

BMSDC Licensing Team

From: Andrew Fleming [REDACTED]
Sent: 04 March 2020 21:22
To: BMSDC Licensing Team
Subject: Proposed Fare increases for Hackney Carriages letter 18/02/20

Dear Sir/Madam,

With reference to your letter dated 18th February regarding the table of Fares for Babergh District.

I have a few queries:

- Is this Fare review the same for Private Hire vehicles as well as for Hackney Carriages?
- Is the fare for the Journey times/distance the same through Tariffs 1, 2 and 3? What you currently propose is different from the fares we charge for Tariffs 2 & 3. It is only the standing charges that have increased.
- The new waiting time charge drops from £15/Hr to £10.90/Hr.

In view of these queries, it is fair to say that the review you intend to implement is very favourable to the fare paying passengers. Do you think that the increases in the initial charges is enough to cover the increase in bills most Taxi/Private Hire Firms are currently facing. The review you currently propose will mean an income decrease to most Taxi Owners and Drivers. What incentive are you going to give us to run our businesses during unsociable hours and Bank holidays

I look forward to your thoughts on the queries I have brought to your attention.

Yours Sincerely,

Andrew Fleming.

BMSDC Licensing Team

From: carlyashcroft [REDACTED]
Sent: 06 March 2020 12:09
To: BMSDC Licensing Team
Subject: Taxi Fare Decrease

Dear Sir/Madam

I am writing to you to express my concerns over the possibility of Taxi Fare cuts.

I work part time as a Taxi Driver for AAA Cabs in Sudbury. I work Friday and Saturday Nights [REDACTED]
[REDACTED] These are the only hours I can work as my Husband works full time day shifts and we cannot afford Childcare. The cuts you are trying to impose could have serious detrimental effects to my Income and my Family's well being.

I feel it would be very unfair as the National Minimum Wage goes up for contracted workers, why us Taxi Drivers should have a decrease in their earnings? These are also unsociable hours I work so a decrease would be ludicrous.

I know I am not the only one in distress over this and would urge you to consider the impact this could have.

Kind Regards

Carly Ashcroft

Sent from my Samsung Galaxy smartphone.

BMSDC Licensing Team

From: [REDACTED]
Sent: 19 March 2020 14:31
To: BMSDC Licensing Team
Subject: Taxi Fare Increase
Attachments: Taxi Fare increase 03.2020.docx

Dear Team,

Please find attached our response to the proposed taxi fare increase as circulated in your letter dated 18th February 2020.

Our response was drafted before the sudden change and onset of the Covid19 regulations and we feel any decision or change of rate now should be postpone until we are in more certain stable times.

Kind regards

Christopher Golynia
[REDACTED]

19th March 2020

Babergh District Council
Endeavour House
8 Russell Road
Ipswich
Suffolk
IP1 2BX



Dear Team,

This is our response and opinion with regard to the letter we have received from yourselves regarding the proposed changes to the fares for Hackney Plated Taxis.

Your proposal has either been written in a way that is difficult to understand your intentions or if being read how intended seems to end up reducing some aspects of the overall charging system therefore meaning all taxi companies and drivers earning less than what they can do now.

Tarrieff 1

You are proposing a starting rate price increase of £0.20 to £3.20, this is acceptable. You are proposing a running cost of £0.10 per 110 yards or 33 seconds after the first 400 yards/2minutes is charged. This is the same rate that is currently in force. If there is no increase to this it will not help drivers/companies with the current cost of fuel.

Compared to the last taxi fare review in 2016 we are now paying around £0.10-£0.12 more per litre of fuel. Also for companies with employed drivers the national minimum wage is increasing in April again too and this has to be funded from somewhere.

The running charge needs to increase. This could either be done by raising the charge to say £0.12 per 110 yards/33 seconds, although this would result in complete fares ending in random amounts rather than a round £0.10. Alternatively a running charge of £0.10 per 100 yards or 30 seconds could be implemented.

