

Objection 1

My name is ### and I am a trade rep for Hackney Carriage Association in Kirklees.

When the first consultation was carried out regarding lockwood bar several objections were put in regarding the works primarily to allow hackney carriage where buses were allowed. This issue has been an ongoing one for many years and still is. However, no response was received and there seemed to be silence once the previous consultation was done only for this to rear its head now and got me by surprise. I appreciate the chance to get myself heard again and hope we can work together for the betterment of the community.

Hackney carriage (taxi) play a very important role in Kirklees transporting members of the public of various ages and needs. This has to be done in the safest and most cheapest way possible. As hackney carriage drivers we are representing kirklees council, there are only 224 licensed vehicles which will not cause an issue in lockwood as there is no way they would all be using that road at the same time. Furthermore, WYCA encourages hackney carriages to use bus lanes hence all other areas in the WYCA are allowed to use bus lanes, which is not the case here which simply baffles me. Allowing the use of bus lanes would also help the community for us to provide the most efficient service for all residents.

We are not asking for you to change any aspects of the design of this section just to allow hackney carriage vehicles access into bus lanes and routes in this new section.

Objection 2

I am writing to formally object to the proposed works on Lockwood Road and to request that Hackney Carriage Taxis be permitted to utilize the roads designated as bus-only routes. As a representative of the Hackney Carriage trade in Kirklees, I believe this matter is of significant importance to both the trade and the wider community we serve.

When the plans were initially introduced by Kirklees Licensing, we submitted a request for Hackney Carriage Taxis to be granted access to roads restricted to buses. In 2020, I received an email from Adrian Bateman, the project manager, outlining the project in detail and offering further discussions if required. I responded to this email, but unfortunately, I did not receive a reply. Additionally, I reached out to Councillor Amanda Pinnock, who was the Chair of the Licensing Committee at the time.

Since then, Kirklees Hackney Carriage trade representatives have received no further communication regarding the project. We were also unaware of any consultation process taking place. The first notification of the works commencing came through a report in the Examiner newspaper. Despite our regular trade meetings with Kirklees Licensing, held every three months, they too were unaware of any formal consultation. In our discussions during 2020/21, we were advised that no plans or consultations had been initiated.

Our request is straightforward: we seek permission for Hackney Carriage Taxis to use the bus-only roads, without requesting any changes to the existing plans or designs.

The primary reasons for this request are as follows:

- **Council Affiliation** – Hackney Carriage Taxis in Kirklees are licensed and regulated by Kirklees Council. Our fares are also determined by the Council, reinforcing our role as an integral part of the local transport system.
- **Fair Pricing for Passengers** – If Hackney Carriage Taxis are not permitted to use these roads, journey times will increase, leading to higher fares for passengers. As our fares are set by Kirklees Council, this would result in an unintended financial burden on residents.
- **Service Efficiency and Sustainability** – The number of licensed Hackney Carriage Taxis in Kirklees has remained at 244 for several years, with no indication of an increase in the near future. In fact, the industry has seen a decline over the past 4–5 years. Allowing access to bus lanes would help improve service efficiency and maintain affordability for the public.
- **Inconsistency with Other Authorities** – Kirklees Council is the only local authority within the West Yorkshire Combined Authority that does not permit Hackney Carriage Taxis to use bus lanes. All other councils in the region allow their Hackney Carriages to utilize these routes, providing fairer access for both drivers and passengers, West Yorkshire combined authority also encourages Hackney carriage Taxis to use bus lanes.

Hackney Carriage Taxis are a vital part of Kirklees Council's transport network, and we take great pride in providing a high standard of service. We kindly urge you to reconsider our request and grant us access to these roads, ensuring fairer and more efficient transport for our community.

Should you require any further information, we would be happy to provide additional details or attend meetings to discuss this matter in person.

Objection 3

I am writing to formally object to proposed works on Lockwood Road.

