New Year periods, this used to finish at 7am and should be changed back to its original time. This Currently results in drivers going home at 3am, as they are not prepared to work later on a Reduced Tariff. 3. Minimum fares of £4 on T1, £5 on T2, £8 on T3, £7 on T4, £8 on T5, £10 on T6 4. Changing T2/T5 from 11pm Friday to 7am Monday Continuously. 5. Changing the current T2/T5 from starting at 11pm every night to 10pm every night. 5. A £1 service charge on Credit card transactions, with a minimum £5 transaction. Credit card facilities cost the driver, in terms of buying the card reader, paying fees to card service provider, as well as paying to put this money into your own account. This All equates to a discounted fare and needs to be addressed. 6. The £0 soilage charge for under 14's , again changed without any consultation. Soilage of a Vehicle by Anyone Incurs the Same Costs to the Driver No Matter what their Age. This should be Returned to its Original condition, i.e. Soilage of a Vehicle by Anyone No Matter their Age should the Amount that's set out in the H/C conditions. 7. Licensing should Accept Suggestions from Individuals to Improve the Trade, At the Moment, they Seem to be Only Accepting Suggestions from Big Companies.
22	Yes	Mor peth;	Yes	8. Increase the Size of the Font on the Tariff sheet as most people

have difficulty in reading it in its current Font size.

** A review of the Council's current Hackney Carriage Tariff has been undertaken. The Licensing and Regulatory Committee on the 15th of February agreed to increase the Tariff. Please find the proposed Tariff below:*

TARIFF 1

For the first 500 yards or part thereof £2.70

For each subsequent 82 yards or part thereof 10p

Waiting time: per 30 seconds or part thereof 20p

TARIFF 2: Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof £3.30

For each subsequent 65 yards or part thereof 10p

Waiting time per 30 seconds or part thereof 20p

TARIFF 3: Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof £5.30

For each subsequent 82 yards or part thereof 20p

Waiting time: per 30 seconds or part thereof 40p

TARIFF 4 (More than four passengers)

For the first 500 yards or part thereof £3.10

For each subsequent 82 yards or part thereof 10p

Waiting time: per 30 seconds or part thereof 20p

TARIFF 5: (More than four passengers) Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof £3.60

For each subsequent 65 yards or part thereof 10p

Waiting time per 30 seconds or part thereof 20p

TARIFF 6: (More than four passengers) Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof £5.30

For each subsequent 82 yards or part thereof 20p

Waiting time: per 30 seconds or part thereof 40p

Soiling Charge (except children under 14 years of age) £63.00

Dogs (excluding guide dogs) or other animal £1.10

Each item of Luggage, pram, wheeled trolley £1.10

Do you agree to the proposed changes?

Hackney Carriages Official Fare Charges

4th July 2022

Section 65 Local Government (Miscellaneous Provisions) Act 1976

TARIFF 1

For the first 500 yards or part thereof	£2.60
For each subsequent 86 yards or part thereof	10p
Waiting time: per 30 seconds or part thereof	20p

TARIFF 2: Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof	£3.10
For each subsequent 68 yards or part thereof	10p
Waiting time per 30 seconds or part thereof	20p

TARIFF 3: Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof	£5.00
For each subsequent 86 yards or part thereof	20p
Waiting time: per 30 seconds or part thereof	40p

For non-cancellation of bookings where taxi supplied and dispatched but not required on arrival at the pick-up point the fares to be calculated from dispatch point at the tariff rates.

Tariffs 4, 5 & 6 must only be used where more than four passengers (excluding the driver) are carried in a hackney carriage licensed for that purpose.

TARIFF 4 (More than four passengers)

For the first 500 yards or part thereof	£2.90
For each subsequent 86 yards or part thereof	10p
Waiting time: per 30 seconds or part thereof	20p

TARIFF 5: (More than four passengers) Between 11pm and 7am and all day Sundays and Public Holidays

For the first 500 yards or part thereof	£3.40
For each subsequent 68 yards or part thereof	10p
Waiting time per 30 seconds or part thereof	20p

TARIFF 6: (More than four passengers) Between 6pm on 24 December and 3am on 27 December and between 6pm on 31 December and 3am on 2 January

For the first 500 yards or part thereof	£5.00
For each subsequent 86 yards or part thereof	20p
Waiting time: per 30 seconds or part thereof	40p

Soiling Charge (except children under 14 years of age)	£63.00
Dogs (excluding guide dogs) or other animal	£1.10
Each item of Luggage, pram, wheeled trolley	£1.10

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