Tarrieff 2

The proposed starting rate of £4.60 is not in keeping with the current +50%. Presumably the +50% should also apply to the running charge element.

The +50% or 'time and a half' concept of charging is something all customers would be familiar with and is relatively easy to calculate.

Tarrieff 3

The proposed starting rate of £6.20 is not in keeping with the current +100% or double time. The +100% or double time concept is again something all customers would be familiar with and easy to calculate. Again, presumably, the +100% should also apply to the running charge element.

Your proposals make no mention of a waiting time charge. This should be kept at a minimum of £15 per hour as it currently is or a preferable increase to maybe £16.50 per hour (£0.55 per 2 mins) or £18.00 per hour (£0.60 per 2 mins). If you follow the running charge of £0.10 per 33 seconds this would give a reduction to £10.90 per hour waiting is unfair.

We do **not** believe your proposal for drivers being able to charge extra for certain amounts of passengers is a viable option. We are licenced to carry up to 4 passengers in our hackney carriages, therefore we are happy to carry 1,2,3 or 4 passengers for the meter price.

8 WINDMILL HILL : LONG MELFORD : SUDBURY : SUFFOLK : CO10 9AD

TELEPHONE (01787) 310574 / 372125 FAX (01787) 310584

PARTNERS : ST & CP GOLYNIA & LT WARNACK

www.felixcoaches.co.uk

You cannot count under 12's as half a person because they take up their own seat. Customers could, for example, argue if you are charging 4 x under 12's as only 2 people that they could get an extra 2 people in the vehicle which is not permitted. The only reason to charge more for the number of passengers is if 5,6,7,8 passengers wish to travel in vehicles licenced to carry either 6 or 8 people. Allowing the extra charge for this seems fair as these passengers would not need to have and pay for 2 separate 4 seater vehicles to complete their journey. In this instance the drivers should be allowed to charge extra for carrying MORE than 4 passengers. This could either be levied as a charge for each extra person or a simple time and half (+50%) charge, which may be easier to operate in practice. (This however will not affect us as we only have vehicles licenced to carry 4 passengers).

Due to the ever-increasing number of Private Hire vehicles being licenced, all the existing Hackney and Private Hire cars that have been in business a long time are now finding there are so many more to choose from that their passenger numbers could decrease. Say for instance 200 passenger journeys are required per day between 10 companies that's 20 per company on average. As the number of companies keeps rising, for example 200 passenger journeys now divided between 15 optional companies would then be down to just 13 on average. It seems that the business we are in is already having to compete much more than before and now if the proposed fare changes happen, we would all be earning less for the same amount of work which would result in some companies or individuals struggling and possibly go out of business altogether.

To summarise our idea would be:

Standard rate - £3.20 start + 10p per 100 yards/30 seconds
Waiting time to either £16.50 or £18.00 per hour.

Rate 2 would be a simple time and ½ rate (£4.80 start + £0.15 per 100 yards/30 seconds)

Rate 3 would be a simple double time rate (£6.40 start + £0.20 per 100 yards/30 seconds)

5-8 seats taken would charge per head or time and ½ extra or similar (this doesn't affect us therefore companies/drivers with these cars would have a better opinion on this section)

In light of the current, ever changing, Covid19 situation we feel any decision and increase in fares may be best postponed until a later date.

Kind Regards

Christopher Golynia


[REDACTED]

From:

To:

[REDACTED]
BMSDC Licensing Team

Subject:

Proposed Hackney Tariff increases.

FOX CARS

Elite Private Hire

01787 881212

www.FoxCars.org

Hello Team,

Although an increase in the Hackney tariff will be greatly appreciated by the owners and drivers the way it has been done leaves some of our drivers rather worried.

