



SUMMONS
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SUMMONS

Council Summons



For the meeting to be held on
Tuesday, 18 October 2022

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CITY OF LINCOLN COUNCIL

Sir/Madam,

You are hereby summoned to attend the meeting of the COUNCIL_ of the City of Lincoln to be held at The Guildhall, Saltergate, Lincoln, LN1 1DH on Tuesday, 18 October 2022 at 6.30 pm.



Chief Executive and Town Clerk

Angela Andrews

AGENDA

SECTION A	Page(s)
1. Confirmation of Minutes - 21 June 2022	5 - 16
2. Declarations of Interest	
Please note that, in accordance with the Members' Code of Conduct, when declaring interests members must disclose the existence and nature of the interest, and whether it is a disclosable pecuniary interest (DPI) or personal and/or pecuniary.	
3. Mayor's Announcements	Verbal Report
4. Receive Any Questions under Council Procedure Rule 11 from Members of the Public and Provide Answers thereon	
5. Receive Any Questions under Council Procedure Rule 12 from Members and Provide Answers thereon	
6. Receive Reports under Council Procedure Rule 2 (vi) from Members	
(a) Councillor R Metcalfe, Portfolio Holder, Our People and Resources	17 - 38
(b) Councillor G Hewson, Chair of Performance Scrutiny Committee	39 - 42
(c) Councillor J Loffhagen, Chair of Community Leadership Scrutiny Committee (2021/22)	43 - 52
(d) Councillor C Watt, Member Safeguarding Champion	53 - 56
7. To Consider the Following Recommendations of the Executive and Committees of the Council	

Present: Councillor Rosanne Kirk (*in the Chair*),
 Councillor Debbie Armiger, Councillor Biff Bean,
 Councillor Alan Briggs, Councillor Chris Burke,
 Councillor Sue Burke, Councillor Bob Bushell,
 Councillor David Clarkson, Councillor Thomas Dyer,
 Councillor Matthew Fido, Councillor Gary Hewson,
 Councillor Jackie Kirk, Councillor Rebecca Longbottom,
 Councillor Bill Mara, Councillor Adrianna McNulty,
 Councillor Ric Metcalfe, Councillor Neil Murray,
 Councillor Donald Nannestad, Councillor
 Lucinda Preston, Councillor Clare Smalley,
 Councillor Hilton Spratt, Councillor Mark Storer,
 Councillor Rachel Storer, Councillor Edmund Strengiel,
 Councillor Pat Vaughan, Councillor Calum Watt,
 Councillor Joshua Wells, Councillor Emily Wood and
 Councillor Loraine Woolley

Apologies for Absence: Councillor Liz Bushell, Councillor Martin Christopher,
 Councillor Jane Loffhagen and Councillor Naomi Tweddle

8. Declarations of Interest

No declarations of interest were received.

9. Confirmation of Minutes - 1 March 2022

RESOLVED that the minutes of the meeting held on 1 March 2022 be confirmed and signed by the Mayor as a correct record.

10. Confirmation of Minutes - 25 March 2022

RESOLVED that the minutes of the meeting held on 25 March 2022 be confirmed and signed by the Mayor as a correct record.

11. Confirmation of Minutes - 17 May 2022

RESOLVED that the minutes of the meeting held on 17 May 2022 be confirmed and signed by the Mayor as a correct record.

12. Mayor's Announcements

The Mayor referred to her engagements since the last meeting of the Council, some of which had included:

- planting an oak tree for the Royal British Legion Women's Section, Lincolnshire County;
- Lincoln's Age UK's Platinum Jubilee celebrations of the Queen;
- lighting Beacons in Lincoln to celebrate the Queen's Platinum Jubilee at Lincoln Castle and Boultham Park, alongside the Lord Lieutenant of Lincolnshire, Mr Toby Dennis; and
- the birthday celebrations of a resident who was celebrating their 105th birthday.

The Mayor advised that her chosen charity for the year was to help the Urology Department at Lincoln County Hospital.

13. Receive Any Questions under Council Procedure Rule 11 from Members of the Public and Provide Answers thereon

No questions had been submitted by members of the public.

14. Receive Any Questions under Council Procedure Rule 12 from Members and Provide Answers thereon

Councillor David Clarkson to Councillor Bob Bushell, Portfolio Holder for Remarkable Place

Question

Now that the term of the loan to fund repairs to the Yarborough swimming pool ceiling and the total compensation paid to Active Nation for the period January 2022 to March 2022 was known, could the portfolio holder advise on the forecast for further compensation payments until the reopening of the swimming pool?

Reply

In terms of the prudential borrowing that would be undertaken to fund the cost of the repairs works, this would be through the Public Works Loan Board. Based on a borrowing of £615,000, over a twenty year period, the annual costs were estimated to be circa £49,000 per annum. The final costs would not be known until the actual borrowing was undertaken and would be based on the prevailing borrowing rate at that time. The rate of interest would be fixed and would not vary over the twenty year period.

In terms of compensation to Active Nation, this would need to be set in the context that the contract the Council had with Active Nation for both Yarborough and Birchwood was a nil value contract. Historically, due to the subsidy required to be provided for leisure services the management fee payable to Active Nation was circa £450,000 per annum. Through both the Council's investment in Birchwood of £1.546 million and the Council's negotiation with Active Nation, the Council had managed to reduce this on a sliding scale over a three year period, so that the Council could now effectively operate the contract as a concessionary contract and did not pay a fee. Whilst the Council would be liable for compensation until the pool reopened, it was currently discussing the level of this compensation with Active Nation, with a view of limiting losses as far as possible. These discussions were dependent on the final programme of works and timescales, which was yet to be finalised with the contractor.

This also needed to be set in the context of what was an extremely challenging environment for leisure services across the country, with many leisure providers, including swimming pools, no longer remaining financially viable and ceasing operations. The Council was committed to working with Active Nation to re-open the only publicly available, indoor pool, in the City.

Supplementary

Would it be sensible to have a ring-fenced budget for future maintenance or unexpected cost associated with the pool, rather than relying on borrowing?

Reply

Ideally the Council would have funding available to place in a ringfenced budget for such circumstances. However, the Council had been subject to extensive budget reductions by Government and therefore it was not possible to assign a proportion of its budget for this purpose.

Councillor Thomas Dyer to Councillor Neil Murray, Portfolio Holder for Economic Growth

Question

Could a summary of how the Council's plans for the UK Shared Prosperity Fund (UKSPF) would benefit the Lincoln economy be provided?

Reply

The Council was seeking to maximise the value and benefit of the UKSPF funding that was available to level up Lincoln, particularly in its communities where deprivation was among the worst in the country. Employment with a living wage was a key priority for addressing deprivation and improving life chances for residents across the City. Supporting the development and growth of businesses in the economy to provide jobs with incomes that take people out of poverty and enable potential to be fulfilled was clearly a goal.

The Council's Investment Plan for UKSPF was still being developed with partners. The Council was building upon the vast amount of data and local business intelligence, particularly from partner organisations, the services the Council delivered directly, the Covid-19 grant programmes and the current cost of living crisis on the economy. Collectively, a resilient, diverse and vibrant economy had been steadily built in recent years but these were exceptionally challenging times. The Council was currently reviewing the business support offer with the intention of strengthening and improving this for the City, which could include the Council's own directly employed business advisor; better business support to help start-up/small businesses win contracts; and collaboration with others and innovate for the future. The Council was also reviewing how it best supported residents into sustainable employment, including addressing barriers such as childcare cost/provision, transport accessibility, work flexibility, skills development and access to online jobs.

It was reiterated that the Council was looking to ensure that there was a balanced programme that benefited communities, residents, and the economy.

Supplementary

Were there any skills shortages in specific sectors that the bid would be targeting?

Reply

There were a lot of individuals with no, or very few, qualifications so it was hoped that the bid would help support those individuals by working alongside Lincoln College.

Councillor Hilton Spratt to Councillor Ric Metcalfe, Leader of the Council

Question

Could the Leader of the Council provide an update on progress with any devolution bid for Greater Lincolnshire?

Reply

Greater Lincolnshire was not among the nine areas selected by Government to submit a devolution bid earlier this year, but the Council was continuing to work with the Greater Lincolnshire partners to develop proposals for devolution in readiness for the time when further areas were invited to submit. The work undertaken to date related predominantly to skills, infrastructure powers and funding.

Over the last month a number of business engagement events had taken place, led by the Greater Lincolnshire Local Enterprise Partnership, to ascertain the views of businesses across the county in relation to devolution. Businesses across greater Lincolnshire were energetically engaging with this process.

In addition, a *Vision for Greater Lincolnshire 2050* was currently being compiled, which sought to jointly imagine a desirable future for the people, economy and environment in a way that reflected the uniqueness and diversity of Greater Lincolnshire. This would inform any further devolved powers and funding requests.

Any devolution bid would be presented to a meeting of the Council for approval. However it was highlighted that as it stood, upper-tier authorities would lead on bids and these would not require formal sign-off by lower-tier authorities.

Supplementary

Does the Leader of the Council agree that powers were better placed with local authorities, as opposed to central government?

Reply

The current direction of travel had indicated that the Government preferred unitary counties. However, it could be strongly argued that district councils were closer to communities and therefore large unitary counties would become more remote from the people.

It was also highlighted that any current devolution deal would delegate specific decision making powers to a combined authority, with individual councils still being responsible for their current set of services and statutory responsibilities.

Councillor Rachel Storer to Councillor Sue Burke, Portfolio Holder for Reducing Inequality

Question

How many eligible council taxpayers had received the government funded energy rebate and how many were still awaiting payment?

Reply

There were 44,617 council tax band A-D properties in Lincoln, of the 24,268 paying council tax by direct debit 23,730 had been paid the rebate to date (i.e. 97.8%). The remainder of these were either not eligible for the payment or further information was being requested.

Of the remaining bands A-D, households not paying council tax by direct debit, system testing had only recently been completed on this once the software supplier had made the functionality available. A total of 78 had been paid so far, and over the next few weeks more households were being written to so they may provide their bank account details so the rebate payment could be made as soon as possible. All mandatory payments to band A-D taxpayers had to be paid by end of September 2022.

It was reiterated that payments had been made 23,808 households to date, which left 20,809 to be paid.

All discretionary scheme payments, which could include council tax bands E-H, had not yet commenced, owing to mandatory payments being prioritised. These had to be paid by end of November 2022.

Supplementary

Would the Council directly contact anyone who does not have a bank account?

Reply

The Portfolio Holder committed to providing Councillor Rachel Storer with the answer to this question.

Councillor Alan Briggs to Councillor Bob Bushell, Portfolio Holder for Remarkable Place

Question

As Yarborough Leisure Centre was now owned by the Council but operated by Active Nation, what return on its investment does the council receive from this arrangement?

Reply

As mentioned as part of a previous response, the contract with Active Nation for both Yarborough and Birchwood was a nil value contract. Historically, due to the subsidy needed to be provided for leisure services, the management fee payable to Active Nation was circa £450,000 per annum. Through the Council's investment in Birchwood of circa £1.5 million and through the Council's negotiation with Active Nation, the Council had managed to reduce this on a sliding scale over a three year period so that it now effectively operated the contract as a concessionary contract and did not pay a fee.

Subsequently when making further investment in the sites, for example the AGP's, the Council had been able to negotiate a profit share arrangement, which could generate between £25,000 - £50,000 per annum.

The Council has therefore been able to turn the contract from being a cost of £450,000 per annum to one that now provides some level of annual income.

Again, as per the previous response, this needed to be set in the context of what was an extremely challenging environment for leisure services across the country. The Council was in the fortunate position that its leisure provider had not sought to renegotiate the terms of the contract.

Supplementary

Does Active Nation make any contribution to the running costs through the income made?

Reply

This was a public / private partnership, and it was therefore believed that any funds were divided between the two.

Councillor Mark Storer to Councillor Donald Nannestad, Portfolio Holder for Quality Housing

Question

It was highlighted that the Council was still below target for gas safety certificates. Therefore, could the portfolio holder provide reassurance that the swiftest action was being taken to gain access to properties for the safety of tenants and their neighbours?

Reply

The Portfolio Holder confirmed that the swiftest action was being taken to gain access to these properties.

Performance in the opening two months of the financial year 2022/23, was as follows:

- In April 2022 the Council had gained access to 209 properties and three properties were not accessed on time (98.58%). One address had been completed after the deadline date and the other two were in the legal process.
- In May 2022 the Council had gained access to 518 properties and six had not been accessed in time (98.85%). Three addresses had been completed after the deadline date and the other three were in the legal process.
- In addition, the Council had two failed access cases that were progressing through the legal system from the 2021/22 servicing programme.

The Council's target was to complete 99.96% of the gas services before the deadline date expired. Our outturn last year was 99.19%. First time access had been provided by 78.6% of tenants.

The process started ten weeks before the due deadline date for the gas service. Therefore the Council was able to work with its tenants and provide sufficient notice and flexibility to accommodate specific appointment dates where possible.

The Council was currently encountering a small number of failed access addresses beyond the deadline date each month, despite the contractor's extensive attempts to gain access supported by the gas team at Hamilton House.

There was a robust annual gas servicing procedure in place, in which three appointments were made, text reminders sent, cards were left at no access appointments. Tenants were able to rearrange appointment dates prior to the appointment date. The Council would also make additional phone calls to try to contact the tenant and negotiate an access date. The Council also checked with tenancy management colleagues for any information that could assist attempts to gain access.

After three failed access appointments, the address was then referred into the legal process to enable the Council to gain access. It was noted that the court process was currently slow, due to delays caused by the pandemic, which was beyond the Council's control. The final steps in the legal process would result in obtaining a court injunction to be served on the tenant to enable the Council to gain access and carry out the annual gas service for the lifetime of the tenancy.

The investment team and the contractor, Aaron Services, took the Council's landlord responsibility very seriously and worked closely together to maintain the gas servicing programme and progress failed access cases as swiftly as possible.

Supplementary

Are you on track with the properties that had previously exceeded their deadline dates in previous years?

Reply

Yes. If a court order had been granted in a previous year, it was valid for the lifetime of the tenancy, which assisted greatly in gaining access to these properties.

Councillor Gary Hewson to Ric Metcalfe, Leader of the Council

Question

Could the Leader of the Council provide information on what actions had been taken as a Council, or was looking at taking, to help the residents of Lincoln with regards to the burden they were having to deal with due to the cost-of-living crisis.

Reply

All councillors had long been aware of the hardship in Lincoln before the latest cost of living crises. The Council's own city profile for a number of years had provided an evidential source of data supporting the awful position, for example:

- Overall, in the 2019 IMD, Lincoln had been ranked the 68th most deprived local authority area out of a total of 317. This put it in the 25% most deprived local authorities in England. Lincoln had four Lower Super Output Areas (LSOAs) that fell within the 5% most deprived nationally,

reflecting the high level of deprivation in some of the City's neighbourhoods;

- There had been an increase of people living in fuel poverty in 2019;
- The percentage of children living in (relative) low-income families had risen;
- The number of claimants of Universal Credit (both male and female) over the years from August 2019 to August 2021 had increased significantly.
- The number of council tax support claimants had increased.

That is why as part of Vision 2020 and now Vision 2025 at least three of the Council's strategic priorities related to trying to tackle these issues: Inclusive Growth, Reducing Inequality, and Affordable Housing.

In relation to Inclusive Growth and Reducing Inequality, we know that more and better paid jobs was a route out of poverty. Therefore the Council was:

- Supporting the private sector in helping Lincoln to become digitally enabled therefore creating better skilled roles;
- Developing a strategy and programme for small business support to assist in sustaining and growing jobs;
- Supporting a City-wide culture of innovation to attract higher paying roles
- Attracting investment into the City;
- Running a successful skills and training project between the City of Lincoln Council, the Department of Work and Pensions and Lincoln College;
- Working as part of the network aiming to attain training/employment opportunities for young people.

As a Council, it invested significantly in the City, benefiting local supply chains and creating local jobs and was a significant employer within the City. Current capital investment programme in the City, over the period of Vision 2025 would be £44.7 million (this included external grant funded schemes) with further investment of £75.8 million in the council's housing stock and new build programme, over the same period.

Included within this capital investment was the externally grant funded Towns Deal programme. This significant investment into the City sought to try and tackle Inclusive Growth and Inequality. In addition, the Council was currently preparing an investment plan for Shared Prosperity Fund and a Levelling Up, bid both of which would seek to boost productivity, pay and living standards and spreading opportunity within the City.

In relation to affordable housing, the Council:

- continued to increase the supply and number of affordable homes in the City;
- planned to deliver a reduction in the number of properties with a category 1 hazard outstanding;
- would push landlords from the private sector to sign up to the trusted landlord scheme;
- had secured Sustainable Warmth / Affordable Warmth grant funding for the private sector to address issues of poor insulation and heating.

The City Council was the only local authority in Lincolnshire with a Council Tax Support Scheme that provided 100% eligibility criteria. This provided circa £1.27

million per annum to the most deprived council tax payers. The Council's Benefits Advice Team had put a significant amount of money into the pockets of the poorest households in Lincoln with their excellent advice and take up campaigns, for example in 2021/22:

- their advice had provided £22,752 weekly value of additional benefits;
- their advice had provided £299,193 lump sum award of additional benefits; and
- they had provided advice to 6,848 customers and 134 money advice referrals.

In addition, the Housing Benefits Team had been ensuring that the national funded schemes were targeted at the neediest in the City.

Councillor Clare Smalley to Councillor Sue Burke, Portfolio Holder for Reducing Inequality

Question

Could the portfolio holder provide an update on the Safer Streets Fund, what progress has been made, especially with the increased CCTV and how the app was working to keep women and girls safe at night?

Reply

The Safer Streets project had provided 29 new cameras, located in the Abbey, Carholme, Park and Castle wards. The focus was on these areas on the periphery of the city centre where people were more likely to walk, often alone, and late at night, to their home from town. Careful thought had been given to providing good coverage on main walking routes, whilst minimising the impact on privacy in these primarily residential areas. The cameras form part of the wider CCTV network, with footage sent back to the City Hall control room and managed in accordance with the existing network.

The month of May 2022 was the first fully operational month and produced the first complete set of incident statistics from the new cameras: 26 incidents had been monitored during the month. Seven of them had resulted in arrests being made. The main purpose of these cameras was the safety of lone people after dark, although of course they were part of the wider CCTV network which dealt with many different types of incidents.

The project also allowed the Council to upgrade the servers in the Control Room, to create more capacity and make some operating processes more efficient.

An app had been developed. This had been re-designed during the project's delivery phase when it became apparent that the revolutionary app the Council had hoped for was not achievable at this time, for technical reasons. The app would be a first step towards that original aspiration. It would allow members of the public to report issues they noticed whilst out and about, specifically in relation to things that made them feel less safe, and to tell us how safe they felt on their journey, whilst submitting their walking route to us. This route and 'feeling of safety' information would help the Council and the Lincolnshire Police when making strategic decisions about resourcing and planning. The Council would be announcing the formal launch of the app in the coming weeks.

The Portfolio Holder was pleased to report that the Safer Streets project was already making a difference, as evidenced by the CCTV data, and on the whole had been welcomed by people in those areas.

