



LICENSING COMMITTEE

Thursday, 12th May 2022 at 6.30pm

Meeting to be held at Belle Vue Square Offices, Belle Vue Suite, Skipton

Committee Members: The Chairman (Councillor Myers) and Councillors Harbron, Heseltine, Ireton, Jaquin, Madeley, Moorby, Mulligan, Ogden, Solloway and Whitaker. (One vacancy - Independent).

Please note the following advice in advance of the meeting:

Whilst there is no longer a legal requirement to wear a face covering or continue to social distance, please be considerate towards the wellbeing of others.

Anyone showing Covid symptoms or feeling unwell, are asked not to attend and in-person meeting, this is in the interest of general infection control. Further guidance can be found at <https://www.gov.uk/coronavirus>

AGENDA

1. **Apologies for Absence** – To receive any apologies for absence.
2. **Minutes** – To approve the minutes of meeting held on 8 March 2022.
3. **Public Participation** – In the event that any questions/statements are received or members of the public attend, the public participation session will proceed for a period of up to fifteen minutes.
4. **Declarations of Interest** – All Members are invited to declare at this point any interests they have in items appearing on this agenda, including the nature of those interests.

(Note: Declarations should be in the form of:

a “**disclosable pecuniary interest**” under Appendix A to the Council’s Code of Conduct, or “**other interests**” under Appendix B or under Paragraph 15 where a matter arises at the meeting which relates to a financial interest of a friend, relative or close associate.

A Member of Council who has a disclosable pecuniary interest must leave the room and not take part in the discussion or vote. When declaring interests under Appendix B or Paragraph 15 of the Code, Members must move to the public seating area, not vote, and speak only if members of the public are also allowed to speak at the meeting.)

5. Hackney Carriage Table of Fares – Report of the Licensing Manager.

Purpose of Report – To consider consultation responses and approve a new Hackney Carriage Table of Fares.

6. Any other items which the Chairman decides are urgent in accordance with Section 100B(4) of the Local Government Act, 1972.

7. Date and Time of Next Meeting – Tuesday, 12 July 2022 at 6.30pm.

Agenda Contact Officer:

David Smith, Democratic Services and Scrutiny Officer

Tel: 07542 029870

E-mail: committees@cravenc.gov.uk

4 May 2022

Craven District Council

LICENSING COMMITTEE

8th March 2022

Present – Councillors Myers (Chairman), Harbron, Heseltine, Ireton, Jaquin, Madeley, Moorby, and Solloway.

Officers – Solicitor to the Council, Licensing Manager (Virtual) and Democratic Services and Scrutiny Officer.

Apologies for absence was received from Councillors Mulligan and Ogden.

Start: 6.32pm

Finish: 7.25pm

The minutes of the Committee's meeting held on 25th January 2022 were confirmed and signed by the Chairman.

Declarations of Interests – Councillor Madeley declared interests as he is a member of the trade but in another authority.

Minutes for Report

LIC.255

Public Participation

A member of the trade addressed the committee on behalf of other taxi drivers. He highlighted that fuel prices, as well as the cost of living, had increased and suggested that a more significant increase to fares would avoid the committee having to address this issue again in a short amount of time. He suggested that Tariff 1 should be increased to £4.50 for the first 838 yards and 15p for each subsequent 117.6 yards. He suggested that Tariff 2 should be increased to £5.00 for the first 838 yards and 30p for each subsequent 196.6 yards. He suggested that Tariff 3 be double Tariff 1, that Tariff 4 be 1.5x Tariff 1, and that Tariff 5 be 1.5x Tariff 3. Suggested that Tariff 2 be charged on Bank Holidays, as some councils in North Yorkshire already do.

He suggested that there were few/no new members of the trade and that this was caused by low fares and high upkeep costs. He also suggested that there is a shortage of taxis in the Craven area.

The Chairman highlighted the disappointing number of responses and the trade member suggested that the forms might have been too intrusive. The Chairman highlighted that strong evidence is needed. The Solicitor to the Council (Monitoring Officer) clarified the public consultation procedure.

