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For all enquiries relating to this agenda please contact Madia Afzal
(Tel: 07738 263933 Email: afzalm@caerphilly.gov.uk)

Date: 30th March 2022

Dear Sir/Madam,

A digital meeting of the **Cabinet** will be held via Microsoft Teams on **Wednesday, 6th April, 2022** at **10.30 am** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so.

This meeting will be recorded and made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore the images/audio of those individuals present and/or speaking at Cabinet will be publicly available to all via the recording on the Council website at www.caerphilly.gov.uk

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Christina Harrhy'.

Christina Harrhy
CHIEF EXECUTIVE

AGENDA

	Pages	
1	To receive apologies for absence.	
2	Declarations of Interest.	

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on the agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

A greener place Man gwyrddach



To approve and sign the following minutes: -

3 Cabinet held on 23rd March 2022. 1 - 6

To note the Cabinet Forward Work Programme.

4 Cabinet Forward Work Programme. 7 - 8

To receive and consider the following reports on which executive decisions are required: -

5 21st Century Schools - Band B Proposal - Statutory Objection Report For: Llancaeath Junior School/Llanfabon Infants School. 9 - 28

6 Social Care Provider Fee Increases 2022/2023. 29 - 34

7 Proposal To Increase Hackney Carriage Fare Tariffs. 35 - 66

Circulation:

Councillors S. Cook, N. George, C.J. Gordon, P.A. Marsden, J. Pritchard, Mrs E. Stenner, A. Whitcombe and R. Whiting

And Appropriate Officers

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CABINET

MINUTES OF THE REMOTE MEETING HELD VIA MICROSOFT TEAMS ON WEDNESDAY, 23RD MARCH 2022 AT 10:30A.M.

PRESENT:

Councillor P. Marsden (Leader) - Chair

Councillors:

N. George (Waste, Public Protection and Street Scene), C. Gordon (Corporate Services), J. Pritchard (Infrastructure and Property), Mrs E. Stenner (Performance, Economy and Enterprise), R. Whiting (Learning and Leisure) and A. Whitcombe (Sustainability, Planning and Fleet).

Together with:

C. Harrhy (Chief Executive), D. Street (Corporate Director, Social Services and Housing), R. Edmunds (Corporate Director Education and Corporate Services) and S. Harris (Head of Financial Services & S151 Officer).

Also in Attendance:

R. Tranter (Head of Legal Services and Monitoring Officer), L. Donovan (Head of People Services), K. Cole (Chief Education Officer), L. Allen (Principal Group Accountant - Housing), M. Lloyd (Head of Infrastructure), E. Pryce (Assistant Director, Education Achievement Service - Policy and Strategy), N. Williams (Head of Housing), K. Watkins (Communications and Tenant Engagement Officer), S. Jones (Supporting People Manager, Adult Services), E. Sullivan (Senior Committee Services Officer), M. Harris (Committee Support Officer/Chauffer) and M. Afzal (Committee Services Officer).

And

Cllr. C.P. Mann.

RECORDING AND VOTING ARRANGEMENTS

The Leader reminded those present that the meeting was being filmed but would not be live streamed, however a recording would be available following the meeting via the Council's website – [Click Here To View](#). She advised that decisions would be made by Microsoft Forms.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr S. Cook (Social Care and Housing) and M.S. Williams (Corporate Director – Economy and Environment) and D. Hartevelde (Education Achievement Service).

2. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course of the meeting.

3. CABINET – 9TH MARCH 2022

RESOLVED that the minutes of the meeting held on 9th March 2022 were approved as a correct record.

4. CABINET FORWARD WORK PROGRAMME – TO NOTE

Cabinet was provided with the Cabinet Forward Work Programme, which detailed the scheduled reports until the 6th of April 2022. Members were reminded that the Cabinet Forward Work Programme is a working document and therefore subject to change.

The Chief Executive updated Members on the Cabinet Forward Work Programme. Members were advised that the next meeting of Cabinet has been scheduled to consider urgent matters as it falls within the pre-election period.

Following consideration and discussion, it was moved and seconded that the Forward Work Programme be noted. By a show of hands this was unanimously agreed.

RESOLVED that the Cabinet Forward Work Programme be noted.

5. PUBLICATION OF GENDER PAY GAP DATA 2021 – EQUALITY ACT 2010 (SPECIFIC DUTIES AND PUBLIC AUTHORITIES) REGULATIONS 2017

Consideration was given to the report which sought Cabinet approval for the publication of the Authority's Gender Pay Gap Written Statement 2021 to the Council's and Government's website by 30th March 2022.

Cabinet was advised that under the Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017, all organizations listed at Schedule 2 to the regulations that employ over 250 employees are required to report annually on their gender pay gap from 2017. However, the provisions under these Regulations only apply to employees directly appointed and managed by the Council. Employees who are appointed and managed by school head teachers/Governing Bodies are not required to be included within the scope of the Council's Gender Pay Gap Data.

The Head of People Services confirmed that the Gender Pay Gap Statement provided a snapshot of data from a point in time and is based on data as of the 31st March 2021. The Officer assured Cabinet that it was not an indication that there was an equal pay issue within the Council in terms of pay, or that males and females were paid differently for the same or similar types of work, it is based on the choice that employees have made in terms of the roles they take. Cabinet was asked to note that this was something that the council should acknowledge and welcome that as an organisation we offer these opportunities to staff to work flexibly in different types of roles.

The Leader thanked the Officer for the explanation and echoed the need to recognise the myriad of opportunities for all workers within the Council that this snapshot of data evidenced.

Following consideration and discussion, it was moved and seconded that the recommendation in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

The written report statement attached at Appendix 1 detailing gender pay gap data for publication on the Council's website and the Government website online using the gender pay gap reporting service be agreed.

6. EDUCATION ACHIEVEMENT SERVICE (EAS) BUSINESS PLAN 2022-2025

Consideration was given to the report which sought Cabinet approval on the final Education Achievement Service (EAS) Business Plan 2022-2025 following a regional consultation process, including consideration by CMT and the Education Scrutiny Committee on 15th February 2022. The plan laid out EAS' main priorities, following robust self-evaluation processes which EAS believes will be relevant to focus upon in the next iteration of the regional Business Plan for 2022-2025.

The Assistant Director for Policy and Strategy at the EAS updated Cabinet on the Business Plan and explained the consultation process and how the EAS had listened and adapted the plan to ensure that the needs of Caerphilly learners and Caerphilly Schools were met.

Members thanked the EAS for working in collaboration with Caerphilly and for their efforts in amending the plan in light of the Authority's comments. It was felt that the plan had been strengthened through collaborative work with the Authority. Members and Officers placed on record their appreciation for the EAS in engaging with the Authority, especially through the consultation process, which had brought many of the plan's recommendations to life and allowed the Authority to shape many of the key areas.

The Chief Education Officer and Corporate Director for Education and Corporate Services echoed the comments made and welcomed the renewed and refreshed commitment to working in partnership with the EAS.

Following consideration and discussion, it was moved and seconded that the recommendation in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

1. It be ensured that the Business Plan enables appropriate support and challenge for schools and that it addresses the areas for improvement that have been identified within Caerphilly County Borough Council's Education Strategic Plans.
2. The EAS Business Plan 2022-2025 be approved.

7. HOUSING REVENUE ACCOUNT BUSINESS PLAN 2022/23

Consideration was given to the report which asked Members to consider and approve the 2022/23 Housing Business Plan and its submission to Welsh Government by 31 March 2022 on an ongoing, annual basis, following its presentation to the Housing and Regeneration Scrutiny Committee on 15th March 2022. Members were asked to consider the views of the Scrutiny Committee and approve the submission of the report to Council to request an extension on the HRA borrowing cap to £90m to allow the new build programme to progress.

The Head of Housing highlighted some of the plan's key areas. It was noted that plan covered a 30-year period for managing the Authority's assets, finances, and necessary investments. However, it was felt that the Authority would benefit from focusing on the initial 3-5-year period where Officer could have more confidence in core assumptions and interest rates and rent increases.

Cabinet was advised that the volatility in the market, for example labour cost, materials etc, is likely to affect the plan in the coming years and that any change to an assumption or sensitivity would have a significant impact, so while it is important to plan for 30 years the focus now should be on the initial few years.

Reference was made to existing borrowing levels which stood at £75 million. It was confirmed that £45 million of this capital would be allocated to the Welsh Housing Quality Standard Scheme and £30 million would be invested in the increased housing supply. However, it was noted that the level of borrowing is likely to increase as the New Build Programme progresses, hence, with approval from Council, the Authority were looking to borrow the additional amount.

The Head of Housing drew Members' attention to the Business Plan Narrative Document which sets out how the Housing Revenue Account operates, together with the challenges and targets of the Service going forward. It was noted that the document must be demonstrated in the Business Plan. Members were advised that the document is being refined and would be completed for consideration by Council. In respect of the increased borrowing, it was advised that it would not be required until the next financial year.

Members welcomed the report and were supportive of its recommendations. Overall, it was felt that the additional borrowing was required to deliver the ambitious New Build Programme.

Following consideration and discussion, it was moved and seconded that the recommendation in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

The 2022/23 Housing Business Plan and its submission to Welsh Government by the 31st March 2022, and annual on an ongoing basis be approved.

RECOMMENDED that for the reasons contained in the Officer's report the report goes onto Council to request an extension on the HRA borrowing cap to £90m to allow the new build programme to progress.

8. COAL TIP CONDITION STATUS AND INSPECTION REGIME

Consideration was given to the report which sought Cabinet endorsement of the continued use of Caerphilly's policy and procedures for managing tip inspections and maintenance programme, continued collaborative working with Welsh Government and the Coal Authority and continued exploration of options for addressing maintenance requirements for privately owned spoil tips.

Cabinet was advised that the report had been considered by the Environment and Sustainability Scrutiny Committee at its meeting on 22nd March 2022. The outcome of these discussions was fed back to Cabinet Members.

It was confirmed that the Scrutiny Committee had unanimously supported the recommendations. However, it was noted that current legislation did not allow local authorities to enter private land unless it was deemed an emergency. Thus, members of the Scrutiny Committee recommended that the Authority negotiates with owners to agree access to the land should work on the private tips be required.

Members of the Scrutiny Committee acknowledged that majority of the tips within the County Borough fell within private land and felt that for officers and experts to enter the land with ease, stronger legislation was required.

Cabinet noted that Welsh Government were in the process of developing new legislation and the Law Commission had been instructed to investigate the matter. It was anticipated that a new Supervisory Board would be set up to oversee the registration, classification, and management of tips across Wales and it was hoped that this would result in consistency across the board.

Members were assured that the tips within the County Borough had been thoroughly inspected and there were no issues of concern. In respect of the private tips, it was noted that Officers were working with the Coal Authority to manage and identify issues of concern. It was highlighted that one private tip had recorded some movement; however, Members were assured that it did not give any cause for concern at this time, the tip was being closely monitored and Officers were working with the landowner to resolve the issue.

Cabinet was advised that a significant amount of work had been undertaken in the management and maintenance of tips. Over £1,000,000 had been spent on tip work last financial year (2021/22) and it was anticipated that a considerable amount of work would be undertaken this financial year (2022/23).

Moreover, the Officer updated Members on the information that had just been received in respect of the Law Commission. It was confirmed that the Law Commission work would be published on 24th March 2022 and contained 36 recommendations which would need to be reviewed and considered and a further report brought back to Members in this regard.

In relation to the ongoing discussions between the UK Government and Welsh Government regarding funding, Members were assured that tips would be managed in a robust and methodical way, and it was stressed that there were no immediate concerns in relation to tips in the County Borough.

Following consideration and discussion, it was moved and seconded that the recommendation in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

1. The continued use of Caerphilly's policy and procedures for managing tip inspections and maintenance programme which was originally supported by the Regeneration and Environment Scrutiny Committee on 02-04-2013 be endorsed.
2. Continued collaborative working with Welsh Government and the Coal Authority be endorsed.
3. Continued exploration of options for addressing maintenance requirements for privately owned spoil tips be endorsed.

9. HOUSING SUPPORT PROGRAMME STRATEGY

Consideration was given to the report which advised Members of the current Housing Support Programme Strategy for the period 2022-2026 as required by Welsh Government every four years. The report also outlined the single strategic view of Caerphilly's approach to Homelessness Prevention and Housing Support Services.

The Officer summarised the key strategic priorities and advised that the priorities could only be delivered through collaborative work with colleagues in health, probation and housing services. Furthermore, it was highlighted that individuals with first-hand experience of support services were of particular importance.

It was noted that the cohort of people requiring support services was continuously changing and this presented a significant challenge when developing a strategy covering an extended period of time. However, it was confirmed that the priorities within the strategy would remain as they were based on evidence to date and the needs of current and future service users. Furthermore, Members were assured that the priorities would be reviewed, and the costs deriving from the service were in-line with the Welsh Government Grant.

Members thanked the Officer for outlining the priorities as well as the complexities surrounding the strategy and were particularly appreciative of the adjustments the service were able to make should users require them.

Clarification on the training programme for Officers working with the homeless was sought. The Officer confirmed that there was extensive mandatory training in place to ensure long-term and sustainable accommodation for service users. Training areas included health and safety, housing legislation and homelessness legislation, with many of the courses being accredited through the Financial Conduct Authority. Cabinet noted that there was also extensive Officer training on key issues such as suicide prevention, substance misuse and individuals fleeing violence and domestic abuse and everyone that comes into homelessness services has a degree of psychologically informed environment and trauma informed training to ensure there is an understanding of why individuals come into the services in the beginning and helping to break the cycle of homelessness.

A comment pertaining to Houses in Multiple Occupation (HMO) was put forward by the Cabinet Member for Corporate Services who felt that the Planning and Housing service area ought to work earlier and more extensively with Local Members and residents to identify and raise awareness on HMOs, especially on private HMOs. The Member's concerns were acknowledged, and it was noted that a private application for an HMO did not require consultation with Housing Services and very often it is only on contact from the Local Ward Members or Residents that the service becomes aware of the proposal, and this situation was far from ideal. The Corporate Director assured Cabinet that Officers were doing the best they could in a very complex environment.

Clarification was sought as to the priority for ending rough sleeping and whether any individuals assisted into long-term accommodation had returned to living on the streets. It was confirmed that due to the active outreach team and the training and support that was being offered to service users, the return rate was significantly low. Officers and Members were pleased with the progress that had been made.