We are not requesting you change any design plans all we are requesting is that Hackney Carriage vehicles be allowed to use the bus lane. WYCA allow and encourages HCV to use bus lanes in all other Authorities except Kirklees which is quite baffling to be honest.

There are 224 licenced HCV in Kirklees, the plates are owned by the council and fares are set by the council for transporting members of the public around for a cheap and efficient service.

This will not be possible if we can not access the bus lanes as when stuck in traffic the meter continues to tick over, making journeys more expensive when customers are already experiencing a cost of living crisis.

This small amount (224) HCV will have little impact on the bus lane as it would be 1 or 2 HCV at any one time.

As a Hackney Carriage representative for Kirklees, I believe this matter is of significant importance to both the trade and the community we serve. When plans were first introduced by Kirklees licencing at one of our 3 monthly meetings we submitted a request for HCV to be granted access to the bus lanes, back in 2020 discussions were had with the project manager at the time but things went quite until this week where we read in the local paper of works planned and communications from licencing as were totally unaware of any progress.

I urge you to consider all points in this email.

Objection 4

I am writing to formally object to the proposals on Lockwood Road and to request that access to Hackney Carriage Taxis be permitted to this road and all other designated bus-only routes within Kirklees.

As the Secretary for GMB West Yorkshire Professional Drivers branch that also represents Hackney Carriage drivers in Kirklees, I believe this matter is vitally important to both the Hackney Carriage Taxi trade and the general public, especially the elderly and disabled community.

As a regular attendee to the Kirklees Hackney Carriage trade forum meetings for several years with the Kirklees Licensing Officers I have not received any communication regarding this project prior to today. Me and many other Trade Representatives were unaware of any consultation process having taken place.

The objection is not with the layout of the planned works but with the TRO, we seek permission for Hackney Carriage Taxis to be allowed to use this and all other the bus-only roads.

The reasons for this request are as follows:

* Hackney Carriage Taxis in Kirklees are licensed and regulated by Kirklees Council. The fares are also regulated and controlled by Kirklees Council.

* Hackney Carriage Taxis are legally classed as "Public Transport" within the Licensing legislation and should be given the same level of access to all routes designated for "Public Transport"

* By denying the Hackney Carriage Taxis access to the bus lanes the Council is in breach of the Equality Act 2010 - As it is allowing other road surface using public transport access to pick-up and drop off passengers in the bus lanes but not Hackney Carriage Taxis which are also legally defined as "Public Transport"

* As all Hackney Carriage Taxi meters calculate the fare by time and distance any delays caused by waiting in traffic queues impact greatly on the fare payable by Taxi customers – This places the Hackney Carriage drivers at a great disadvantage in comparison to our competitors Private Hire Operators who only charge by the distance travelled.

* The Hackney Carriage industry locally and nationally has seen a decline both in business and the number of drivers/Vehicles since Covid and the changes in the working patterns that have happened since Covid. Allowing access to bus lanes would help improve service efficiency and maintain affordability for the public.

* All other WYCA affiliated Councils allow Hackney Carriage Taxis to use bus lanes and bus gates. Kirklees Council is the only local authority within the West Yorkshire Combined Authority that does not permit Hackney Carriage Taxis to use bus lanes.

* Hackney Carriage Taxis are a vital part of Kirklees Council's Public transport network and this needs to be recognised not just by words but in actions too. The Hackney Carriage Taxis unique business model allows immediate hire whenever a customer requires a Taxi and this needs to be protected and given all the necessary support and facilities to continue providing that service.

GMB along with other Hackney Carriage trade members regionally have recently been given a commitment by Peter Carlisle from WYCA that Hackney Carriage Taxis will form part of all future transport plans and I hope Kirklees Council as members of WYCA will support and abide by that commitment and provide access to Hackney Carriage Taxis within Kirklees to this new bus lane as well as all existing bus lanes.

GMB would be happy to attend any future meetings to discuss this matter or answer any questions you may have.