Proposed Tariff 1:

The increase in the standard fare of £0.20 per journey is ok but what about the running mileage? Surely an increase would be required here even a modest increase from £1.60 / ml to £1.70 / ml

Proposed Tariff 2:

The initial charge has increased but not by enough. We were getting fare + 50% after midnight. By your proposal, we are gaining £0.10 on the initial charge where it should be £3.20 + 50% = £4.80 and we are then losing £0.05 for every 1/16th of a mile (£0.80 / mile) On a 2.1 mile journey at our current rates we would charge £9.00 this goes down to £7.60 even with the extra charges we would be able to add for passengers 3, 4 & 5 a total of £1.00 we are still falling short of what we are getting at this time.

Proposed Tariff 3:

Was double time, you are proposing to drop this from £12.00 for a 2.1ml journey down to £9.20 If we are lucky enough to carry 8 passengers we would then benefit from a **zero** increase.

Proposed Waiting time:

Was £15.00 per hour, but seems to have dropped to £10.80 per hour (but I must have worked this out wrong) You are proposing our current rate (£0.10 / 30 seconds) should **increase** to the same price but for a longer period of time. Surely this is a decrease.

Proposed extra charges:

Far too complicated for the driver to be working out in the middle of the night or even during the day if fully loaded. Two under 12 passengers = 1 person ? Working our children's ages is difficult at the best of times. One of my boys was as big as his mother at the age of 12 ! This would also bring in the problem of 7 adults and 2 under 12s, that's 9 passengers, we are only licenced for 8 and would undoubtedly invalidate our insurance. Before you come back and say this is only for charging purposes, and cite "common sense", I am sorry but this cannot be relied upon when dealing with some members of the general public or even some drivers.

Counter Proposal:

Rate 1, Standard day rate for maximum 4 passengers (for simplicity count the heads) £3.20 initial charge then £0.12 per 1/16th of a mile.

Rate 2, Multiseater day rate for any journeys with 5 to 8 heads @ Rate 1 + 50% £4.80 initial charge then £0.18 per 1/16th of a mile.

And... Standard night rate from Midnight to 06:00 for journeys with less than 5 heads.

Rate 3, Multiseater night rate for any journeys with 5 to 8 heads @ Rate 2 + 50% £7.20 initial charge then £0.27 per 1/16th of a mile

Bank holidays to charge at the appropriate rate for the number of passengers plus 50%

Christmas and New Year to be charged at the appropriate rate for the number of passengers plus 100%

Waiting time charged at £0.60 per 2 minutes or part thereof. A charge per hour of £18.00

Rate 2 to apply if the passenger(s) have anything that would not safely fit in a standard (saloon car) taxi e.g.: a bike or large television. Regardless of the number of passengers.

Passengers like (or don't like) to watch the meter as it merrily ticks up their fare and expect to pay what is showing on the meter when they stop. If the driver then has to start adding "extra charges" and questioning the ages of the passengers, this is only going to get confusing for the passengers and drivers and could very easily lead to unnecessary aggravation for both parties. Keep it simple, what they see is what they pay.

Your proposed fare increase just don't work out in real terms other than on the standard day rate, but getting an extra 20 pence to go to Colchester isn't much of an increase.

Passengers using a multi-seater which charges at standard rate 1 + 50% for five or more passengers are immediately saving 25% by not having to take two vehicles

Getting drivers to work unsociable hours has always been an issue, with these proposed increases I think that it will be even harder to get a taxi at night than ever before.

If there are any meetings with regards these proposed increases that operators / drivers can attend I am sure that you will get a good turn out if we are told about them.

Our drivers have read and agree with the concerns as above and have signed below.

NAME	CONTACT NUMBER	NAME	CONTACT NUMBER
------	----------------	------	----------------

J.G. ARCHER		J. WALLACE	
M.A. FLIGHT		S. Fox	
U. Uoradut			
T.W. JARMIN			
B. murray			
R. HUBBARD			
D. MAHEW			
A. BERRY			

Please confirm receipt of this email.