LIC.256

Hackney Carriage Table of Fares

The Licensing Manager submitted a report asking Members to consider a request to review the Hackney Carriage Table of Fares. The main reasons for the review request the increasing cost of living and increasing fuel prices.

The Local Government (Miscellaneous Provisions) Act 1976 allowed local authorities to set fares for licensed Hackney Carriages in the District. The tariff set the maximum fares that the travelling public could be charged and before the Licensing Committee meeting of 25th January 2022, the last

Craven District Council

review of fares was in 2018. Section 65 set out the steps to be followed including a period of consultation.

In an effort to deal with the request as expeditiously as possible, the Chair agreed to a short consultation exercise with the 124 licensed Hackney Carriage drivers, primarily to acquire sufficient statistical information to enable officers to compile a draft revised Table of Fares. As at 25th January 2022, 10 responses were received but these provided insufficient data to calculate a reasonable evidence base. For this reason, the committee extended the trade consultation and as at 8th March 2022, 23 responses were received.

Members acknowledged the urgency in reviewing the Table of Fares as it had been several years since the last review and fares had not kept pace with inflation and taxi drivers' expenses had risen considerably. After discussing the proposed fares, Councillor Madeley proposed an amendment, which was seconded by Councillor Jaquin, that would see Tariff 1 charges increase to £4.50 for the first 838 yards/251.5 seconds and 15p for every subsequent 117.6 yards/35.5 seconds. The other tariff charges were unchanged from officer recommendations. The amendment was passed with four Members in favour, three against and one abstention. The amended table of fares was moved by Councillor Heseltine and seconded by Councillor Ireton on the basis that there would be a review of fares if the cost of living and fuel prices increase further.

- Resolved –** (1) That, Tariff 1 of the Hackney Carriage Table of Fares is increased to £4.50 for the first 838 yards/251.3 seconds and 15p for each subsequent 117.6 yards/35.5 seconds. The other tariffs are to remain unchanged from officer recommendations.
- (2) That, the amended Hackney Carriage Table of Fares is approved for public consultation as required by the Local Government (Miscellaneous Provisions) Act 1976.
- (3) That, the amended Hackney Carriage Table of Fares is called for review if the cost of living and fuel prices increase further.
- (4) That, the Tariff 3 additional yardage be amended to 26p for each 143.2 yards/70.6 seconds.

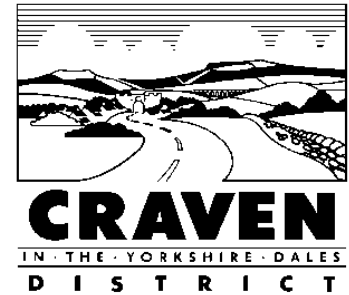
Chairman.

Licensing Committee – 12 May 2022

Hackney Carriage Table of Fares

Report of the Licensing Manager

Lead Member – Cllr Simon Myers



Ward(s) affected: All

1. Purpose of Report

To consider consultation responses and approve a new Hackney Carriage Table of Fares

2. Recommendations – Members are recommended to:

- 2.1 Note the responses received to the public consultation and either:
- i. Approve the Table of Fares as published for consultation; or
 - ii. Modify the Table of Fares

- 2.2 Subject to 2.1 above, agree a date when the revised Table of Fares will take effect.

3. Background

- 3.1 Members will recall that at the last meeting, this Committee approved a revised Table of Fares for public consultation (minute LIC.249). This followed a request from the trade to review the Table of Fares and after Members considered further representations from the trade at that meeting.

- 3.2 The consultation ran from the 17 – 31 March 2022.

4.0 Report

- 4.1 A notice was placed in the Council Offices, advertised in the local paper and published on the Councils website and social media channels. In addition, the Licensing Manager notified all Hackney Carriage Drivers by email and letter.

- 4.2 As the Committee is aware, the Table of Fares can cover time, distance, and all other charges in connection with the hire of a vehicle. Once the new fares are set Hackney proprietors must have the meter in the vehicle calibrated to those fares and sealed to prevent tampering. There is a cost to be paid to the meter supplier for this. The table of fares are the maximum that can be charged but a proprietor does have discretion to charge **less** than the meter price. The meter must always be used for each fare, this is a condition on the vehicle and driver licence. There is also a separate tariff card which must be visible and displayed in the vehicle for the passenger's benefit. This is supplied to drivers by the Licensing Department. It is a condition of both

Hackney Carriage Drivers & Vehicle Licences that the fare card is always displayed.