Following consideration and discussion, it was moved and seconded that the recommendation in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report the strategy be considered and its single strategic direction for housing related support and homelessness prevention be agreed.

The meeting closed at 11:15A.M.

Approved and signed as a correct record subject to any corrections made at the meeting held on 6th April 2022.

CHAIR

06/04/2022 10:30	21st Century Schools – Band B - Phase 2: Objection Report	For Cabinet to consider the contents of 21st Century Schools objection report and give permission to proceed to the planning application stage, and the submission of the full business case to Welsh Government.	West, Andrea; Richards, Sue;	Cllr. Whiting, Ross;
06/04/2022 10:30	Provider Fee Increases - 2022/23	For Cabinet to note the Social Services Directorates proposed fee increases to independent providers for 2022/23 and note the possible financial implications in future years.	Street, Dave;	Cllr. Cook, Shayne;
06/04/2022 10:30	Proposal to increase Hackney Carriage Fare Tariffs	For Cabinet to consider a recommendation from Licensing Committee in relation to proposals from the Taxi trade for amendments to the hackney carriage fare tariff to enable the preferred proposal to be advertised in the press for a 14-day public consultation period.	Hartshorn, Robert;	Cllr. George, Nigel;
13/04/2022 10:30	Withdrawal from Crumlin Institute	The purpose of the report is to update Cabinet on the current position regarding dilapidation costs linked to the termination of the lease for Crumlin Institute, and to seek approval to settle with the landlord with additional costs being funded from the projected underspend in the 2021/22 Education & Lifelong Learning revenue budget.	Southcombe, Jane; Harris, Stephen R;	Cllr. Stenner, Eluned; Cllr. Whiting, Ross;
13/04/2022 10:30	Cost of Living Support Scheme	To provide details of the WG cost of living support scheme and proposals for the discretionary element of the fund.	Harris, Stephen R;	Cllr. Stenner, Eluned;

13/04/2022 10:30	Home to school / college bus contracts – contract variation	The purpose of the report is to seek approval from Cabinet to vary the existing rates for home to school contracts to reflect the increased fuel costs being experienced by the transport industry to ensure there is no disruption to the service for the remainder of the 2021/22 academic year.	Campbell, Clive;	Cllr. Pritchard, James;
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CABINET - 6TH APRIL 2022

SUBJECT: 21ST CENTURY SCHOOLS BAND B PROPOSAL -
STATUTORY OBJECTION REPORT FOR: LLANCAEACH
JUNIOR SCHOOL/LLANFABON INFANTS SCHOOL

REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND
CORPORATE SERVICES

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to update Members in relation to the 21st Century Schools Band B proposal in respect of the amalgamation of Llancaeath Junior School and Llanfabon Infants School to create a new Primary School provision on the existing Llanfabon Infants School site.
- 1.2 Members are asked to consider the information contained in the Objection Period Summary Report and approve the recommendations to proceed to planning application stage and full business case submission.

2. SUMMARY

- 2.1 The 21st Century Schools Band B proposals for the amalgamation of Llancaeath Junior School and Llanfabon Infants School went to formal Statutory Notice stage between the 1st February 2022 and the 28th February 2022. No objections were received.
- 2.2 Members approval is being sought to authorise progression of the proposal to planning application stage and full business case submission to Welsh Government.
- 2.3 A Decision letter will be published setting out clearly the reasons for the decision with reference to the School Organisation Code 2018.

3. RECOMMENDATIONS

- 3.1 Cabinet Members are asked to: -
 - a) Note the information contained in the Objection Period Summary Report
 - b) Approve the recommendation to proceed to Planning Application Stage
 - c) Approve the recommendation to proceed to Full Business Case submission to

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To ensure Members are updated on the progress of Band B of the Welsh Government's Sustainable Communities for Learning Programme (formerly referred to as the 21st Century Schools and Colleges Capital programme).
- 4.2 To seek Member approval on the recommendations outlined in 3.1 in respect of the proposal to amalgamate Llancaeath Junior School and Llanfabon Infants School to create a new Primary School provision on the existing Llanfabon Infants School site.
- 4.3 To assist the Council in discharging its duties in line with the requirements of the Welsh Government's School Organisation Code 2018.

5. THE REPORT

5.1 Band B

- 5.1.1 The key aims of the Welsh Government's Sustainable Communities for Learning Programme - Band B (formerly referred to as the 21st Century Schools and Colleges Capital programme) is to:

- Reduce the number of poor condition schools.
- Ensure that we have the right size schools in the right location, providing enough places to deliver Welsh and English medium education.
- Ensure the effective and efficient use of the educational estate for use by both Schools and the wider Community.

5.2 Band B Phase 2

- 5.2.1 The schemes identified as part of Phase 2 of the Authority's Band B proposals include the adaption and refurbishment of the old grammar school building on the former Pontllanfraith High School site to accommodate a Centre for Vulnerable Learners (Pupil Referral Unit), the amalgamation of Llancaeath Junior and Llanfabon Infants school via the expansion of the existing Llanfabon Infants site to accommodate 275 pupils plus nursery, and a new build replacement Plasyfelin Primary school in the grounds of the existing school site to accommodate 420 pupils plus nursery.

5.3 Phase 2 - Llancaeath Junior School and Llanfabon Infants School

- 5.3.1 The proposal relates to the amalgamation of Llancaeath Junior School and Llanfabon Infants School via the expansion and refurbishment of the existing Llanfabon Infants site to accommodate the new 3-11 Primary School provision with places for 275 pupils plus nursery.
- 5.3.2 Further to Cabinet approval gained 26th January 2022, a Statutory Notice for the proposal to amalgamate Llancaeath Junior School and Llanfabon Infants School was published, and the formal objection period ran between 1st February 2022 and 28th February 2022. All documentation was published in Welsh and English, complying

with the requirements of the Welsh Language Standards. Information was also available in other languages and formats on request.

- 5.3.3 A prescribed list of recipients as outlined in the School Organisation Code 2018 were written to and a Statutory Notice was published electronically on the Council's website.
- 5.3.4 Hardcopies of the Statutory Notice were made available to both schools and displayed in the school foyers and on/in close proximity to the entrance gates. In addition, the school's internal communication network with parents and pupils was used to raise awareness of the process and publication of the Statutory Notice.
- 5.3.5 The Statutory Notice was published on a school day and consultees were given 28 days to respond to the document, with at least 15 of these being school days as defined by Section 579 of the Education Act 1996.
- 5.3.6 The objection period opened on Tuesday 1st February 2022 (a school day) and concluded at midnight on Monday 28th February 2022 to provide adequate time for response and conscientious consideration to any responses received.
- 5.3.7 No objections were received during the Objection Period as outlined in 5.3.6.
- 5.3.8 Under Section 49 of the School Standards and Organisation (Wales) Act 2013 when objections have been received proposers must publish a summary of the statutory objections and the proposer's response to those objections ("the Objection Report").
- 5.3.9 As no statutory objections were received, there is no requirement to publish an Objection Report. However, for consistency and transparency, an Objection Period Summary Report in relation to the proposal to amalgamate Llancaeath Junior School and Llanfabon Infants School has been compiled and attached as an annex to this report.
- 5.3.10 The Objection Period Summary Report and Decision Notice will be published electronically on the 21st Century Schools page on the Council's website. Hard copies will be available on request.

5.4 Conclusion

Pursuant to the requirements of the School Organisation Code 2018, the formal statutory objection period has now concluded. This report has been compiled along with the Objection Period Summary Report to provide Members with the necessary information to make an informed decision as to the final determination for the proposal to amalgamate Llancaeath Junior School and Llanfabon Infants School to create a new Primary School provision on the existing Llanfabon Infants School site.

6. ASSUMPTIONS

- 6.1 No assumptions have been made in relation to this report as it merely updates on the progress of individual projects.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

- 7.1 An initial Integrated Impact Assessment (IIA) for this proposal was undertaken alongside the original Consultation Document forming part of the outline consultation pack which is published on the Council's website.
- 7.2 The Integrated Impact Assessment has been reviewed to include any additional elements highlighted through the statutory consultation process. The purpose of this further assessment is to take account of any further information that has come forward through the consultation or otherwise.

Link to Integrated Impact Assessment

8. FINANCIAL IMPLICATIONS

- 8.1 Phase 2 of the Authority's 21st Century Schools Band B proposals, currently totals £18,500,000. The Authority's contribution within this sum is £5,925,000 as detailed below.

Project Name:	LA Contribution	WG contribution	Total Funding
Centre for Vulnerable Learners	£1,375,000 (25%)	£4,125,000	£5,500,000
Llancaeath/Llanfabon	£1,400,000 (35%)	£2,600,000	£4,000,000
Plasyfelin Primary	£3,150,000 (35%)	£5,850,000	£9,000,000

- 8.2 The Authority's contribution will be met from the remaining funding of £1.209m previously earmarked for 21st Century Schools and through the recently approved earmarking of a further sum of £4.716m from the Authority's Place-Shaping Reserve.
- 8.3 The Welsh Government Grant allocation for individual projects within the Sustainable Communities for Learning Programme - Band B (formerly referred to as the 21st Century Schools and Colleges Capital programme) is calculated consistently across Wales using the Building Bulletin regulations BB98 - Secondary, BB99 – Primary and BB104 – Special/Pupil Referral Units. There are a number different elements which have been included in the calculations provided for each of the Phase 2 proposals, which include:
- Proposed standard price per square metre
 - Furniture fitting and equipment per pupil
 - ICT per pupil
- 8.4 Largely due to a combination of the impact of Covid-19 and Brexit there are currently significant inflationary increases within the construction sector. This is being kept under close review but the current projected costs for the 21st Century Schools Programme will be subject to change. Members will be updated further as matters progress.

9. PERSONNEL IMPLICATIONS

- 9.1 This will be dependent on specific proposals and will be considered as part of the process.

10. CONSULTATIONS

- 10.1 The draft report was distributed as detailed below. All comments received have been reflected in this version of the report.

11. STATUTORY POWER

- 11.1 School Organisation Code 2018 (Welsh Government)
School Standards & Organisation (Wales) Act 2013

Author: Andrea West, 21st Century Schools Manager, Westam@caerphilly.gov.uk

Consultees: Christina Harray, Chief Executive
Richard Edmunds, Corporate Director, Education and Corporate Services
Dave Street, Corporate Director, Social Services and Housing
Mark S Williams, Corporate Director for Economy and Environment
Councillor Ross Whiting, Cabinet Member, Learning and Leisure
Councillor Teresa Parry, Chair of Education Scrutiny Committee
Councillor Carol Andrews, Vice Chair of Education Scrutiny Committee
Steve Harris, Head of Financial Services & S151 Officer
Keri Cole, Chief Education Officer
Sue Richards, Head of Education Planning and Strategy / Head of Transformation
Sarah Ellis, Lead for Inclusion & ALN
Sarah Mutch, Early Years Manager
Paul Warren, Strategic Lead for School Improvement
Jane Southcombe, Financial Services Manager
Lynne Donovan, Head of People Services
Anwen Cullinane, Senior Policy Officer, Equalities, Welsh Language & Consultation
Rob Tranter, Head of Legal Services and Monitoring Officer
Ros Roberts, Business Improvement Officer
Mark Williams, Interim Head of Property Services
Steve Pugh, Corporate Communications Manager

Background Papers:

Appendix 1 Objection Period Summary Report - Llancaeath Junior School / Llanfabon Infants School

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21st Century Schools Objection Period Summary Report

LLANCAEACH JUNIOR SCHOOL / LLANFABON INFANTS SCHOOL



Proposal : **Amalgamate Llancaeach Junior School and Llanfabon Infants School to create a new Primary School provision on the existing infants school site for those aged 3-11 years**

Formal Statutory Objection Period : 1st February 2022 – 28th February 2022

This report is published in line with the requirements of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code 2018.



Cymunedau **Dysgu** Cynaliadwy 
Sustainable Communities for **Learning**



Llywodraeth Cymru
Welsh Government

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INTRODUCTION

Executive Summary

Caerphilly County Borough Council aspires to continue to raise school standards and improve the quality of the learning environment to create fit-for-purpose 21st century schools and give every child in Caerphilly the best possible start in life.

The proposal to establish a Primary School in the Nelson area has been identified as one of the phase 2 projects in the 21st Century Schools Band B programme.

Considered by the Education Scrutiny Committee on 10th January 2022, at their remote meeting held on the 26th January 2022, Council Cabinet unanimously agreed the proposal to progress to Statutory Notice phase, in-line with the School Organisation Code 2018.

RESOLVED that for the reasons contained in the Officer's report:

a) The contents of the report be noted.

b) The information in the consultation report be considered.

c) The recommendation to proceed to Statutory Notice in relation to the proposal to create a new Primary School provision through the amalgamation of Llancaeath Junior School and Llanfabon Infants School on the existing Llanfabon Infants School site be approved.

Notice of Decision

[Item 7: 21st Century Schools and Colleges Band B Programme - Consultation Report: Llancaeath Junior School/Llanfabon Infants Schools](#)

Statutory Obligations

This report is published in line with the requirements of the [School Standards and Organisation \(Wales\) Act 2013](#) and the [School Organisation Code 2018](#).

Purpose of the Objection Period Summary Report

In accordance with the School Organisation Code 2018, the Council must publish a summary of the statutory objections and the Council's responses to those objections ("the Objection Report"), 2013 when objections have been received.

As outlined in the [Statutory Objection](#) Section of this document, no objections were received during the Statutory Objection period. As no statutory objections were received, there is no requirement to publish an Objection Report. However, for consistency and transparency, an Objection Period Summary Report has been compiled.

The purpose of this Objection Period Summary Report is to provide Cabinet with the necessary information to make an informed decision through reflection, review and assessment as to whether to implement the proposal.

The Report is divided into several sections with the aim to:

- Outline the Statutory processes undertaken
- Provide clarification in relation to the information provided and consultee engagement
- Summarise the Statutory Objections position
- Provide recommendations in relation to the next stages for the proposal

Full details of the decision making process and the stages of the proposal as outlined in the School Organisation Code 2018 have been published as part of the Consultation Documentation and are publicly available via the Council's website with hardcopies made available on request.

PROPOSAL

What are we proposing to do?

As outlined in the [Consultation Document](#) and [Consultation Report](#), both of which have been published and are available via the Council's website or in hardcopy on request, Caerphilly County Borough Council (CCBC) has embarked upon an exciting but challenging journey of improvement and change.