Regards,

Sean Fox

Fox Cars

Elite Private Hire

01787 881212

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BMSDC Licensing Team

From: Steve Hale [REDACTED]
Sent: 19 February 2020 13:47
To: BMSDC Licensing Team
Subject: Proposed Tariff Changes

Thank you for your recent correspondence in regards to the proposed changes in Hackney Tariffs.

There are some issues I would like to highlight with these proposed changes.

Currently the charges are relatively simple to understand, Rate 1 is Standard, Rate 2 is for horse between Midnight and 6am and are at 1.5 times the Rate 1 fare, whilst Rate 3 is Double the standard rate 1 fare. A 2 mile journey on Rate 1 should be £5.90, Rate 2 £8.85 and Rate 3 £11.80

Under your new proposals a 2 mile journey will cost £6.10 on Rate 1, Rate 2 then becomes £7.50 and Rate 3 £9.10, should the increments per 110 yards or seconds not be 15p for Tariff 2 and 20p for Tariff 3? Your proposals will make us worse off?

As for the extra charges, leaving things open to drivers discretion is potentially opening up a massive can of worms. Some may not charge the extra which could then cause arguments with passengers for the drivers who do charge.

Might I propose to keep the same system as you currently run but just allow the vehicles that have more than 4 seats to charge an extra tariff up depending on the passengers. So Tariff 1 is for 1-4 people, Tariff 2 is for 5-8 people and for 1-4 people between 11pm and 7am, whilst Tariff 3 is for 5-8 people between 11pm and 7am. This would, in practice, save a lot of hassle for all parties involved.

BMSDC Licensing Team

From: STEPHEN KING [REDACTED]
Sent: 12 March 2020 23:49
To: BMSDC Licensing Team
Subject: Revision of Taxi Fares

Dear Sir/Madam

I refer to your letter of 18 February 2020

Your plan to revise fares will, I believe result in me losing money.

Broadly I drive a Hackney Cab between the hours of 0800 to 1800 Monday to Saturday.

I don't work Sundays or Bank Holidays.

If I carry a passenger 10 miles and 400 yds wait an hour the drive a further 10 miles I will receive :

- 400 yds @ £3
- 10 miles @ £1.60 = £16
- 1 Hour Waiting 50p for each 2 Minutes = £15
- 10 miles @ £1.60 = £16
- Total = £50

Your calculations are:

- 400yds @ £3.20
- 10 miles @ £1.60 = £16
- 1 Hour Waiting £ .10 for each 33 seconds = £10.91
- 10 miles @ £1.60 = £16
- Total = £46.11

I will be £3.89 worse off as a result of these proposals

Having an additional charge for passengers 3/4 and 5/6/7 is an unnecessary complication.

A worked example from you would have helped to clarify your proposals.

I would be interested in hearing back from you at [REDACTED]

Regards

Stephen King

BMSDC Licensing Team

From: david prescott [REDACTED]
Sent: 05 March 2020 10:44
To: BMSDC Licensing Team
Subject: Fixing of fares for Hackney Carriages.

To whom it may concern

Dear Sir/Madam,

I welcome the change of hour between day & night rate from 00.00 (Midnight to 23.00 hrs).

I am not sure if a mistake or oversight has been made by yourselves, for tariff 2 & 3, being the same £0.10p, for each 110 yards or 33 seconds?

Tariff 2 should be at least £0.15, and tariff 3 should be at least £0.20p otherwise we have a price reduction instead of a price increase?

To change each taxi meter in the Hackney carriages costs us £15.00 each in 2016 and were calibrated at £3.00 tariff 1 with £0.10p, Tariff 2 @ £4.50p with £0.15p, tariff 3 @ £6.00 with £0.20p. The very modest increase proposed, now seems to small to warrant any change to the existing taxi meters, and in my opinion, We could manually set the tariff 2 at 23.00 hrs without changing the calibration on the existing taxi meters?