- 4.3** In setting the Table of Fares Councillors must balance the need of the Trade to earn a reasonable living whilst ensuring Hackney Carriages remain viable and accessible to the public, especially in a district such as Craven. The Table of Fares should not be used to compensate for market forces such as hyper competition due a high number of hackney carriages.
- 4.4** The Table of Fares sets the charges for Hackney Carriage Vehicles but there is no such function for Private Hire Vehicles, these vehicles can set and determine their own charges. A Hackney Carriage Driver can choose to change their licence type for driver/vehicle to private hire at any time while licensed. There is a small administrative cost to cover the new materials for the licence and badge. This is subject to them holding a private hire operators licence or operating under a Craven Licensed Private Hire Operator.
- 4.5** Consultation Responses The full responses can be found at Appendix A-G;- below is a summary of those responses outlined

Licence Holder / Member of Public	Comment/Objection
Appendix A - HCD173	<p>All tariffs should increase by 50% the additional yardage make no sense. Card charges should be included. Extra charge for luggage With tariff 1 going up 50% surely tariff 2 and 3 should follow suit to keep up with running costs etc. Tariff 4 for 5 passengers or more should be 50% more than tariff 1. Tariff 5 for 5 passengers after midnight should be 50% more than tariff 2 and tariff 6 for 5 passengers or more at Xmas should be 50% more than tariff 3. These tariffs would be fare. The tariffs for 5 passengers or more needs to higher as to cost. Because these vehicles cost more to buy and to run as they do less MPG parts are more expensive and road tax. Will you now please listen to the trade as its us who is getting the short straw. Hope this helps to sort the new fares out as we drivers are now at our wits end.</p>
Appendix B - HCD136	<p>As outlined in the public participation of the meeting i believe T1 is a bse tariff that all the other tariffs are derived from. T1 is T1 T2 is T1 plus 20% T3 is T1 plus 50% T4 bus tariff is the same as T3, T1 plus 50% T5 christmas bus tariff is T4 plus 50%. Waiting time should rise 50% in line with the rise of all the other tariffs. We should be able to make a charge for paying with a card as a charge is paid by all drivers.</p>
Appendix C - CDL128	A simple query how can T2 start up be less than that of T1.

AGENDA ITEM 5

	<p>The tariffs beyond T1 should surely be increased in line with the increase for T1 otherwise it would not be worth working after midnight or Xmas/New Year's eve or using a vehicle with more than four passenger seats.</p> <p>I'm totally at a loss to understand the thinking behind the committee's decision not to increase the tariffs beyond T1 at the same rate ie 50%. This surely defeats the purpose of the enhanced rates. I feel very strongly that this should be reconsidered. Why make working unsociable hours and running minibuses a less attractive proposition in relative to T1.</p>
Appendix D - HCD145	<p>unfortunately I do not agree with the tariff 1 and 2 which are wrong as tariff 2 should be £4.50 and not £4.30 as shown in the picture so I will be rejecting this revised table of fares. Also I don't agree with tariff 4 as it should be £6 and not £5.30 as stated.</p>
Appendix E - HCD012	<p>First of all if tariff one has gone by 50% then all the tariffs should be going up by the same percentage.</p> <p>Tariff 4 flag rate has gone up by £1.30. But the yardage has not gone up at all. So this will mean that on a local fare the difference between T1 and T4 is 80 pence. So what is the point of that.</p> <p>Also I would like to make a request like I have done before that T5 is to be used after midnight as well. I requested this before but it was ignored and T5 is to be used around Christmas.</p> <p>T4 should work out to be fare and a half of T1. T5 should be fare and a half of T2.</p>
Appendix F No name – Licence Holder	<p>I have received new tariff sheet at home. I do not like the minibus tariff 4.</p> <p>All other tariffs gone up but minibus tariff yard charge not gone up.</p> <p>Minibus very expensive to run and maintain. So Tariff 4 should be 1.5 of tariff 1. Also need tariff after midnight. No difference between tariff 4 and tariff 2 and tariff 1. Why I do not understand.</p>
Appendix G - Member of Public	<p>Why is the 'flag drop' set at 838 yards? It makes no sense.</p>
Member of the Public – Licence Holder	<p>I hope my comments can be taken onboard though I request to not disclose my details.</p> <p>May I suggest that the distance to the first flag drop is adjusted either</p> <ul style="list-style-type: none"> • 838 yards to '880 yards i.e. 0.5 of a mile' <p>880 yards is half a mile and I think most people would be able to envisage what half a mile looks like.</p>