15. Receive Reports under Council Procedure Rule 2 (vi) from Members

(a) Councillor Donald Nannestad, Portfolio Holder for Quality Housing

Councillor Donald Nannestad, Portfolio Holder for Quality Housing, presented his report to the Council, which was set out on pages 29 – 34 of the agenda. It was noted that the report covered a wide range of areas which reflected the Council's commitment to quality housing.

Councillor Nannestad wished his thanks be recorded to all staff for their hard work during the pandemic, along with the challenges experienced in the supply of materials and a shortage in the labour market. Councillor Nannestad was pleased to highlight excellent areas of performance, such as rent collection and the completion of De Wint Court extra care housing, which was a flagship development for the Council. Tracey Footsoy, Housing Strategy Officer, was congratulated for her work on the De Wint Court extra care housing development.

The Council was provided with an opportunity to make comments and ask questions, where the following points were confirmed:

- The total council housing stock was discussed and it was confirmed that the Council had circa 7,800 properties. Comparisons were made to the number of properties in 1982 and 1991.
- Specific concerns were raised regarding antisocial behaviour towards elderly residents in a particular ward and whether the tenancy agreement had sufficient powers to deal with the issue. It was explained that gathering evidence was key to ensure a positive outcome in court.
- Daryl Wright, Maintenance Team Leader, had been commended by two constituents, for his work to address issues they had raised.
- The De Wint Court extra care housing development was cited as an excellent project, which had involved ward councillors throughout its whole development.
- It was pleasing to see an additional 42 new homes in Moorland.
- The work of the housing team to reduce its carbon footprint was also commended.
- Councillor Nannestad was pleased to confirm that the new builds at Rookery Lane were progressing well and that there had recently been a naming ceremony for the development. It was confirmed that there would be two four-bedroom properties; ten three-bedroom properties; 23 two-bedroom properties; four bungalows; and a small number of flats.
- Although there was a direct link between housing conditions and health, household income and levels of air pollution were also key factors which affected the health of the population. Suicide rates in Lincoln were also discussed and key partners were currently trying to find an explanation, and this work was ongoing.
- It was confirmed that right to buy receipts had been spent on time and the Council would continue to do so.
- The Personal Assistant to the Director of Housing and Investment was congratulated for her hard work supporting councillors with housing matters.

- It was confirmed that a decarbonisation policy had been approved at a recent meeting of the Executive. In response to a question, it was advised that it was not always possible to use solar panels, particularly on flats as any privately owned occupants would also have to give consent to them being erected. Therefore, the Council was focusing on improving insulation in homes.

RESOLVED

That the report be noted.

16. Appointments to Outside Bodies

It was moved by Councillor Ric Metcalfe and seconded by Councillor Donald Nannestad that the schedule of appointments to Outside Bodies 2022/23, as detailed at Appendix A to the report, be approved.

Councillor Hilton Spratt highlighted that the opposition group had not been appointed to any of the outside bodies to which the Council made appointments, whereas other councils offered some of these appointments to opposition groups. In response, Councillor Ric Metcalfe reminded Council that it was within the gift of the majority group as to who was nominated and that it would be difficult for any opposition councillor to represent the view of the majority group at such meetings.

RESOLVED

That the schedule of appointments to Outside Bodies 2022/23, as detailed within Appendix A to the report, be approved.

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COUNCIL

18 OCTOBER 2022

REPORT UNDER RULE 2(VI) OF THE COUNCIL PROCEDURE RULES

Report by Councillor R Metcalfe – Portfolio Holder for ‘Our People and Resources’

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1. INTRODUCTION

This report provides an update on the Council's current progress towards our Vision 2025 strategic plan, together with updates on each of the service areas under my portfolio focusing on the past twelve months.

It is reassuring to see the city continue to recover from the impacts of the pandemic, and we are once again starting to see Lincoln thrive following a difficult period. However, we must not lose sight of the challenges which lie ahead and ensure these remain a key focus for the Council to ensure our residents continue to receive the best service possible.

Financial sustainability also continues to be challenging and there remains a current savings target of £1.5m on the General Fund, which the Council must deliver to ensure its sustainability.

2. THE COUNCIL'S PRIORITIES

In this section I have outlined the key activities the Council has undertaken to support our people and our services during the past twelve months. Also provided is an update on the Council's strategic plan Vision 2025 and our progress so far towards meeting the Council's priorities.

2.1 Our People

Both Council staff and elected members have continued to rise to the challenges that have come along. The key to effective service delivery is a committed highly motivated workforce so ensuring our staff are well supported remains a key priority.

Throughout the past year Council staff have spent a large amount of time working from home. This approach has ensured our staff have been kept safe and has helped ensure service continuity. Following all restrictions being removed in early 2022, the Council is now working on an integrated return to the office for staff.

A wide range of training & support measures have been implemented and these are detailed in paragraph 3.9 of this report.

Good customer care depends on good staff care.

2.2 Our Services

We have seen our services continue to be delivered and the Council has worked extremely hard to minimise the impact on our residents and businesses. Some key points to note include:

- Clear communication on how residents and businesses could access help and support has continued to be delivered on our website and social media. We have also continued to use video messaging to keep the information being communicated fresh and interesting
- Our Revenues and Benefits Team has continued to experience unprecedented levels of demand, which has been further impacted through the delivery of several additional schemes to assist residents and businesses through Covid-19 and beyond. However, the

team has continued to provide a significant level of support to our service users. Details of these additional schemes has been included in section 3.2 below.

- The hard work of our Welfare Support teams has ensured our residents have continued to receive essential welfare and benefits advice
- Our housing teams have continued to work hard throughout the year repairing void properties, dealing with maintenance issues, and collecting rent
- Customer Services has continued to maintain a safe way of working with those in most need of face-to-face help, whilst managing even more telephone calls than usual
- Following securing EU Welcome Back Funding, the Council and partners successfully delivered a programme of activity aimed at encouraging visitors and residents back into the city centre. Activities have included environmental improvements, initiatives to improve safety and the delivery of city centre events.
- To assist and support Lincoln's businesses in their recovery following the impacts of the pandemic, the Council's Corporate Health & Safety Team has continued to assist businesses to ensure they provide a safe environment for their employees and service users. This work has included providing advice on producing risk assessments, safe working practices and the determination of suitable Personal Protective Equipment
- The Council has continued to be a provider of apprenticeships in the city across the areas of Business Administration, Customer Service and Management. In addition, the Council continues to provide a successful craft apprenticeship scheme within HRS based at Hamilton House
- Events organised by the Civic Office have continued to take place throughout 2021/22.

2.3 Vision 2025

The Council's Vision 2025 strategic plan was adopted by Executive on 24th February 2020 just before the start of the pandemic. This new strategic plan built on the Council's Vision 2020 strategic plan and included a range of new projects, together the addition of one new priority focused on addressing the challenge of climate change.

Unfortunately, due to the pandemic many Vision 2025 projects had to be put on hold as we changed our focus to addressing the direct impacts of the pandemic and ensuring our residents and businesses received the support they needed during such a difficult time.

Within the past twelve months we have started to see services resume once again as we began to learn to live with the ongoing impacts of the pandemic. With the recommencement of services and the return to more normal working conditions, this provided us with the opportunity to turn our attention to restarting the process of delivering our strategic priorities.

Whilst delivery has been challenging, listed below are some of our key achievements under the Vision 2025 work programme delivered during the past 12 months -

- The Boutham Park and Boutham Park lake restoration projects have been completed, revitalising this great open space facility for all to enjoy, and importantly promoting and encourage our residents to get active and live healthy.
- Work to develop a new extra facility at De Wint Court has been completed, providing a great new facility to meet the changing care needs of individuals through the provision of on-site care support.
- Completed a range refurbishment work to Lincoln's Crematorium, including the construction of a new car park, road resurfacing outside the chapel and associated drainage works, together with the installation of two new cremators. In addition, a second

chapel has now been built, which doubles the crematorium's capacity, enabling more tailored services of varying sizes to be offered on site. Improvement work to the roof of the Crematorium will commence shortly.

- Plans for the development of the Western Growth Corridor in the west of the city have been approved. The development will supply the city with 3,200 much needed new homes, a leisure village, industrial park, and transport infrastructure.
- Working with partners we have made excellent progress in the Sincil Bank / Cornhill area with much improved public realm.
- We have commenced work on the renovation and repurposing of Lincoln Central Market, which will further support the public realm improvements already delivered in the Cornhill area.
- We have continued to raise awareness of Lincoln Community Lottery as a fund-raising tool and have so far raised over £160k for good causes located in and around the city.
- We now have over 100 local organisations signed up and accredited to the Council's Lincoln Social Responsibility Charter, each going above and beyond to support their employees and the local community.
- The Council has celebrated its successful second year of the High Street Heritage Action Zones programme, which has so far seen several key projects delivered aimed at preserving the heritage of the city centre and the surrounding area. Activity being delivered as part of this programme includes:
 - An ambitious cultural programme aimed at bringing culture to the high street and celebrating the unique and rich history and diversity of the area through vibrant and engaging open-air activities and events
 - Grants to repair and convert key historic buildings in the area
 - A community programme of events and activities for people to get involved in their local heritage, work together, and learn new skills
 - Property improvement grants to restore and reinstate historic shopfronts and other architectural elements to enhance the unique character and appearance of the area
- Development of a residential scheme on land off Rookery Lane, which will deliver a mix of affordable two, three, and four-bedroom houses, two-bedroom bungalows and one-bedroom flats has now commenced.

In addition, details of service specific achievements contributing to Vision 2025 have been provided in section three of my report commencing on page 5.

The Council should be rightly proud with what we have collectively delivered under Vision 2025 to date, however, due to the financial and resource impacts of the pandemic, in early 2022 it was clear we would need to review our strategic plan to ensure the priorities and supporting projects continued to meet the needs, aims and ambitions for our great city.

As part of this process the Council launched a public consultation in January 2022 to understand which activities resident and businesses felt were of the greatest priority to them. 229 responses were received to the consultation.

Following this review, it was agreed there were no changes required to the Vision, the five priorities or the aspirations under each priority. However, the programmes have been reviewed to include more activity around residents' health.

The Vision 2025 Interim Review document can be accessed using the following link - <https://www.lincoln.gov.uk/downloads/file/1213/vision-2025-3-year-addendum>.

As a reminder the Council's five strategic priorities in Vision 2025 remain:

- Let's drive inclusive economic growth
- Let's reduce all kinds of inequality
- Let's deliver quality housing
- Let's enhance our remarkable place
- Let's address the challenge of climate change

I have provided further details on the projects we will look to commence in 2022/23 within the Future Challenges section of my report starting on page 19.

3. KEY ACHIEVEMENTS IN 2021/22 – Our People & Resources

3.1 Financial Sustainability

The financial landscape for local government continues to pose an unprecedented challenge to the Council.

Much has changed since the MTFS was approved by Council on 1st March 2022. Critically inflation has risen to the highest level in forty years, driven in part by the effects of Covid-19 on world economies, global supply chain disruptions, Brexit, and the war in the Ukraine. The rise in inflation of (of over 5%) since the last Government Spending Review has all but wiped out any real terms increase in core spending power. With inflation still yet to peak, with latest forecasts predicting this to reach over 13% by October (when regulated power tariffs are set to jump again), the impact on the Council's running costs are forecasted to be hugely significant.

In addition, the current cost of living crisis has the potential to increase demand for the Council's services, as the more vulnerable in the city (a client group that was impacted the hardest during covid19) look to the Council for support.

After a decade of austerity, and now rising inflation, there still remains increased uncertainty around the level of national funding for local government. The Fair Funding Review and Business Rates Retention Policy remain unresolved, whilst plans for the re-set of the Business Rates tax base originally planned for 2020 are unknown. Despite a three-year Spending Review announced for 2022/23 to 2024/25, the Local Government Financial Settlement was for only one year. Providing certainty on these issues and a multiyear financial settlement would make a significant difference to the Council's financial planning and therefore the services it delivers.

It is a long time since the Council had any medium-term certainty during budget setting, which makes financial planning in this climate extremely challenging. The Council is therefore, yet again, having to update its medium-term financial strategy in a very uncertain and volatile environment.

In this current exceptionally difficult financial situation, faced with volatility, complexity and uncertainty, the Council's overriding financial strategy has been, and will continue to be, to drive down its net cost base to ensure it maintains a sound and sustainable financial position. The key mechanism for carrying out this strategy is through the Towards Financial Sustainability (TFS) Programme, which seeks to bring service costs in line with available funding. The Council has a strong track record in financial discipline and has successfully delivered annual revenue reductions of nearly £10m over the last decade. The Council will continue to build on its successful financial planning to date and will seek to protect the core services for the people of Lincoln, whilst at the same time prioritising resources for investment in the City, and its economy, and driving forward Vision 2025.

3.2 Revenues and Benefits Shared Service

Our Revenues and Benefits shared service with North Kesteven District Council continues to perform successfully and has now been in operation for over a decade, having formed in June 2011.

The last twelve months have presented several notable challenges to this service, which are outlined in more detail below.

As with many other Council services, the impacts of Covid-19 have been significant. Work undertaken by the Revenues Service has included:

- Collection and recovery of monies due to the Council
- Increased levels of Benefit and Council Tax Support claims
- Delivery of Test and Trace Support Payments
- Winter Grants Scheme payments
- Household Support Fund
- Discretionary Housing Payments
- Council Tax energy scheme

The above is in addition to being central to the assessment and delivery of grants and reliefs to qualifying businesses.

Service Performance:

For the financial year 2021/22, the in-year collection was down by 0.78% compared to 2020/21. The impacts of Covid-19 on residents' income have continued, making collection of Council Tax a balance of the importance of collecting monies due in promptly whilst making repayment arrangement appropriate, so that undue financial hardship to taxpayers is avoided.

In terms of Business Rates, for the financial year 2021/22 the in-year collection for Lincoln was down by 0.52%. 2021/22 is not wholly comparable to 2020/21 due to a reduction in Expanded Retail Discount available to qualifying business - this relief reducing from £28m in 2020/21 to £9.5m in 2021/22, leaving more rates to be collected by the service.

As at the end of the financial year 2021/22, outstanding revenues documents stood at a total of 2,046. Although this figure is higher than the total figure at the end of 2020/21 (1,650), this is because of significant demand on the Council Tax Team, with house moves increasing sharply, the ongoing impacts from Covid-19 during 2021/22 and unforeseen reductions in staffing resources at points during the year. At the end of October 2021, there were 3,367 outstanding Revenues documents awaiting to be processed, which demonstrates progress made in the second half of 2021/22.

In-year collection for the Lincoln BID Levy for the year ended 30th June 2022 was 97.37%, which was 5.68% higher than for the year ended 30th June 2021. This signifies another positive collection, particularly bearing in mind 2021/22 was another tough year for businesses due to the national economic climate and impacts of Covid-19.

Fraud

The team continues to deliver initiatives aimed at reducing fraud and error in the system through new and existing cross-departmental and national data-match exercises, and initiatives through

the Lincolnshire Counter Fraud Partnership. Discussions are ongoing in respect of the possibility of a Council Tax Single Person Discount 'rolling review.'

A review of empty domestic properties has taken place in 2021/22, with 199 properties being identified as occupied through this review. The team is also part of the national Housing Benefit Award Accuracy Scheme, as well as the Verify Earnings and Pension Scheme, both of which result in correcting amendments to incomes used in assessment of Housing Benefit and Council Tax Support. Identifying and remedying Business Rates potential 'avoidance' also continues to be a key aim for our shared service.

The team also continues to be actively involved in the national 'Friends Against Scams' scheme.

Welfare

Both the Welfare Reform Support Team and Welfare Teams within the shared service continued to receive extremely high levels of demand in 2021/22, with residents understandably needing support and advice more than ever. 6,848 (2020/21 was 5,806) Lincoln residents were given welfare/benefits advice and 134 (2020/21 was 102) money advice referrals were dealt with. Advice provided enabled £22,752 additional benefits entitlement per week, and lump sum awards totalling £299,193. Discretionary Housing Payments of £195,454 were awarded, also £1,045,500 was paid in Test and Trace Support Payments and through the Winter Grant Scheme, as well as £427,542 to residents through the Household Support Fund.

The shared service continues to deliver significant savings across the partnership, whilst continuing to provide vital and customer-focussed services to our residents and businesses.

3.3 Procurement

Whilst in previous years the financial situation meant that procurement was one of the areas where there is potential to generate savings, the impact of the pandemic, war in eastern Europe and Brexit have meant that we are now being faced with significant inflation increases which we cannot control. However, the Procurement Manager in conjunction with operational leads and finance colleagues will endeavour to help mitigate some of these increases by looking at various options in relation to procurement.

Significant procurement support has been provided within the last year to a number of the key strategic priorities including the regeneration of De Wint Court Extra Care facility, the Western Growth Corridor scheme, the Grey Friars Regeneration project, as well as a number of the priorities of Vision 2025.

The Procurement Manager as part of her duties continually reviews whether there are any potential spend areas and/or contracts, which could be renegotiated or procured in order to generate savings. At present there are no significant areas to report but when they do arise, these will be reviewed in more detail with the Operational Lead.

3.4 Property Services

The Facilities Management team, which includes the maintenance of City Hall, have continued throughout the last year to ensure that the building has been managed and operated in accordance with Covid-19 secure guidelines. This has of course lessened in recent months, however, there still remains some measures in place. Moving forward work is now commencing on how we can best utilise City Hall, with our changing working patterns reducing the demand for

space. Part of this work will involve the co-location of other public services in City Hall. We already have a number of partner organisations in the City Hall, which was further boosted in March 2022 when the Citizens Advice Bureau relocated from Beaumont Manor.

The Facilities Management Team also cover the maintenance of the Council's corporate assets. This has now returned to pre Covid-19 levels with operational buildings back in use and repairs and maintenance requirements re-emerging. Some specific works undertaken in the last 12 months include: Lucy Tower multi-storey car park works, Hartsholme County Park Visitor Centre improvements, roof works at the Guildhall and rebuilding of the wall at St Nicholas Church. Work is now focussing on Yarborough Leisure Centre, the completion of works at the crematorium and High Bridge shops roof repairs.

The Estates and Surveying team's work continues to be impacted by the economic impact of Covid-19 with some leases not renewed, rent reductions sought and lease terms being re-negotiated. In addition, the team continues to provide professional and technical advice / support to many of the Council's key projects / developments including, Western Growth Corridor, housing sites (Rookery Lane, Queen Elizabeth Road) and Towns Fund schemes.

The team is also leading on two Vision 2025 schemes, the Re-Imaging Greyfriars project, which has just submitted its round two funding bid to the National Heritage Lottery Fund, and the options for 20/21 High Street and 404/42 Michaelgate (known as the Harlequin Project). Both of these schemes are being progressed in partnership with Heritage Trust Lincolnshire. Whilst significant progress has been made with Greyfriars, the Harlequin Project is still in its initial development phase, although Heritage Trust Lincolnshire has secured funding from the Architectural Heritage Fund to undertake improvement works to the Michaelgate properties to bring these back into use.