Schools in Wales need to be in good condition and suitable for the delivery of education. In some cases, schools can be modernised, repaired, refurbished, extended, or partially rebuilt to meet the standards needed for contemporary teaching and learning. However, some existing schools are no longer in the right place and in such cases, we might propose new schools or changes to existing schools.

The 21st Century Schools and Colleges programme is a major, long-term, strategic capital investment programme. It is jointly funded by the Welsh Government and local authorities and aims to create a generation of 21st century schools in Wales with the priority areas being:

- Reduce the number of poor condition schools
- Ensure that we have the right size schools in the right location
- Provide enough places to deliver Welsh and English medium education
- Ensure the effective and efficient use of the educational estate

We are proposing to:

- **Amalgamate Llancaeath Junior School and Llanfabon Infants School to create a new Primary School provision on the existing infants school site for those aged 3-11 years with an anticipated completion date of September 2024.**
- It is proposed that the current Llanfabon Infants School site will be reconfigured to host the new Primary School provision. A new building will be built to accommodate Key Stage 2 pupils (Junior age) and a partial refurbishment of the existing Infants School building on site with the whole Primary School provision providing accommodation for 275 pupils plus 40 nursery places, ensuring the development and delivery of an inclusive all-through primary school provision delivering the full curriculum to pupils in a modern, safe and inspiring learning environment.
- The new primary school site will have improved outside learning space and facilities that will provide a stimulating teaching and learning environment with 21st Century facilities centered on the learning, self-esteem and well-being of all pupils.
- The proposed project will take into account the desire to encourage and facilitate community use of the asset. The design will seek to include measures to enable safe 'zoning' which can be utilised by the wider community.

STATUTORY PROCESS AND DECISION MAKING



The Statutory Process

The School Organisation Code 2018 is made under Sections 38 and 39 of the School Standards and Organisation (Wales) Act 2013 and applies to proposals in respect of maintained schools as defined at Section 98 of the 2013 Act. That is a school in Wales, which is a community, foundation or voluntary school, a community special school or a maintained nursery school. This does not include pupil referral units.

The School Organisation Code 2018, provides clear statutory guidance as to the processes that need to be adhered to and the stages to follow:

- 1) Changes that require a proposal
 - Identifying the proposal
 - Development of proposal
- 2) Consultation
 - Publishing a Consultation Document
 - Notification letter sent to stakeholders (as prescribed by the code)
 - Undertaking a consultation exercise
 - Consultation with children and young people
 - Publishing a Consultation Report
 - Notification letter sent to stakeholders
- 3) Publication of Statutory Proposals
 - Publishing a Statutory Notice
 - Notification letter sent to stakeholders
- 4) Determining Proposals
 - Publishing an Objection Report where objections have been received
 - Notification letter sent to stakeholders
 - Approval by Local Authority or Welsh Minister (dependent on nature of proposal)
 - Decision Notification
 - Notification letter sent to stakeholders
- 5) Implementing Proposals
 - Carrying out agreed actions

The planning and development of effective school organisation proposals is crucial to the Welsh Government's goal of transforming education in Wales and providing better educational outcomes. The aim is to ensure that proposals support the Welsh Government's commitment to increase school effectiveness, and narrow inequalities in achievement between advantaged and disadvantaged areas, groups and individuals.

When formulating a proposal, there is a need to clearly identify the reasons for formulating the proposal. Factors to be taken into account in preparing, publishing, approving or determining school organisation proposals include Quality and Standards in Education, the need for places and impact on accessibility, resourcing of education and other financial implications. These factors are outlined in the Consultation Document and further addressed in the Consultation Report.

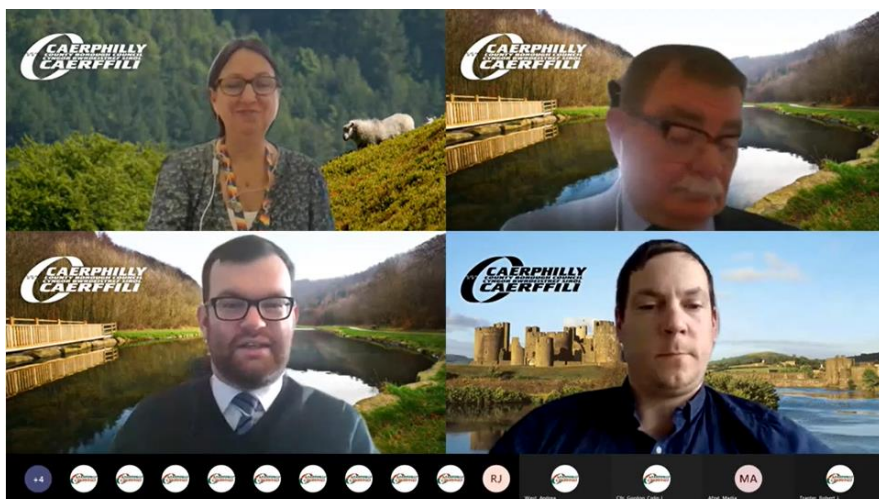
Cabinet Response to Consultation Report

A digital meeting via Microsoft teams took place on Wednesday 26th January 2022 at 10.30am.

As part of this meeting, the 21st Century Schools and Colleges Band B Programme and consultation in respect of the proposal to create a new Primary School provision through the amalgamation of Llancaeath Junior School and Llanfabon Infants School was discussed. All Consultation Documentation was made available to members as part of the agenda reports pack including the original responses in the format received from all parties within the consultation period which ran from the 20th October 2021 to the 1st December 2021. Officers linked to the proposal were available to take questions.

It was noted that the matter was previously considered by Education Scrutiny Committee on the 2nd November 2021 (in their capacity as a consultee group) and subsequently on the 10th January 2022 at which the recommendation to proceed to the Statutory Notice stage was unanimously agreed.

It was agreed that a vote in respect of the proposal would be taken and be officially recorded. Cabinet Members voted unanimously *'The recommendation to proceed to Statutory Notice in relation to the proposal to create a new Primary School provision through the amalgamation of Llancaeath Junior School and Llanfabon Infants School on the existing Llanfabon Infants School site be approved.'*



Cabinet 26th January 2022 20220126 103016 Meeting Recording

A recording of the session is available on YouTube: [Cabinet –26th January 2022](#)

The agenda item linked to the 21st Century Schools proposal starts at 41.40 minutes in to the recording.

The [Notice of Cabinet Decisions](#) document is also available to view on the Council's website.

Decision Making

Progression at each stage is subject to scrutiny, review and approval by Cabinet Members and in addition, Welsh Government are engaged in the process as one of the key delivery partners and co-funders.

When approving proposals, Cabinet must:

- consider whether there are any other related proposals
- ensure that the statutory consultation has been conducted in accordance with this Code
- ensure that the proposal has been published in accordance with the Code and the Statutory Notice contains all the required information
- consider the Consultation Document and Consultation Report
- consider the Objection Report and any responses to the Statutory Notice (where applicable)

This Objection Period Summary Report has been produced as the next stage in the process following the Statutory Objection Period as defined by the School Organisation Code 2018. This Objection Period Summary Report will be subject to initial scrutiny as part of discussions at an Education Scrutiny Committee meeting whereby Members will be asked to note the information contained in the Objection Period Summary Report and to seek views on the recommendations made within this the Objection Report Period Summary prior to consideration by Cabinet on 6th April 2022.

Cabinet will then make the final determination relating to the proposal and decide whether or not to proceed to implementation as recommended. Full details are outlined in the [‘Next Steps’](#) section.

STATUTORY NOTICE

Statutory Notice - Consultation Process

The consultation process has followed the Welsh Government requirements as set out in the School Organisation Code 2018.

Following the decision by Cabinet outlined above to proceed to Statutory Notice, anyone wishing to make an objection to this proposal was able to do so. To be considered as a statutory objection, objections had to be made in writing or by email and sent to the Council within the 28 days of the date on which the proposal was published. This is referred to as the “objection period” and ran from the 1st February 2022 to the 28th February 2022.

Statutory Notice - Consultation Information

The School Organisation Code 2018 states that when undertaking a consultation process in connection with a school proposal, the Council must publish information to enable transparent, balanced and open decision making.

The Statutory Notice was published on a school day and consultees were given 28 days to respond to the document, with at least 15 of these being school days as defined by Section 579 of the Education Act 1996.

Notices were published on the 1st February 2022 as follows:

- On the council website
- On or near the main entrance of both schools subject to the proposal
- The schools were provided with hardcopies of the Statutory Notice to distribute to pupils, parents/carers and staff
- Prescribed consultees as listed in the School Organisation Code 2018 were notified in writing via email/letter

All documentation was published in Welsh and English, complying with the requirements of the Welsh Language Standards. Information was also available in other languages and formats on request.

Stakeholder Engagement

Consultees were advised of the proposal and availability of the Statutory Notice and all prior documentation published relating to the proposal, when it went live on the 1st February 2022 via letter/email and were therefore invited to take part in this stage of the statutory consultation.

The School Organisation Code 2018 prescribes those individuals/groups considered key consultees in the consultation process. As per section 4.1 of the code, the list below presents the consultees engaged with relevant to proposals of this nature for the Caerphilly Borough.

Table 1: Consultee List	
Pupils and Pupil Councils*	Welsh Ministers
Parents, prospective parents, guardians and carers*	Assembly Members and Members of Parliament representing the area served *
Headteacher, Staff and Governing bodies*	Local CCBC Members
Directors of Education for Neighbouring Authorities	Local Town and Community Councils
Teaching and Support Staff Associations	Estyn
Parent Network	Welsh Education Forum
Diocesan Directors / Boards of Education	South East Wales Consortium (EAS)
Gwent and South Wales Police and Crime Commissioners	South East Wales Transport Alliance (SEWTA)
Early Years Development and Childcare Partnership	Mudiad Meithrin, Menter Iaith and voluntary nursery providers

In addition, any consultee who had previously expressed concern/indicated they wished to be contacted as part of their consultation response during the period of 20th October 2021 and 1st December 2021 were also notified.

Implications of COVID19

Section 4.1 of the School Organisation Code 2018 states that a Statutory Notice has to be published on a school day and consultees given 28 days to respond to the document, with at least 15 of these being school days in addition to the day it was published, as defined by Section 579 of the Education Act 1996.

The publication date of the 1st February 2022, falls within the definition of a 'School day' and the Statutory Objection period proceeded within the scope and requirements as prescribed by the School Organisation Code 2018.



STATUTORY OBJECTION

Responses

Overall, a total of 0 Statutory Objections were received during the Statutory Notice/Objection stage of the consultation process.

To be considered as a Statutory Objection, objections had to be made in writing or by email and submitted within the Objection Period.

Of the prescribed methods for providing a response during the consultation period:

- 0 responses received via letter
- 0 responses received via email

0 responses (0%) were returned in the medium of Welsh or English.

The 21st Century Schools Team received 0 requests for the documentation to be provided in another format or language.

Reasons for the Objection and Council Clarification

In accordance with Section 5.1 of the School Organisation Code 2018, the Council, as the proposer, must publish its response to the summarised objections.

No objections were received as part of this process.

The Council appreciates the level of support shown in relation to this proposal and the general consensus that the amalgamation of Llancaeath Junior School and Llanfabon Infants School to create a new Primary School on the existing Llanfabon Infants School site will benefit pupils, their families, and the wider community.

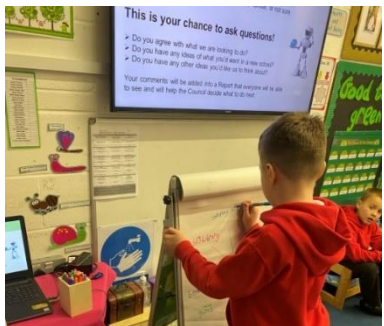


OTHER CONSIDERATIONS

Learner Voice

Learner voice is about involving the children and young people as active participants in the development, delivery, management, and improvement of their educational experience.

Throughout every stage of the process, children and young people at the proposed affected school has been involved in the planning and consultation process as outlined and demonstrated in the Consultation Document and Consultation Report.



However, as outlined previously, at this stage in the process as prescribed by Welsh Government, reporting relates to Statutory Objections at this stage only. Members are urged to be mindful of this as part of their deliberations moving forward.

Integrated Impact Assessment

Local authorities are already under a duty to carry out equality impact assessments and this is recognised by Welsh Government as part of the School Organisation Code 2018.

A new socio-economic duty set out in section 1 of the Equality Act 2010, came into force on 31st March 2021 and an initial Integrated Impact Assessment (IIA) for this proposal was undertaken forming part of the outline consultation pack which is published on the Council's website. This exercise was undertaken to support Cabinet Members in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Welsh Language (Wales) Measure 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

The Integrated Impact Assessment was then subsequently reviewed to include any additional elements highlighted through the statutory consultation process. The purpose of this further assessment is to take account of any additional information that has come forward through the consultation or otherwise.

Copies of both documents can be found on the Council's website and links have been included in the [Annex Section of this Report](#)

NEXT STEPS

Publication of Objection Period Summary Report

Under section 49 of the School Standards and Organisation (Wales) Act 2013, when objections have been received the Council must publish a summary of the statutory objections and the Council's response to those objections ("the Objection Report").

As no statutory objections were received, there is no requirement to publish an Objection Report. However, for consistency and transparency, an Objection Period Summary Report has been compiled.

- The Objection Period Summary Report will be published and posted on the Council's website with hard copies available on request.
- The Consultees as identified on page 8 of this report will be advised by letter or email of the availability of the Objection Period Summary Report.

Cabinet 'Objection Report' Decision

Where a local authority's proposals have received objections, objections must be conscientiously considered alongside the arguments in respect of the proposals and in the light of the factors set out in the School Organisation Code 2018.

Further to review at Education Scrutiny Committee on the 29th March 2022, this document will be considered in full at a Cabinet meeting due to be held on 6th April 2022.

At this meeting the following documentation will be made available to Members.

- a copy of the Consultation Document
- a copy of the Consultation Report
- a copy of the Published Statutory Notice and Notification Letter sent to Consultees
- a copy of the original and updated Integrated Impact Assessment
- a copy of the Objection Period Summary Report

Cabinet Members will be asked to review the proposal and make the final determination as to whether to implement the proposal as outlined below:

Amalgamate Llancaeath Junior School and Llanfabon Infants School to create a new Primary School provision on the existing infants school site for those aged 3-11 years with an anticipated completion date of September 2024.