	<ul style="list-style-type: none"> Alternately set the meter to the first 1760 yards [a mile] and then each mile therefore after. <p>It would just simplify everything, for the public & driver.</p>
HCD045 – No additional appendix	<p>The new tariffs gone up but the tariff 4 hasn't gone up on yardage.</p> <p>Tariff 4 is supposed to be 150% of tariff 1.</p> <p>We need to use tariff 5 for after midnight as well.</p> <p>If tariff 1 gone up 50% all tariff should go up same.</p>

4.6 The table of fares and individual tariffs are not linked, and it remains a matter for the Committee to set the appropriate fees. The Licensing Manager has been unable to locate information to indicate the table of fares has ever been designed to go up in set increments based on the tariff set for T1.

4.7 Since 2018 it has not been lawful to levy a charge for a card payment, so this cannot be considered.

4.8 Members will note under section 3 of this Report that the Trade have been consulted twice regarding operating costs and on both occasions the number of responses received has been low.

4.9 For illustration a 50% increase on the table of fares for all tariffs is outlined at figure 1.1

Figure 1.1

Mile	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Flag first 838 yards	£4.50	£4.95	£6.32	£4.60	£8.84
Yards and Charge	15p per 117.6yards	30p per 196.6yards	30p per 143.2yards	30p per 156.9 yards	45p per 156.9 yards
1	£5.68	£6.36	£8.25	£7.76	£11.48
2	£7.92	£9.04	£11.94	£11.13	£16.53
3	£10.17	£11.73	£15.63	£14.49	£21.58
5	£14.66	£17.10	£23.00	£21.22	£31.68
10	£25.88	£30.53	£41.44	£38.05	£56.91

It should be noted for Tariff 5 (Festive period tariff for vehicles carrying 5 or more passengers) the Licensing Manager has used the figures consulted on for the table of fares and given it a 40.34% increase this appears to be the formula used for vehicles of 4 or less passengers for the festive tariff.

4.10 The Licensing Manager has been unable to establish why the initial yardage and subsequent yardage therefore after has been set at the current figures. To

facilitate an expedited review it was intended that these remain unchanged. Though should members wish to review the initial flag drop to half a mile 880 yards this would set the tariffs to be as outline below;

Flag drop for the first 880 yards	£4.5	£4.95	£6.32	£4.6	£8.84
Yards and Charge after	15p per 117.6yards	30p per 196.6yards	30p per 143.2yards	30p per 156.9 yards	45p per 156.9 yards
	Tariff 1	Tariff 2	Tarif 3	Tariff 4	Tariff 5
1 Mile	£5.62	£6.29	£8.16	£6.28	£11.36
2 Miles	£7.87	£8.98	£11.85	£10.13	£16.41
3 Miles	£10.11	£11.66	£15.54	£13.82	£21.46
5 Miles	£14.60	£17.04	£22.91	£21.19	£31.56
10 Miles	£25.83	£30.46	£41.35	£39.63	£56.79

5. Financial and Value for Money Implications

If members agree to amend the table of fares the Licensing Department will be required to print and publish new tariff cards for all vehicles and carry out checks on all vehicles. Licence Holders will incur a fee to recalibrate their meters.

6. Legal Implications

Previous reports have set out the procedure for setting fares for Hackney Carriages in accordance with the Local Government (Miscellaneous Provisions) Act 1976. The Licensing Authority, in specifying fares, sets the maximum. An individual driver can choose to charge a lower amount if they wish.