3.5 Emergency Planning

The Emergency Plan provides a framework for the control and co-ordination of a response to an emergency affecting the Council and is usually refreshed annually. Our plan supports our duty under the Civil Contingencies Act 2004 to be prepared and work in partnership in the event of an emergency.

We work on an ongoing basis with the Lincolnshire Resilience Forum (LRF). The LRF is a multi-agency partnership made up of representatives from local public services, including the emergency services, local authorities, the NHS, and others. These agencies are known as Category 1 Responders.

Whilst the LRF is not a statutory body, it is a statutory process made up of many different statutory bodies. This partnership is supported by Category 2 responders. They have a responsibility to co-operate and to share relevant information with the LRF. These responders include the Highways Agency, Public Utilities, British Red Cross, the MoD and the two Drainage Boards.

In an incident, everyone comes together to help the people of wherever the incident is by responding in a way that minimises the impact on the public, property, and environment of Lincolnshire.

For much of 2020 and 2021 we were in 'emergency response' mode due to the Covid 19 pandemic and officers have been part of the Lincolnshire Resilience Forum response to the pandemic. Response mode effectively means regular (daily or two or three times a week) multi-agency calls with the LRF at least at strategic and tactical level to respond to the emergency.

After coming out of the Covid 19 response in the middle of 2021 we then entered response mode again at the end of 2021 and over winter with the overlapping issues of the Omicron spike and the NHS winter pressures. Like many hospital trusts, United Lincolnshire Hospitals Trust was in its highest state of alert for an extended period of time in December 2021.

We have a full out of hours rota for strategic (gold) and tactical (silver) commanders for emergency planning purposes. Gold is staffed by the Chief Executive, Directors and Assistant Directors and silver predominantly by Service Managers. Training is ongoing for all new members of that rota.

During the last year, the City Centre Evacuation Plan has had a significant review. As the 2018 evacuation of the central bus station demonstrated, the complexities of having the bus and rail stations adjacent to a main arterial route and significant parking provision in a busy city centre with large retail, business, public sector, and educational establishments, presented particular problems.

This plan is not prescriptive but provides a common framework for responders and relevant organisations to facilitate a co-ordinated and flexible multi-agency response in the event of any incident that requires the partial or full evacuation of Lincoln City Centre.

3.6 Business Continuity

Business Continuity Management is a framework that assists in the management of risks, which might impact the smooth running of the Council or the delivery of key services. These risks could be from the external environment (e.g., power outages, severe weather etc.) or from within an organisation (e.g., systems failure, loss of key staff). Well organised Business Continuity plans will facilitate the recovery of key business systems within agreed timescales whilst maintaining the Council's critical activities and the delivery of vital services to the public.

Business Continuity Management complements and interrelates with other corporate activities, notably risk management and emergency planning.

The Council's overarching business continuity plan is reviewed each year, although due to the Covid-19 pandemic this was not undertaken during 2020/21, however has been refreshed early in 2021/22. We also have 21 critical service area plans all of which undergo an annual review, led by the service area, and supported by the Council's Emergency Planning Officer who is from the Joint Emergency Management Service at Lincolnshire County Council.

Again, due to the impact of the pandemic these annual reviews have not been undertaken during 2021/22. A full, comprehensive review of the overarching business continuity plan and all service plans will be undertaken later in 2022/23 to fully reflect any changes in how Council services operate, e.g., the additional resilience provided by the ability for staff to now work from home more easily.

The linkages between the Council's IT Disaster Recovery Plan and critical service area plans has resulted in this area being raised as an area of significant concern in the Annual Governance Statement. An action plan is however in place to address this with investment in the secondary ICT location at Hamilton House nearing completion, following which a new IT Disaster Recovery Plan will be developed and reflected in the critical service area plans.

The Council's Business Continuity Co-ordinator is the Chief Finance Officer who meets regularly with the Council's Emergency Planning Officer who sits on relevant internal meetings such as Safety Advisory Group and the Christmas Market Safety Advisory Group to provide necessary support and guidance.

3.7 Risk Management

The Council continues to develop and monitor key risks, those which could affect the Council's ability to achieve its priorities during the year. Elements of Risk Management are commissioned from Lincolnshire County Council's Assurance Lincolnshire service in order to provide the level of expertise that we require. The development and monitoring of the Council's strategic, operational and project risk registers, however, remains a role that is undertaken by the Council through the Corporate Management Team and Directorate Management Teams.

The Strategic Risk Register for 2021/22 was initially formulated by the Corporate Leadership Team in May 2021, and as part of the reporting protocol within the current Risk Management Strategy, both the Executive Committee and Performance Scrutiny Committee receive reports on the Strategic Risk Register to consider the status and movement of all strategic risks at that particular point in time. The initial Strategic Risk Register for 2021/22 contained 15 strategic risks. Since then, risks have been mitigated against with adequate controls put in place resulting in the current risk register now having 12 strategic risks.

Each Directorate identifies key risks within their service areas creating a Directorate Risk Register. These registers contain risks that are mainly of an operational nature.

An Internal Audit was undertaken during 2020/21 of the Council's risk management arrangements. The purpose of the audit was to determine how all aspects of the risk management framework were operating. It was concluded that there was substantial assurance that the Council had effective risk management arrangements in place.

3.8 Corporate Health & Safety

An ongoing Health & Safety Development Plan is in place and is prioritised according to risk. It is fully resourced and is approved and monitored by Health & Safety Champions Group.

Once again, the main focus last year has been to assist and support services during the pandemic, producing risk assessments, safe working practices and the determination of suitable PPE.

The review and improvement of the health and safety risk assessment register has been completed and a programme of rolling this new process out across all Directorates has already commenced and should be fully in place and internally audited by the end of Quarter 3.

Safety Assurance Team

The management of asbestos continues. Communal areas including tower blocks are being undertaken in house with external contractors being utilised for removals and surveys. All data relating to asbestos is uploaded to Asbestos Pro where it is securely stored. There have been no reported asbestos incidents.

The Building Safety Bill received Royal Assent on 28th April 22 and is likely to come into force this year. This will have an impact across City of Lincoln Council in areas such as resident

engagement, increased check / inspections and producing a building safety case for each of the tower blocks.

All three high rise buildings have had intrusive fire risk assessments conducted to provide assurance and support further work relating to the Building Safety Act. Fire risk assessments continue across all communal areas in low rise purpose-built blocks of flats with reviews being undertaken annually.

Lincolnshire Fire and Rescue asked us to conduct an exercise at Trent View. This is designed to test readiness in the event of any threat to the building and our tenants.

The Safety Advisory Team continue to work jointly with Lincolnshire Fire and Rescue to provide and produce updated information on high rise and sheltered schemes.

3.9 Human Resources (HR)

The Human Resources team continue to focus on employee mental and physical health and wellbeing.

“Looking after your teams mental health” training has been delivered to line managers. The training explores the concept of mental health and provides practical guidance to managers who are dealing with an employee who may be struggling with mental health issues.

Between July and September 2021, 129 employees participated in the Virgin Pulse Go Challenge, which focused on a range of health and wellbeing initiatives beyond physical activity including – weight management, reducing stress, mindfulness, improving sleep, managing finances, and acting sustainably. The 2022 Virgin Pulse Go challenge is currently taking place.

In December 2021, the Council was successfully re-assessed by Employers for Carers for the Carers Charter Quality Award. The focus is that as an employer we are well placed to support and manage employees with (unpaid) caring responsibilities. The feedback was positive and particularly referenced that the policies and practices we had in place before the pandemic had been sufficiently robust to ensure that we were able to continue and adapt as an organisation to:

- support unpaid carers in our workplace during lockdowns, restrictions and migrating to new ways of working (hybrid/agile)
- signpost and raise awareness to service users in our communities who have caring responsibilities of the various avenues of support they can access

Employee benefits have been reviewed, with a focus on a way to help with household expenses/cost of living crisis. This is ongoing with awareness/webinar sessions set up as part of ‘Our Financial Health Matters.’ Pension awareness and Budget Management sessions are also being scoped for the rest of the year as part of ‘Our Financial Health Matters.’

The Council has signed the national Workplace Menopause Pledge, which gives us access to a range of resources to raise awareness. This recognises and complements existing initiatives such as the successful Menopause Café.

The Council has recently commenced the roll out of a three-day leadership development programme, which has been tailored to support Team Leader development in leading and managing people as individuals and teams. The tailored workshops will help Team Leaders

understand, apply, and embed relevant leadership and management skills. This will help increase self-awareness in relation to leadership attitudes, mind-sets, and beliefs to enhance their leadership capabilities.

The sessions have been built around our new ways of working, managing remote teams and to support our delivery of Vision 2025. The course objectives include: -

- Performance management and feedback (including talent management)
- Increased confidence in people management
- Difficult conversations
- Building resilience
- Brilliant leadership (personal responsibility)
- Leading change
- Effective delegation
- Motivation and how to motivate and inspire others
- Positive team atmospheres
- Leadership styles and remote working

The Human Resources team continue to review the Human Resources policies to ensure clarity, harmonisation, and compliance with legislation. The reviews are incorporated within a timetable to ensure that all policies are checked at least every three years. The Trade Unions have been actively involved in these reviews. As part of each review, training continues to be provided for all staff who have supervisory duties.

The Human Resources team also continues to review and monitor all workforce data in accordance with the Equality and Diversity Action Plan.

3.10 Work Based Learning (WBL) - Apprenticeships

During October 2021, the Council was invited to re-apply on the Register of Apprenticeship Training Providers. The Work Based Learning team submitted a new application and during March 22 received confirmation that our application had been successful. This enables the Council to continue to support the delivery of apprenticeships.

The Work Based Learning team has continued to deliver apprenticeships as a supporting provider in partnership alongside main providers First College and LAGAT College. The team is proactive in support of the learners and is continually developing new ways of working to align with the post Covid-19 working landscape.

Our contribution to First College' Self-Assessment and Performance report was extremely positive in relation to supporting success rates.

The Work Based Learning team continue to deliver to all learners on programme across Business Administration, Customer Service and Management apprenticeships. The new apprenticeship standards continue to be delivered and our apprentices on the new final tests on End Point Assessment were successful and all achieved a distinction.

In December 2021 confirmation was received that we successfully continue to meet the criteria in relation to the Matrix Standard. This standard is the Department for Education's standard for ensuring the quality of the delivery of high-quality information, advice, and guidance (IAG). We

continue to display the matrix quality mark as an accredited organisation to demonstrate that we offer high quality IAG services.

Our ethos remains to 'grow our own' and despite a decline in numbers on programme for the past academic year, several of our apprentices have secured permanent positions at the Council.

3.11 Craft Apprenticeship Scheme

Recently we offered two apprenticeships, one in plumbing and one in electrical. These apprentices started in late August 2022.

Working with the Unions we have also agreed a traineeship where once the apprentice has finished their apprenticeship, they can potentially move on to a 12-month traineeship, which aims to give the apprentice the experience of a full trades' person with the safety net of having supportive people around. For example, they could start doing jobs by themselves, have their own van, complete van checks and managing workload.

We have three people on the trainee program and those trades are electrical, plumbing and plastering. During August 2022 one trainee moved into a full time position.

In addition, we have accepted several work experience requests which is a positive sign, with individuals hopefully feeding into the apprenticeship program.

3.12 Corporate Communications and Media Relations

Our communications team continues working hard to ensure our reputation is maintained and enhanced wherever possible. The past year has been spent working with partners to ensure community testing and vaccination communications are supported, key Council projects and events are celebrated, and that the Council's priorities are promoted.

Some of the major successes this year include:

- On Facebook, the number of people following the Council has risen by 27 per cent from mid-2021 with more than 9,800 people now following our corporate account.
- On Twitter, there are almost 16,500 followers to our corporate account. A figure which puts us at seventh in the UK for councils with the greatest number of Twitter followers per head of population.
- The reach of all our social media posts during the week of the Christmas Market was more than 2.5 million. Twenty-three media interviews were arranged and conducted during the four-day market.
- The team led on communications in the De Wint Court development and ensured considerable coverage throughout its development through to completion.
- Positive promotion of the launch of the second chapel and significant investment into Lincoln crematorium was delivered by the team
- Helping form the Town Deal communications working group to give ongoing support for the city's Town Deal Board and its projects
- The recent appointment of two new members of staff to add significant skillset to the team, which includes event management, videography, and broadcasting
- Supporting the Western Growth Corridor Planning application decision to ensure residents had a full understanding of why it was approved and the benefits the scheme will bring to the city

- Our two videos on Freedom of the City parades were shared around the country, reaching more than 40,000 people
- The team played a significant part in the Lincolnshire Resilience Forum's Warning and Informing group throughout the pandemic and beyond
- A selection of very well-received posters for City Hall, thanking staff for playing their part in helping the city through the pandemic have been produced
- The 2022 city elections, ensuring polling station changes were communicated well and the use of a large projection screen in the counting hall to provide live updates to count attendees
- The team played a major part in helping agree where the Welcome Back Fund is best used and promoting all events taking place in the city
- The team has launched a video In Brief bulletin for staff, to be issued fortnightly to all staff to keep them up to date with Council matters

3.13 Civic and International Partnerships

Lincoln Guildhall:

Combined tours of the Guildhall and Posterngate have recently been advertised and have now 'sold out.' We will continue to progress with these tours as they have proven to be so popular.

The Guildhall has, again, been voted the 'Best Place to Visit in Lincoln' by tourists and travellers on Facebook. This supersedes the recognition received some months ago.

A lot of media interest has been shown more recently regarding the Guildhall, and Historic England will be visiting later this month.

Mayoralty:

2021 saw a 'unique' Mayor Making Ceremony in the Chapter House at the Cathedral in May. The Mayor and Civic party then successfully attended many events throughout their Mayoral Year following a period of attending very few events due to the pandemic.

For 2022, the traditional Mayor Making Ceremony returned to the Guildhall in May. The Mayoral Year has been extremely busy so far, with the Mayor and Sheriff attending many Platinum Jubilee events, University Graduations, Pride, official openings; to name but a few.

The Mayor also appeared on BBC Look North recently regarding her using 'Tik Tok' to promote the City. Thus, causing further media interest in Lincoln's Mayoralty and the City itself.

Civic Events:

Civic events organised by the Civic Office continued to take place throughout 2021/22. Some of these events included the visit of the Lord Mayor of Bradford, Remembrance Service at the War Memorial and Christmas Lights Switch on.

Many events have been organised for the forthcoming year, i.e., Battle of Britain Service, Remembrance Services, Christmas Lights Switch on, Opening of the Christmas Market, Mayor's Civic Service.

Other events to be organised by the Civic team are fund-raising events for the Mayor's chosen charity, the Urology Unit at the County Hospital, and will take place throughout the Mayor's Year of Office.

International Partnerships:

Owing to the ongoing pandemic situation no visits have taken place, but the link with our five twin towns is still continuing.

This year sees the 40th anniversary of Lincoln's Christmas Market. The 1982 Market came out of an idea from our twin town; Neustadt an der Weinstrasse. Lincoln held the first Christmas Market in the UK.

The Oberburgermeister and a delegation from Neustadt an der Weinstrasse will be visiting the Christmas Market in December and the Oberburgermeister will jointly officially open the Market with the Mayor.

Good relationships with our other twin towns are on-going.

3.14 Legal Services

The Legal Services team has continued to support the Council's Vision 2025 and strategic priorities by providing advice and representation to all service areas as well as members. The team's role in enforcement is ongoing, with some individuals exhibiting some very challenging behaviors necessitating liaising with the police and other third parties to try to find solutions, as well as instigating legal proceedings. The conveyancing work on the Rough Sleepers project, involvement in the provision of temporary accommodation and providing private housing advice means the team has been able to contribute further to the alleviation of homelessness in the city and improvements to housing generally.

There have been numerous cross department procurement exercises recently to ensure we can deliver both services and works / projects. The team continues to work on the regeneration of the city through the major projects and planning work, including the Western Growth Corridor and in the city centre, and supporting other areas helping the city's residents to recover after the pandemic, including the licensing regime and the provision of financial benefits.

4. KEY PERFORMANCE SUMMARY

4.1 Sickness Levels

Following decreasing levels of sickness in the Council during 2020/21, sickness levels throughout 2021/22 unfortunately saw an increase. This was primarily due high levels of Council staff being off work during the year due to Covid-19 related illnesses.

With the majority of staff members continuing to work a mix of at home and in the office, with health and wellbeing initiatives aimed at supporting staff remaining available, and with the national Covid-19 picture improving, we are hopeful we will see a decreased level of sickness throughout 2022/23.

Cumulative sickness per FTE trends (excluding apprentices)

Year	Q1	Q2	Q3	Q4
2012/13	1.71	3.63	6.46	9.70
2013/14	2.68	5.18	7.69	10.78
2014/15	2.99	6.68	9.93	13.43
2015/16	3.01	5.70	8.60	11.63
2016/17	2.43	5.1	8.27	11.52
2017/18	3.11	6.34	9.84	13.62
2018/19	2.90	4.83	7.28	10.35
2019/20	2.42	5.07	7.75	10.49
2020/21	1.13	2.83	5.82	9.10
2021/22	2.92	6.32	10.51	13.80
2022/23	2.70	-	-	-

4.2 Quarterly Performance Measures – Our People and Resources

The table below is taken from the Performance Information Management System (PIMS) and shows performance up to the end of Q1 2022/23 for those performance measures linked to my portfolio.

Within the latest data provided there are two performance statuses showing as below target. An overview of those measures performing below target, those measures performing above target, and also those performing within target boundaries, has been provided below.

Below Target -

Revenues and Benefits Shared Service – The number of outstanding customer changes in the Revenues team (REV 3) at the end of June 2022 was 2,137. Although greater than the low target of 2,000 (low is good) this was an incredible achievement especially as the team has just gone through annual billing, which always creates additional correspondence and phone calls. On top of this, the team has been administering the Council Tax Energy Rebate for over 90,000 customers, which has taken a lot of staff away from their 'normal' jobs to deal with this additional work. The officers in the revenues team have answered almost 9,000 calls since 1st April 2022, received almost 7,500 pieces of correspondence, and made payments to 24,359 City of Lincoln Council taxpayers, and 34,858 North Kesteven Council taxpayers.

Work Based Learning – It has proven very difficult to maintain the same number of apprentices as a result of many services continuing to work from home or adopting a hybrid working approach. As a result, the number of new apprentices starting at the Council in the first quarter was just 1 (WBL 2). This was below the low target of 3 for this quarter. Looking ahead the focus within the team is on recruitment into the apprenticeship scheme, and the team continues to work with service areas to identify opportunities.

Above Target –

Accountancy – The average return rate on investment (ACC 1) has seen four consecutive quarters of improvement, with the quarter 1 2022/23 outturn reaching 0.90%, which was above the high target for this measure of 0.25%. The Bank of England base rate has increased driving this performance. In addition, the average interest rate on external borrowing (ACC 2) at the end of the quarter was 3.05%, which was below the high target of 3.75% (low is good). However, it is

important to note that further borrowing will be at higher rates of interest than currently experienced.