Recommendation

It is the recommendation of this Objection Period Summary Report that in line with the processes outlined in the School Organisation Code 2018 and the information gathered and reviewed as part of the consultation phase and formal objection period, Members:

- a) Consider the information contained in the Objection Period Summary Report.
- b) Members approve the recommendation to proceed to Planning Application Stage
- c) Members approve the recommendation to proceed to Full Business Case

Decision Notification

Decisions (in relation to proposals which require approval or determination) must be made and issued in the form of a decision letter. The decision letter must set out clearly the reasons for the decision with reference to the School Organisation Code 2018.

The Decision letter will be published electronically on the Council's website and the consultees as outlined in Section 5.6 of the School Organisation Code will be advised by letter/email of the availability of the document.



SUPPORTING INFORMATION

Annex 1 :

[Consultation Document](#)

[Consultation Report](#)

Annex 2:

[Integrated Impact Assessment](#) (Original)

[Integrated Impact Assessment](#) (Updated)

Annex 3:

[Statutory Notice Notification Letter](#)

[Statutory Notice](#)

Annex 4:

Statutory Objections Statement

Cabinet Members will be provided with full copies of all the objections received in their original format where applicable.



CABINET - 6TH APRIL 2022

SUBJECT: SOCIAL CARE PROVIDER FEE INCREASES 2022/2023

REPORT BY: CORPORATE DIRECTOR FOR SOCIAL SERVICES AND HOUSING

1. PURPOSE OF REPORT

- 1.1 To inform Cabinet of the financial pressures and difficulties being experienced by providers of commissioned care and support services across the Borough and Nationally.
- 1.2 To propose fee increases for the different categories of commissioned care and support sector providers that will support them to address the financial pressures within the sector and their service area.
- 1.3 To draw upon £3.756million of the £5.716million growth funding that has been earmarked for social care pressures in 2022/23 but temporarily held within the Corporate Finance budget.

2. SUMMARY

- 2.1 The report will set out a brief description of the financial pressures that providers of commissioned care services are experiencing because of the Covid-19 pandemic and the consequential period of austerity that has resulted. The report will explain the overarching pressures that are being experienced by all providers. Not least, due to Welsh Government's commitment to ensuring all care workers are paid at or above the Real Living Wage but also due to pressures that are more specific to certain providers within the social care sector.
- 2.2 In addition, the report will propose fee uplifts for various services to address these financial pressures and maintain the financial viability of care providers. The report will also propose that £3,755,886 be allocated from the social care growth funding held within the Corporate Finance budget for 2022/23, to fund the impact of the proposed fee uplifts.

3. RECOMMENDATIONS

- 3.1 That the financial pressures facing the social care sector at present are acknowledged and the proposed fee increases summarised in paragraph 5.4 are agreed.
- 3.2 That £3,755,886 be allocated from the social care growth funding held within the Corporate Finance budget to fund the impact of the recommended fee uplifts set out in paragraph 5.4.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To support the commissioned care providers as they emerge from the Covid-19 pandemic, into a recovery phase so that they can continue to provide appropriate services.
- 4.2 To support commissioned care providers to retain as much financial stability and viability as possible, as the financial pressures they face become a reality.
- 4.3 To try to maintain what stability remains in the social care sector in the Borough given the pressures faced, to retain continuity of statutory commissioned care provision.
- 4.4 To enable provider organisations to pay their care staff at or above the Real Living Wage of £9.90 per hour with effect from 1st April 2022, in accordance with Welsh Government's mandate.

5. THE REPORT

- 5.1 Prior to the Covid-19 pandemic, commissioned care and support providers were articulating difficulties and pressures associated with the cost of providing services to vulnerable people across the Borough. Since the world has experienced and responded to pandemic, the social care sector has been forced to adapt practice, increase support, and now faces a raft of very heavily increased costs to respond to the recovery from the pandemic and maintain statutory commissioned services.
- 5.2 The overarching pressures that are facing providers across the entire social care sector are-
 - Recruitment and retention of staff - All sectors of the care market including local authorities are experiencing significant issues with this. Many care workers have left the sector because of burn out after the pandemic, but many have left because they have been able to secure far better paid employment in retail and hospitality. This has had an impact across the sector but especially in domiciliary care where many packages of support to people in the community and hospital discharge packages have gone unbrokered.
 - The introduction of the Real Living Wage at £9.90 an hour as from April 1, 2022 - It is unlikely that this will have such a heavy impact within children's services, direct payments or residential care for younger adults, as generally pay rates tend to be closer to the Real Living Wage in these service areas.
 - Increase in pension costs.
 - The introduction of the Social Care Levy at 1.25%, which will increase the NI contribution that providers will have to make for their staff.
 - Significantly, increased insurance costs - many providers have seen their new quotes double and some companies will no longer provide cover for communicable diseases. Many companies will no longer take new social care providers as customers.
 - General price inflation has recently been reported at 7.8%, which will affect providers' operational costs in 2022/23.
- 5.3 The pressures facing particular areas of the social care sector include-
Domiciliary Care-
 - The increase in fuel costs which has not only been affected by the pandemic but is now being further affected significantly by the situation in Ukraine. We have an example of staff leaving commissioned domiciliary care agencies, as they can no longer afford to run a car.
 - The fees paid by Caerphilly for domiciliary care is slightly above the average paid by Welsh councils, according to a study published by the Homecare Association and Care Forum Wales. However, they fall short of the minimum hourly rate recommended by the association of £21.43.
 - A working draft of a home care cost matrix produced on behalf of the National Commissioning Board has calculated the cost of individual home care calls as being

substantially higher than the fees Caerphilly CBC currently pays to providers –

Length of call	60 minutes	45 minutes	30 minutes	15 minutes
NCB estimated cost per call	£26.98	£21.83	£16.68	£11.53
NCB Hourly equivalent	£26.98	£29.11	£33.36	£46.12
CCBC average fee 21/22	£19.76	£12.79	£9.93	£5.60
CCBC hourly equivalent	£19.76	£17.05	£19.86	£22.40

Residential and Nursing Homes-

- The increase in the costs of gas and electric – All care homes are expressing concern about this increase, especially as the people they support are often immobile and very much feel the cold so there is no room for saving in this area.
- The increase in the cost of food and provisions.
- In 2021/22, the weekly fee levels paid by Caerphilly for older people's residential and nursing care were between 4% and 12% lower than the average fee levels paid by other Gwent authorities as demonstrated in the following table-

2021/22 Provider Fee Levels	Older People's Residential Care	EMI Residential care	Older People's Nursing Care	EMI Nursing Care
Torfaen	£689.64	£757.19	£729.10	£763.13
Monmouthshire	£670.00	£747.00	£708.00	£734.00
Blaenau Gwent	£626.00	£690.00	£718.00	£732.00
Gwent average	£661.88	£731.40	£718.37	£743.04
Caerphilly	£636.53	£694.49	£633.42	£698.63
Difference between Caerphilly's fees and Gwent average	£25.35 or 4%	£36.91 or 5%	£84.95 or 12%	£44.41 or 6%

- The budgeted cost of in-house residential care provision for 2021/22 amounted to £680 per week per place for older people's residential care and £1,083 for EMI residential care and these costs are set to increase by over 4% for 2022/23. Therefore, a larger uplift for independent sector would help to close the funding gap that is often cited by independent sector care providers during fee level negotiations.
- Early findings of work commissioned by the National Commissioning Board suggest that providers are anticipating costs of between £834 and 895 per bed in 2022/23-

2021/22 Provider Fee Levels	Older People's Residential Care	EMI Residential care	Older People's Nursing Care	EMI Nursing Care
Average anticipated weekly cost per place reported by providers	£834	£844	£1,038	£1,085
Less estimated Funded Nursing Care element	N/A	N/A	£190	£190
Potential weekly cost per bed to local authorities	£834	£844	£848	£895

- 5.4 The following table summarises the proposed fee uplift required to address the pressures in each sector of the social care market and identifies the draw upon growth funding required to implement those proposed uplifts:-

Category of Care	Proposed Uplift	Draw on Growth
Domiciliary Care	15%	£775,152
Direct Payments	8%	£71,506
Residential & Nursing Care for Older People	14%	£1,514,596
Residential & Nursing Care for Younger Adults	5%	£74,686
Supported Living	10%	£1,050,950
Day Care	10%	£74,464
Extra Care	10%	£42,259
Social Care Provision for Children and Adolescents	4%	£152,273
TOTAL	Various	£3,755,886

- 5.5 The pressures and difficulties faced by the social care sector and their need to achieve fee increases that reflect a fair price for care are recognised both locally and nationally. It is believed that the unusually high increases proposed above will go some way to addressing those pressures and enable providers to comply with Welsh Government legislation in respect of the implementation of the Real Living Wage for their care staff. Welsh Government has included additional funding to address this legislation within the Local Government Revenue Support Grant settlement for 2022/23, which will help to fund the impact of these proposals.
- 5.6 Looking ahead to the next financial year, 2023/24, with current pressures in mind and recovery from the pandemic ongoing, CCBC is committed to working with care home providers to undertake a piece of work that will look at future potential costs of care and a methodology for setting fees that has engaged with the care home sector.

5.7 **Conclusion**

The significant issues being experienced in the social care sector as a result of all the increased costs referenced above in section 5, is evidence of the pressure that providers are under in order to maintain services and ensure as much financial viability as they are able, which is a requirement of their registration with Care Inspectorate Wales. The issues and pressures are well documented in communication between providers and commissioners as the increase in costs and the implementation of the Real Living Wage become a reality. It is vital that commissioned providers delivering statutory services are supported to ensure the stability and continuity of the essential services moving forward. The proposed fee increases would help to support the stability of the social care sector in the Borough and maintain service provision in the short term. However, it is evident from the early findings of the work commissioned by the National Commissioning Board that a longer-term strategy for fee levels needs to be developed during 2022/23 in consultation with care providers and our regional partners.

6. **ASSUMPTIONS**

- 6.1 There are no assumptions made in relation to this report.

7. **SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 Not applicable.

8. FINANCIAL IMPLICATIONS

- 8.1 The financial implications of the proposed provider fee increases are summarised in the table in paragraph 5.4 above.

9. PERSONNEL IMPLICATIONS

- 9.1 There are no implications for in-house care staff within this report. However, a condition of the proposed fee uplifts would be that provider organisations ensure that they pay all of their care staff a minimum of £9.90 per hour with effect from 1st April 2022.

10. CONSULTATIONS

- 10.1 All consultation responses have been incorporated into this report.

11. STATUTORY POWER

- 11.1 Local Government Acts 1998 and 2003 and the Council's Financial Regulations.

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Corporate Management Team

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CABINET - 6TH APRIL 2022

SUBJECT: PROPOSAL TO INCREASE HACKNEY CARRIAGE FARE TARIFFS

REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 To inform Cabinet of requests received from the licensed trade for an increase in the Tariff of Fares for Hackney Carriages and the results of a consultation exercise with the trade on an amended tariff.
- 1.2 To seek Cabinet approval to advertise a proposed amended tariff of fares for a statutory 14 day public consultation.

2. SUMMARY

- 2.1 Requests have been received from the Caerphilly County Borough Taxi Drivers Association (CCBTDA) and a Hackney Carriage Vehicle Proprietor for the current hackney carriage fare tariff to be increased. The current tariff has been in place since 2018 and should be reviewed in line with the current economic climate, particularly the impact of the crisis in Ukraine on rising fuel costs. This report outlines the details of the requests and the method by which this can be achieved.

3. RECOMMENDATIONS

- 3.1 That Cabinet consider the content of this report and, in accordance with the view of the Taxi and General Committee detailed in the Consultation section below, it is recommended that Cabinet approve the tariff of fares for hackney carriage vehicles as detailed within **Appendix G** for publication in the press for the 14 days statutory public consultation period.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To bring into force amendments to the hackney carriage vehicle fare tariff following consultation with representatives of the trade. This is an Executive function.

5. THE REPORT

- 5.1 In accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, a local authority may fix and vary the rates or fares within their district and all other charges in connection with the hire of a hackney carriage. However, prior to bringing into force any changes, the authority must publicise its proposals in the local press for a period of fourteen days to allow for any objections.
- 5.2 The current tariff was introduced in September 2018 following requests for an increase from members of the taxi trade due to increasing costs at that time. A copy of the current tariff is attached as **Appendix A**.
- 5.3 Officers have noted the tariffs that apply in neighbouring authorities and information contained within "The Private Hire and Taxi Monthly" magazine, which publishes "league tables" showing fare tariffs throughout England and Wales. Comparisons (as at December 2021) show that based upon a two mile journey, the current national average fare is £6.06, the all-Wales average is £5.69 and the regional average in Gwent is £5.48. This Authority's two mile tariff equates to £5.40. Caerphilly CBC currently sits at 289 out of 359 local authorities in National Fare Tables. It is expected that most areas will be reviewing tariffs as a result of recent significant increases in fuel costs. A copy of this table is attached as **Appendix B**.
- 5.4 A Comparison of the two mile tariff across Wales is attached as **Appendix C**.
- 5.5 Since 2018 there has been an increase in the cost of both diesel and petrol. The average petrol price in Wales in February 2018 was 121.4 and 124.2 for diesel. At the time of writing this report average prices are at 161.0 for petrol and 170.1 for diesel. This represents a price increase of 32.6% for petrol and 37% for diesel. The rate of inflation is 5.5%, as at January 2022, the highest 12 month inflation rate since 2011. The latest figures for CPI Consumer Price Index are 5.5%. Car insurance costs increased in 2019 and 2020 and then dropped by 6% in 2021. Prices in December 2021 however were 5 % higher than the previous 3 months. Changes in restrictions on insurance pricing from January 2022 may also lead to further prices increases.
- 5.6 Caerphilly County Borough Taxi Drivers Association (CCBTDA) and a Hackney Carriage Vehicle Proprietor submitted requests for the current hackney carriage fare tariff to increase. The requests received are reproduced as **Appendix D**. These proposals were submitted prior to the recent events in Ukraine which have resulted in fuel price increases.
- 5.7 Proposals for an increase were circulated between the 28th January and the 12th February 2022 to all licensed drivers and proprietors of hackney carriages in the borough who were invited to comment on the proposals or make additional suggestions. A copy of information detailing each proposal demonstrating the prospective fares based on 1 to 5 and 10 mile, journeys and the survey form sent to the trade are attached for information as **Appendix E**.
- 5.8 Members are directed to a typographical error contained within the proposed options table referred to above. This is contained in proposal A for a 2 mile journey under Tariff 1 which should read an increase of £0.60 and not £0.40 as detailed. This has been amended and the corrected version shown in **Appendix F**.
- 5.9 There were a total of 32 responses received, 29 out of the 32 respondees agreed that the existing tariff should be revised. 19 out of 32 respondees (58.06%) were in

favour of Proposal B, 11 out of 32 (35.37 %) were in favour of Proposal A. It should be noted that the consultation was conducted prior to the escalation of the hostilities in the Ukraine and the impact upon fuel prices.

