

Hackney Tariff Consultation Submission

Objection to Fare Increase

Firstly we would like to point out that although it has been said that all zones were happy to have a common fare card for Shropshire, many people in zone 4 have never been in support of it and at the time fought against it.

Shropshire is a diverse county, that has large rural areas, but zone 4 is predominantly urban and therefore has a significantly different market place to the other zones, and on this basis we request that zone 4 has its own fare card that reflects this difference.

With an individual fare card we can respond to our own market and changes to it in a more effective manner.

We wish to request the attached fare card to maintain our competitiveness in this market. (changes to current card marked in red)

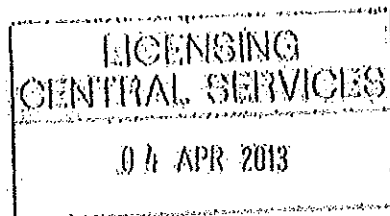
We consider that the example given at the last Strategic Licensing meeting of a vehicle having to travel several miles to pick up where a passenger only wishes to travel a short distance then the vehicle having to travel a considerable distance "back to town" should not be considered as a justifiable reason to increase the hackney fares, as these vehicles are operating outside the remit of what a hackney vehicle is (to be flagged or pick up from a rank), it is a private hire job and maybe vehicles doing this should be licensed as private hire and not hackney, they would then have a more flexible pricing regime.

Charging extra on a Sunday is a historical throw back to times when Sunday was considered a day of rest, as we now live in a world open 7 days a week this extra charge is unjustifiable.

Written and submitted by

For and on Behalf of the ⁴⁸undersigned zone 4 drivers and supporters
L

Contact number



Tariff 1

(From 07.00hrs to 24.00hrs) including Sunday

Flag & First mile (1760 yds, 1609 metres) £3.70

For each 176 yds or uncompleted part of £0.15p

(Equivalent to £1.50p per mile)

Waiting time 15p per 30 seconds (equivalent to £10.00 per hr)

Tariff 2

(From 00.00 hrs to 07.00 hrs) including all day on Bank Holidays with the exception of those listed in tariff 3

(07.00 to 24.00hrs) Christmas Eve, New Year's eve and Easter Sunday

(07.00 to 24.00hrs) Tariff where 5 or more passengers are being carried

Flag & First Mile (1760 yds, 1609 metres) £4.95

For each 176yds or uncompleted part of £0.25p

(Equivalent to £2.50p per mile)

Waiting time £0.25p per 30 sec (equivalent to £30.00 per hr)

Tariff 3

(00.00hrs to 24.00hrs) Christmas day, New Years Day and Boxing Day

Flag & First Mile (1760 yds, 1609 metres) £6.60p

For each 176yds or uncompleted part of £0.30p

Equivalent to £3.00 per mile

Waiting time £0.30p per 30 sec (equivalent to £36.00 per hr)

Tariff 4

(24.00hrs and 07.00hrs and all day on Bank Holidays not listed in TB)

Tariff for minibus or larger vehicle where 5 or more passengers are carried

Flag & First Mile £7.50

For each 176yds or uncompleted part of £0.30p

(equivalent to £3.00 per mile)

Waiting time £0.30p per 30 sec (£36.00 per hr)

Extra Charges

Colling Charge £100.00

Shrewsbury

Dear Mendi.

I would like:

To oppose of any separate
fare card for Zone 4. As this
would be even more confusing
for Shropshire Public. We also
agree with Oswestry fare
proposal. Day rate £9.00 -
after 11 £6.00. Please could
you put my views across
to strategic committee.

LEGISLATION
CENTRAL

19 MAR 2013

Simon Ditton

From:
Sent: 04 March 2013 17:59
To: Mandy Beaver
Subject: Hackney Tarriffs etc etc

Hi Mandy,

Following our conversation today I can confirm that we do have some submissions for changing the tariff card. Firstly we would like to submit a request that that zone 4 has its own separate tariff card. Rather than have what we believe to be excessively high tariffs enforced upon us because another zone warrants it, by having our own single zone tariff card we can respond and tailor it to local demands and market forces, (for example, like garages do with fuel. Fuel prices in Oswestry and Ludlow are commonly a few pence more than Shrewsbury and likewise Telford is often cheaper than ours).

Last Saturday night I had to journey to Oswestry, and on both occasions my customers were very critical of the high cost of taxis in Oswestry, probably because there is little or no competition to the Hackney in that zone, where as in Shrewsbury we have a high level of competition from the large number of private hire vehicles and so have to do a large amount of negotiation below the standard tariff. This not only takes time but also discourages many people particularly women as they don't wish to haggle a fare at the end of the night they just want to go home. Ultimately this scenario is undermining the credibility of our trade.

