



**TULDA**  
TORBAY UNITED LICENSED DRIVERS ASSOCIATION

To Torbay Licensing Department

As Founding Director of Torbay United Licensed Drivers Association (TULDA) I have been approached many times to ask for my assistance to request a Hackney Tariff Rise. Some drivers even presented me with a proposal for a tariff that had been circulated and signed by a collection of drivers as all attempts to put this on the TLTA agenda were dismissed by the committee without discussion.

Some of the Private Hire Companies have already increased their prices an option not available to Hackney carriage drivers without first preparing a case and seeking permission from the Torbay Licensing Department. Therefore, I have looked at the Tariff and prepared a few calculations that seem to be appropriate to help reduce the difference between Hackney and Private Hire fares making operating on a Hackney tariff a little more financially viable. You will see the general consensus was for a reasonable increase as majority of seasoned drivers realise it's better to introduce a gradual rise more frequently rather than implementing a larger price rise in one go. We were trying to find an appropriate rate that would balance the needs of drivers and the public.

Nationally 18 other Local Authorities have already increased fares in 2021 many citing they hope higher fares will help to address the national licensed driver shortages by making it financially more attractive to remain or enter the trade. While the national living wage has recently been increased the hackney driver has seen his profits drop. At the same time working conditions have deteriorated as incidents of aggressive behaviour and assault are escalating nationally. As front-line key workers we continue to be at risk from COVID, as we are in close proximity in relatively enclosed spaces with a range of strangers many of whom do not wish to wear face masks as it's no longer mandatory. The public are becoming more complacent with the role out of the vaccine programme but this does not stop a person contracting, transmitting or becoming seriously ill. Drivers are putting themselves and loved ones at risk but being self-employed they receive very little financial support if forced to isolate due to COVID.

Just the escalating cost of fuel, garage bills spare parts and commercial insurances has had a monumental impact on a driver's financial viability consequently some have decided to seek alternative employment. In addition to increasing running costs drivers will also need to invest more capital when replacing their current vehicles over the next decade as diesel and petrol vehicles are phased out in order to achieve the government's ambition to achieve zero emission by 2030.

It is commonly believed the unprecedented shortage of licensed drivers especially at night is putting the public at risk. Nationally there are some suggesting Tariff 2 should be introduced earlier in the evening one suggestion was 22:00. However, drivers in Torbay have not sufficiently discussed this point in open forums for TULDA to be able to confidently put forward a collective response on behalf of the trade in our locality at this point. It takes time to actively listen, facilitate and gauge where necessary discussions on key issues in order to accurately reflect other people's opinions and wishes. We would be doing the trade a disservice if we just assumed everyone felt the same. At times if there is no clear majority TULDA may have to present 2 conflicting positions it is our role to represent not dictate.

There is a strong argument for offering a financial incentive to motivate drivers to structure their working shifts to include some of high demand hours as being self-employed they are profit driven. There is a much higher risk of aggression to drivers or damage and soiling of the vehicle late at night as far more passengers have probably consumed a degree of alcohol which can lead to reduced inhibitions and challenging behaviours. By the end of an evening drinking and socialising less people are respecting social distancing or other COVID precautions like using masks.

Some Drivers are still a little reluctant to put themselves in this situation again a financial incentive may be the thing to encourage them back out for the late shift. Exploring ways to generally promote driver and passenger safety could also make drivers feel a little safer on the road at the more challenging periods. Private hire drivers often have some remote supervision to alert someone to a driver in distress but hackneys are very much working independently.

We would recommend an annual tariff review be added to the Licensing Committee agenda In an attempt to ensure it keeps up with rising living costs and national wages etc.

We hope you will look favourably at the following options and put forward a rise on our behalf at the next meeting of the Licensing Committee. If you require further input or clarification on any of our points, please contact me by;

**CONTACT DETAILS REMOVED**

Yours faithfully Jacqui Nickels

Torbay United Licensed Drivers Association (For Private Hire, Hackney & Operators) Email: REMOVED Telephone: REMOVED





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TORBAY UNITED LICENSED DRIVERS ASSOCIATION

## Proposed Tariff rise for Torbay Hackney vehicle carriage November 2021 on behalf of independent drivers.

### Current Torbay Tariff

1st mile 4.80

2nd mile 6.75

3rd mile 8.70

4th mile 10.65

5th mile 12.60

This works out as £1.95.5 a mile thereafter

### Option 1 Adding 30p on the face value plus 30p mile thereafter;

1st mile 5.10

2nd mile 7.35

3rd mile 9.60

4th mile 11.85

5th mile 14.10

This works out as £2.25.5 a mile thereafter

**Option 2 preferred by TULDA members and others,** gives Drivers a slightly better return per mile but still affordable for the general public.

No change to the face value but cutting the yards to 450 & 130 would mean thereafter;

1st mile 4.95

2nd mile 6.90

3rd mile 9.00

4th mile 10.95

5th mile 13.05

This works out as £2.03 a mile thereafter

### Also a request for a Change to Tariff 2 Hackney carriage rate.

We also wish to request an increase to the Face value for the tariff 2 rate of 30p in addition to cutting the yards as in Option 2 above. This would make the face value for Tariff 2 a similar value to Teignbridge Hackneys and similar to rates set in many other authorities. It may help alleviate the unprecedented current issue covering unsociable hours.

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