When prompted for reasons for their choice in relation to the above, the following comments have been received:

Proposal A, the increase they wish for is a large increase but in doing that and then changing the tariff to 2 from 10pm to 6am, you will end up in the same predicament as your going to lose 4hours today per night of tariff 2 fair due to not starting it till later.

Proposal B offers a smaller increase that isn't such a blow to customers but makes a subtle difference to the driver and not a big increase to customer.

Smaller increase less impact on business

The time for increased fares is overdue with the cost of fuel and other things going up all the time

An increase is a positive move, and with that in mind at the moment proposal b is the best way to move forward.

Price of fuel is higher than ever and there are increased costs with maintaining and insuring vehicles, this needs to be taken into account.

The cost of petrol/diesel has sky rocketed. Also with the price of living about to go through the roof us taxi drivers need more income to be able to pay our bills etc. Personally I believe that proposal 1 is a low increase compared to the extra costs in living / fuel that us taxi drivers are being faced with.

Most industries get an annual pay rise linked to inflation. As we are into year 4 since taxi fares were increased, I feel that 10% is a fair proposal.

Struggling to make a living because of the hike in the fuel prices

Can't put up with customers moaning at any sight of the fare on screen...how much they shout

Almost all week days there is very less custom after 10pm

Due to cost of fuel and vehicle part and vehicle prices rising .probably proposal A will give this trade some back but with condition of maintaining tariff 2 start @ 19.00hrs

I believe it's time to change especially when considering the cost of fuel prices and most councils on the weekend work on tariff 2 (Cardiff).

Previous rate too low

Previous to low

Not the right time

- 5.10 In relation to Waiting Time - 26 out of 32 respondees (83.87%) were in favour of increasing the waiting time (the time after hire, i.e. the waiting for the passenger to

commence/recommence journey) from 10p per 30 seconds to 20p per 30 seconds. When prompted for reasons for their choice in relation to the above, the following comments have been received:

Some customers take a long time when running into shops, friends' houses, etc this comes to the cost of the driver so an increase should be imposed.

Waiting time needs to go in line with the rise

Increase is needed

I personally think doubling the waiting time at the moment is not right.

The price of fuel is rising and we are earning less and less

At the rate of 10p per 30 seconds I can earn a maximum of £12 for an hour spent waiting, however if I was to do a run to Newport roughly a 30 min run I could earn £30.

On regular occasions I have customers that will ask me to take them to the shop (tesco, asda) and ask me to wait for them while they do a shop. I worked it out that if a customer has asked me to wait an hour it equals £12 an hour. A run from Blackwood to Cardiff which takes 30 minutes is around £30-35 so double that and you could have earned £60-£70. That's a huge reduction in what you could potentially be earning. Because the waiting time is so low people don't mind keeping us waiting.

On long waits the existing is not sufficient

The rate is currently insufficient when we are waiting a long time for passengers.

With a 10% increase in fares I see no need to increase waiting time.

When waiting losing money as can't take another fare

Can't take moaning at the fare increase

Rise in fuel prices

Fuel prices

When customers going into food stores for 15 to 20 minutes the current rate does not justify the wait

Because it's the law a lot of customers take advantage of it.

Previous was too low

Previous not enough

Currently low

The cost of expenses & living is rising

The cost of motoring expenses are rising

Not right time

- 5.11 Tariff 2 provision - The two proposals received to increase the tariff of fares advocated differing times for the Tariff 2 rate to take effect. Proposal A advocated that Tariff 2 become effective from 10pm until 6am, whilst Proposal B advocated that Tariff 2 be effective from Friday at 7pm and continue until 7am on Monday. The current tariff 2 rate is effective from 7pm to 7am.

17 respondees (54.83%) were in favour of tariff 2 being effective from Friday at 7pm and continue until 7am on Monday. 10 respondees (32.25%) were in favour of maintaining existing requirements i.e. 7pm to 7am, whilst 4 respondees (12.90%) favoured a revision of the hours of tariff 2 to reflect 10pm to 6am.

When prompted for reasons for their choice in relation to the above, the following comments have been received:

Proposal B by CCBTDA makes the most sense and is very reasonable.

It took 8 years to get this agreement and any other would be going backwards

I personally think it should stay at 7pm to 7am. And change to 7pm Friday to 7am Monday.

I personally do not work evenings and nights but I used to work them shifts a long time ago. The people who do work night shift are on more money because they deal with drunks and more aggressive customers than on the day shift. The idea that drivers that start work at 7pm won't be getting the money from Tariff 2 until 10pm could potentially cause those drivers to change over to day shift and where we already have way too many drivers working and would dilute the current day drivers pay down even further when we are struggling already.

Because we work 7 days a week not just weekends

After 10 very less custom

This is more sensible - the weekend should be tariff 2 as well.

Current charge too low

- 5.12 Cabinet are asked to consider the proposals set out in this report and to approve an amended tariff for publication in the press. Following the statutory 14 day public consultation period, if no objections are received, the fare tariff shall come into effect immediately. If any objections are received, then Cabinet will receive a further report to consider these and to approve the fare tariff with or without modification and to determine the date upon the revised tariff should come into effect. To assist Members, the current fares and the outcome of implementing either proposal is shown in **Appendix F**.
- 5.13 Whilst there is reference within the Caerphilly County Borough Taxi Driver Association proposal to a survey of its members resulting in the following comments 'Members have decided 267 for 3.' Responses to the councils' consultation have been received from 32 drivers / vehicle proprietors. This equates to a response rate of 7.96%.

- 5.14 Members will see that of the 32 responses, the majority of respondees, 19 were in support of proposal B. If approved this would result in the following: -
- Tariff 1 – An increase of 10p for the first mile and 20p for each subsequent mile.
 - Tariff 2 – An increase of 10p for the first mile and 20p for each subsequent mile.
 - Tariff 3 – An increase of 35p for the first mile and 30p for each subsequent mile.
 - Tariff 4 – An increase of 40p for the first mile and 40p for each subsequent mile.
 - Tariff 5 – An increase of 60p for the first mile and 60p for each subsequent mile.
- 5.15 Members will note that one of the proposals submitted, proposed to amend the times of operation of Tariff 2 to be effective not just 7pm to 7am but to be applicable from 7pm Friday over the weekend until 7am on Monday.
- 5.16 Members will also note that it is also proposed to increase waiting time (following hire) from 10p per 30 seconds to 20p per 30 seconds. This would mean a passenger 5 minutes late from collecting their pension or leaving the pub would pay an extra £1.00 to that currently charged.
- 5.17 If Members determined to implement the proposals as advocated in Proposal A, then this would result in the following:-
- Tariff 1 – An increase of 40p for the first mile and 20p for each subsequent mile.
 - Tariff 2 – An increase of 40p for the first mile and 30p for each subsequent mile.
 - Tariff 3 – An increase of 50p for the first mile and 30p for each subsequent mile.
 - Tariff 4 – An increase of 80p for the first mile and 40p for each subsequent mile.
 - Tariff 5 – An increase of £1.00 for the first mile and £1.00 for each subsequent mile.
- 5.18 Comparisons with national, regional and neighbouring authorities, as stated earlier in the report, suggest that an increase in the tariff is overdue. If the proposals above were agreed in line with Proposal B above then a two mile journey Monday to Friday 7am-7pm would equate to £5.70, but would cost £6.40, if passengers travelled between 7pm Friday to 7am Monday.
- If the Proposals were agreed in line with amounts detailed in Proposal A, maintaining the times of operation as detailed above then a two mile journey Monday to Friday 7am-7pm would equate to £6.00, but would cost £6.80, if passengers travelled

between 7pm Friday to 7am Monday.

- 5.19 The national average fare as December 2021 was £6.06, the all-Wales average was £5.69 and the regional average in Gwent was £5.48. It is however expected that most areas will be reviewing tariffs as a result of recent significant increases in fuel costs.
- 5.20 If a new tariff is introduced, meters in hackney carriages will require re-calibrating. It is also noted that three respondents were not in favour of any tariff increase, preferring to remain with the current tariff. One respondent commented upon the likelihood of complaints by passengers as to fare shown on the meter should fares be increased. If Members determine to increase the tariff of fares, then these licensees will have the ability to continue to offer a lower tariff should they choose. Any revised Tariff would be the maximum amount that could be charged for a journey in a hackney carriage vehicle.
- 5.21 **Conclusion**

Cabinet are required to consider the requests made by the trade and the results of the consultation undertaken. The comments of respondents detailed above were received prior to the escalation of the crisis in Ukraine and resultant increases in the cost of fuel. Fuel prices have risen significantly since the submission of both proposals submitted by the taxi trade, the tariff fare increase detailed in Proposal A may now be more appropriate given increasing costs and the volatile nature of the price of fuel, which could increase further. Officers have received two separate requests from drivers/operators in the last week to bring the new tariff in as soon as possible.

Members will need to assess the proposed tariff rates, the time at which tariff 2 will come into operation and the proposed increase to the cost of waiting time.

Members of the Taxi and General Committee at the meeting of the 25th March 2022 were therefore asked:–

- (i) To recommend to Cabinet the revised tariff, either Proposal A or Proposal B.
- (ii) Whether to increase 'waiting time' by 10p per 30 seconds to reflect a revised position of 20p per 30 seconds.
- (iii) To determine the hours of operation in relation to Tariff 2. Tariff 2 currently applies to journeys for between 1 – 4 passengers undertaken between 7pm to 7am (7days a week).

The options are:

- (a) maintain the current position.
- (b) tariff 2 to apply Friday 7pm to Monday 7am.
- (c) tariff 2 to apply 10pm to 6am, 7 days a week.

Members will be aware that residents without the use of cars rely on taxi services to transport them around the borough. Members will wish to take into consideration the increase in the cost of fuel and other living / business costs but also the cost to members of the public using hackney carriage vehicles. The tariff of fares for hackney carriages needs to be reasonable in order to attract and maintain suitable numbers of drivers and vehicle proprietors for a community and for a viable

employment opportunity. There is a need and demand for Taxi provision within the borough and to sustain a transport system. Tariff of fares need to be fair to the drivers, vehicle owners in order to make a living and at a level to be affordable and used by the travelling public.

6. ASSUMPTIONS

6.1 No assumptions have been made within this report.

7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 The aim of the proposal is to set a tariff of fares that is reasonable to the travelling public and to the taxi trade who earn a living by owning or driving hackney carriages. The current tariff of fares has not increased since 2018. The review of the hackney carriage tariff has been triggered following requests from the hackney carriage. A number of factors influencing taxi journey costs have increased since that time e.g., a 32.6% increase in petrol and 37% increase in diesel costs. The current rate of inflation is 5.5%, the highest 12 months inflation rate since 2011.

The latest figures for CPI Consumer Price Index are 5.5%. Car insurance costs increased in 2019 and 2020 and then dropped by 6% in 2021. Prices in December 2021 however were 5% higher than the previous 3 months. Changes in restrictions on insurance pricing from January 2022 may also lead to further price increases. The tariff of fares sets the maximum amount that can be charged for journeys in hackney carriage vehicles. Drivers / Proprietors can choose to charge fares below the level of the tariff of fares. A link to the Integrated Impact Assessment is attached below.

[Link to Integrated Impact Assessment](#)

8. FINANCIAL IMPLICATIONS

8.1 There are no financial implications for the authority except for the advertising costs in publishing details of the proposals for which a budget already exists.

9. PERSONNEL IMPLICATIONS

9.1 There are no personnel implications associated with this report.

10. CONSULTATIONS

10.1 The report has been sent to the Consultees listed below and all comments received are reflected in the report.

10.2 Members of the Taxi and General Committee at the meeting of the 25th March 2022 considered the report and comments made by a representative of the Caerphilly County Borough Taxi Drivers Association and a hackney carriage vehicle proprietor who both attended the meeting. The representative of the taxi association confirmed that the Association's position in relation to any increase of the tariff was unchanged and remained as set out in Proposal B. One Member acknowledged the complexity

of the proposals, the continuing rise in living costs and inflation rates since the proposals were submitted in November 2021 and December 2021, and the need to take these continued rises into consideration as part of the Committee's recommendations. The Member also referenced the lack of consultation responses received from the trade and suggested that a higher response rate would have been useful for the Committee to gauge the general strength of feeling across the whole of the trade regarding these proposals which are of the utmost importance to their livelihoods.

- 10.3 The Taxi Association representative explained that many trade members had called for a larger increase in fares, particularly in view of the rising costs of living, but it had since been acknowledged that this was not feasible and so proposing a small increase would still be of benefit to the taxi trade whilst not significantly impacting on the costs of taxi hire by the public. The trade wished for Tariff 2 to be implemented on the weekends (19:00 on Friday until 07:00 on Mondays) so that all drivers would see the benefits of the increase, including daytime drivers, and this small increase would help drivers with the rising cost of living. The Taxi Association representative explained that this proposal was felt to be sensible and proportionate by the trade, as having a 10-pence increase (across Tariffs 1 and 2) would only equate to £1.00 extra income for the driver over a 5-mile journey.

The Taxi Association representative asked that if Members were not minded to support the change to Tariff 2 across the weekend, then they maintain the current situation where Tariff 2 applies 07:00 to 19:00.

The Taxi Association representative also highlighted the most recent hackney carriage fare increase in 2018 and explained that because there was such a significant increase in fares at that time, following a number of years where there was no increase, this led to an adverse impact on the trade where the public were reluctant to use taxis for a period of time because of the increased costs. The representative suggested that moving forward, it would be sensible to have smaller and more frequent increases every two years, rather than a significant increase in fares every five to ten years.

- 10.4 A local hackney carriage vehicle proprietor also addressed the Committee later in the meeting, and outlined his reasons for submitting Proposal A, which advocated an increase of approximately 10% across all tariffs, together with a request for the waiting time to be increased from 10p per 30 seconds to 20p per 30 seconds and for Tariff 2 to be implemented from 22:00 to 06:00 7 days a week.