Regarding the Extra charge, it seems complicated, and to expect a taxi driver to work it out is open to errors being made.

I recommend the following:

4 or less passengers normal day rate tariff 1 applies between 07.00 - 23.00 hrs.

5-7 passengers excluding infants in a pram or on parents lap, tariff 2 applies.

8 passengers excluding infants in a pram or on parents lap tariff 3 applies.

The price is displayed on the taxi meter for all to see. The taxi driver could advise the passengers what the tariff price will be before they enter the taxi if this would help the passengers decide who to travel with?

Please let me know your thoughts to my proposal.

Regards,

David Prescott
Femme Cars Ltd
[REDACTED]

BMSDC Licensing Team

From: [REDACTED]
Sent: 20 February 2020 17:09
To: BMSDC Licensing Team
Subject: Taxi Fares Consultation

Licensing Team

I have no comments about Tariffs 1 2&3 or Valeting. But the section Extra Charges. I think the wording (At the Drivers Discretion) should be removed as I think it could be Confrontmental for some People and Drivers. The rest of the section I think is over complicated, confusing , open to misinterpretation leading to confrontation.

Yours

R T Whiting

BMSDC Licensing Team

From: Stuart Armstrong [REDACTED]
Sent: 04 March 2020 16:24
To: Mark Newman (Cllr); Sue Carpendale (Cllr); Sue Ayres (Cllr); Peter Beer (BDC Cllr); Trevor Cresswell (Cllr); Sian Dawson (Cllr); Mick Fraser (BDC Cllr); Jane Gould (Cllr); Margaret Maybury (Cllr); John Nunn (Cllr)
Cc: BMSDC Licensing Team
Subject: Hackney Carriage Table of Fares Review - BLR/19/2 - Meeting of the 14th February

Members of the licensing and regulatory committee,

As the Director of a Babergh licensed cab company I have the following comments to make in response to the proposed changes to the Hackney Fares for the Babergh district.

Firstly let me state that the rationale behind the review, the increased costs (insurance, fuel, vehicle purchase/maintenance etc.) and three years since the last review, are indeed areas of note and concern to the members of the trade.

But, the review appears to be disguising an overall income reduction as an increase by just highlighting the fact that the "Flag drop" charges for the tariffs are going up by 10 or 20 pence per trip. The reductions are deduced by comparing the two appendices presented at the meeting and are as follows:-

- 1) Tariff 1 works out at 20p extra per journey from the rank irrespective of distance travelled, but then less if there is any waiting time (traffic delays, road works, etc.) as the charge time interval has increased from 24 to 33 seconds.
- 2) Tariff 2 works out as a flag drop of just 10p more but then there is a reduction in the fare for distance travelled by 33% in comparison to the current fare structure.
- 3) Tariff 3 works out as a flag drop of just 20p more but then there is a reduction in the fare for distance travelled by 50% in comparison to the current fare structure.
- 4) Waiting time reduces across the tariffs from £15.00/£22.50/£30.00 per hour to just £10.90 per hour irrespective of tariff.

As an example, taking two people from Sudbury Rail Station to Colchester North Station currently costs about £27.00 on the standard day rate. Taking those same two passengers on the same trip on Christmas day the proposed rates would allow Hackney operators to charge a maximum of £30.20 instead of the current pricing of £54.00.

As for the discretionary charges proposed, I believe this will lead to more complaints to the council from members of the public, as drivers will be deemed to have made arbitrary decisions over ages of children and the counting thereof. There will also be complaints because one driver charged the extra and another did not.