Debtors and Creditors – At the end of quarter 1 the percentage of invoices paid within 30 days (DCT 1) was 98.11%, which was above the high target for the period of 97%. The percentage of invoices that had a purchase order completed (DCT 2) also performed above the high target of 55%, with 56% of invoices having purchase orders raised. In addition, the average number of days taken by the Council to pay invoices (DCT 3) was just 13 days in quarter 1, significantly outperforming the low target of 30 days (low is good).

Revenues and Benefits Shared Service - The business rates in year collection rate for Lincoln (REV 2) reached 36.6% at the end of the first quarter of 2022/23. This was above the high target of 32% for the quarter and an increase of 7.5% when compared to the same quarter last year. However, it is important to note that we cannot compare like for like with business rates due to the retail relief changes initiated as a result of the pandemic.

In addition to the below target and above target measures outlined above, as at the end of the first quarter of 2022/23, two further measures had performed within the target boundaries set. The percentage of media enquiries responded to within four working hours (COM1) reported at 76% in quarter 1. This was against a low target of 75%. In addition, the Council Tax in year collection rate (REV 1) reported at 25.99% at the end of quarter 1, which was just below the high target for this measure of 26%.

For all measures, the key is: Green = At or above target; Blue = Acceptable performance – results are within target boundaries; Red = Below target

Our People and Resources – quarterly performance measures as of Q1 2022/23

Service Area	Measure ID	Measure	High Or Low	Low Target	High Target	Previous Data Period	Previous Value	Current Quarter	Current Value	Unit	Status	
Accountancy	ACC 1	Average return on investment portfolio	High is good	0.15	0.25	Q4 - 21/22	0.30	Q1 - 22/23	0.90	%	G	▲
Accountancy	ACC 2	Average interest rate on external borrowing	Low is good	4.75	3.75	Q4 - 21/22	3.02	Q1 - 22/23	3.05	%	G	▼
Communications	COM 1	Percentage of media enquiries responded to within four working hours	High is good	75.00	90.00	Q4 - 21/22	73.00	Q1 - 22/23	76.00	%	A	▲
Debtors & Creditors	DCT 1	Percentage of invoices paid within 30 days	High is good	95.00	97.00	Q1 - 21/22	95.84	Q1 - 22/23	98.11	%	G	▲
Debtors & Creditors	DCT 2	Percentage of invoices that have a Purchase Order completed	High is good	45.00	55.00	Q1 - 21/22	55.00	Q1 - 22/23	56.00	%	G	▲
Debtors & Creditors	DCT 3	Average number of days to pay invoices	Low is good	30.00	15.00	Q1 - 21/22	13.00	Q1 - 22/23	13.00	Days	G	▬
Revenues Administration	REV 1	Council Tax - in year collection rate for Lincoln	High is good	25.00	26.00	Q1 - 21/22	25.10	Q1 - 22/23	25.99	%	A	▲
Revenues Administration	REV 2	Business Rates - in year collection rate for Lincoln	High is good	29.00	32.00	Q1 - 21/22	29.10	Q1 - 22/23	36.60	%	G	▲
Revenues Administration	REV 3	Number of outstanding customer changes in the Revenues team	Low is good	2,000	1,500	Q1 - 21/22	2,665	Q1 - 22/23	2,137	Number	R	▲
Work Based Learning	WBL 1	Percentage of apprentices completing their qualification on time	High is good	95.00	100.00	Q4 - 21/22	83.00	Q1 - 22/23	0.00	%	A	▬
Work Based Learning	WBL 2	Number of new starters on the apprenticeship scheme	High is good	3	5	Q1 - 21/22	4	Q1 - 22/23	1	Number	R	▼

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Service Area	Measure ID	Measure	High Or Low	Low Target	High Target	Previous Data Period	Previous Value	Current Quarter	Current Value	Unit	Status	
Work Based Learning	WBL 3	Percentage of apprentices moving into Education, Employment or Training	High is good	90.00	95.00	Q4 - 21/22	83.00	Q1 - 22/23	0.00	%	A	—

5. FUTURE CHALLENGES

Following the refresh of our Vision 2025 strategic plan, we will focus on progressing a wide range of projects over the year ahead. The key projects will include:

- Continuing to lead on the Western Growth Corridor site to provide 3,200 homes, with a range of neighbourhood service provision including a new primary school and a new Leisure Village with a range of commercial opportunities.
- We will seek to deliver key schemes identified within the Lincoln Transport Strategy. In addition, the Transport Taskforce will review all forms of movement in and around the city seeking to improve rail connectivity, increase rail passenger numbers, increase bus service frequency, and improve the cycle and walking paths across the city.
- We will develop an inclusive Growth Strategy to set out how we will address the economic inequalities within the city (e.g., low household income) as part of tackling the wider determinants of health.
- We will deliver a comprehensive parking strategy for Council operated car parks in the city, addressing numerous objectives for the work.
- Through the restoration of the grade II Lincoln Central Market and City Square, we will create a strong, sustainable indoor and outdoor market offer in Lincoln. This will create an anchor destination within the Cornhill Quarter, which will support high quality independent trading, promoting local produce and start-up retail and creative businesses.
- We will look to install further changing places toilets in the city.
- We will seek to progress the proposed development of Tentercroft Street, with the aim of connecting the emerging green corridor in Sincil Bank, along Tentercroft Street and right into the heart of the city.
- We will strive to become a Digital City through work with partners to implement smart digital networks, which will support business innovation as well as access to transport, healthcare, and a range of other services.
- Building upon the support we already provide to start up and small businesses, we will continue to develop our workspaces and business premises offer so that businesses of all sizes and types can make Lincoln their home. Lincoln Science and Innovation Park, alongside BG Futures, Mosaic and Spark house will continue to drive partner collaboration in support of small businesses.
- We will develop a masterplan that will regenerate the Waterside East area of the city by maximising the waterside location and the easy cycle and walking routes.
- We will progress the Be Lincoln marketing campaign that promotes Lincoln as a visitor, business, and educational destination.
- Work will continue to progress those projects we will undertake under the Towns Deal umbrella.
- We will finish a review of the Central Lincolnshire Local Plan and ensure the guidance is updated so that ambitions of the city can be delivered.
- We will continue to deliver the Heritage Asset Programme which aims to maintain, protect, and restore city centre shop fronts, historical buildings, and heritage sites at risk.
- We will further promote our green spaces and leisure areas, the facilities available and the events taking place, with the aim of inspiring residents to lead a healthy lifestyle.

- We will endeavour to improve health outcomes for our residents through building strong partnerships with health, third sector and others with shared goals and ambitions.
- Working in partnership with our health colleagues we will seek to explore different models of health delivery relevant to our diverse population and demographics.
- We will promote the District Health and Wellbeing Strategy and the District contribution to improve health outcomes.
- We will look to reduce anti-social behaviour incidents in the city centre and thus improve the presentation of the city centre for residents and visitors alike.
- Following completion of our new extra care accommodation at De Wint Court, we will review our other supported housing stock to assess the ongoing needs of our tenants.
- To ensure the Council maximises the availability of affordable housing across the city and to meet our customers housing needs, we will work closely with the private sector to maximise the opportunities for access to private rented accommodation for those who have previously been unable to access this.
- Grant funding to be made available to address issues of poor insulation and heating within the private sector.
- We will introduce a new tier of licensing scheme to capture those properties falling below the HMO threshold.
- We are committed to plant even more trees than we had before in a range of suitable environments across the city over the next five years – not just to help tackle climate change but also to enhance our natural environment.
- Within Sincil Bank we will seek to:
 - create green spaces in the area,
 - create green corridors through the area,
 - introduce resident's parking (where supported by residents)
 - implement traffic re-modelling
- Working with partners, we will maximise the impact of current green spaces in the city centre through creative thinking. We will develop new ideas e.g., Green Walls, vertical gardens, re design of current spaces.
- Working with the Lincolnshire River Trust we will seek to create new wildlife sites in the city.
- We will work with our contracted partner to improve cleanliness and action innovative solutions whenever possible to improve effectiveness and efficiency. To achieve this, we will:
 - seek to improve recycling rates
 - respond to government legislation affecting recycling waste, food waste, green waste
 - deliver the Lincoln element of the county waste management strategy in partnership with Lincolnshire County Council
- Produce in conjunction with Sport England and Active Lincolnshire an all-encompassing Leisure Strategy for the City.
- Implement the ten-year vision for Lincoln Christmas Market, which will involve introducing live cultural performances as we enhance the event to create a new ambience and atmosphere.
- We will develop a new model for supporting our cultural assets.
- We will develop a programme that builds creative talent in the city that underpins the economic vitality of the city centre and prepares the way for a cultural bid. This will ensure the city becomes recognised for a variety of high-quality festivals throughout the year, bringing trade to the local economy for residents and tourists alike.

- The Central Lincolnshire Sport and Leisure Strategy identifies a need for more leisure provision in the city. Working with partners we will identify how we can deliver a new Leisure Village of regional significance over the next five to ten years.
- We will work with partners on the Lincoln Climate Commission and deliver our Climate Action Plan.
- We will work with single use plastic free community leaders to ensure the Council stops using single-use plastics and will encourage our partners to do the same.
- We will run a strong communications campaign that seeks to better inform residents, visitors, and businesses on how they can reduce their own carbon footprint.
- We will work to achieve 'Green' level Environmental Management Accreditation by 'Investors in the Environment.'
- We will work towards an Electric Vehicle fleet as part of the Council's contractor and asset programmes, which will include exploring options for the refuse fleet as part of the next contract renewal.
- We will identify key transformational projects and programmes which will include initiatives that directly and indirectly contribute to the climate change agenda.

I would like to express my appreciation of the officers who support me with the work of the Portfolio and to specifically say thank you to the following officers for their assistance in the preparation of this report:

Jaclyn Gibson, Martin Walmsley, Heather Carmichael, Simon Colburn, Simon Walters, Lara Trickett, Sara Boothright, Matt Gorfin, Claire Burroughs, Sam Temple-Baxter, Steve Welsby, Kate Fenn, Becky Scott, Steve Welsby, Graham Rose, and Carly Young.

Councillor Ric Metcalfe (Leader of the Council)
Portfolio Holder for People and Resources

COUNCIL

18 OCTOBER 2022

REPORT UNDER RULE 2(vi) OF THE COUNCIL PROCEDURE RULES

Report by Councillor Gary Hewson, Chair of Performance Scrutiny Committee

Good evening fellow councillors and officers
Madam Mayor

It gives me great pleasure to present this report on the work done by members and officers regards the matters relating to measuring the performance of the functions of all aspects of the authority. You will note that the work committee has dealt with has been quite substantial though it only relates from February this year which is the time period since the previous report. All members on Committee give the reports in front of them the justice they deserve and take the role of what might be said is of being a critical friend where needed and never short of offering praise where deserved. We realize we can only send comments etc to Executive when needed as a scrutiny committee but I am sure this is listened to as we are all here to get the best possible outcomes for those who elected us.

Committee Activity

The Performance Scrutiny Committee has held five meetings since the last Performance Scrutiny Committee annual report by Councillor Pat Vaughan was presented to Council in February 2022. These reports have included the following areas, some of which are expanded later on in my report:

- Scrutiny Annual Report 2020/21, which provided a review of the scrutiny activity undertaken across the council's five scrutiny committees during 2020/21 (February 2022 PSC)
- Quarterly performance update reports to ensure regular monitoring of the Council's operational performance as a key component of the Local Performance Management Framework (February 2022, June 2022, August 2022 PSC)
- Quarterly financial monitoring to provide members with a summary of actual income and expenditure compared to the revised budget and appropriate allocation of any surpluses to reserves (February 2022 PSC)
- Update on the Performance Scrutiny Committee work programme for 2021/22 (February 2022 PSC)
- A quarterly review of the Strategic Risk Register, which identified improvements and new issues (February 2022, June 2022, August 2022 PSC)
- Portfolio Holder under Scrutiny Report – Quality Housing (March 2022 PSC)
- Interim Christmas Market Outturn Report 2021 providing members with the financial outturn of the 2021 Lincoln Christmas Market (March 2022 PSC)
- Annual update report on the Section 106 and Community Infrastructure Levy contributions that had been collected, secured, and spent in the 12 months to December 2021 (March 2022 PSC)
- Lincoln City Profile 2021 report focusing on the key demographic and socioeconomic characteristics of, and challenges to, the City of Lincoln (March 2022 PSC)
- Performance target setting report for 2022/23 updating members on proposed performance targets for 2022/23 across CX, DCE and DHI (March 2022 PSC)
- Performance Scrutiny work programme for 2022/23 (March 2022 PSC)

- Presentation on Lincoln's GEO-Sense footfall data being used to monitor the recovery of Lincoln City Centre following the pandemic (June 2022 PSC)
- Treasury Management Stewardship and Actual Prudential Indicators Report 2021/22 (Outturn) as required under the Local Government Act 2003 (June 2022 PSC)
- Financial performance outturn report 2021/22 (June 2022 PSC)
- Performance Scrutiny Committee work programme for 2022/23 (June 2022 PSC)
- Portfolio Holder under Scrutiny Report – Our People and Resources (June 2022 PSC)
- Central Lincolnshire Joint Strategic Planning Committee / Local Plan Annual Report 2021/22 detailing progress made by the committee during the previous year (August 2022 PSC)
- Update on Performance Scrutiny Committee work programme for 2022/23 (August 2022 PSC)
- Income and Arrears Monitoring report, providing updates to members on the position with regard to amounts of monies owed to the council as of 1st April 2022 (August 2021 PSC).
- Council Tax Rebate (Energy) update report (August 2022 PSC)

Since the last report, Performance Scrutiny Committee received minutes from one sub-committee and one sub-group:

- Budget Review Group Minutes (February 2022)
- Housing Scrutiny Sub-Committee Minutes (August 2021, November 2021, January 2022, March 2022)

Annual Portfolio Holder Reports

The council's strategic plan, Vision 2025, which was formally approved at Council in March 2020, underwent a mid-term review in January 2025. This review was slightly earlier than originally planned and was as a result of the impacts of the pandemic changing the immediate needs of our residents and our city.

Performance Scrutiny Committee has received the following reports from Portfolio Holders in respect of progress towards our strategic priorities following Councillor Pat Vaughan's report to Council in February 2022 –

- Portfolio Holder for Quality Housing – Councillor Donald Nannestad – Report presented to Performance Scrutiny Committee in March 2022
- Portfolio Holder for Our People and Resources – Councillor Ric Metcalfe – Report presented to Performance Scrutiny Committee in June 2022

Financial and Performance Reports

Following a year where reporting schedules had been heavily impacted by the pandemic, Performance Scrutiny Committee has been able to scrutinise all financial and performance reports, including quarterly financial monitoring, quarterly performance monitoring, Treasury Management & Prudential Indicators, and Income & Arrears monitoring reports, as planned during 2022.

Target Setting for 2022/23

The council currently has 87 performance measures in place. Of these measures 67 are targeted measures and a further 20 are volumetric measures. Collectively these measures are an important aspect of understanding how well our services are operating and help to determine whether a service is delivering value for money.

As a reminder targeted performance measures are those where the team can influence the performance outcome. Volumetric measures are those that a service team cannot influence the outcome but are still valuable for contextual information relating to other measures provided.

Both the high and low targets for all targeted performance measures are reviewed annually to reflect changes in the marketplace, the council's strategic direction, as well as current outcome achievements.

During the target setting process it is essential that all performance measures have targets which are specific, stretching but achievable, relevant, and timely.

The target setting process for the 2022/23 targets commenced in November 2021. The outcome of the review was presented to Performance Scrutiny Committee members via the annual performance target setting report in March 2022 in advance of being presented to Executive for final approval also in March 2022.

Budget Review

The role of Performance Scrutiny Committee is to scrutinise in detail the robustness of the proposed budget options and Council Tax for 2022/23 as well as the Medium-Term Financial Strategy for 2022-2027. This was undertaken in a committee format by the Budget Review Group, which is a cross party sub-group of Performance Scrutiny Committee. The group met on 2nd February 2022. Councillor Pat Vaughan was the chair for this meeting of the group.

Housing Scrutiny Sub-Committee

The Housing Scrutiny Sub-Committee looks in more detail at matters relating to housing and our housing stock.

Since Councillor Pat Vaughan presented his annual Performance Scrutiny Committee update report to Council in February 2022, the Housing Scrutiny Sub-Committee has considered matters relating to -

- The current position of Tenancy Sustainment (March 2022)
- Portfolio Holder under Scrutiny Report – Quality Housing - Councillor D Nannestad (March 2022)
- Revised Tenant Involvement Strategy 2022-2025 as required in the regulatory framework for social housing and the social housing white paper (March 2022)
- Housing and Investment Performance Monitoring Report Quarter 3 2021/22 (March 2022)
- Housing and Investment performance measure target setting 2022/23 report (March 2022)

- Housing Scrutiny Sub-Committee work programme update - Looking Forward to 2022/23 (March 2022)
- Housing finance outturn position for 2021/22 (June 2022)
- Housing and Investment Performance Monitoring Report Quarter 4 2021/22 (June 2022)
- Scheduled Repairs Pilot update (June 2022)
- Asset Management Strategy Workshops (June 2022)
- Review of the constitution for the Lincoln Tenant's Panel (June 2022)
- Update on the Housing Scrutiny Sub-Committee work programme 2022/23 (June 2022)
- Update on Housing Allocations between April and June 2022 (August 2022)
- Update on the current position with anti-social behaviour in housing properties (August 2022)
- Housing and Investment Performance Monitoring Report Quarter 1 2022/23 (August 2022)
- Update on the Housing Scrutiny Sub-Committee work programme 2022/23 (August 2022)

I would like to thank Councillors, Lincoln Tenant Panel members, the Portfolio Holder for Quality Housing, and officers for their contribution to the Housing Scrutiny Sub-Committee.

Looking Forward

I believe we all realise that the Council has not been immune to outside events which are out of our control such as inflation and price rises since our MTFS was set for this year and for future years. This necessitated the proposed first quarter 2022/3 Financial Report to committee to be delayed until our September meeting to look at all these pressures which are affecting those we represent and likewise the Council. It might be an issue that the leader of the Council as reported on this evening in his report of course committee's role is to measure how the Council is Performing if we need to reconsider our aims and targets moving forward that will still be our role.

Councillor Gary Hewson
Chair of Performance Scrutiny Committee

COUNCIL

18 OCTOBER 2022

REPORT UNDER RULE 2(VI) OF THE COUNCIL PROCEDURE RULES

Report to Council by Councillor Jane Loffhagen, Chair of Community Leadership Scrutiny Committee 2021-22

Chair: Councillor Jane Loffhagen

Committee members: Councillors Naomi Tweddle- [Vice- Chair], Bill Bilton, Matthew Fido, Gary Hewson, Helena Mair, Bill Mara, Adrianna McNulty, Clare Smalley, Calum Watt, and Pat Vaughan

Democratic Services Officers: Cheryl Evans and Victoria Poulson.

The Committee agreed that in addition to completing work on Community Integration from the previous year's project we would focus on two issues; Giving Young People a Voice in City of Lincoln Council Operation, and Working Toward Assisting with a Cultural Consortium. - see attached scoping documents, for details .These topics by definition overlap so are not always reported below separately.

I would like to thank Contributors, Committee members and Officers for their work on these issues .

The Committee met on 5 occasions. Detailed notes of these meetings are available to members and the general public should they wish for more information.