The Hackney Carriage Proprietor explained that as there has been no tariff increase for almost four years, he felt that a 10% increase across the board would be fair as this would equate to a 2.5% increase per year. The Proprietor was of the view that Tariff 2 should only apply from 22:00 to 06:00 and disagreed with the other Tariff 2 proposal put forward by the Taxi Association, explaining that this particular proposal would be unfair to customers and have a detrimental impact on Saturday shoppers and people going out for Sunday lunch, which comprise a significant proportion of trade.

- 10.5 A Member acknowledged the increasing financial pressures placed on the trade and was in support of increasing the rate of waiting time in order to recognise the demands placed on drivers and the fact that they could be missing out on fares elsewhere. He also acknowledged that a change to the Tariff 2 timings across the weekends could act as an uplift to those drivers who work shifts across unsociable hours. In addition, the Member suggested that moving forward in the long term, a

solution to assist with ongoing financial pressures faced by both drivers and customer could be to review and increase hackney carriage fares on a more frequent basis and in smaller increments.

- 10.6 Following consideration of the report and the representations made, the Taxi and General Committee considered the proposals on the amendments to the hackney carriage fare tariff as set out in Section 3.2 of the report, in order to make recommendations to Cabinet on the preferred proposals for approval, and to then enable the proposals to be advertised in the press for a 14-day public consultation period.

Voting on each aspect took place by Microsoft forms and Members unanimously recommended the following to cabinet

that:-

- (i) Proposal B be approved as the revised hackney carriage fare tariff.
- (ii) The 'waiting time' be increased by 10 pence per 30 seconds to reflect a revised position of 20 pence per 30 seconds.
- (iii) Tariff 2 be applied Friday 7pm to Monday 7am.

- 10.7 As a result of the view of the Taxi and General Committee, it is recommended that Cabinet approve the tariff of fares for hackney carriage vehicles as detailed within **Appendix G** for the purposes of the statutory 14 day public consultation. Following the statutory 14 day public consultation period, if no objections are received, the fare tariff shall come into effect immediately. If any objections are received, then Cabinet will receive a further report to consider these and to approve the fare tariff with or without modification and to determine the date upon the revised tariff should come into effect.

11. STATUTORY POWER

- 11.1 Local Government Miscellaneous Provisions Act 1976.

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Consultees: Councillor Nigel George, Cabinet Member for Waste, Public Protection and Street Scene Georgen@caerphilly.gov.uk
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Background Papers: None

Appendices:

Appendix A Current Hackney Carriage Fare Tariff.
Appendix B National Hackney Carriage Table of Fares
Appendix C Table showing 2 mile Tariff Comparison across Wales.
Appendix D Proposals to increase hackney carriage tariff
Appendix E Consultation exercise with taxi trade.
Appendix F Comparison of proposals submitted by taxi trade.
Appendix G Proposed new hackney carriage tariff of fares

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**FFIOEDD AR GYFER CERBYDAU HACNI
FARES FOR HACKNEY CARRIAGES**


PRIS 1 1-4 o delthwyr am logi sy'n cychwyn rhwng 7am a 7pm	TARIFF 1 1 to 4 passengers for hiring begun between 7am & 7pm		PRIS 5 5-8 o delthwyr am logi rhwng 7pm Noswyl Nadolig a 7am ar 27ain Rhagfyr a rhwng 7pm Nos Galan a 7am ar 2il Ionawr yn unig	TARIFF 5 5 to 8 passengers for hiring between 7pm Christmas Eve and 7am on 27th December and between 7pm New Years Eve and 7am on 2nd January only	
Am y filltir gyntaf neu ran ohoni	For the first mile or part thereof	£3.40	Am y filltir gyntaf neu ran ohoni	For the first mile or part thereof	£9.40
Ar gyfer pob 1/20fed filltir neu ran ohoni yn ddilynol	For each subsequent 1/20th of a mile or part thereof	10c/10p	Ar gyfer pob 1/20fed filltir neu ran ohoni yn ddilynol	For each subsequent 1/20th of a mile or part thereof	30c/30p
PRIS 2 1-4 o delthwyr am logi sy'n cychwyn rhwng 7pm a 7am	TARIFF 2 1 to 4 passengers for hiring begun between 7pm & 7am		AMSER AROS Ymgorfforwyd ym mhob un o'r Prisiau uchod	WAITING TIME Incorporated in each of the above Tariffs	
Am y filltir gyntaf neu ran ohoni	For the first mile or part thereof	£3.90	Am bob cyfnod o 30 eiliad neu ran anghyflawn ohoni	For each period of 30 seconds or uncompleted part thereof	10c/10p
Ar gyfer pob 1/22ain filltir neu ran ohoni yn ddilynol	For each subsequent 1/22th of a mile or part thereof	10c/10p	COSTAU YCHWANEGOL Ddim yn berthnasol, wedi ei ymgorffori ym Mhrisiau 3 a 5	EXTRA CHARGES N/A Incorporated in Tariffs 3 & 5	
PRIS 3 1-4 o delthwyr am logi ar wylliau Banc a Gwylliau Cyhoeddus a 5-8 o delthwyr am logi bob amser	TARIFF 3 1 to 4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times		Carlo anifellaid yn ôl disgrisiwn y gyrrwr (ac eithrio cwn tywys, dywed a chymorth a fydd yn cael eu carlo yn rhad ac am ddim)	Animals carried at the driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge)	50c/50p
Am y filltir gyntaf neu ran ohoni	For the first mile or part thereof	£4.90	Ffi halogi am faeddu'r cerbyd	Contamination fee for fouling of the vehicle	£150
Ar gyfer pob 1/22ain filltir neu ran ohoni yn ddilynol	For each subsequent 1/22th of a mile or part thereof	15c/15p	TEITHIAU Y TU ALLAN I GYNGOR BWRDEISTREF CAERFFILI	JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH	
PRIS 4 1-4 o delthwyr am logi rhwng 7pm Noswyl Nadolig a 7am ar 27ain Rhagfyr a rhwng 7pm Nos Galan a 7am ar 2il Ionawr yn unig	TARIFF 4 1 to 4 passengers for hiring between 7pm Christmas Eve and 7am on 27th December and between 7pm New Years Eve and 7am on 2nd January only		Rhaid i brisiau slwrnai ar gyfer teithiau sy'n dod i ben y tu allan i ardal Bwrdeistref Sirol Caerffili, ac ni chytunwyd ar unrhyw bris neu gyfradd pris amdanynt cyn i'r llogi digwydd, beidio â bod yn fwy na graddfa'r prisiau awdurdodedig fel y dangosir uchod.	Fares for journeys ending outside the area of the Caerphilly County Borough and in respect of which no fare or rate of fare was agreed before the hiring was effected, must not exceed the authorised fare scale as shown above.	
Am y filltir gyntaf neu ran ohoni	For the first mile or part thereof	£6.40			
Ar gyfer pob 1/20fed filltir neu ran ohoni yn ddilynol	For each subsequent 1/20th of a mile or part thereof	20c/20p			

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TABLE COLOUR CODE

RISE IN 2021
 RISE IN 2020
 RISE IN 2019
 RISE IN 2018
 RISE IN 2017
 RISE IN 2016
 RISE IN 2015
 RISE IN 2014
 RISE IN 2013
 RISE IN 2012
 RISE IN 2011
 RISE IN 2010
 RISE IN 2009
 RISE IN 2008
 NO SET FARE

The Bryan Roland Memorial
 NATIONAL HACKNEY FARES TABLE
DECEMBER 2021

POSITION	TARIFF ONE COUNCIL/AIRPORT	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£11.40	66	BRACKNELL FOREST	£6.60	131	ARGYLL & BUTE	£6.20
2	LUTON AIRPORT	£9.70	67	BRENTWOOD	£6.60	132	BIRMINGHAM	£6.20
3	EPSOM & EWELL	£8.60	68	CAMBRIDGE CITY	£6.60	133	BRAINTREE	£6.20
4	LONDON	£8.60	69	EAST DORSET	£6.60	134	CARMARTHENSHIRE	£6.20
5	WATFORD (x)	£6.40	70	EAST SUFFOLK (NORTH)	£6.60	135	CHICHESTER	£6.20
6	UTTLESFORD	£6.30	71	EXETER	£6.60	136	DAVENTRY	£6.20
7	READING	£6.00	72	HARLOW	£6.60	137	DERBY	£6.20
8	GUILDFORD	£7.64	73	HIGH PEAK	£6.60	138	EAST CAMBRIDGESHIRE	£6.20
9	KERRIER	£7.60	74	MEDWAY	£6.60	139	EAST SUFFOLK (SOUTH)	£6.20
10	OXFORD CITY	£7.60	75	MORAY (x)	£6.60	140	FOLKESTONE & HYTHE	£6.20
11	JERSEY	£7.43	76	NORTH HERTS	£6.60	141	HORSHAM	£6.20
12	BCP	£7.20	77	NORWICH	£6.60	142	NORTHAMPTON	£6.20
13	BRIGHTON & HOVE	£7.40	78	RUNNYMEDE	£6.60	143	NORTH EAST LINCOLNSHIRE	£6.20
14	CHELTENHAM	£7.40	79	SCARBOROUGH	£6.60	144	PORTSMOUTH UA	£6.20
15	MAIDSTONE	£7.40	80	SHETLAND ISLES	£6.60	145	ROCHFORD	£6.20
16	MID SUSSEX	£7.40	81	SOUTH CAMBRIDGE	£6.60	146	SOLIHULL	£6.20
17	CARRICK	£7.30	82	SOUTH GLOUCESTER	£6.60	147	SOUTHAMPTON	£6.20
18	BATH & NORTH EAST SOMERSET	£7.20	83	TEIGNBRIDGE	£6.60	148	SPELTHORNE	£6.20
19	TORRIDGE	£7.20	84	NORTH DEVON	£6.55	149	ST ALBANS	£6.20
20	TUNBRIDGE WELLS	£7.20	85	ASHFORD	£6.50	150	STRATFORD ON AVON	£6.20
21	YORK	£7.20	86	DURHAM COUNTY COUNCIL	£6.50	151	TAUNTON DEANE	£6.20
22	CHELMSFORD	£7.10	87	HUNTINGDONSHIRE	£6.50	152	WEST OXFORD	£6.20
23	DARTFORD	£7.10	88	LUTON	£6.50	153	WINCHESTER	£6.20
24	DOVER	£7.10	89	SOUTH SOMERSET	£6.50	154	CENTRAL BEDFORDSHIRE	£6.13
25	GUERNSEY	£7.10	90	WORTHING	£6.50	155	ABERDEENSHIRE	£6.10
26	MOLE VALLEY	£7.10	91	BRISTOL	£6.40	156	CARDIFF	£6.10
27	PENWITH	£7.10	92	CANTERBURY	£6.40	157	CLACKMANNAN	£6.10
28	SEVENOAKS	£7.06	93	COUNTY OF HEREFORD	£6.40	158	EAST HERTS	£6.10
29	EAST LOTHIAN	£7.00	94	CREWE & NANTWICH	£6.40	159	ELMBRIDGE	£6.10
30	HARROGATE	£7.00	95	EAST HAMPSHIRE	£6.40	160	FYLDE	£6.10
31	HERTSMERE	£7.00	96	HASTINGS	£6.40	161	NEW FOREST	£6.10
32	STROUD	£7.00	97	IPSWICH	£6.40	162	NORTH WARWICK	£6.10
33	TONBRIDGE & MALLING	£7.00	98	LEEDS	£6.40	163	SOUTH AYRSHIRE	£6.10
34	WELWYN HATFIELD	£7.00	99	LINCOLN	£6.40	164	TAMWORTH	£6.10
35	WILTSHIRE	£7.00	100	MALVERN HILLS	£6.40	165	SELBY	£6.06
36	RESTORMEL	£6.95	101	MELTON	£6.40	166	CHARNWOOD	£6.05
37	COLCHESTER	£6.90	102	MID SUFFOLK	£6.40	167	SCOTTISH BORDERS	£6.05
38	EASTBOURNE	£6.90	103	NORTH KESTEVEN	£6.40	168	ABERDEEN CITY	£6.00
39	VALE OF WHITE HORSE	£6.90	104	PURBECK	£6.40	169	BASILDON	£6.00
40	WEALDON	£6.90	105	RUSHMOOR	£6.40	170	BLACKPOOL	£6.00
41	WEYMOUTH & PORTLAND	£6.90	106	SHEFFIELD	£6.40	171	BOSTON	£6.00
42	ADUR	£6.80	107	SHROPSHIRE	£6.40	172	BROXTOWE	£6.00
43	CARADON	£6.80	108	SOUTHEND ON SEA	£6.40	173	BUCKINGHAMSHIRE	£6.00
44	EAST DEVON	£6.80	109	SOUTH LAKELAND	£6.40	174	CASTLE POINT	£6.00
45	PIPE	£6.80	110	STEVENAGE	£6.40	175	CONWY	£6.00
46	GLASGOW	£6.80	111	SURREY HEATH	£6.40	176	EAST AYRSHIRE	£6.00
47	GRAVESHAM	£6.80	112	TENDRING	£6.40	177	EAST LINDSEY	£6.00
48	HART (x)	£6.80	113	WAVERLEY	£6.40	178	EAST STAFFORDSHIRE	£6.00
49	MENDIP	£6.80	114	WINDSOR & MAIDENHEAD	£6.40	179	GLOUCESTER	£6.00
50	NORTH CORNWALL	£6.80	115	WOKING	£6.40	180	GREAT YARMOUTH	£6.00
51	NOTTINGHAM	£6.80	116	WOKINGHAM	£6.40	181	GWYNEDD	£6.00
52	SEDGEMOOR	£6.80	117	NEWARK & SHERWOOD	£6.32	182	ISLE OF WIGHT	£6.00
53	SWALE	£6.80	118	BLACKBURN	£6.30	183	KETTERING	£6.00
54	WEST BERKSHIRE	£6.80	119	BURY	£6.30	184	KINGS LYNN & WEST NORFOLK	£6.00
55	EDINBURGH	£6.75	120	COTSWOLD (y)	£6.30	185	MILTON KEYNES	£6.00
56	NUNEATON & BEDWORTH	£6.75	121	COVENTRY	£6.30	186	NORTH DORSET	£6.00
57	TORBAY	£6.75	122	DACORUM	£6.30	187	PRESTON	£6.00
58	CHESTER	£6.70	123	ISLE OF MAN	£6.30	188	RYEDALE	£6.00
59	CRAWLEY	£6.70	124	LEWES	£6.30	189	SLOUGH	£6.00
60	EASTLEIGH	£6.70	125	PEMBROKESHIRE	£6.30	190	SOUTH HAMS	£6.00
61	ROTHER	£6.70	126	PLYMOUTH	£6.30	191	SOUTH TYNESIDE	£6.00
62	SWINDON	£6.70	127	SOUTH HOLLAND	£6.30	192	STOCKPORT	£6.00
63	HARBOROUGH	£6.68	128	FOREST OF DEAN	£6.27	193	TAMESIDE	£6.00
64	ARUN	£6.60	129	BABERGH	£6.26	194	TEST VALLEY (x)	£6.00
65	BASINGSTOKE & DEANE	£6.60	130	MIDLOTHIAN	£6.22	195	THREE RIVERS	£6.00