We would like to see the following changes made to the tariff card.

Tariff 1,

The start price to remain at £3.30 or if a change is necessary to no more than £3.70, any more would be excessive.

No change to the running mile

The use of tariff 1 on a Sunday instead of T2, charging extra on a Sunday when none of our competition does we find a little old school as we now live in a world that is open for business 7 days a week and see no reason for this extra charge other than profiteering.

Tariff 2

No change to this tariff pricing

Use for more than 4 passengers in the day time instead of T4.

Removed from Sunday daytime.

Start Night Rate T2 at 12 midnight instead of 11pm in line with more common industry standard.

Use on Christmas Eve and New Years Eve from 6pm until midnight.

Use on Easter Sunday

Tariff 3

No Change to this tariff pricing

Use only on Christmas Day, Boxing Day, New Years Day from midnight to midnight only.

Tariff 4

Reduce the start price to £6.60.

No longer use as 5+ passengers in daytime, night time only

We believe any increase being requested is simply profiteering and not justifiable in the current market place, those areas requesting it are only doing so because they have no competition to combat this and are trying to manipulate the market.

Other things that could also be looked at are locking the meters, our current regulation states calendar controlled meters must be used, calendar control is not calendar locked so a meter may start on the correct tariff for that time of day but can be manually overridden

Locking the meter would prevent manually overriding to a higher tariff.

Simon Ditton

From: Angela Smith on behalf of Licensing
Sent: 12 April 2013 11:41
To: Simon Ditton
Subject: FW: Hackney carriage fares

-----Original Message-----

From: ;
Sent: 19 March 2013 20:13
To: Licensing
Subject: Hackney carriage fares

To licensing

I am all for the Hackney price rise,

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Mandy Beever

From:
Sent: 15 March 2013 12:25
To: Mandy Beever
Subject: Re: About fare in zones

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you Mandy for response I have spoke to my others fellows and we think it would be great if we can increase fare card and keep all zones together as every thing is gone up including fuel tax insurance it's very hard for our trade to manage we all agree to keep one card and fare increase this mail is on behalf of my other fellows many thanks

Simon Dutton

From: Paul McGreary
Sent: 18 March 2013 11:23
To: Frances Darling
Subject: FW: Fair Cards

Hi Frances

Please see below email from Cllr Tandy for your attention.

Many thanks

Tracey

Tracey Yates
PA to Paul McGreary
Head of Public Protection & Enforcement Team
Shropshire Council, Shrehall, Shrewsbury, SY2 6ND
Web: www.shropshire.gov.uk
Tel: 01743 253005

From: Jon Tandy
Sent: 18 March 2013 10:43
To: Paul McGreary
Subject: Fair Cards

Hi Paul

The majority of Taxi Drivers are happy to go with the Oswestry fair increase which is

day rate current £3.30 which will increase to £4.00
Night rate Current £4.95 after 11pm increasing to £6.00

The Shrewsbury drivers are happy to proceed with this increase which Oswestry have proposed

I hope this helps

Jon

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Simon Ditton

From:
Sent: 04 March 2013 13:19
To: Mandy Beever; Paul McGreary
Subject: Fare card
Attachments: fare card007.jpg; fare card006.jpg

Dear Paul McGreary / Mandy Beever

Please can i submit this formal request to amend fare card for zone 3. (see attached)
This request supersedes the formal request sent on 19/11/2012

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Tariff 1.

From 07.00hrs to 23.00hrs Mon -- Sat	
Flag & first Mile (1760 yards)	£4.00
For each 176 yards or uncompleted part thereof (equivalent to £1.50 per mile)	£0.15
Waiting time (equivalent to £18.00 per hour)	£0.15 per 30 sec.

Tariff 2

(23.00hrs to 07.00hrs Including all day Sunday and Bank holidays With the exception of those listed below)	
Flag & first Mile (1760 yards)	£6.00
For each 176 yards or uncompleted part thereof (equivalent to £2.50 per mile)	£0.25
Waiting time (equivalent to £30.00 per hour)	£0.25 per 30 sec.

Tariff 3

From 07.00hrs Easter Sunday to 07.00hrs Easter Monday	
18.00 hrs 24 th Dec to 07.00hrs 26 th Dec	
18.00hrs 31 st Dec to 07.00 hrs 2 nd Jan	
Flag & first Mile (1760 yards)	£8.00
For each 176 yards or uncompleted part thereof (equivalent to £3.00 per mile)	£0.30
Waiting time (equivalent to £36.00 per hour)	£0.30 per 30 sec.