Community Integration

The Committee received presentations and/or undertook face to face discussions with the following :

- Ben Rollet from Voluntary Centre Services
- Sian Wade from Transform Lincoln [formerly the Active Faith Network]
- Simon Walters , Director for Communities and Environment, re the Councils response to the pandemic
- Paul Carrick - Neighbourhood Working Manager
- Councillor Sue Burke- Portfolio Holder for Reducing Inequality

Recommendations were:

- That the work of volunteers at vaccination centres be noted and recognised.

- That Community Groups were sometimes struggling with venues for activities especially when these incurred a cost.
- That the success of neighbourhood boards was patchy depending on various factors and this area needed continued investment from the Council.
- The contribution of The Active Faith Network was acknowledged
- That the Council could and should provide support, such as a shared vision of what an Integrated community would look like. The Council is very good at sharing values, communicating ambitions and bringing organisations together so could offer partnership and support to other charities and organisations to assist them to work together.

Response to the Pandemic

A report from both Simon Walters and Paul Carrick described actions the Council had taken during the pandemic. It was acknowledged that the Council had mobilised and took on new tasks very quickly and efficiently and that interventions were successful.

It was acknowledged that as a result of this, closer links were formed with different parts of the Community and that this is likely to be lasting legacy.

Presentation by Councillor Sue Burke

A detailed presentation was given on the impacts of working from home, the increased isolation for some groups, and that Lincoln had 420 of the most deprived neighbourhoods in the country.

It was also noted that life expectancy in Lincoln was the lowest in the East Midlands - it was agreed that deprivation was a key factor in this and that continued work to alleviate poverty and isolation should be the focus of interventions.

Working Toward Assisting with a Cultural Consortium

The meetings heard from:

Simon Walters who introduced the topic, citing funding received by the University of Lincoln to bring together Arts, Community Groups and Young People.

Sukhy Johal MBE - Director for the Centre of Cultural Creativity , University of Lincoln,
Toby Ealden- Zest Theatre working with young people

It was acknowledged that culture and creative sectors play a major part in the local economy and are significant employers, assisted by the Town Deal Fund and local Heritage Action Zone designations. Resources had been allocated by Government and the Council to assist this .The Lincoln Culture and Arts Project

had been successful in securing funding and the futures of the Usher Gallery and Drill Hall had benefitted. Lincoln BIG has also been instrumental in these achievements.

There is a potential bid for Lincoln to be City of Culture in 2029

Simon. Zukhy Johal and Toby Ealden also attended a later meeting to give feedback on progress. This progress report stated that Zest Theatre had recruited, employed and trained seven youth facilitators aged 16-20 whom all were paid above the Minimum wage. They had also collected views about the city from over 1000 young people revealing their concerns which focused on:

- Inequality and combatting prejudice against marginalised groups.
- Climate crisis.
- Sense of place depended on where young people lived and their feelings of safety - young people from less wealthy areas did not use the City Centre as much or feel welcome in the uphill area.
- Parks were valued highly and play areas in particular need to be more numerous and better cared for.
- Family and friends - a need for events that engaged all age ranges.
- A desire to be able to be more creative.

Recommendations made included :

- That the Council look at use of Community Centres to assist with these projects.
- That City Parks be also considered as contributing to this.
- That St Benedict's Square be developed in consultation with Young People, as should other plans for Green Space.
- A bid for £2.9m had been submitted to the UK Shared prosperity fund, some of which was identified for outdoor safe space and family events.

Giving Young People a Voice in City of Lincoln Council Operation

Meetings heard from:

- Andrew Garbutt, Lincolnshire Youth Council
- Ben Lilley, Education/ Youth Dept, Lincs County Council
- David Sampher , Lincs County Council Youth Engagement Team
- Dr Sue Bond-Taylor - Senior Lecturer at Lincs University

It was acknowledged that the pandemic presented particular difficulties to younger people and that there were four phases to the work being undertaken, ranging from meeting over 1200 young people in a school setting to developing a detailed strategy - known as a Cultural Compact to embed views of and participation by Young People in the planning and future of the city.

Recommendations

- Policy changes were needed to consider mental health issues in all projects.
- Better use of Social Media would be helpful at all levels.
- Value should be given to the element of play for both Young People and adults to promote better mental health.
- That the gap between University students and other local Young People should be acknowledged and work done for projects to be more inclusive.
- That more work continue to create a permanent voice for Young People .

This is ongoing work and will need to be continued .

Councillor Jane Loffhagen

Chair of Community Leadership Scrutiny Committee 2021-22

Community Leadership Scrutiny Committee

Scrutiny Review Scoping Template

Title of Review	Community Integration
Purpose of the Review	<p>To seek initial evidence to ascertain whether a review should proceed to build on previous work undertaken by the Committee on integrated communities, with the following terms of reference:</p> <p>(1) To review the topic of community integration by considering:</p> <p style="padding-left: 40px;">(a) a particular focus on community integration, including social isolation, to understand the challenges facing communities as we emerge from the covid-19 pandemic. How have those challenges changed and are there particular areas of the city to provide a focus on? What good examples of work emerged during the pandemic that we should seek to maintain post pandemic.</p> <p style="padding-left: 40px;">(b) Following above, reflect on and review the continued appropriateness and progress of previous recommendations from this Committee.</p> <p>(2) To develop recommendations based on the evidence received as part of (1)(a) and (1)(b) above.</p>
Key witnesses or contributors to the Review	<p>The following people or organisations have been identified as potential key witnesses or contributors to the initial stage of any review of this topic:</p> <ul style="list-style-type: none"> • Councillor Sue Burke, Portfolio Holder for Reducing Inequality • Faith-based organisations - Greater Lincoln Active Faith Network • Just Lincolnshire • Voluntary Centre Services • Voluntary/community cell of the LRF • City Council response to the pandemic and subsequent testing/vaccination programmes
Possible Meetings	<p><u>7 September 2021</u> – At this meeting to consider evidence from the people and organisations listed above.</p>

	<p><u>Further Meetings</u> – If the Committee decides to proceed with further activity on this topic, further meetings would be assigned to this.</p>
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Community Leadership Scrutiny Committee

Scrutiny Review Scoping Template

<p>Title of Review</p>	<p>Giving Young People a Voice on how they engage with the City of Lincoln Council</p>
<p>Purpose of the Review</p>	<p>To seek initial evidence to ascertain whether a review should proceed with the following terms of reference:</p> <p>(1) To review the possible methods of enabling the views of young people (aged 14 – 21) to be given a voice on how they engage with the City of Lincoln Council.</p> <p>(2) To develop recommendations based on the evidence received as part of (1) above.</p>
<p>Key witnesses or contributors to the Review</p>	<p>The following people or organisations have been identified as potential key witnesses or contributors to this review:</p> <ul style="list-style-type: none"> • The University of Lincoln (Social Policy Team) • Lincolnshire Youth Council • Lincolnshire County Council – Education Department / Youth Engagement / Youth Council
<p>Possible Meetings</p>	<p><u>8 February 2022</u> - To consider evidence from the people and organisations listed above.</p> <p><u>Further Meetings</u> – If the Committee decides to proceed with further activity on this topic, further meetings would be assigned to this.</p>

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Community Leadership Scrutiny Committee

Scrutiny Review Scoping Template

Title of Review	Cultural Consortium
Purpose of the Review	<p>(1) To receive information on the creation of a Cultural Consortium following a successful award of funding to the University of Lincoln, which will bring together arts, community groups and young people, with a view to supporting these groups to develop cultural programmes throughout the city.</p> <p>(2) To develop recommendations following consideration of (1) above.</p>
Key witnesses or contributors to the Review	<p>The following people or organisations have been identified as potential key witnesses or contributors as an initial step in this review:</p> <ul style="list-style-type: none"> • Simon Walters, Director for Communities and Environment (City of Lincoln Council) • Mr Sukhy Johal MBE, Director of the Centre for Culture and Creativity (University of Lincoln) • Sarah Loftus, Lincoln BIG • Toby Ealden, Zest Theatre
Possible Meetings	<p><u>12 October 2021</u> –To consider evidence from the people and organisations listed above.</p> <p><u>Further Meetings</u> – If further evidence is required, it will be programmed for consideration at subsequent meetings.</p>

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COUNCIL

18 OCTOBER 2022

REPORT UNDER RULE 2(VI) OF THE COUNCIL PROCEDURE RULES

Report by Councillor Calum Watt, Member Safeguarding Champion

Safeguarding Policy

The City Council's Safeguarding Policy is currently being reviewed and this is expected to be completed by the end of 2022. There will be amendments required to incorporate the new Domestic Abuse Act and the Local Partnership Board for Lincolnshire, which is being made more user-friendly (further details below).

The Current Picture

Towards the end of 2021 figures related to child and sexual exploitation in Lincoln had been down on previous years, likely thanks to a very active programme of disruption activities by the Police, the City Council and other agencies through the Child Safeguarding Partnership. Cases have risen in 2022 possibly as a result of the easing of lockdown restrictions but work is being done to identify and map the extent of the criminal networks which support the forms of exploitation. An analyst has now been employed to look for trends and identify possible disruption methods and a bespoke database is in development to ease multi-agency working on individual cases.

It is difficult to predict how many cases relating to safeguarding that will emerge within the next 12 months. There are concerns across a number of public sector agencies that the legacy of the Covid pandemic will continue to affect children and adults with regards to mental health concerns/illness. Deteriorating health due to Covid, as well as the delay in accessing healthcare and the difficulty in identifying vulnerable children and adults during lockdown periods across the sector with schools not seeing children and adults not having professionals visiting as much etc had a serious impact.

Another contemporary challenge we face (in common with all public sector services, not just CoLC) comes in the form of staff shortages through sickness, isolation etc. We continue to make referrals when concerns are identified, and we attend multi-agency meetings and assist with providing services when appropriate. This is sometimes difficult due to pressure from external agencies, but these cases are escalated appropriately if required.

We are in a good position to deal with these challenges, however, as we press ahead with more extensive training for staff and members, improve our methods of working with vulnerable people (such as through the Team Around The Adult approach), and continue to work actively with our partners and agencies across the City and County.

Safeguarding Training

Officers continue to complete the training requirements that are expected of them. All staff complete a basic safeguarding course and a Prevent course (Radicalisation & Extremism). The LSCP and LSAB training pathways are completed by staff that are

heavily involved in safeguarding work (Tenancy Services, Public Protection & Anti-Social Behaviour Team, Housing Solutions Team (Homelessness & Allocations), Rough Sleeper Team, City Centre Intervention Team). Some teams that have some involvement with safeguarding have also been requested to complete bespoke packages of training relevant to their role.

Council Members and frontline staff have also completed training with the Safeguarding Lead or have been forwarded the video of the session and requested to view it. Some officers have also been attending additional training relating to Protecting Vulnerable People which has been completed with external agencies or the Home Office etc.

Officers must also take part in a Professional Supervision procedure involving a one-to-one to discuss their cases at least once every three months, this is also an opportunity to discuss their own wellbeing which can be undertaken more frequently depending on their caseload.

At time of writing, Members are due to take part in Modern Slavery Training on 14th September.

Section 11 Audit

During last year's Section 11 Audit for Children's Safeguarding (an annual statutory requirement) on which we were 96% compliant. The few areas that we were not fully compliant were at amber level and were for areas of work that are in development or we are unable to complete e.g., connected to services that we don't offer with children.

Officers are currently planning to run a similar audit for Adult Safeguarding services (which is not currently a statutory requirement) every three years in conjunction with that year's Section 11 Audit.

The Lincolnshire Assurance and Assessment Framework audit has been taking place this summer and will continue into the autumn.

Representation on Groups/Boards

There continues to be representation by number of officers at meetings related to protecting vulnerable people. There has been a recent addition which is Daren Turner representing us and other district councils on the Lincolnshire Safeguarding Adults Board Executive. The City Council's Safeguarding Lead also Chairs the County MACE Steering Group.

Team Around the Adult

This process - which involves officers filling in assessments of citizen's needs and reporting them to the Safeguarding Lead - is now fully embedded with officers, and we are monitoring the number of cases that are referred by us or require further officer involvement.

This data will then be used when considering whether to reintroduce a Vulnerable Adults Panel in Lincoln and whether this should be led by us. Although there isn't one currently in place the cases still get multi-agency involvement when appropriate and some are discussed in other forums e.g., the Rough Sleeper Action Group, Team Around the Adult discussions.

IT System

City of Lincoln Council (CoLC) is looking to start using a new system called "e-cins" for recording vulnerable people and people of concern. This is now at the pilot stage and is hoped to be embedded by the end of autumn.

Domestic Abuse Act

A new county-wide strategy is now in place to comply with the Domestic Abuse Act 2021. In principle, the new arrangements are not very different from what was already in place, with the County Council acting as the "relevant" (Tier 1) authority and district authorities in a supporting role (most notably of course in the area of housing provision) via a multi-agency Domestic Abuse Local Partnership Board. We were given a small amount of funding in order to adapt to the changes, although. A breakdown of how the funding was distributed amongst local authorities in Lincolnshire is below.

A notable part of the new act is that it now requires local authorities to give priority need to victims of domestic abuse, however this is not expected to impact on our local housing provision as it merely codifies existing practice in Lincoln.

A serious problem in our current provision of housing with regards to safeguarding is a distinct lack of accommodation of older male (over 16) children and victims of drug abuse.

There is a piece of work ongoing which is focusing on the move-on accommodation for victims and perpetrators of domestic abuse and we have officer attendance on this group who can identify potential weaknesses in the system.

The funding was direct from Government and the following was allocated within Lincolnshire:

Lincolnshire County Council (Tier 1) 2021-22: £1,454,133

District Councils (Tier 2)

- Boston £31,477
- East Lindsey £31,477
- City of Lincoln £32,219
- North Kesteven £32,617
- West Lindsey £31,785
- South Holland £32,038
- South Kesteven £31,920

In 2021, we were uncertain as to whether this funding would be ongoing but it now appears that this will be the case.

We received less than LCC as our funding is to co-operate with the duty that a Domestic Abuse Board has and this is the responsibility of a Tier 1 authority to implement or commission.

Councillor Calum Watt, Member Safeguarding Champion

SUBJECT:	REVIEW OF HACKNEY CARRIAGE FARES
DIRECTORATE:	COMMUNITIES AND ENVIRONMENT
REPORT AUTHOR:	THOMAS CHARLESWORTH, LICENSING OFFICER

1. Purpose of Report

1.1 To consider two options from hackney carriage proprietors, to increase the fares for Hackney Carriages in Lincoln.

2. Executive Summary

2.1 Committee decision to consider requests to vary the Hackney Carriage Fares in accordance with the submitted options.

3. Current Fares

3.1 The last fare increase took place in March 2019; the current tariff is shown at Appendix A.

3.2 A hackney carriage driver can levy 4 rates; this is dependent on the date, time of day and number of passengers.

3.3 Rate 1 is levied if there are 1 to 4 passengers, and the time of day is between 6am and 11pm. This rate is commonly referred to as the day rate.

3.4 Rate 2 is levied if there are 1 to 4 passengers, and the time of day is between 11pm and 6am. This rate is commonly referred to as the night rate.

3.5 Rate 2 is also levied if there are 5 to 8 passengers regardless of the time of day.

3.6 Lastly, rate 2 can be levied regardless of the time of day on all public, bank holidays and Easter Sunday. Also, from noon to 11pm on Christmas Eve and from 6pm to 11pm on New Year's Eve.

3.7 Rate 3 is levied if there are 1 to 4 passengers, and the time of day is from 11pm on Christmas Eve until 6am on 27th December and from 11pm on New Year's Eve until 6am on 1st January.

3.8 Rate 4 is levied if there are 5 to 8 passengers, and the time of day is from 11pm on Christmas Eve until 6am on 27th December and from 11pm on New Year's Eve until 6am on 1st January.

4. Current Fare Prices

- 4.1 Currently under rate 1 if the distance does not exceed 180 metres for the whole distance the price is £3.00. This is known as the drop price. For distances over 180 metres, for the first 180 metres £3.00 will be added to the fare. For each subsequent 180 metres or part of, 20p is added to the fare.
- 4.2 In mileage terms, the fare levied under rate 1 would be as follows:
- 1 mile = £4.60
 - 2 mile = £6.40
 - 3 mile = £8.20
 - 4 mile = £10.00
 - 5 mile = £11.80
- 4.3 Under rate 2 if the distance does not exceed 202 metres for the whole distance the price is £3.80 (the drop price). For distances over 202 metres, for the first 202 metres £3.80 will be added to the fare. For each subsequent 202 or part of, 30p is added to the fare.
- 4.4 In mileage terms, the fare levied under rate 2 would be as follows:
- 1 mile = £5.90
 - 2 mile = £8.30
 - 3 mile = £10.70
 - 4 mile = £13.10
 - 5 mile = £15.50
- 4.5 The price for rate 3 is calculated using the same metred distances and prices as set out in rate 1, plus 100%.
- 4.6 In mileage terms, the fare levied under rate 3 would be as follows:
- 1 mile = £9.20
 - 2 mile = £12.80
 - 3 mile = £16.40
 - 4 mile = £20.00
 - 5 mile = £23.60
- 4.7 The price for rate 4 is calculated using the same metred distances and prices as set out in rate 2, plus 100%.
- 4.8 In mileage terms, the fare levied under rate 4 would be as follows:
- 1 mile = £11.80
 - 2 mile = £16.60
 - 3 mile = £21.40
 - 4 mile = £26.20
 - 5 mile = £31.00

5. Option 1 – Simon Hearn (Hackney Carriage Proprietor)

- 5.1 This option keeps the same number of rates as the current tariff i.e., 4 rates but seeks a fare increase to both rate 1 and rate 2. If this increase is agreed by the Council, then rate 3 and rate 4 will also change as rate 3 is charged at rate 1 plus 100% and rate 4 is charged at rate 2 plus 100%.
- 5.2 The increase to rate 1 and rate 2 is achieved by altering both the metred distance and the drop price for both rates. The metred distance for both rates have been reduced and therefore the meter will increase the fare at a faster rate than the current tariff. The drop price i.e., the minimum fare that can be levied before the vehicle moves a specific metred distance has also increased for both rates.
- 5.3 This option keeps the same criteria as the current tariff regarding the 4 rates and when they can be levied. This criterion is dependent on the date, time of day and number of passengers. With the one following amendment:
- 5.4 Rate 2: For 1 to 4 passengers, from 6pm Saturday to 6am Monday.
- 5.5 This means that on a Saturday rate 2 will begin 5 hours earlier and will be operative 24 hours a day on a Sunday. Under the current tariff, rate 2 is operative for 7 hours on a Sunday (midnight to 6am and 11pm to midnight).