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	THURROCK	£6.00	261	HINCKLEY & BOSWORTH	£5.60	326	GATESHEAD	£5.10
197	VALE OF GLAMORGAN	£6.00	262	LIVERPOOL	£5.60	327	SEFTON	£5.10
198	WARWICK	£6.00	263	NEWPORT	£5.60	328	SOUTH STAFFORDSHIRE	£5.10
199	WEST DORSET	£6.00	264	NORTH WEST LEICESTER	£5.60	329	COPELAND	£5.00
200	WEST LINDESEY	£6.00	265	RICHMONDSHIRE	£5.60	330	EAST NORTHANTS	£5.00
201	WIRRAL	£6.00	266	RUSHCLIFFE	£5.60	331	KIRKLEES	£5.00
202	DARLINGTON	£5.95	267	SANDWELL	£5.60	332	NORTH LANARKSHIRE	£5.00
203	BASSETLAW	£5.90	268	SUNDERLAND	£5.60	333	PETERBOROUGH	£5.00
204	BROXBOURNE	£5.90	269	WEST LOTHIAN (x)	£5.60	334	ROCHDALE	£5.00
205	DUDLEY	£5.90	270	WOLVERHAMPTON (x)	£5.60	335	ROSSENDALE	£5.00
206	KINGSTON-UPON-HULL	£5.90	271	WREXHAM	£5.60	336	SOUTH NORTHANTS	£5.00
207	MANCHESTER	£5.90	272	CHERWELL	£5.58	337	STOKE-ON-TRENT UA	£4.95
208	NORTHUMBERLAND	£5.90	273	NEWCASTLE-UNDER-LYME	£5.55	338	CORBY	£4.90
209	STAFFORD	£5.90	274	DUMFRIES & GALLOWAY	£5.50	339	TELFORD & WREKIN	£4.90
210	TANDBRIDGE	£5.90	275	EAST DUNBARTONSHIRE	£5.50	340	WELLINGBOROUGH	£4.90
211	WALSALL	£5.90	276	EDEN	£5.50	341	WESTERN ISLES (x)	£4.85
212	CALDERDALE	£5.85	277	EPPING FOREST	£5.50	342	ASHFIELD	£4.80
213	TEWKESBURY	£5.85	278	EREWASH	£5.50	343	DERBYSHIRE DALES	£4.80
214	BARNESLEY	£5.80	279	FALKIRK	£5.50	344	HARTLEPOOL	£4.80
215	BEDFORD	£5.80	280	HAMBLETON	£5.50	345	HYNDBURN	£4.70
216	BRIDGEND	£5.80	281	MERTHYR TYDFIL	£5.50	346	WEST LANCASHIRE	£4.70
217	BROMSGROVE	£5.80	282	OLDHAM	£5.50	347	BOLSOVER	£4.60
218	CARLISLE	£5.80	283	TORFAEN	£5.50	348	BURNLEY	£4.50
219	EAST KILBRIDE (x)	£5.80	284	CEREDIGION	£5.48	349	REDCAR & CLEVELAND	£4.50
220	FAREHAM	£5.80	285	NEATH PORT TALBOT	£5.48	350	STOCKTON ON TEES	£4.50
221	FLINTSHIRE	£5.80	286	SALFORD	£5.48	351	OADBY & WIGSTON	£4.40
222	HAVANT	£5.80	287	ALLERDALE	£5.45	352	PENDLE	£4.40
223	HIGHLAND (x)	£5.80	288	BARROW IN FURNESS	£5.40	353	MIDDLESBROUGH	£4.38
224	LANCASTER	£5.80	289	CAERPHILLY	£5.40	354	MALDON	£
225	LEICESTER	£5.80	290	CLYDEBANK	£5.40	355	RUTLAND	£
226	LICHFIELD	£5.80	291	DUNBARTON & VALE OF LEVEN (x)	£5.40	356	SOUTH DERBYSHIRE	£
227	NEWCASTLE-UPON-TYNE	£5.80	292	ELLESMERE PORT	£5.40	357	SOUTH NORFOLK	£
228	NORTHERN IRELAND	£5.80	293	MACCLESFIELD	£5.40	358	SOUTH OXFORDSHIRE	£
229	NORTH LINCOLNSHIRE	£5.80	294	PERTH & KINROSS	£5.40	359	WEST DEVON	£
230	NORTH NORFOLK	£5.80	295	POWYS	£5.40			
231	NORTH TYNESIDE	£5.80	296	ROTHERHAM	£5.40			
232	ORKNEY (x)	£5.80	297	THANET	£5.40			
233	REIGATE & BANSTEAD	£5.80	298	WYCHAVON	£5.40			
234	RUGBY	£5.80	299	MANSFIELD	£5.38			
235	RUTHERGLEN (x)	£5.80	300	INVERCLYDE	£5.34			
236	SOUTH RIBBLE	£5.80	301	CRAVEN (x)	£5.30			
237	TRAFFORD	£5.80	302	EAST RENFREW	£5.30			
238	WEST SOMERSET	£5.80	303	FENLAND (x)	£5.30			
239	WEST SUFFOLK	£5.80	304	NORTH AYRSHIRE	£5.30			
240	WORCESTER	£5.80	305	REDDITCH	£5.30			
241	WYRE	£5.80	306	RIBBLE VALLEY	£5.30			
242	YNS MON	£5.80	307	SOUTH KESTEVEN	£5.30			
243	CHESTERFIELD	£5.75	308	SOUTH LANARKSHIRE (City/State)	£5.30			
244	DONCASTER	£5.75	309	ST HELENS	£5.30			
245	NORTH EAST DERBYSHIRE	£5.75	310	VALE ROYAL	£5.30			
246	ANGUS	£5.70	311	WIGAN	£5.30			
247	CANNOCK CHASE	£5.70	312	WYRE FOREST	£5.30			
248	GEDLING	£5.70	313	BLABY	£5.24			
249	MID DEVON	£5.70	314	AMBER VALLEY	£5.20			
250	MONMOUTHSHIRE	£5.70	315	BLAENAU GWENT	£5.20			
251	NORTH SOMERSET	£5.70	316	BOLTON	£5.20			
252	RENFREWSHIRE	£5.70	317	EAST RIDING	£5.20			
253	STIRLING (x)	£5.70	318	HALTON	£5.20			
254	SWANSEA	£5.70	319	HAMILTON (x)	£5.20			
255	WARRINGTON	£5.70	320	KNOWSLEY	£5.20			
256	DUNDEE CITY	£5.66	321	RHONDDA CYNON TAFF	£5.20			
257	BRADFORD	£5.60	322	STAFFS MOORLANDS	£5.20			
258	BRECKLAND	£5.60	323	WAKEFIELD	£5.20			
259	DENBIGHSHIRE	£5.60	324	CHORLEY	£5.19			
260	GOSPORT	£5.60	325	CONGLETON	£5.19			

TABLE COLOUR CODE

RISE IN 2021
RISE IN 2020
RISE IN 2019
RISE IN 2018
RISE IN 2017
RISE IN 2016
RISE IN 2015
RISE IN 2014
RISE IN 2013
RISE IN 2012
RISE IN 2011
RISE IN 2010
RISE IN 2009
RISE IN 2008
NO SET FARE

The Bryan Roland Memorial
NATIONAL HACKNEY FARES TABLE
DECEMBER 2021

Councils in positions 354-359 do not impose a tariff for their hackney carriages and instead the individual vehicle charges an agreed fare prior to the journey.

NATIONAL AVERAGE TWO MILE HACKNEY FARE TARIFF ONE IS NOW £6.06

PLEASE NOTE

The councils of Aylesbury Vale, Chiltern, South Bucks and Wycombe have now amalgamated to form Buckinghamshire. This has resulted in our table being reduced to 359 councils.

The councils of Daventry, Northampton and South Northamptonshire have now merged to form a new administrative council of West Northamptonshire.

The councils of Corby, East Northants, Kettering and Wellingborough have now merged to form North Northants. However the original councils still retain their individual tariffs.

Where an (x) appears by a listing, a fare update has been passed by the council, but our fare has not increased.

In the case of Cotswold where a (y) appears alongside the listing, the (y) refers to a fare update but one in which the fare has decreased for a two mile tariff.

Authority	Tariff One (2Mile Journey) December 2021
Caerphilly	£5.40
Blaenau Gwent	£5.20
RCT	£5.20
Torfaen	£5.50
Newport	£5.60
Monmouthshire	£5.70
Swansea	£5.70
Merthyr	£5.50
Flintshire	£5.80
Gwynedd	£6.00
Vale of Glamorgan	£6.00
Conwy	£6.00
Bridgend	£5.80
Pembrokeshire	£6.30
Cardiff	£6.10
Neath Port Talbot	£5.46
Powys	£5.40
Wrexham	£5.60
Ynys Mon	£5.80
Denbighshire	£5.60
Ceredigion	£5.46
Carmarthenshire	£6.20

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Proposal A

I Feel this industry needs a tariff increase. This is based on the grounds of, It has been over 3 years since the previous increase, Fuel prices are surging along with other running costs to name a few. My proposal for the meter increase is for an approximate 10% rise.

Tariff 1 is currently at £ 3.40 and every subsequent mile is £ 2.00/ 10p every 20th of a mile

Tariff 1 should start at £3.80 and every subsequent mile being £ 2.20/ 10p every 22nd of a mile.

Tariff 2 is currently at £ 3.90 and every subsequent mile is £ 2.20/ 10p every 22th of a mile

Tariff 2 should start at £ 4.30 and every subsequent mile being £ 2.50/ 10p every 25th of a mile.

Tariff 3 is currently at £ 4.90 and every subsequent mile is £ 3.30/ 15p every 22th of a mile

Tariff 3 should start at £ 5.40 and every subsequent mile being £ 3.60/ 15p every 24th of a mile.

Tariff 4 is currently at £ 6.40 and every subsequent mile is £ 4.00/ 20p every 20th of a mile

Tariff 4 should start at £ 7.20 and every subsequent mile being £ 4.40/ 20p every 22nd of a mile

Tariff 5 is currently at £ 9.40 and every subsequent mile is £ 6.00/ 30p every 20th of a mile

Tariff 5 should start at £10.40 and every subsequent mile being £7.00/ 35p every 20th of a mile

Waiting time should also be increased to 20p every 30 seconds from 10p every 30 seconds

I also feel that tariff 2 should be amended to 10pm - 6am 7 days a week.

Proposal B

CAERPHILLY COUNTY BOROUGH TAXI DRIVERS ASSOCIATION

ccbtda@gmail.com [REDACTED]



Afternoon Mr Morgan,

I have been asked to submit to the Licensing Section a proposal for a meter fare increase.

Members have decided 267 for 3 against that the time has come for a small increase to take place due to the increased cost of motoring

I'm sure you will appreciate that fuel costs are at an all time high and drivers are starting to feel the extra squeeze.

We are of course mindful that we had an increase in 2018 and this was a significant jump in price.

Please see overleaf for the new proposal.

Can you let me know a timescale as to when it can be submitted for consultation and also when it might go before the Licensing Committee please?.

I would like to give the members some idea as to the next stages and when.

Thank you in advance,

Regards

George

Caerphilly County Borough Taxi Drivers Association

C/O [REDACTED]

D

CAERPHILLY COUNTY BOROUGH TAXI DRIVERS ASSOCIATION

ccbtda@gmail.com



CURRENT TARIFF

Tariff 1 £3.40 Start
With 1/20 of a mile

Tariff 2 £3.90 Start
With 1/22 of a mile

Tariff 3 £4.90 Start
With 1/22 of a mile

Tariff 4 £6.40 Start
With 1/20 of a mile

Tariff 5 £9.40 Start
With 1/20 of a mile

PROPOSED TARIFF

Tariff 1 £3.50 Start
with 1/22 of a mile

Tariff 2 £4.00 Start
with 1/24 of a mile

Tariff 3 £5.25 Start
with 1/24 of a mile

Tariff 4 £6.80 Start
with 1/22 of a mile

Tariff 5 £10.00 Start
with 1/22 of a mile

Waiting time to be increased to 20p per 30 seconds from 10p

Tariff 2 to be implemented from 19:00 hrs on Friday until 07:00 am on Monday
(so tariff 2 all weekend.)

These have been proposed as drivers have stated if they were to work in any other industry there would be a Monday to Friday PayScale then a different pay scale for Saturday and also for Sunday working.

Thank you in advance for taking the time to look at this.

Caerphilly County Borough Taxi Drivers Association

C/O [REDACTED] LD

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Request to review the Hackney Carriage tariff of fares

The Licensing Team has received two proposals to request the revision of the hackney carriage tariff (fares). You may remember that this was last revised in 2018. The Tariff will set the maximum amount that can be charged for a journey in hackney carriage vehicle.

The two proposals A & B are attached for your attention.

- [Link to Proposal A](#)
- [Link to Proposal B](#)

A comparison of the two proposals which provides a breakdown on the proposed tariffs based on 1-5mile journeys and 10mile journeys has been prepared for your information. You can view this by clicking on [the link to Proposal A and B](#).

Should you wish to comment upon the proposals. Then click on the link to complete the attached survey.

[Online survey](#)

[Taxi tariff survey print version \(PDF\)](#)

Of the two proposals submitted:

Proposal A

Advocates an increase in waiting time from 10p every 30 seconds to 20p every 30 seconds. Comment is made that Tariff 2 should be amended to take effect from 22.00hrs until 06.00hrs and not 19.00hrs until 07.00hrs, 7 days a week.