The extra charges also broach another thorny issue with some fleet operators and latter arrivals to the Hackney world within Babergh, and that is the subject of the requirement for the larger wheelchair accessible Hackney carriage imposed on all operators of plates numbered 21 and above. Whilst I have no objection to being forced into buying a wheelchair vehicle which can seat up to 8 able bodied passengers, I am bemused by the fact that I cannot charge additionally for the extra passengers that a normal car could not cope with. For Example Hackney Plates 1-20 can purchase a second hand Mercedes B Class (and because it is considered prestige, a seven year old vehicle) for around £2,000-£3,000 and accommodate up to four passengers. Whereas if those operators with plates 21 and above want to add a new Hackney to the fleet it would need to be a wheelchair accessible vehicle, Side loading not rear, Short Wheel Base and under 4 years old at time of first plating, which would cost in the region of £20-£25,000 for a second hand vehicle or £35-£70,000 for a new one. This would then allow them to charge just £2.40 per trip (proposed new rates) above the standard rate for four passengers if there were 8 passengers in the taxi.

As an example, taking eight people from Sudbury to Halstead after midnight. If there were no large taxis available the group would have to use two standard taxis at a cost, currently, of approximately £24 per taxi, £48.00 in total. Currently owners of the larger vehicles are only allowed to charge the maximum for one vehicle i.e. £24.00. The proposed new rates would reduce this even further down to approximately £19.00 which includes the additional "extra passenger" discretionary charge of £3.00.

The proposal I would have preferred to see implemented would be for the fare increase for Tariff 1 to be as proposed (e.g. the additional 20p flag drop), waiting time to be maintained at the £15.00 per hour mark. Tariff 2 to be chargeable for five to eight passengers during the Day Rate period. Tariff 2 to be chargeable between 23.00 and 07.00 daily and on all Public Holidays excluding those covered by Tariff 3 for up to four passengers. Tariff 3 to be chargeable for five to eight passengers between 23.00 and 07.00 daily and on the Christmas and New Year Public Holidays (timings as specified in your proposal) irrespective of the number of passengers. Maintain the current multipliers in use within Babergh e.g. Tariff 2 should be 150% of Tariff 1. Tariff 3 should be 200% of Tariff 1. This would then dispense with the need for the additional "Extra Passenger" charges, leaving the additional Congestion/Toll charge as payable.

Alternatively, if the proposed fare review rates are adopted I believe you will find less availability of hackney vehicles after midnight daily and certainly less availability at bank holidays and over the Christmas/New Year period. More of the Hackney owners would abandon the rank out of the day rate period and go purely Private Hire which allows them to charge a multiplier for the unsociable hours. This in turn would compound the current issue of the illegal "plying for hire" that is prevalent amongst some of the PHV operators, whereby the public are at risk as it is therefore an uninsured cab ride.

If you require any clarification to the above, please feel free to contact me via return email.

Stuart Armstrong
Director
AAA Cabs Ltd

SUDBURY TOWN TAXIS
UNIT 4 STOUR VALLEY BUSINESS PARK
BRUNDON LANE SUDBURY SUFFOLK CO10 7GB

TO THE LICENSING TEAM AT BABERGH MIDSUFFOLK

9th March 2020

Dear Sir/Madam,

Re: Proposed fare changes for June 2020

With regard to your letter dated 18th February 2020.

I have to say it was a little confusing as it refers to an increase in fares, which at some times of the day this might be the case, but only by a very small amount, unfortunately for the drivers who cover the night shifts, early mornings and bank holidays there would be a huge reduction in fares.

I believe if this fare change was implemented there would be no incentive for any driver to stay out for the out of hours shifts, particularly on a Friday & Saturday night/early hours, the town would end up with people coming out of the pubs and clubs between midnight and 5am unable to get home, this, I'm sure, would cause unnecessary problems for the police. There is already only a small amount of companies who put drivers out for the weekend and night shifts, us being one of them, the situation would only get worse. This would also have an impact on the night time/early morning controllers who may have to be made redundant.

Also at Christmas and New Year it would be much the same as the after 6pm shifts run at double time, no driver would want to come out for a normal rate of pay and work Christmas Day/Christmas Eve, Boxing Day and New Years Day/New Years Eve.

