

Hinckley Area Taxi Association

Dear Mark Brymer

I am writing to you regarding consultations I've had with the trade for some time regarding putting an application forward for a tariff increase for the Hackney and private hire taxi trade, the trade within the Hinckley and Bosworth area, have not had a rise since 2015.

The reason for this was after the last rise, the price of fuel actually fell and although the cost of insurance, plate and driver licenses and the cost of living went up, it was deemed that because of the drop in fuel costs, the trade were pretty much holding their own.

The trade were on the brink of putting an application in pre Brexit ,but because we were unsure of the implications this would have on the trade ,for instance oil prices ,car production and obtaining parts for vehicles ,it was decided we hold off to monitor what impact ,if any this would have .However none of us could have contemplated the long drawn out process, this would be .Following this ,none of us expected the pandemic .

The trade have been discussing this for some time and have not taken this decision lightly. Even when train fares and bus fares were rising ,the trade still held off putting the tariff up so as to still provide a fairly priced transport option to those ,where bus and train travel is difficult for different reasons .

The reasons that have made this inevitable are as follows;

- Based on the league tables for the UK, comparing 362 councils, Hinckley and Bosworth are Borough is positioned at 253. Although I do have to add that positions 1 and 2 are airport listings of Heathrow and Luton that are not actually councils. However in recent occasions, we have

found it difficult to use just the league table as a comparison due to the fact some of these prices are city based, like London for example. The trade tries to look at the surrounding areas and try to work from this. Looking at current listings, based on a 2 mile journey Charnwood are charging £6.05 and Nuneaton are charging £6.75, with Hinckley and Bosworth currently at £5.60.

- The pandemic has also affected the trade badly. Whilst some of the trade was able to claim furlough payments and government schemes, a lot however, fell through the net. Some hadn't been in the trade long enough to produce accounts and some who are of pensionable age, did not qualify but were still expected to use their pensions to cover business costs. The taxi trade invites drivers of any age .but it has a high level of drivers averaging between 55 and 75 working within the industry at present. We are aware that this unfair system didn't just affect our trade .but unfortunately we were among a long list of industry where this has affected. Due to the lack of financial help during the pandemic, sadly drivers have left the industry to go into other career options .such as retail or delivery drivers. Consequently because the trade lost drivers, some vehicles have been taken off, this inevitably has an impact on company revenue. However I would like to acknowledge that the Hinckley and Bosworth licensing team have been super supportive, by giving drivers who were struggling longer periods to pay plate and driver badge fees.
- Further full lockdowns also impacted the trade, the entertainment industry brings approximately 40% of income to the taxi industry, along with retail day economy bringing another 40%, with both those factors being affected during lockdown, and this had a major impact on revenue.
- We have also noticed a sharp rise in public liability insurance, fuel costs and costings for parts and tyres, which after the pandemic have been harder to source due to delays in production.

The trade are eager to move on and improve by trying to attract younger people into the workforce to provide the professional service we have always

tried to provide to the people of Hinckley and Bosworth area .To enable us to do this ,we need to get revenue flowing into the industry so that we have incentives to offer new people wishing to work within the profession ,like up to date vehicles and booking systems that make operations more reliable and customer friendly, we would also like to rise up from depths of the pandemic by allowing firms that have traded in this area for years to continue . This will be impossible if it's not financially viable.

To help the licencing committee see the existing rates and the proposed rates I have attached the two tables to this application.

Table 1 existing rates

Tariff 1

For first 880 yards or part thereof	£2.60
For every 176 yards or part thereof	20p

Calculation in mileage

1 mile	£3.60
2 miles	£5.60
3 miles	£7.60
4 miles	£9.60
5 miles	£11.60

Tariff 2 Existing rate

For the first 880 yards or part thereof	£3.90
For every 176 yards or part thereof	30p

Calculation in miles

1 mile	£5.40
2 miles	£8.40
3 miles	£11.40
4 miles	£14.40
5 miles	£17,40

Table 2 Proposed rates

Proposal 1

Tariff 1

For the first 880 yards or part thereof	£2.80
For every 176 yards or part thereof	24p

Calculation in miles

1 mile	£4.00
2 mile	£6.40
3 mile	£8.80
4 mile	£11.20
5 mile	£13.60

Tariff 2

For the first 880 yards or part thereof	£4.20
For every 176 yards or part thereof	36p

Calculation in miles

1 mile	£6.00
2 mile	£9.60
3 mile	£13.20
4 mile	£16.80
5 mile	£20.40

Proposal 2

Tariff 1

For the first 880 yards or part thereof	£2.90
For every 176 yards or part thereof	26p

Calculation in miles

1 mile £4.20
2 mile £6.80
3 mile £9.40
4 mile £12.00
5 mile £14.60

Tariff 2

For the first 880 yards and part thereof £4.35
For every 176 yards and part thereof 39p

Calculation in miles

1 miles £6.30
2 miles £10.20
3 miles £14.10
4 miles £18.00
5 miles £21.90

If the council were to accept one of these proposals, the trade respectfully asks that the, soiling charges, extra charges and Tariff 3 is adjusted accordingly.

We look forward to hearing your decision in due course

Kind Regards

Tina Duane