6. Fare Increases for Option 1

- 6.1 Currently under rate 1 the drop price is £3.00, and the meter price increases by 20p every 180 metres.
- 6.2 Option 1 increases the drop price to £3.80, and the meter price to increase by 20p every 169 metres.
- 6.3 Consequently, for rate 1 if the distance does not exceed 169 metres for the whole distance the price will be £3.80. For distances over 169 metres, for the first 169 metres £3.80 will be added to the fare. Therefore, there will be an increase of 80p to the drop price from the current rate 1 tariff. For each subsequent 169 metres or part of, 20p is added to the fare. Therefore, whilst there has not been an increase to the incremental price levied, that of 20p, the rate at which it is and will subsequently be added to the fare now occurs 11 metres sooner than the current tariff.
- 6.4 In mileage terms, the fare levied under the proposed rate 1 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 1 fare and the proposed rate 1 fare).
- 1 mile = £5.60 (+£1.00)
 - 2 mile = £7.60 (+£1.20)
 - 3 mile = £9.40 (+£1.20)
 - 4 mile = £11.40 (+£1.40)

- 5 mile = £13.20 (+£1.40)
- 6.5 Currently under rate 2 the drop price is £3.80, and the meter price increases by 30p every 202 metres.
- 6.6 Option 1 increases the drop price to £4.40, and the meter price to increase by 30p every 192 metres.
- 6.7 Consequently, for rate 2 if the distance does not exceed 192 metres for the whole distance the price will be £4.40. For distances over 192 metres, for the first 192 metres £4.40 will be added to the fare. Therefore, there will be an increase of 60p to the drop price from the current rate 2 tariff. For each subsequent 192 metres or part of, 30p is added to the fare. Therefore, whilst there has not been an increase to the incremental price levied, that of 30p, the rate at which it is and will subsequently be added to the fare now occurs 10 metres sooner than the current tariff.
- 6.8 In mileage terms, the fare levied under the proposed rate 2 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 2 fare and the proposed rate 2 fare).
- 1 mile = £6.80 (+£0.90)
 - 2 mile = £9.20 (+£0.90)
 - 3 mile = £11.90 (+£1.20)
 - 4 mile = £14.30 (+£1.20)
 - 5 mile = £16.70 (+£1.20)
- 6.9 The price for rate 3 is calculated using the same metred distances and prices as set out in the proposed rate 1, plus 100%.
- 6.10 In mileage terms, the fare levied under the proposed rate 3 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 3 fare and the proposed rate 3 fare).
- 1 mile = £11.20 (+£2.00)
 - 2 mile = £15.20 (+£2.40)
 - 3 mile = £18.80 (+£2.40)
 - 4 mile = £22.80 (+£2.80)
 - 5 mile = £26.40 (+£2.80)
- 6.11 The price for rate 4 is calculated using the same metred distances and prices as set out in the proposed rate 2, plus 100%.
- 6.12 In mileage terms, the fare levied under the proposed rate 4 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 4 fare and the proposed rate 4 fare).
- 1 mile = £13.60 (+£1.80)
 - 2 mile = £18.40 (+£1.80)

- 3 mile = £23.80 (+£2.40)
- 4 mile = £28.60 (+£2.40)
- 5 mile = £33.40 (+£2.40)

6.13 At Appendix B you can see a comparative spreadsheet that shows the 4 rates of the current tariff, as well as the rates of both proposed tariffs, for a journey of 1 mile through to a journey of 5 miles. The monetary difference in pounds and pence between the current and proposed tariffs has also been included, to aid the members.

7. Miscellaneous Charges for Option 1

7.1 Waiting time in a hackney carriage is currently charged at a rate of 20p for every 45 seconds for rate 1 and a rate of 30p for every 45 seconds at rate 2.

7.2 Extras can also be levied, see Appendix A for the table of maximum fares that display the prices for these extras, which also includes the soling charge.

7.3 This option does not seek to change any of the miscellaneous charges as detailed above and in Appendix A.

7.4 At appendix C you can see a 'mock-up' of the hackney carriage table of maximum fares that displays the proposed tariff of option 1.

8. Option 2 – Sultan Mohamadi (Hackney Carriage Proprietor)

8.1 This option is for a tariff containing 5 rates. The significant difference from the current tariff is the inclusion of an extra 'night' rate (daily from 9pm to 6am) for when there are more than 4 passengers in the vehicle. This forms part of the newly proposed rate 3 which is discussed in greater detail below.

8.2 Rate 1 applies for 1 to 4 passengers, daily from 6am to 9pm.

8.3 This has altered from the current tariff with the time frame that the rate is operative reduced and now finishing 2 hours earlier.

8.4 The metered distance and both the drop price and the incremental price for rate 1 have also changed.

8.5 Rate 2 applies in five specific circumstances which are dependent on the number of passengers in the vehicle, the time of day, and the date.

8.6 1. For 1 to 4 passengers, daily from 9pm to 6am.

8.7 This has altered from the current tariff with the time frame that the rate is operative increased and now starting 2 hours earlier.

8.8 2. For more than 4 passengers, daily from 6am to 9pm.

8.9 Rate 2 will now become the 'day' rate for more than 4 passengers with the new

rate 3 becoming the 'night' rate for more than 4 passengers. Under the current tariff when there are more than 4 passengers (except on specific holidays) rate 2 is in effect, 24 hours a day.

- 8.10 3. For 1 to 4 passengers, 24 hours on all public, bank holidays and Easter Sunday
- 8.11 All public, bank holidays and Easter Sunday, for 24 hours a day, are now split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect, 24 hours a day, on these specific holidays.
- 8.12 4. For 1 to 4 passengers, from noon to 9pm on Christmas Eve
- 8.13 Christmas Eve, from noon to 9pm, is also split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect on Christmas Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.14 5. For 1 to 4 passengers, from noon to 9pm on New Year's Eve
- 8.15 New Year's Eve, from noon to 9pm, is also split between rate 2 (for 1 to 4 passengers) and rate 3 (for more than 4 passengers). Under the current tariff, rate 2 is in effect on New Year's Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.16 The metered distance and both the drop price and the incremental price for rate 2 have also changed.
- 8.17 Rate 3 applies for more than 4 passengers, in four specific circumstances which are dependent on the time of day and the date.
- 8.18 1. For more than 4 passengers, daily from 9pm to 6am.
- 8.19 As mentioned earlier in the report, the new rate 3 will now become the 'night' rate for more than 4 passengers and rate 2 will now become the 'day' rate for more than 4 passengers. Under the current tariff when there are more than 4 passengers (except on specific holidays) rate 2 is in effect, 24 hours a day.
- 8.20 2. For more than 4 passengers, 24 hours on all public, bank holidays and Easter Sunday
- 8.21 All public, bank holidays and Easter Sunday, for 24 hours a day, are now split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect, 24 hours a day, on these specific holidays.

- 8.22 3. For more than 4 passengers, from noon to 9pm on Christmas Eve
- 8.23 Christmas Eve, from noon to 9pm, is also split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect on Christmas Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.24 4. For more than 4 passengers, from noon to 9pm on New Year's Eve
- 8.25 New Year's Eve, from noon to 9pm, is also split between rate 3 (for more than 4 passengers) and rate 2 (for 1 to 4 passengers). Under the current tariff, rate 2 is in effect on New Year's Eve, from noon to 11pm regardless of the number of passengers in the vehicle. Therefore, the time frame that the proposed rate will be operative on this day will be reduced, finishing 2 hours earlier.
- 8.26 As this is a newly proposed rate, the metered distance and both the drop price and the incremental price are different to their counterparts in rates 1 and 2 of option 2.
- 8.27 Rate 4 applies for 1 to 4 passengers, in two specific circumstances which are dependent on the time of day and the date.
- 8.28 1. For 1 to 4 passengers, from 9pm on Christmas Eve until 6am on 27th December
- 8.29 Rate 4 is essentially the same as rate 3 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.30 2. For 1 to 4 passengers, from 9pm on New Year's Eve until 6am on 1st January
- 8.31 Rate 4 is essentially the same as rate 3 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.32 Rate 4 is levied at rate 1, plus 100%.
- 8.33 Rate 5 applies for more than 4 passengers, in two specific circumstances which are dependent on the time of day and the date.
- 8.34 1. For more than 4 passengers, from 9pm on Christmas Eve until 6am on 27th December
- 8.35 Rate 5 is essentially the same as rate 4 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.
- 8.36 2. For more than 4 passengers, from 9pm on New Year's Eve until 6am on 1st January

8.37 Rate 5 is essentially the same as rate 4 from the current tariff, except that the time frame that the rate is operative has increased, starting 2 hours earlier.

8.38 Rate 5 is levied at rate 2, plus 100%.

9. Fare Increases for Option 2

9.1 Currently under rate 1 the drop price is £3.00, and the meter price increases by 20p every 180 metres.

9.2 Option 2 increases the drop price to £3.80, and the meter price to increase by 25p every 175 metres.

9.3 Consequently, for rate 1 if the distance does not exceed 175 metres for the whole distance the price will be £3.80. For distances over 175 metres, for the first 175 metres £3.80 will be added to the fare. Therefore, there will be an increase of 80p to the drop price from the current rate 1 tariff. For each subsequent 175 metres or part of, 25p is added to the fare. Therefore, the rate at which this incremental price is and will subsequently be levied now occurs 5 metres sooner than the current tariff. The incremental price has also increased by 5p from the current rate 1 tariff.

9.4 In mileage terms, the fare levied under the proposed rate 1 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 1 fare and the proposed rate 1 fare).

- 1 mile = £6.05 (+£1.45)
- 2 mile = £8.30 (+£1.90)
- 3 mile = £10.55 (+£2.35)
- 4 mile = £12.80 (+£2.80)
- 5 mile = £15.05 (+£3.25)

9.5 Currently under rate 2 the drop price is £3.80, and the meter price increases by 30p every 202 metres.

9.6 Option 2 increases the drop price to £4.80, and the meter price to increase by 35p every 190 metres.

9.7 Consequently, for rate 2 if the distance does not exceed 190 metres for the whole distance the price will be £4.80. For distances over 190 metres, for the first 190 metres £4.80 will be added to the fare. Therefore, there will be an increase of £1.00 to the drop price from the current rate 2 tariff. For each subsequent 190 metres or part of, 35p is added to the fare. Therefore, the rate at which this incremental price is and will subsequently be levied now occurs 12 metres sooner than the current tariff. The incremental price has also increased by 5p from the current rate 1 tariff.

9.8 In mileage terms, the fare levied under the proposed rate 2 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 2 fare and the proposed rate 2 fare).

- 1 mile = £7.60 (+£1.70)
- 2 mile = £10.40 (+£2.10)
- 3 mile = £13.55 (+£2.85)
- 4 mile = £16.35 (+£3.25)
- 5 mile = £19.50 (+£4.00)

9.9 As the newly proposed rate 3 is an extra rate not currently represented on the existing tariff, the prices and the metred distances have been freshly calculated.

9.10 Option 2 sets the drop price at £5.80, and the meter price to increase by 40p every 180 metres.

9.11 Consequently, for rate 3 if the distance does not exceed 180 metres for the whole distance the price will be £5.80. For distances over 180 metres, for the first 180 metres £5.80 will be added to the fare. For each subsequent 180 metres or part of, 40p is added to the fare.

9.12 In mileage terms, the fare levied under the proposed rate 3 would be as follows: (please note that as this rate is not represented on the current tariff, there are no comparison figures in brackets to show the price differential)

- 1 mile = £9.00
- 2 mile = £12.60
- 3 mile = £16.20
- 4 mile = £19.80
- 5 mile = £23.40

9.13 The price for rate 4 is calculated using the same metred distances and prices as set out in the proposed rate 1, plus 100%.

9.14 In mileage terms, the fare levied under the proposed rate 4 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 3 fare and the proposed rate 4 fare).

- 1 mile = £12.10 (+£2.90)
- 2 mile = £16.60 (+£3.80)
- 3 mile = £21.10 (+£4.70)
- 4 mile = £25.60 (+£5.60)
- 5 mile = £30.10 (+£6.50)

9.15 The price for rate 5 is calculated using the same metred distances and prices as set out in the proposed rate 2, plus 100%.

9.16 In mileage terms, the fare levied under the proposed rate 5 would be as follows: (please note that the figures in brackets show the difference in price between the current rate 4 fare and the proposed rate 5 fare).

- 1 mile = £15.20 (+£3.40)
- 2 mile = £20.80 (+£4.20)

- 3 mile = £27.10 (+£5.70)
- 4 mile = £32.70 (+£6.50)
- 5 mile = £39.00 (+£8.00)

9.17 At Appendix B you can see a comparative spreadsheet that shows the 4 rates of the current tariff, as well as the rates of both proposed tariffs, for a journey of 1 mile through to a journey of 5 miles. The monetary difference in pounds and pence between the current and proposed tariffs has also been included, to aid the members.

10. Miscellaneous Charges for Option 2

10.1 Waiting time in a hackney carriage is currently charged at a rate of 20p for every 45 seconds for rate 1 and a rate of 30p for every 45 seconds at rate 2.

10.2 This option proposes the following rates for waiting time:

- Rate 1 – 25p for every 40 seconds
- Rate 2 – 35p for every 40 seconds
- Rate 3 – 40p for every 40 seconds

10.3 Consequently, there will be an increase of 5p to the waiting time rates from the current tariff, for both rate 1 and rate 2, and the rate at which waiting time is and will subsequently be levied now occurs 5 seconds sooner than the current tariff.

10.4 As the newly proposed rate 3 is an extra rate not currently represented on the existing tariff, the waiting time rate has been freshly calculated.

10.5 Extras can also be levied, see Appendix A for the table of maximum fares that display the prices for these extras, which also includes the soling charge.

10.6 This option seeks to amend the following extras:

- For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) – £3.00
[currently £2.00]
- Soiling charge – £65.00
[currently £50.00]

10.7 This option also seeks to add the following extra:

- Household removals – £25.00

10.8 At appendix D you can see a 'mock-up' of the hackney carriage table of maximum fares that displays the proposed tariff of option 2.

11. Consultation

11.1 All hackney carriage proprietors and drivers were consulted and were asked if they had a preference between the two options, or if the current tariff should

instead, remain in operation.

- 11.2
- 21 were in favour of option 2.
 - 10 were in favour of option 1.
 - 1 was in favour of the current tariff remaining in operation.
 - 4 abstained.
- 11.3 Out of the responses, the following comments were made:
- 11.4
- 'sultans is going to be to expensive' – *referring to option 2.*
 - 'Although I believe the fare of these two proposals still has not gone up enough after nearly 4 years compare to private hires in last 4 years in Lincoln, however my vote goes for Sultan Mohammadi's proposal. Can you please chase this process as fast as it is possible as the inflation hit our business badly followed epidemic.'
 - 'Tom on receipt of both proposals, both proposals ,the fuel price ,will need changing in the extras chart,as if its left the same we would have to be charging extras right from its introduction .of the two proposals Mr Hern proposals in general I prefer, but it doesn't cover multi-passenger rates ,when we are on rate 2 in rate 2 periods .The fuel charge I have already mentioned. I personally would like the waiting time changing from £16 an hour to £20 an hour (20 pence every 35 seconds) .Tom I would appreciate it if you could bring my comments to the attention of the committee when you take the rate proposals to them. Ps could you get so we get a 5% rate rise every year after this rise.' 'Tom I know that I mentioned to you in my response to rate rise about the fuel charges in extras. I couldn't not believe both party's had over looked, at updating these charges, but I am lead to believe that even with a rate rise some drivers intended to still charge the extras if its not updated. As I don't think we will ever see £1.60 a liter again and I believe it will level of around £2 a liter so I think if the £1.60 is changed to £2.20 on the extra chart. This would be more sensible.' – *for clarification, he voted for option 1.*
 - 'Thank you for providing us both Simons and Sultans fare proposals, after a cautiously reading both proposals and comparing them with the current fare tariffs, I cannot see how Simon proposal justfys his very little increase in the fares compared to increase in prices of everything, from fuel to tyres and other car parts. Therefore I like to state that I prefer and vote for Sultans fare proposal.' – *referring to option 2.*
 - 'Hi Tom, I would like to vote for Simon Hearn's rate rise as I believe Sultans proposal is too high.'
 - 'Thank you for your e-mail regarding the New fare. I would to let you know that I Agree with the fare probosle proposed by Sultan Mohamed because of the currant increase in livings specialy fule prices and everything else. Look forward to hear from you.'
 - 'I would like to vote for Simons fare increase proposal please. I believe Sultans is too expensive and detrimental to our trade.' – *for clarification, he voted for option 1.*

12. Decision Process

- 12.1 Whilst the comments received during the consultation should be considered, the members should note that no other options have been received from other hackney carriage proprietors. These are merely comments to the options submitted.
- 12.2 A consensus between the hackney carriage proprietors and drivers would be difficult to achieve and the Licensing Team see no benefit in carrying out consultation with the hackney carriage trade regarding the suggestions received as comments.
- 12.3 It is the opinion of the Licensing Team that if a proprietor/driver seeks to alter the tariff of fares then they themselves should submit an option.
- 12.4 The members should be aware that the tariff of fares is the maximum amount that can be levied. A discounted fare from that shown on the meter at the end of a journey can be levied by any driver if they so wish.

13. Other Considerations

- 13.1 A direct comparison with the private hire trade is difficult. Hackney carriages operate as public hire vehicles and therefore should be made available to a greater cross-section of the public than private hire vehicles. To that end Lincoln hackney carriages are wheelchair accessible and are large purpose-built vehicles that are more expensive than an average private hire vehicle licensed in Lincoln. Hackney carriages have a large interior and could for instance accommodate a pushchair without the need for disassembly, a person, with a pushchair, utilising a private hire vehicle would not be able to travel in the same way. Lincoln private hire vehicles do not have to be wheelchair accessible and therefore a second-hand family saloon car would be an acceptable vehicle to be licensed and would be more affordable than a larger bespoke hackney carriage. Therefore, it can be argued that because of this, hackney carriage fares should be levied at a greater cost than private hire fares.
- 13.2 Private Hire and Taxi Monthly is a leading trade newspaper in the UK for the private hire and hackney carriage industry. It features the hackney carriage league table, to which both licence holders and many council licensing officers refer. It is a useful tool utilised by councils nationwide when setting their fares.
- 13.3 At Appendix E you can see the national hackney fares table (as of August 2022) which lists every council's fare for a 2-mile journey at tariff one. It is colour coded so that you can see when a rise was implemented.
- 13.4 Alternatively, the table can be accessed via the following webpage.
<https://phtm.co.uk/taxi-fares-league-tables>
- 13.5 The national average 2-mile hackney fare at tariff one is now £6.46. Lincoln is currently placed at 166 (out of 355) in the table at £6.40. Please note that the placement in the table does not reflect the actual positioning in the table i.e.,

there are 20 Councils that levy the £6.40 fee, ranging from 155 in the table to 174.