When completing the survey, you will be asked to consider whether you agree that tariff 2 should take effect from 22.00hrs until 06.00hrs not 19.00hrs - 07.00hrs, 7 days a week.

Proposal B

Advocates an increase in waiting time from 10p every 30 seconds to 20p every 30 seconds. Comment is made that Tariff 2 should be effective from 19.00hrs on Friday to 07.00hrs on Monday

When completing the survey, you will be asked to consider whether that Tariff 2 should be effective from 19.00hrs on Friday to 07.00hrs on Monday.

There is an opportunity in the survey to indicate whether the hackney carriage tariff should remain the same.

Proposal C

No increase.

Date closes: 12/02/2022

Proposals to review the Hackney Carriage tariff of fares.

1. Do you agree or disagree that the existing tariff of fares should be revised?

Agree
 Disagree

2. Which of the proposals do you support

Proposal A
 Proposal B
 No Increase C

If you would like to give reasons for your choice, please do so here

3. Which of the following proposed increase in tariff do you support? Please select one answer only.

An increase in waiting time from 10p every 30 seconds to 20p every 30 seconds.
 No Increase C

If you would like to give reasons for your choice, please do so here

4. Which of the following options do you support relating to Tariff 2? Please select only one:

Amend Tariff 2 to take effect from 22.00hrs until 06.00hrs, 7 days a week
 Amend Tariff 2 to take effect from 19.00hrs on Friday to 07.00hrs on Monday
 Maintain current times for Tariff 2, that is 19.00hrs to 07.00hrs

If you would like to give reasons for your choice, please do so here

Ty Penallta
Tredomen
Park
Ystrad
Mynach
Hengoed
CF82 7PG

Consultation exercise with taxi trade

APPENDIX E

Tariff 1 A

	Current	Proposed	Increase	Increase %
1 Mile	£3.40	£3.80	£0.40	11.8
2 Mile	£5.40	£6.00	£0.40	11.1
3 Mile	£7.40	£8.20	£0.80	10.8
4 Mile	£9.40	£10.40	£1.00	10.6
5 Mile	£11.40	£12.60	£1.20	10.5
10 Mile	£21.40	£23.60	£2.20	10.3

Tariff 1 B

	Current	Proposed	Increase	Increase %
1 Mile	£3.40	£3.50	£0.10	2.9
2 Mile	£5.40	£5.70	£0.30	5.6
3 Mile	£7.40	£7.90	£0.50	6.8
4 Mile	£9.40	£10.10	£0.70	7.4
5 Mile	£11.40	£12.30	£0.90	7.9
10 Mile	£21.40	£23.30	£1.90	8.9

Tariff 2

	Current	Proposed	Increase	Increase %
1 Mile	£3.90	£4.30	£0.40	10.3
2 Mile	£6.10	£6.80	£0.70	11.5
3 Mile	£8.30	£9.30	£1.00	12
4 Mile	£10.50	£11.80	£1.30	12.4
5 Mile	£12.70	£14.30	£1.60	12.6
10 Mile	£23.70	£26.80	£3.10	13.1

Tariff 2

	Current	Proposed	Increase	Increase %
1 Mile	£3.90	£4.00	£0.10	2.6
2 Mile	£6.10	£6.40	£0.30	4.9
3 Mile	£8.30	£8.80	£0.50	6
4 Mile	£10.50	£11.20	£0.70	6.7
5 Mile	£12.70	£13.60	£0.90	7.1
10 Mile	£23.70	£25.60	£1.90	8

Tariff 3

	Current	Proposed	Increase	Increase %
1 Mile	£4.90	£5.40	£0.50	10.2
2 Mile	£8.20	£9.00	£0.80	9.8
3 Mile	£11.50	£12.60	£1.10	9.6
4 Mile	£14.80	£16.20	£1.40	9.5
5 Mile	£18.10	£19.80	£1.70	9.4
10 Mile	£34.60	£37.80	£3.20	9.2

Tariff 3

	Current	Proposed	Increase	Increase %
1 Mile	£4.90	£5.25	£0.35	7.1
2 Mile	£8.20	£8.85	£0.65	7.9
3 Mile	£11.50	£12.45	£0.95	8.3
4 Mile	£14.80	£16.05	£1.25	8.7
5 Mile	£18.10	£19.65	£1.55	8.9
10 Mile	£34.60	£37.65	£3.05	9.4

Tariff 4

	Current	Proposed	Increase	Increase %
1 Mile	£6.40	£7.20	£0.80	12.5
2 Mile	£10.40	£11.60	£1.20	11.5
3 Mile	£14.40	£16.00	£1.60	11.1
4 Mile	£18.40	£20.40	£2.00	10.9
5 Mile	£22.40	£24.80	£2.40	10.7
10 Mile	£42.40	£46.80	£4.40	10.4

Tariff 4

	Current	Proposed	Increase	Increase %
1 Mile	£6.40	£6.80	£0.40	6.2
2 Mile	£10.40	£11.20	£0.80	7.7
3 Mile	£14.40	£15.60	£1.20	8.3
4 Mile	£18.40	£20.00	£1.60	8.7
5 Mile	£22.40	£24.40	£2.00	8.9
10 Mile	£42.40	£46.40	£4.00	9.4

Consultation exercise with taxi trade

APPENDIX E

Tariff 5

	Current	Proposed	Increase	Increase %
1 Mile	£9.40	£10.40	£1.00	10.6
2 Mile	£15.40	£17.40	£2.00	13
3 Mile	£21.40	£24.40	£3.00	14
4 Mile	£27.40	£31.40	£4.00	14.6
5 Mile	£33.40	£38.40	£5.00	15
10 Mile	£63.40	£73.40	£10.00	15.8

Tariff 5

	Current	Proposed	Increase	Increase %
1 Mile	£9.40	£10.00	£0.60	6.4
2 Mile	£15.40	£16.60	£1.20	7.8
3 Mile	£21.40	£23.20	£1.80	8.4
4 Mile	£27.40	£29.80	£2.40	8.8
5 Mile	£33.40	£36.40	£3.00	9
10 Mile	£63.40	£69.40	£6.00	9.5

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Tariff 1					Tariff 1				
Proposal A					Proposal B				
	Current	Proposed	Increase	Increase %		Current	Proposed	Increase	Increase %
1 Mile	£3.40	£3.80	£0.40	11.8	1 Mile	£3.40	£3.50	£0.10	2.9
2 Mile	£5.40	£6.00	£0.60	11.1	2 Mile	£5.40	£5.70	£0.30	5.6
3 Mile	£7.40	£8.20	£0.80	10.8	3 Mile	£7.40	£7.90	£0.50	6.8
4 Mile	£9.40	£10.40	£1.00	10.6	4 Mile	£9.40	£10.10	£0.70	7.4
5 Mile	£11.40	£12.60	£1.20	10.5	5 Mile	£11.40	£12.30	£0.90	7.9
10 Mile	£21.40	£23.60	£2.20	10.3	10 Mile	£21.40	£23.30	£1.90	8.9
Tariff 2					Tariff 2				
	Current	Proposed	Increase	Increase %		Current	Proposed	Increase	Increase %
1 Mile	£3.90	£4.30	£0.40	10.3	1 Mile	£3.90	£4.00	£0.10	2.6
2 Mile	£6.10	£6.80	£0.70	11.5	2 Mile	£6.10	£6.40	£0.30	4.9
3 Mile	£8.30	£9.30	£1.00	12	3 Mile	£8.30	£8.80	£0.50	6
4 Mile	£10.50	£11.80	£1.30	12.4	4 Mile	£10.50	£11.20	£0.70	6.7
5 Mile	£12.70	£14.30	£1.60	12.6	5 Mile	£12.70	£13.60	£0.90	7.1
10 Mile	£23.70	£26.80	£3.10	13.1	10 Mile	£23.70	£25.60	£1.90	8
Tariff 3					Tariff 3				
	Current	Proposed	Increase	Increase %		Current	Proposed	Increase	Increase %
1 Mile	£4.90	£5.40	£0.50	10.2	1 Mile	£4.90	£5.25	£0.35	7.1
2 Mile	£8.20	£9.00	£0.80	9.8	2 Mile	£8.20	£8.85	£0.65	7.9
3 Mile	£11.50	£12.60	£1.10	9.6	3 Mile	£11.50	£12.45	£0.95	8.3
4 Mile	£14.80	£16.20	£1.40	9.5	4 Mile	£14.80	£16.05	£1.25	8.7
5 Mile	£18.10	£19.80	£1.70	9.4	5 Mile	£18.10	£19.65	£1.55	8.9
10 Mile	£34.60	£37.80	£3.20	9.2	10 Mile	£34.60	£37.65	£3.05	9.4
Tariff 4					Tariff 4				
	Current	Proposed	Increase	Increase %		Current	Proposed	Increase	Increase %
1 Mile	£6.40	£7.20	£0.80	12.5	1 Mile	£6.40	£6.80	£0.40	6.2
2 Mile	£10.40	£11.60	£1.20	11.5	2 Mile	£10.40	£11.20	£0.80	7.7
3 Mile	£14.40	£16.00	£1.60	11.1	3 Mile	£14.40	£15.60	£1.20	8.3
4 Mile	£18.40	£20.40	£2.00	10.9	4 Mile	£18.40	£20.00	£1.60	8.7
5 Mile	£22.40	£24.80	£2.40	10.7	5 Mile	£22.40	£24.40	£2.00	8.9
10 Mile	£42.40	£46.80	£4.40	10.4	10 Mile	£42.40	£46.40	£4.00	9.4
Tariff 5					Tariff 5				
	Current	Proposed	Increase	Increase %		Current	Proposed	Increase	Increase %
1 Mile	£9.40	£10.40	£1.00	10.6	1 Mile	£9.40	£10.00	£0.60	6.4
2 Mile	£15.40	£17.40	£2.00	13	2 Mile	£15.40	£16.60	£1.20	7.8
3 Mile	£21.40	£24.40	£3.00	14	3 Mile	£21.40	£23.20	£1.80	8.4
4 Mile	£27.40	£31.40	£4.00	14.6	4 Mile	£27.40	£29.80	£2.40	8.8
5 Mile	£33.40	£38.40	£5.00	15	5 Mile	£33.40	£36.40	£3.00	9
10 Mile	£63.40	£73.40	£10.00	15.8	10 Mile	£63.40	£69.40	£6.00	9.5

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**CAERPHILLY COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CAERFFILI
FARES FOR HACKNEY CARRIAGES**

TAKE NOTICE that the Caerphilly County Borough Council proposes to vary the fares for hackney carriages in the Caerphilly County Borough, pursuant to its powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, in the manner set out in the Schedule below.

Any objections to the proposed variation must be made, in writing, to the Head of Protection, Community and Leisure Services, Council Offices, Penallta House, Tredomen Park, Ystrad Mynach, Hengoed, CF82 7PG

A copy of this Notice shall be held on deposit at these offices for a period of 14 days from the date of publication of this Notice and shall be open to public inspection between the hours of 9.00 a.m. to 5.00 p.m. (Monday to Thursday) and 9.00 a.m. to 4.30 p.m. (Friday) without payment.

SCHEDULE

PRESENT CHARGE		PROPOSED CHARGE	
TARIFF 1 (1-4 passengers for hiring begun between 7.00 am & 7.00pm)		TARIFF 1 (1-4 passengers for hiring between the hours of 7.00 am & 7.00pm Monday to Friday, outside these days and times, Tariff 2 applies, not including Bank Holidays or where Tariff 4 applies.	
For the first mile or part thereof	£3.40	For the first mile or part thereof	£3.50
For each subsequent 1/20th of a mile or part thereof	10p	For each subsequent 1/22 nd of a mile or part thereof	10p
TARIFF 2 (1-4 passengers for hiring begun between 7.00pm & 7.00 am)		TARIFF 2 (1-4 passengers) for hiring from Friday 7pm and 7am Monday, not including Bank Holidays or where Tariff 4 applies.	
For the first mile or part thereof	£3.90	For the first mile or part thereof	£4.00
For each subsequent 1/22nd of a mile or part thereof	10p	For each subsequent 1/24 th of a mile or part thereof	10p
TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times)		TARIFF 3 (1-4 passengers for hiring on Bank & Public Holidays and 5-8 passengers for hiring at all times)	
For the first mile or part thereof	£4.90	For the first mile or part thereof.	£5.25
For each subsequent 1/22nd of a mile or part thereof	15p	For each subsequent 1/24 th of a mile or part thereof	15p
TARIFF 4 (1-4 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27th December and between 7.00 pm New Years Eve and 7.00 am on 2nd January only)		TARIFF 4 (1-4 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27th December and between 7.00 pm New Years Eve and 7.00 am on 2nd January only)	
For the first mile or part thereof	£6.40	For the first mile or part thereof	£6.80
For each subsequent 1/20th of a mile or part thereof	20p	For each subsequent 1/22 nd of a mile or part thereof	20p

TARIFF 5 (5-8 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27 th December and between 7.00 pm New Years Eve and 7.00 am on 2 nd January only)		TARIFF 5 (5-8 passengers for hiring between 7.00 pm Christmas Eve and 7.00 am on 27th December and between 7.00 pm New Years Eve and 7.00 am on 2nd January only)	
For the first mile or part thereof	£9.40	For the first mile or part thereof	£10.00
For each subsequent 1/20 th of a mile or part thereof	30p	For each subsequent 1/22 nd of a mile or part thereof	30p
WAITING TIME (Incorporated in each of the above Tariffs)		WAITING TIME (Incorporated in each of the above Tariffs)	
For each period of 30 seconds or uncompleted part thereof	10p	For each period of 30 seconds or uncompleted part thereof	20p
EXTRA CHARGES		EXTRA CHARGES	
N/A incorporated in Tariffs 3 & 5		N/A incorporated in Tariffs 3 & 5	
Animals carried at the driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge)	50p each	Animals carried at the driver's discretion (except guide, hearing & other assistance dogs which will be carried free of charge)	50p each
Contamination fee for fouling of the vehicle	£150.00	Contamination fee for fouling of the vehicle	£150.00
JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH		JOURNEYS OUTSIDE CAERPHILLY COUNTY BOROUGH	
Fares for journeys ending outside the area of the Caerphilly County Borough and in respect of which no fare or rate of fare was agreed before the hiring was effected, must not exceed the authorised fare scale as shown above.			

Dated: ?? 2022

R. HARTSHORN
Head of Protection, Community and Leisure Services