It is an offence under section 55 of the Town Police Clauses Act 1847, for which the Licensing Authority may prosecute, for a Hackney Carriage Driver to charge a sum higher than the applicable tariff set by the Licensing Authority.

Any changes to the Table of Fares could be challenged by an aggrieved party in the High Court.

7. Contribution to Council Priorities

Promoting the wellbeing of Craven's communities

8. Impact on the declared Climate Emergency

None

9 Risk Management

None

10. Chief Finance Officer (s151 Officer) Statement

A Chief Finance Officer statement is not required for this report.

11. Monitoring Officer Statement

No additional comments to those already included in the report.

12. Equality Impact Analysis

An increase of the maximum fare that can be charged would not specifically impact a person because of their protected group. The impact will be the same for all users. The impact will be dictated by their ability to pay a higher fare.

A significant proportion of users who are elderly, young and with certain disabilities or those from low economic backgrounds. Will suffer a greater impact by the cost increase having a greater aggregated negative financial impact on them.

13. Consultations with Others

Hackney Carriage Drivers and Trade Representatives
Members of the Public

14. Appendix

- Appendix A – Consultation Response**
- Appendix B - Consultation Response**
- Appendix C - Consultation Response**
- Appendix D - Consultation Response**
- Appendix E - Consultation Response**
- Appendix F - Consultation Response**
- Appendix G - Consultation Response**

15. Author of the Report

Name Tim Chadwick
Telephone: 01756 706251
E-mail: tchadwick@cravendc.gov.uk

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

Received 16th March 2022:

Comments from [REDACTED] re potential changes to Hackney Carriage Fares.

Following the consultation last week, the increase to Tariff 1 is as expected. It was the only tariff discussed.

However, this increase was expected on the other tariffs too and has not happened. It is nonsensical that tariff 2 is less than tariff 1.

Also, there is no logic to the 'Subsequent Yardage Charges'.

Also, I do not agree that no extra charge should be made for credit card payments due to extra charge to driver.

Also, I believe extra charges should be made for large luggage

Signed [REDACTED]

Date... 16/3/2022 .

Mr [REDACTED] will be making a fuller response in the next week but wanted initial concerns. logged straight away.
JMA 16/3/22.

Reply to Consultee by Email 16th March

----- Original Message -----

Subject: FW: Response to fare proposal

From: Licensing <Licensing@cravendc.gov.uk>

To: [REDACTED]

CC: Licensing <Licensing@cravendc.gov.uk>

Dear Mr [REDACTED],

I am in receipt of your initial response.

Please note regarding debit card charges: <https://www.gov.uk/government/news/card-surcharge-ban-means-no-more-nasty-surprises-for-shoppers> . Since 13 January 2018 it has been unlawful to charge for the use of a card.

Further submissions can be made by email to this email address of at the Council offices.

Many thanks
CDC Licensing

Licensing
Licensing Team

t: 01756 706251

e: Licensing@cravendc.gov.uk

Reply from Consultee.

By Email 28/03/2022

Re new tariffs. With tariff 1 going up 50% surely tariff 2 and 3 should follow suit to keep up with running costs etc. Tariff 4 for 5 passengers or more should be 50% more than tariff 1. Tariff 5 for 5 passengers after midnight should be 50% more than tariff 2 and tariff 6 for 5 passengers or more at Xmas should be 50% more than tariff 3. These tariffs would be fare. The tariffs for 5 passengers or more needs to higher as to cost. Because these vehicles cost more to buy and to run as they do less MPG parts are more expensive and road tax. Will you now please listen to the trade as its us who is getting the short straw. Hope this helps to sort the new fares out as we drivers are now at our wits end.

My FIG-LX1. On O2.

	AGENDA ITEM 5 APPENDIX B
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From: [REDACTED]
Sent: 18 March 2022 10:37
To: Licensing <Licensing@cravendc.gov.uk>
Subject: New Tariff Card

Morning Licensing,

I did not want to make any representation about the new tariff card as i believe this would delay the T1 tariff rise. Having found out representations have been made by colleagues, i decided to send you an email to explain my position and clarify.