- 13.6 If option 1 was successful, the 2-mile hackney fare at tariff one would be £7.60. This would place Lincoln in the 28 to 35 range of the table.
- 13.7 If option 2 was successful, the 2-mile hackney fare at tariff one would be £8.30. This would place Lincoln at number 8 in the table, level with Uttlesford.
- 13.8 So that members can compare Lincoln's current fare and both options with other local authorities, I have listed below councils in the Lincolnshire area, the fee they levy, their placement in the table, and the year of their last fare increase:
- North East Lincolnshire - £7.20 (53) 2022
 - Boston - £6.80 (87) 2022
 - East Lindsey - £6.80 (90) 2022
 - North Kesteven - £6.40 (169) 2019
 - West Lindsey - £6.40 (173) 2022
 - South Kesteven - £5.30 (321) 2012
- 13.9 Members may wish to compare more 'like for like' councils such as York, who revised their fares in 2021. They levy a fare of £7.20, which places them at number 58 in the table.
- 13.10 It is very important to note that the table at Appendix E does not fully reflect the hackney carriage situation in the respective councils. For instance, in most other councils such as West Lindsey there are more hackney carriages than private hire vehicles, in Lincoln the situation is reversed. In West Lindsey hackney carriages do not have to be wheelchair accessible and as such a family saloon car can be licensed at a lower cost. Therefore, it can be argued that the fees levied by these councils do not have to be as high as the licensed vehicles are less expensive to purchase. Also, the hackney carriage trade in these councils is the primary means of private 'taxi' transport in their area and therefore they do not have to compete with the effective competition of a private hire trade, this again is reflected by the levied fares being charged at a lower rate. Therefore, a higher hackney carriage tariff could be viewed as being unreasonable to the public if that is the public only viable option.
- 13.11 It is also important to make the distinction between a 'rural' council and a 'town council such as Lincoln. Again, it can be argued that most bookings undertaken in Lincoln are of a shorter distance and therefore a higher tariff is needed to ensure the trade can remain sustainable. In more 'rural' councils' journeys are traditionally longer and therefore fares could be set at a lower rate as the trade maintains its survival by completing fewer bookings but at a higher cost due to the average length of each journey being potentially greater.
- 13.12 Lastly, the national hackney fares table does not take into account any other rates that are levied by each of the councils, only tariff/rate 1. It is reasonable to assume that tariff 1 would be the cheapest rate and that each council may have two to three other rates that potentially could be much more expensive.

Therefore, whilst the table is a useful tool to consider it is no way gives a complete picture of the hackney carriage fares levied by each individual council.

- 13.13 The last comparison to be made is between the private hire trade in Lincoln. Again, it's difficult to compare the fares levied directly, due to the differing nature in which they are utilised. Private hire fares in Lincoln generally operate on a zonal basis. Lincoln is split into various zones; prices vary between zones and the more zones you pass through the more expensive the fare will be. For instance, travelling 5 miles in one direction may be considerably cheaper due to passing through fewer zones. Charges are also added to the fare for extra pick-ups / drop-offs. Once outside the Lincoln district a set mileage rate usually applies, this rate is different dependent on the size of the vehicle used and the day / time. Lastly, parking / toll charges are also paid directly by the customer.
- 13.14 Like hackney carriage fares, private hire fares also increase during busy periods such as on Friday night and at the weekend. Also, on specific days such as bank holidays and at Christmas and New Year. Larger vehicles and vehicles conveying 6-8 passengers are more expensive during both normal hours and busy periods, which include specific holidays. Extras are also charged including the carriage of dogs (excludes guide dogs), a soilage charge and waiting time.
- 13.15 The two largest private hire operators in Lincoln have increased their fares more than once since the pandemic began. The situation now is that private hire vehicles are more expensive that hackney carriages for shorter journeys.
- 13.16 During the writing of this report Mr Hearn (Option 1) emailed me the following:
- 13.17 'I have worked the last few Saturdays including evenings and the one common theme to come out of it is that we are considerably cheaper than private Hire now.

Some examples are

Premier Inn Canwick to Home bar £17 pH (£7.40 hc)
Lincoln Station to Cherry Willingham £20 pH (£13 hc)
Lincoln Station to maple Street 5 people £15 pH (£12 hc)

Whilst I understand that this is Saturday evening I am surprised we have fallen so far behind. The examples are from conversations with customers.

In view of this I will no longer be contesting Sultans pay review and I'm aware of other drivers who now feel the same. I will however still attend the meeting on the 5th September.'

- 13.18 I decided to include Option 1 in this report as a consultation exercise was undertaken with the hackney carriage trade and their views should be considered by members. Due to time constraints, there was not enough time to undergo further consultation to see if, as indicated by Mr Hearn's email, Option 2 would have received more of the vote. Regardless, Option 2 did receive a majority of the vote and the fact that Mr Hearn is no longer contesting Option 2

does not significantly change the actual outcome of the consultation.

14. Committee Procedure and Timetable for any Change in Present Fare Structure

14.1 Should a change to our current tariff be approved, the timetable for implementation would be as follows:

- Approval of Full Council – 20/09/2022.
- Advertisement and 14 day period of objections;
- Earliest realistic implementation of new tariff if no objections received – no later than November 2022

14.2 The Council must advertise the fare increase if one is approved in the local paper and specify on that notice the date on which the new hackney carriage fare tariff will come into force.

14.3 If there are objections than a hearing must be held to hear them.

14.4 If objections are received, then the table of fares must come into force with or without modifications as decided by the Council not later than two months after the first specified date on the advertisement notice.

15. Organisational Impacts

15.1 Legal

15.2 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 makes provision for the Council to fix the rates of fares for time, distance, and all other charges in connection with the hire of a hackney carriage.

15.3 There are no additional legal implications to consider.

15.4 Finance

15.5 Payment of advertising costs to be met by the Licensing budget.

16. Recommendation

16.1 Members views are sought as to whether to recommend to Full Council.

1. To approve all or part of any of the submitted options.
2. To determine its own fare structure; this can include rejecting the options and keeping the current tariff of fares.

Key Decision No

Key Decision Reference No. N/A

Do the Exempt Information Categories Apply No

Call in and Urgency: Is the decision one to which Rule 15 of the Scrutiny Procedure Rules apply? No

Does the report contain Appendices? Yes

List of Background Papers: Appendix 1 Minute of Licensing Committee – 5 September 2022
Appendix A – Hackney Carriage Table of Maximum Fares
Appendix B – Comparative spreadsheet
Appendix C – Proposed tariff of option 1
Appendix D – Proposed tariff of option 2
Appendix E – National hackney fares table

Lead Officer: Tom Charlesworth
Telephone 873263

4. Review of Hackney Carriage Fares

Tom Charlesworth, Licensing Officer:

- a) presented a report to the Licensing Committee for consideration of two options from Hackney carriage proprietors, to increase the fares for Hackney Carriages in Lincoln
- b) explained the background to the report covering the main following points:
 - Highlighted that the last fare increase took place in March 2019 and the current tariff was shown at Appendix A to the report entitled 'Hackney Carriage Table of Maximum Fares'.
 - Explained that under option 1, submitted by Simon Hearn, Hackney Carriage Proprietor, there would be the same number of rates as the current tariff i.e, 4 rates but sought a fare increase to both rate 1 and rate 2. If agreed by the Council, rate 3 and rate 4 would also change as rate 3 was charged at rate 1 plus 100% and rate 4 was charged at rate 2 plus 100%.
 - Highlighted that under option 2, submitted by Sultan Mohamadi, Hackney Carriage Proprietor, the option was for a tariff that contained 5 rates. The significant difference from the current tariff was the inclusion of an extra 'night' rate (daily from 9pm to 6am) for when there were more than 4 passengers in the vehicle. This formed part of the newly proposed rate 3.
 - Stated that all hackney carriage proprietors and drivers were consulted and were asked if they had a preference between the two options, or if the current tariff should instead, remain in operation.
 - Added that option 1 received the least votes. Of those consulted, 21 were in favour of option 2, 10 were in favour of option 1, 1 was in favour of the current tariff remaining in operation and there were 4 abstentions.
- c) welcomed comments and questions from the Committee

As a result of discussion between members, officers and guest speakers, the following points were made: -

- Confirmation was sought that there was an intention to add a fuel surcharge and it was confirmed that a fuel surcharge would be applicable.
- It was confirmed that there was difficulty in drawing comparisons between Hackney Carriage fares and private hire charges due the majority of private hire operators using a zonal system for their charges, as opposed to operating meters..
- Comments were received that the fuel surcharge was in place to protect proprietors, and suggestions were received to consider the charge as a cost-of-living exercise.

- Members asked about the proposed increase in soilage charge under option 2. Members sought clarification on the reason why option 2 sought to increase the charge from £50 to £65 and it was confirmed that the soilage charge would be a maximum amount, not a minimum amount.
- It was noted that the night-time economy accounted for a large proportion of Hackney Carriage business and that a fare could not be refused without a reasonable excuse.
- Proprietors explained that the cost of living, vehicle maintenance, fuel and wear and tear items had increased significantly. In addition, the requirement for electric vehicles was increasing and therefore, costs had risen significantly since the last fare increase in 2019.
- It was noted that drivers within different districts did not have the same vehicle requirements as Hackney Carriage drivers within the city which placed requirements on the specific type of vehicle permitted to be used.
- Officers confirmed that there were thirty Hackney Carriage vehicle licence holders within the city and unless the infrastructure of the city significantly changed, it was not likely to increase.
- It was noted that should members agree to option 2, it would place Lincoln in eighth position on the National Hackney Fares Table August 2022 as seen at page 39, Appendix E to the report.
- Members shared concerns that if Lincoln rose to eighth position on the National Hackney Fares Table, the city would surpass higher wage locations.
- Officers confirmed that a proprietor could negotiate a discounted fare if they wished.
- The presence of Uber drivers in the city was discussed and it was noted that Uber drivers impact Hackney Carriage business, however it was more likely to impact Private Hire drivers.
- The cost of a Hackney Carriage vehicle was discussed with a proprietor having paid £37,000 in 2019 for a vehicle appropriate to operate as a Hackney Carriage. It was confirmed that an electric vehicle would cost approximately £70,000 in comparison to a private hire Mercedes-Benz which would cost approximately £45,000.
- Officers confirmed that private hire drivers were required to give 7 days' notice of fare increases. In comparison, Hackney Carriage drivers had a considerably longer process which included Committee involvement.
- The night rate proposal was discussed, and it was confirmed that private hire drivers charged a night rate from 18:00. Hackney Carriage drivers had to wait at present until 23:00 for an increased rate.
- Officers confirmed that a comparison of Lincoln's current fares and both options with other local authorities could be seen at 13.8 of the report.

The Chair thanked Tom for a thorough report and welcomed comments and discussion prior to recommendations. The following comments emerged from discussions held:

- Committee procedure and timetable for any change in present fare structure could be seen at 14.1 to the report.
- It was noted that once approval had been granted at Full Council, a period of advertisement would occur to allow fourteen days for any objections to be received. This meant the earliest implementation of a new tariff if no objections were received would be no later than November 2022.

- Consideration was given to the unit of measurement in which the calculated cost is currently derived from.
- Members commented that UK road signs display distance in miles and yards and as such, there was 1760 yards in one mile. It was added that one mile was not equally divisible by metres and odometers were calibrated in miles per hour.
- Proprietors commented that should yards and miles be used a unit of measurement, it would necessitate the need for small amounts of cash for fares that are not charged in whole pounds.
- Members commented that not all customers worked in both metric and imperial measurements and that a greater number of people used metric measurement. It was added that both measurements could be included on the Hackney Carriage tariff sheet.
- Officers confirmed that the unit of measurement should be yards, not metres and members confirmed that the incremental price per tenth of a mile could be changed.
- Tariff sheets could benefit from a display in miles with metres in brackets.
- Members sought confirmation of the percentage of customers who opted for card payment, and it was confirmed that this was approximately 80%. Therefore, the majority of customers would not need to carry small amounts of coins.
- It was added that calibration of meters to yards would carry an approximate cost of £40.
- It was agreed that the conversion would be carried out by the Licensing Officer.

RESOLVED that approval be agreed for Option 2, proposed by Sultan Mohamadi, Hackney Carriage Proprietor to proceed to full Council for implementation. In addition, the unit of measurement would be in miles and yards, changed from metres.

Councillor Gary Hewson wished it recorded that he voted against the decision.

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CITY OF LINCOLN COUNCIL		HACKNEY CARRIAGE TABLE OF MAXIMUM FARES	
RATE 1 (for 1 to 4 passengers)	MILEAGE: DAILY 6.00am to 11.00pm If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of WAITING TIME: For each period of 45 seconds	RATE 2 (for more than 4 passengers)	MILEAGE: DAILY 11.00pm to 6.00am ALL PUBLIC, BANK HOLIDAYS & EASTER SUNDAY, from NOON to 11.00pm on CHRISTMAS EVE and from 6.00pm to 11.00pm on NEW YEAR'S EVE If the distance does not exceed 202 metres for the whole distance For distances over 202 metres for the first 202 metres For each subsequent 202 metres or part of WAITING TIME: For each period of 45 seconds
Extras as shown		Extras as shown	
RATE 3 (for 1 to 4 passengers)	FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY: Rate 1, Plus 100%	RATE 4 (for more than 4 passengers)	FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY: Rate 2, Plus 100%
EXTRAS	<ul style="list-style-type: none"> i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) ii) If the price of diesel goes above £1.60 a litre iii) Each subsequent 10p increase in diesel above £1.60 GUIDE DOGS (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity	SOILING CHARGE THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50 All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD	

CITY OF LINCOLN COUNCIL		HACKNEY CARRIAGE TABLE OF MAXIMUM FARES	
RATE 1 (for 1 to 4 passengers)	MILEAGE: DAILY 6.00am to 11.00pm If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of WAITING TIME: For each period of 45 seconds	RATE 2 (for more than 4 passengers)	MILEAGE: DAILY 11.00pm to 6.00am ALL PUBLIC, BANK HOLIDAYS & EASTER SUNDAY, from NOON to 11.00pm on CHRISTMAS EVE and from 6.00pm to 11.00pm on NEW YEAR'S EVE If the distance does not exceed 202 metres for the whole distance For distances over 202 metres for the first 202 metres For each subsequent 202 metres or part of WAITING TIME: For each period of 45 seconds
Extras as shown		Extras as shown	
RATE 3 (for 1 to 4 passengers)	FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY: Rate 1, Plus 100%	RATE 4 (for more than 4 passengers)	FOR HIRING from 11.00pm on CHRISTMAS EVE until 6.00am on 27th DECEMBER and from 11.00pm on NEW YEAR'S EVE until 6.00am on 1st JANUARY: Rate 2, Plus 100%
EXTRAS	<ul style="list-style-type: none"> i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) ii) If the price of diesel goes above £1.60 a litre iii) Each subsequent 10p increase in diesel above £1.60 GUIDE DOGS (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity	SOILING CHARGE THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50 All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD	

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<p>RATE 1 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers Monday: 06:00 to 23:00 Tuesday: 06:00 to 23:00 Wednesday: 06:00 to 23:00 Thursday: 06:00 to 23:00 Friday: 06:00 to 23:00 Saturday: 06:00 to 18:00 Sunday: N/A</p> <p>MILEAGE: If the distance does not exceed 169 metres for the whole distance For distances over 169 metres for the first 169 metres For each subsequent 169 metres or part of WAITING TIME: For each period of 45 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>RATE 2 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers Monday: 24:00 to 06:00 & 23:00 to 24:00 Tuesday: 24:00 to 06:00 & 23:00 to 24:00 Wednesday: 24:00 to 06:00 & 23:00 to 24:00 Thursday: 24:00 to 06:00 & 23:00 to 24:00 Friday: 24:00 to 06:00 & 23:00 to 24:00 Saturday: 24:00 to 06:00 & 18:00 to 24:00 Sunday: 24 hours</p> <p>2. For more than 4 passengers, Monday to Sunday: 24 hours</p> <p>3. On all PUBLIC, BANK HOLIDAYS & EASTER SUNDAY: 24 hours (excludes CHRISTMAS and NEW YEAR periods, see below and rates 3 and 4 for more information)</p> <p>4. From 12:00 to 23:00 on CHRISTMAS EVE</p> <p>5. From 18:00 to 23:00 on NEW YEAR'S EVE</p> <p>MILEAGE: If the distance does not exceed 192 metres for the whole distance For distances over 192 metres for the first 192 metres For each subsequent 192 metres or part of WAITING TIME: For each period of 45 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>£3.80 £3.80 £0.20 £0.20</p>	<p>RATE 3 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER 2. For 1 to 4 passengers, from 23:00 on NEW YEAR'S EVE until 06.00 on 1st JANUARY</p> <p>Rate 1, Plus 100%</p> <p>EXTRAS</p> <p>i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) ii) If the price of diesel goes above £1.60 a litre iii) Each subsequent 10p increase in diesel above £1.60 GUIDE DOGS (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity</p> <p style="text-align: right;">NO CHARGE</p>
<p>RATE 4 will apply in the following circumstances:</p> <p>1. For more than 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER 2. For more than 4 passengers, from 23:00 on NEW Year's EVE until 06.00 on 1st JANUARY</p> <p>Rate 2, Plus 100%</p> <p style="text-align: right;">SOILING CHARGE THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50</p> <p style="text-align: right;">All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD</p>			<p>£4.40 £4.40 £0.30 £0.30</p>

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<p>RATE 1 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers Monday: 06:00 to 23:00 Tuesday: 06:00 to 23:00 Wednesday: 06:00 to 23:00 Thursday: 06:00 to 23:00 Friday: 06:00 to 23:00 Saturday: 06:00 to 18:00 Sunday: N/A</p> <p>MILEAGE: If the distance does not exceed 169 metres for the whole distance For distances over 169 metres for the first 169 metres For each subsequent 169 metres or part of WAITING TIME: For each period of 45 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>RATE 2 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers Monday: 24:00 to 06:00 & 23:00 to 24:00 Tuesday: 24:00 to 06:00 & 23:00 to 24:00 Wednesday: 24:00 to 06:00 & 23:00 to 24:00 Thursday: 24:00 to 06:00 & 23:00 to 24:00 Friday: 24:00 to 06:00 & 23:00 to 24:00 Saturday: 24:00 to 06:00 & 18:00 to 24:00 Sunday: 24 hours</p> <p>2. For more than 4 passengers, Monday to Sunday: 24 hours</p> <p>3. On all PUBLIC, BANK HOLIDAYS & EASTER SUNDAY: 24 hours (excludes CHRISTMAS and NEW YEAR periods, see below and rates 3 and 4 for more information)</p> <p>4. From 12:00 to 23:00 on CHRISTMAS EVE</p> <p>5. From 18:00 to 23:00 on NEW YEAR'S EVE</p> <p>MILEAGE: If the distance does not exceed 192 metres for the whole distance For distances over 192 metres for the first 192 metres For each subsequent 192 metres or part of WAITING TIME: For each period of 45 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>RATE 3 will apply in the following circumstances:</p> <p>1. For 1 to 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER 2. For 1 to 4 passengers, from 23:00 on NEW YEAR'S EVE until 06.00 on 1st JANUARY</p> <p>Rate 1, Plus 100%</p>	<p>RATE 4 will apply in the following circumstances:</p> <p>1. For more than 4 passengers, from 23:00 on CHRISTMAS EVE until 06.00 on 27th DECEMBER 2. For more than 4 passengers, from 23:00 on NEW Year's EVE until 06.00 on 1st JANUARY</p> <p>Rate 2, Plus 100%</p>
<p>EXTRAS</p> <p>i) For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver)</p> <p>ii) If the price of diesel goes above £1.60 a litre</p> <p>iii) Each subsequent 10p increase in diesel above £1.60</p> <p>GUIDE DOGS (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity</p>	<p>£3.80 £3.80 £0.20 £0.20</p>	<p>£2.00 £0.20 £0.20 NO CHARGE</p>	<p>SOILING CHARGE THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £50</p> <p>All enquiries in connection with Hackney Carriage should be directed to: The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD</p>