I am not sure Sudbury Town Taxis would survive this loss of earnings, and as for drivers, this is not an easy profession to make a living from so they cover the night shifts to boost their money up for the week, it would be unfair to take that away from them when the cost of living is already so high.

PRESENT PRICE FROM SUDBURY TO BURY ST EDMUNDS

Tariff 1 £30.00
Tariff 2 £45.00
Tariff 3 £60.00

UNDER THE NEW PROPOSED TARIFFS THE SAME TRIP

Tariff 1 £30.20
Tariff 2 £31.40
Tariff 3 £33.00

The 'extra charges' will just be confusing for the customer, they watch the meter and want to pay what that shows, if you then start adding money on at the end this will cause further issues.

I am a little confused why two children up to the age of 12 count as one...both would need their own seat unless a babe in arms and both would need a seatbelt so how can they only be counted as one person? Also I assume they would have to carry ID eg birth certificate as proof?

We have not had a price increase since 2016 and it seems that this is only a price increase for some drivers and no Operators, I am not sure how anyone would want this to be implemented. We have had price increases for vehicle & driver/operator licenses from County since 2016, fuel has gone up since 2016 from £1.05(average) to £1.30, vehicle insurance has increased along with everything motor related. We cannot take this kind of loss with an already drop of earnings caused by the numerous additional drivers now on the rank in disabled access hackney vehicles.

We would all really appreciate a raise in fares and hope that you will take ours and other Operators/Drivers comments into account and not put your proposals into place, but give us a price increase that actually gives us all a better income not less.

Yours faithfully,

Jacqui Lawrence
Company Manager
Sudbury Town Taxis

Drivers

Mark Ruddock

Brian Mason

Richard Andrews

David Hill

James Norton

Becky Crane

Jonathan Brown

Steve Horsley

Controllers

Chris Pottle

Carol Murphy

Ruth Nettleton

REX EVERITT

BMSDC Licensing Team

From: [REDACTED]
Sent: 19 February 2020 20:53
To: BMSDC Licensing Team
Subject: Re Rate change "proposal"

Having just received and read your correspondence with your proposed rate changes, I have to object in the strongest possible terms and for many reasons.

For a start, why is there any need for change? There is nothing in this proposal that suggest there is any such need. There has been no consultation or research with the general public or even hints of what Babergh is trying to achieve, Nothing !

On a National level, Babergh ranks 194th in terms of how much it costs for a 2 mile journey, making it one of the lowest priced districts in the whole of the southern England, so why when other districts like London who have increased their fares by 10%, are we expect to cut ours? because once you look past the tiny increase in the flag rate, that's all that's left.

Many of the people that work in this industry in this area cannot survive without support from the likes of tax credits etc. So how is it considered viable that this is the best industry to support cuts?

None of our bills go down, they all have only one direction of travel, upward. As I write, BT announce via email a 1.3% increase on my phone bill. Our repair bills go up, license fee's, insurance, road tax all just up. Mercedes charge £110 per hour for labour, will it be coming down anytime soon?

The recent government announcement of no more new petrol or diesel cars after 2035 also questions this proposal, when the fact that the buying price of a suitable all electric alternative is more than double the price of most vehicles and the infrastructure to support such vehicles is virtually as non existent as any word from Babergh on what we can expect in the form of a local strategy.

If these "proposal's" go through, then all Babergh will succeed in doing is making the situation for the public worse. I say this because if there is no adequate incentive/compensation for the unsociable hours and clients we have to deal with after an alcohol fuelled night, then the drivers will not come out to work Hackney's, they will be Private Hire bookings only at rates that we control not Babergh. This in turn will create a bigger opportunity for the illegal taxi's Babergh has failed to deal with for several years.

I would suggest that if the Babergh licensing team want to win the support of the owners and drivers in this industry, you need to talk to us and understand our issues and concerns as it did before.

Regards

Taxi Driver
Babergh district