The format of the meeting does not help as once the public participation is over the trade cannot raise any concerns about the decisions and direction of the meeting.

As outlined in the public participation of the meeting i believe T1 is a bse tariff that all the other tariffs are derived from.

T1 is T1

T2 is T1 plus 20%

T3 is T1 plus 50%

T4 bus tariff is the same as T3, T1 plus 50%

T5 christmas bus tariff is T4 plus 50%.

Waiting time should rise 50% in line with the rise of all the other tariffs. We should be able to make a charge for paying with a card as a charge is paid by all drivers.

Please do not hesitate to contact me if i can help in any way.

On 18 Mar 2022, at 10:55, Licensing <Licensing@cravendc.gov.uk> wrote:

Dear [REDACTED]

Since 2018 it as been illegal to charge for the use of a card as a means of payment. So this can not be added as a charge.

You response has been received and we will update in due course regarding when comments will be considered by the Committee.

Many thanks,

[REDACTED]
[REDACTED]

Afternoon,

Well you learn something new everyday. In which case I will only use my reader in case if emergency.

Stay safe

Many thanks

██████████

████████████████████

From: [REDACTED]
Sent: 20 March 2022 12:59
To: Licensing <Licensing@cravendc.gov.uk>
Subject: New Tariffs

Hello Licensing

A simple query how can T2 start up be less than that of T1.

The tariffs beyond T1 should surely be increased in line with the increase for T1 otherwise it would not be worth working after midnight or Xmas/New Year's eve or using a vehicle with more than four passenger seats.

Regards [REDACTED]

From: Licensing@cravedc.gov.uk
Sent: 21 March 2022
To: [REDACTED]
Subject: New Tariffs

Dear [REDACTED],

A copy of the report presented to Licensing Committee on the 8th of March can be found online: [Craven District Council : Agenda and Reports 2021-22 \(cravendc.gov.uk\)](#) the Committee heard in the public participation from two drivers who reported to be representing the trade who made a submission for the tariffs to be increased beyond those in the report. Members debated this request and determined to amend tariff one only.

The consultation remains open until the 31st March: [Craven District Council : Hackney Carriage Table of Fares Consultation \(cravendc.gov.uk\)](#) you or any member of the trade/public may submit written comments or objections up and until this date, should you wish to do so.

Submission can be made by post, email or hand delivered to the Council's offices.

Many thanks,

CDC Licensing

01756 706251

From: [REDACTED]
Sent: 24 March 2022
To: Licensing <Licensing@cravendc.gov.uk>
Subject: New Tariffs

Hello

	AGENDA ITEM 5 APPENDIX C
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I'm totally at a loss to understand the thinking behind the committee's decision not to increase the tariffs beyond T1 at the same rate ie 50%. This surely defeats the purpose of the enhanced rates. I feel very strongly that this should be reconsidered. Why make working unsociable hours and running minibuses a less attractive proposition in relative to T1.

I sincerely hope my views will be taken into consideration.

Regards

████████████████████

	AGENDA ITEM 5 APPENDIX D
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From: [REDACTED]

Sent: 22 March 2022 12:59

To: Licensing <Licensing@cravendc.gov.uk>

Subject: Tariff

Hi unfortunately I do not agree with the tariff 1 and 2 which are wrong as tariff 2 should be £4.50 and not £4.30 as shown in the picture so I will be rejecting this revised table of fares. Also I don't agree with tariff 4 as it should be £6 and not £5.30 as stated.

Thank you

[REDACTED]

From: licensing@cravendc.gov.uk

Sent: 23 March 2022

To: [REDACTED]

Subject: Tariff

Dear [REDACTED],

The tariff has been published as agreed by the Licensing Committee on the 8th March 2022.

Your objection submitted has been recorded.

It would be helpful for the committee when considering your objection if you can provide any further supporting statement/documents to your suggestions.

~Many thanks,

CDC Licensing

No further information received.

From: [REDACTED]

Sent: 28 March 2022

To: Licensing <Licensing@cravendc.gov.uk>

Subject: OBJECTION New Tariff

Hello

I would like to object to the new tariffs.

First of all if tariff one has gone by 50% then all the tariffs should be going up by the same percentage.