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<p>RATE 1 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For 1 to 4 passengers, daily from 6.00am to 9.00pm <p>MILEAGE: If the distance does not exceed 175 metres for the whole distance For distances over 175 metres for the first 175 metres For each subsequent 175 metres or part of</p> <p>WAITING TIME: For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>RATE 2 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For 1 to 4 passengers, daily from 9.00pm to 6.00am For more than 4 passengers, daily from 6.00am to 9.00pm For 1 to 4 passengers, 24 hours on ALL PUBLIC, BANK HOLIDAYS & EASTER SUNDAY (excludes Christmas and New Year periods, see below and rates 4 and 5 for more information) For 1 to 4 passengers, from NOON to 9.00pm on CHRISTMAS EVE For 1 to 4 passengers, from NOON to 9.00pm on NEW YEAR'S EVE <p>MILEAGE: If the distance does not exceed 190 metres for the whole distance For distances over 190 metres for the first 190 metres For each subsequent 190 metres or part of</p> <p>WAITING TIME: For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>	<p>RATE 3 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For more than 4 passengers, daily from 9.00pm to 6.00am For more than 4 passengers, 24 hours on ALL PUBLIC, BANK HOLIDAYS & EASTER SUNDAY (excludes Christmas and New Year periods, see below and rates 4 and 5 for more information) For more than 4 passengers, from NOON to 9.00pm on CHRISTMAS EVE For more than 4 passengers, from NOON to 9.00pm on NEW YEAR'S EVE <p>MILEAGE: If the distance does not exceed 180 metres for the whole distance For distances over 180 metres for the first 180 metres For each subsequent 180 metres or part of</p> <p>WAITING TIME: For each period of 40 seconds</p> <p style="text-align: right;">Extras as shown</p>
<p>RATE 4 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For 1 to 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27TH DECEMBER For 1 to 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1ST JANUARY <p>Rate 1, plus 100%</p> <p>RATE 5 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For more than 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27TH DECEMBER For more than 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1ST JANUARY <p>Rate 2, plus 100%</p>	<p>RATE 4 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For 1 to 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27TH DECEMBER For 1 to 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1ST JANUARY <p>Rate 1, plus 100%</p> <p>RATE 5 will apply in the following circumstances:</p> <ol style="list-style-type: none"> For more than 4 passengers, from 9.00pm on CHRISTMAS EVE until 6.00am on 27TH DECEMBER For more than 4 passengers, from 9.00pm on NEW YEAR'S EVE until 6.00am on 1ST JANUARY <p>Rate 2, plus 100%</p>	<p>EXTRAS</p> <ol style="list-style-type: none"> For each dog, bicycle, item of furniture and white goods (carried at the discretion of the driver) If the price of diesel goes above £1.60 a litre Each subsequent 10p increase in diesel above £1.60 GUIDE DOGS (wearing a harness), Hearing dogs, Dogs for the disabled, Support Dogs, or Canine Partners for Independence – These dogs should be wearing a jacket with the name of the relevant charity Household removals
<p style="text-align: center;">SOILING CHARGE</p> <p style="text-align: center;">THIS TAXI IS KEPT CLEAN FOR THE COMFORT AND CONVENIENCE OF ALL PASSENGERS. ANY SOILING BY PERSON OR ANIMALS IS THEREFORE LIABLE TO A CHARGE OF £65</p> <p style="text-align: center;">All enquiries in connection with Hackney Carriage should be directed to:</p> <p style="text-align: center;">The Licensing Team, Directorate of Communities & Environment, City of Lincoln Council, City Hall, Beaumont Fee, Lincoln, LN1 1DD</p>		

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TABLE COLOUR CODE

- RISE IN 2022
- 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 AUGUST 2022**

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)	£13.40	66	RUGBY	£7.10	131	HAVANT	£6.60
2	GUILDFORD	£10.00	67	WINDSOR & MAIDENHEAD	£7.10	132	HIGH PEAK	£6.60
3	EPSOM & EWELL	£9.80	68	HARBOROUGH	£7.09	133	MEDWAY	£6.60
4	LONDON	£9.80	69	SEVENOAKS	£7.06	134	MORAY (x)	£6.60
5	LUTON AIRPORT	£9.70	70	BROMSGROVE	£7.00	135	NORTH HERTS	£6.60
6	STEVENAGE	£8.70	71	EAST LOTHIAN	£7.00	136	NORWICH	£6.60
7	WATFORD (x)	£8.40	72	EDINBURGH	£7.00	137	PLYMOUTH	£6.60
8	UTTLESFORD	£6.30	73	HERTSMERE	£7.00	138	RUNNYMEDE	£6.60
9	CARRICK	£8.20	74	MACCLESFIELD	£7.00	139	SCARBOROUGH	£6.60
10	WOKINGHAM	£8.20	75	SLOUGH	£7.00	140	SHETLAND ISLES	£6.60
11	BRENTWOOD	£8.10	76	TONBRIDGE & MALLING	£7.00	141	TEIGNBRIDGE	£6.60
12	BRECKLAND	£8.00	77	WELWYN HATFIELD	£7.00	142	ASHFORD	£6.50
13	MAIDSTONE	£8.00	78	WILTSHIRE	£7.00	143	BASSETLAW	£6.50
14	READING	£8.00	79	CRAVEN	£6.99	144	CALDERDALE	£6.50
15	STROUD	£8.00	80	SANDWELL	£6.92	145	DURHAM COUNTY COUNCIL	£6.50
16	TORRIDGE	£8.00	81	COLCHESTER	£6.90	146	EREWASH	£6.50
17	TUNBRIDGE WELLS	£8.00	82	EASTBOURNE	£6.90	147	HUNTINGDONSHIRE	£6.50
18	ISLE OF MAN	£7.90	83	VALE OF WHITE HORSE	£6.90	148	LIVERPOOL	£6.50
19	RESTORMEL	£7.90	84	WORCESTER CITY	£6.90	149	LUTON	£6.50
20	BRACKNELL FOREST	£7.80	85	ADUR	£6.80	150	ORKNEY	£6.50
21	BRIGHTON & HOVE	£7.80	86	BEDFORD	£6.80	151	SOUTH SOMERSET	£6.50
22	SURREY HEATH	£7.80	87	BOSTON	£6.80	152	WORTHING	£6.50
23	WAVERLEY	£7.80	88	CARMARTHENSHIRE	£6.80	153	CHESTERFIELD	£6.45
24	CHELMSFORD	£7.70	89	CARADON	£6.80	154	HYNDBURN	£6.42
25	GUERNSEY	£7.70	90	EAST LINDSEY	£6.80	155	BASILDON	£6.40
26	WEALDON	£7.70	91	FIFE	£6.80	156	BLAENAU GWENT	£6.40
27	BCP	£7.65	92	GLASGOW	£6.80	157	BRISTOL	£6.40
28	EAST AYRSHIRE	£7.60	93	GLOUCESTER	£6.80	158	COUNTY OF HEREFORD	£6.40
29	BASINGSTOKE & DEANE	£7.60	94	GRAVESHAM	£6.80	159	CREWE & NANTWICH	£6.40
30	CHELTENHAM	£7.40	95	HART (x)	£6.80	160	EAST HAMPSHIRE	£6.40
31	KERRIER	£7.60	96	KINGSTON-UPON-HULL	£6.80	161	EAST RENFREW	£6.40
32	MONMOUTHSHIRE	£7.60	97	MID DEVON	£6.80	162	HASTINGS	£6.40
33	OXFORD CITY	£7.50	98	NORTH CORNWALL	£6.80	163	HINCKLEY & BOSWORTH	£6.40
34	RUSHMOOR	£7.60	99	NORTH WARWICK	£6.80	164	IPSWICH	£6.40
35	SOUTHAMPTON	£7.60	100	NOTTINGHAM	£6.80	165	LEEDS	£6.40
36	TORBAY	£7.51	101	SEDGEMOOR	£6.80	166	LINCOLN	£6.40
37	JERSEY	£7.43	102	SOMERSET WEST & TAUNTON	£6.80	167	MELTON	£6.40
38	CANTERBURY	£7.40	103	SWALE	£6.80	168	MID SUFFOLK	£6.40
39	HARROGATE	£7.40	104	TENDRING	£6.80	169	NORTH KESTEVEN	£6.40
40	MID SUSSEX	£7.40	105	VALE OF GLAMORGAN	£6.80	170	SHROPSHIRE	£6.40
41	SOUTH AYRSHIRE	£7.40	106	WOLVERHAMPTON	£6.80	171	SOUTHEND ON SEA	£6.40
42	TEWKESBURY	£7.40	107	NUNEATON & BEDWORTH	£6.75	172	TAMESIDE	£6.40
43	WEST BERKSHIRE	£7.40	108	MALVERN HILLS	£6.72	173	WEST LINDSEY	£6.40
44	CAMBRIDGE CITY	£7.30	109	ANGUS	£6.70	174	WOKING	£6.40
45	DARTFORD	£7.30	110	BRAINTREE	£6.70	175	PERTH & KINROSS	£6.33
46	NORTH DEVON	£7.30	111	CHESTER	£6.70	176	NEWARK & SHERWOOD	£6.32
47	SOUTH CAMBRIDGE	£7.30	112	CONGLETON	£6.70	177	BLACKBURN	£6.30
48	WEYMOUTH & PORTLAND	£7.30	113	CRAWLEY	£6.70	178	BURY	£6.30
49	ARUN	£7.20	114	EASTLEIGH	£6.70	179	COTSWOLD (y)	£6.30
50	BATH & NORTH EAST SOMERSET	£7.20	115	FYLDE	£6.70	180	COVENTRY	£6.30
51	DORSET	£7.20	116	MANCHESTER	£6.70	181	DACORUM	£6.30
52	EAST NORTHANTS	£7.20	117	NORTH SOMERSET	£6.70	182	DARLINGTON	£6.30
53	NORTH EAST LINCOLNSHIRE	£7.20	118	NORTH TYNESIDE	£6.70	183	LEWES	£6.30
54	PORTSMOUTH UA	£7.20	119	SHEFFIELD	£6.70	184	PEMBROKESHIRE	£6.30
55	REIGATE & BANSTEAD	£7.20	120	SOUTH LAKELAND	£6.70	185	SOUTH HOLLAND	£6.30
56	SOUTH GLOUCESTER	£7.20	121	SWINDON	£6.70	186	SOUTH RIBBLE	£6.30
57	ROTHER	£7.20	122	THREE RIVERS	£6.70	187	DUNDEE CITY	£6.28
58	YORK	£7.20	123	SOUTH HAMS	£6.66	188	FOREST OF DEAN	£6.27
59	EAST DEVON	£7.15	124	CARLISLE	£6.60	189	BABERGH	£6.26
60	ARGYLL & BUTE	£7.13	125	CONWY	£6.60	190	REDDITCH	£6.25
61	DOVER	£7.10	126	DUDLEY	£6.60	191	MIDLOTHIAN	£6.22
62	ISLE OF WIGHT	£7.10	127	EAST SUFFOLK (NORTH)	£6.60	192	THANET	£6.21
63	MENDIP	£7.10	128	EDEN	£6.60	193	BIRMINGHAM	£6.20
64	MOLE VALLEY	£7.10	129	EXETER	£6.60	194	CHICHESTER	£6.20
65	PENWITH	£7.10	130	HARLOW	£6.60	195	CHORLEY	£6.20

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
196	DAVENTRY	£6.20	261	EAST RIDING	£5.85	326	HAMILTON (x)	£5.20
197	DERBY	£6.20	262	BARNLEY	£5.80	327	RHONDDA CYNON TAFF	£5.20
198	EAST CAMBRIDGESHIRE	£6.20	263	BARROW IN FURNESS	£5.80	328	STAFFS MOORLANDS	£5.20
199	EAST SUFFOLK (SOUTH)	£6.20	264	BRIDGEND	£5.80	329	WAKEFIELD	£5.20
200	FALKIRK	£6.20	265	FAREHAM	£5.80	330	WEST LANCASHIRE	£5.20
201	FENLAND	£6.20	266	FLINTSHIRE	£5.80	331	GATESHEAD	£5.10
202	FOLKESTONE & HYTHE	£6.20	267	HALTON	£5.80	332	SOUTH STAFFORDSHIRE	£5.10
203	HORSHAM	£6.20	268	HIGHLAND (x)	£5.80	333	STOCKTON ON TEES	£5.10
204	NEWCASTLE-UPON-TYNE	£6.20	269	LEICESTER	£5.80	334	COPELAND	£5.00
205	NORTHAMPTON	£6.20	270	LICHFIELD	£5.80	335	KIRKLEES	£5.00
206	NORTHUMBERLAND	£6.20	271	MERTHYR TYDFIL	£5.80	336	ROSSENDALE	£5.00
207	ROCHFORD	£6.20	272	NEATH PORT TALBOT	£5.80	337	SOUTH NORTHANTS	£5.00
208	SOLIHULL	£6.20	273	NORTHERN IRELAND	£5.80	338	CORBY	£4.90
209	SPELTHORNE	£6.20	274	NORTH LINCOLNSHIRE	£5.80	339	MIDDLESBROUGH	£4.90
210	ST ALBANS	£6.20	275	NORTH NORFOLK	£5.80	340	TELFORD & WREKIN	£4.90
211	STRATFORD ON AVON	£6.20	276	RUTHERGLEN (x)	£5.80	341	WELLINGBOROUGH	£4.90
212	SUNDERLAND	£6.20	277	SEFTON	£5.80	342	WESTERN ISLES (x)	£4.85
213	WEST OXFORD	£6.20	278	SOUTH LANARKSHIRE (Clydesdale)	£5.80	343	ASHFIELD	£4.80
214	WINCHESTER	£6.20	279	TRAFFORD	£5.80	344	DERBYSHIRE DALES	£4.80
215	WYCHAVON	£6.20	280	WEST SUFFOLK	£5.80	345	BOLSOVER	£4.60
216	WYRE FOREST	£6.14	281	WIGAN	£5.80	346	BURNLEY	£4.50
217	CENTRAL BEDFORDSHIRE	£6.13	282	WYRE	£5.80	347	REDCAR & CLEVELAND	£4.50
218	ABERDEENSHIRE	£5.10	283	YNS MON	£5.80	348	OADBY & WIGSTON	£4.40
219	CANNOCK CHASE	£6.10	284	DONCASTER	£5.75	349	PENDLE	£4.40
220	CARDIFF	£6.10	285	NORTH EAST DERBYSHIRE	£5.75	350	MALDON	£
221	CLACKMANNAN	£6.10	286	CAERPHILLY	£5.70	351	RUTLAND	£
222	EAST HERTS	£6.10	287	GEDLING	£5.70	352	SOUTH DERBYSHIRE	£
223	ELMBRIDGE	£6.10	288	RENFREWSHIRE	£5.70	353	SOUTH NORFOLK	£
224	NEW FOREST	£6.10	289	ST HELENS	£5.70	354	SOUTH OXFORDSHIRE	£
225	TAMWORTH	£6.10	290	STIRLING (x)	£5.70	355	WEST DEVON	£
226	SELBY	£6.06	291	SWANSEA	£5.70			
227	CHARNWOOD	£6.05	292	WARRINGTON	£5.70			
228	SCOTTISH BORDERS	£6.05	293	BRADFORD	£5.60			
229	ABERDEEN CITY	£6.00	294	GOSPORT	£5.60			
230	ALLERDALE	£6.00	295	NEWPORT	£5.60			
231	BLACKPOOL	£6.00	296	NORTH LANARKSHIRE	£5.60			
232	BROXTOWE	£6.00	297	RUSHCLIFFE	£5.60			
233	BUCKINGHAMSHIRE	£6.00	298	WEST LOTHIAN (x)	£5.60			
234	CASTLE POINT	£6.00	299	WREXHAM	£5.60			
235	DENBIGHSHIRE	£6.00	300	CHERWELL	£5.56			
236	SOUTH LANARKSHIRE (East Kilbride)	£6.00	301	NEWCASTLE-UNDER-LYME	£5.55			
237	EAST STAFFORDSHIRE	£6.00	302	INVERCLYDE	£5.54			
238	GREAT YARMOUTH	£6.00	303	DUMFRIES & GALLOWAY	£5.50			
239	GWYNEDD	£6.00	304	EAST DUNBARTONSHIRE	£5.50			
240	KETTERING	£6.00	305	EPPING FOREST	£5.50			
241	KINGS LYNN & WEST NORFOLK	£6.00	306	HAMBLETON	£5.50			
242	KNOWSLEY	£6.00	307	OLDHAM	£5.50			
243	LANCASTER	£6.00	308	ROCHDALE	£5.50			
244	MILTON KEYNES	£6.00	309	TORFAEN	£5.50			
245	NORTH WEST LEICESTER	£6.00	310	CEREDIGION	£5.46			
246	PETERBOROUGH	£6.00	311	SALFORD	£5.46			
247	POWYS	£6.00	312	CLYDEBANK	£5.40			
248	RICHMONDSHIRE	£6.00	313	DUNBARTON & VALE OF LEVEN (x)	£5.40			
249	RYEDALE	£6.00	314	ELLESMERE PORT	£5.40			
250	SOUTH TYNESIDE	£6.00	315	HARTLEPOOL	£5.40			
251	STOCKPORT	£6.00	316	PRESTON	£5.40			
252	TEST VALLEY (x)	£6.00	317	ROTHERHAM	£5.40			
253	THURROCK	£6.00	318	MANSFIELD	£5.35			
254	WARWICK	£6.00	319	NORTH AYRSHIRE	£5.30			
255	WIRRAL	£6.00	320	RIBBLE VALLEY	£5.30			
256	BROXBOURNE	£5.90	321	SOUTH KESTEVEN	£5.30			
257	STAFFORD	£5.90	322	VALE ROYAL	£5.30			
258	STOKE-ON-TRENT UA	£5.90	323	BLABY	£5.24			
259	TANDRIDGE	£5.90	324	AMBER VALLEY	£5.20			
260	WALSALL	£5.90	325	BOLTON	£5.20			

TABLE COLOUR CODE

RISE IN 2022
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 AUGUST 2022

- NOTES:**
1. Councils 350-355 do not impose a hackney fare tariff. Individual drivers charge an agreed fare prior to the journey
 2. (x) – a fare update has been passed by the council, but the two-mile fare has not increased
 3. (y) – a fare update has been passed by the council but the two-mile tariff has decreased

NATIONAL AVERAGE
 TWO MILE HACKNEY FARE
 TARIFF ONE
IS NOW £6.46
 Nationwide fare increases
 during May-July 2022
 have resulted in the average
 two-mile hackney fare
 rising by £0.24

**PHTM HACKNEY FARE
 LEAGUE TABLES**
 Now updated daily
 on **PHTM website**
[www.phtm.co.uk/
 taxi-fares-league-tables](http://www.phtm.co.uk/taxi-fares-league-tables)