Extra Charges	
Soiling Charge	£100.00

Optional Tarrif for Mimibus or larger vehicles where 5 or more
Passengers are carried

Tariff 4

From 07.00hrs to 23.00hrs Mon – Sat	
Flag & first Mile (1760 yards)	£6.00
For each 176 yards or uncompleted part thereof (equivalent to £2.50 per mile)	£0.25
Waiting time (equivalent to £36.00 per hour)	£0.30 per 30 sec.

Tariff 5

(23.00hrs to 07.00hrs Including all day Sunday and Bank holidays With the exception of those listed below)	
Flag & first Mile (1760 yards)	£9.00
For each 176 yards or uncompleted part thereof (equivalent to £3.00 per mile)	£0.30
Waiting time (equivalent to £36.00 per hour)	£0.30 per 30 sec.

Tariff 6

From 07.00hrs Easter Sunday to 07.00hrs Haster Monday	
18.00 hrs 24 th Dec to 07.00hrs 26 th Dec	
18.00hrs 31 st Dec to 07.00 hrs 2 nd Jan	
Flag & first Mile (1760 yards)	£12.00
For each 176 yards or uncompleted part thereof (equivalent to £6.00 per mile)	£0.60
Waiting time (equivalent to £36.00 per hour) per Min	£0.60per £0.60

Extra Charges	
Soiling Charge	£100.00

Simon Ditton

From:
Sent: 11 March 2013 14:08
To:
Cc:

Subject: Proposed new Hackney Carriage tariff 2013.

Dear Mandy Beaver.

I am just mailing you to point out everything that is glaringly wrong with the proposed taxi tariff card that you have recommended be accepted by tomorrow's Strategic Licensing Committee. Firstly, right at the top. I see the card is to be issued for all five zones. You can't do it this way. Every zone has to have its own fare card, even though you intend to keep them identical. I will explain to you why this is important.

When my hackney taxi is booked from somewhere like Ellesmere I tell the prospective customer how much I will have to charge them to drive from Oswestry to Ellesmere to pick them up and take them maybe just a couple of miles down the road. We agree on a price and I pick the passenger up at the agreed time. The first thing the passenger does when they get into my taxi is to start disputing the agreed fare because the tariff card supplied by the council clearly states that I can only charge so much per mile in ALL zones. I then have to try and explain that the tariff card does not apply to me because I am a zone three hackney operating in zone one. They do not understand. Quite understandably, even I have a problem understanding how I can be expected to carry a zone five or zone one tariff card in a zone three hackney carriage. I think it takes all legality from the tariff card to present it in this manner. Might be cheaper to produce, but that does not make it correct.

Tariff 1)

The way the tariff is set out is fine, except that the proposed increase is in my opinion too high.

Tariff 2)

This tariff is also fine, except the 150% is based on the new tariff of £4 flag, so is again too high

Tariff 3)

This tariff is all wrong. The bank holidays listed here are always charged at 200%, but for some reason the flag has been based on the current tariff of £3.30 leaving the flag at £6.60 instead of the £8.00 that it should be if the new prices are accepted. But then the further tenths of a mile have been increased by 100%. Bit of an anomaly.

Christmas eve, and new years eve are NOT bank holidays. For the vast majority of the working population they are usually a normal working day. There is simply no justification in charging hard working customers double fare on these days. What Oswestry taxi drivers had always done, until started playing around with the tariffs, was to charge 150% after 1800hrs on new years and Christmas eve, and then 200% when the night time tariff starts.

All the drivers I have spoken to agree this is the best policy.

The bank holiday tariffs should carry on until the end of the night and not end at midnight. I think you will agree that it is ridiculous to expect us to charge 200% on Easter Sunday up until midnight only to have to go back to 150% after midnight.

I have checked the tariff sheets of a dozen Local Authorities on-line, and all of them, without exception, carry the bank holiday tariffs through the night until 0600 or 0700hrs depending on

when their night tariffs end. I think the fact that only Shropshire doesn't is another anomaly

Tariff 4)

I think there should be more options in tariff four, to accommodate six passenger vehicles.

Tariff 5)

There isn't a tariff five. Why not? The way the tariff is set out in this proposal, a minibus carrying eight passengers on Christmas day or any other bank holiday, or even just during the night time hours can charge no more than it can charge at any other time of day, or day of the year. Why? How can this be justified. Is there a particular argument for this that I have somehow missed?

Like the current tariff list, this new tariff has no date, validity stamp, or signature, making it look like something that anyone could run up on their computer just by copying the Shropshire Council logo.

When I last spoke to you a number of weeks back you assured me that you agreed with me that licensing should, and would, listen to the views of the drivers, and where considered to be best, act on the views of the drivers. The tariff list has been questioned by a number of different drivers at the various forums, and in emails, during the past year, and it appears that all of our sensible objections, and improvements have once again been ignored by licensing. What has happened in the last few weeks to make you rescind your promise to listen and, where appropriate act on our advice.