Tariff 4 flag rate has gone up by £1.30. But the yardage has not gone up at all. So this will mean that on a local fare the difference between T1 and T4 is 80 pence. So what is the point of that.

Also I would like to make a request like I have done before that T5 is to be used after midnight aswell. I requested this before but it was ignored and T5 is to be used around Christmas.

T4 should work out to be fare and a half of T1. T5 should be fare and a half of T2.

If you would like further information you can contact me.

Kind Regards

[REDACTED]

From: [REDACTED]

Sent: 28 March 2022

To: Licensing <Licensing@cravenc.gov.uk>

Subject: Object New Tariff

Hi

I have recieved new tariff sheet at home. I do not like the minibus tariff 4.

All other tariff gone up but minibus tariff yard charge not gone up.

Minibus very expensive to run and maintain. So Tariff 4 should be 1.5 of tariff 1. Also need tariff after midnight. No.difference between tariff 4 and tariff 2 and tariff 1. Why I do not understand.

By Email : 22/03/2022

Dear Mr Chadwick,

As it is a consultation, surely it is up to you and Craven District Council to provide the explanation of what a 'flag drop' is. Why it is that length, and also why the consultation is not provided in easily accessible formats.

Therefore, currently it is difficult to describe it as a consultation as many people are actively excluded

Thank you

██████████

cc Simon Myers

On Mon, 21 Mar 2022 17:50 Licensing, <Licensing@cravencd.gov.uk> wrote:

Dear ██████████,

If you believe there is a distance that would be more suitable for the initial flag drop to cover then you are invited to outline that as a consultation response for The Licensing Committee to consider. If we are in receipt of any objection then the matter will be considered by that Committee. The distances for the flag drops and additional charges have remained unchanged from previous table of fares. Though the proposals remain open for consultation and this is the opportunity to address this, should you wish.

For comparison with authorities in North Yorkshire their hackney carriage initial flag drops are;

Harrogate - 440 yards

Richmonshire - 880yards

Hambleton - 1760 yards

Rydale - 880 yards

Scarborough - 251.43 yards

Selby - 352 yards

Other near by authorities;

Bradford 96 yards

Leeds 176 yards

Should you wish to make an objection. I am happy to discuss ways in which submissions can be made, though this can be by post, email or by hand at the Councils offices, the last date for submission is the 31st March.

Many thanks

Tim Chadwick

01756 706251

www.cravenc.gov.uk/fareconsultation

From: [REDACTED]
Sent: 21 March 2022 17:19
To: Licensing <Licensing@cravenc.gov.uk>
Subject: Re: Hackney Carriage consultation

Thank you for your reply.

Why is the 'flag drop' set at 838 yards? It makes no sense. If it is a historical precedent surely this should be challenged? Also how do you present this information in accessible formats to the Craven population?

Thank you

[REDACTED]

On Mon, 21 Mar 2022 12:22 Licensing, <Licensing@cravenc.gov.uk> wrote:

Dear [REDACTED]

Thank you for your email.

Due to regulation 5(2) of the Units of Measurement Regulations 1995 the table of fares must be calculated based on feet, yards and miles. So unfortunately it is not permissible to use the metric system.

838 yards is the initial flag drop, that irrespective of the journey length a driver would earn. This initial distance for the flag drop and the distances the tariffs go up, remains unchanged from the current tariff [attached].

We do have an illustration for the proposals for tariff 1 on our website www.cravenc.gov.uk/fareconsultation which you might find beneficial to you.

I would be happy to calculate any particular journey you had in mind or assist with any further query.

Many thanks

Tim Chadwick

01756 706251

From: [REDACTED]
Sent: Sunday, March 20, 2022 7:06:25 PM
To: Licensing <Licensing@cravendc.gov.uk>
Subject: Hackney Carriage consultation

Dear sir,

Can you please provide a comprehensible consultation document?

Also an 'easy read' document would be appreciated.

The information that I have received via Cllr Simon Myers is very dense and lacks clarity.

I would suggest that the consultation is halted. 838 yards has absolutely no meaning....miles and kilometres do.

Yours sincerely

[REDACTED]