

**BMSDC Licensing Team**

**From:** Steve Hale [REDACTED]  
**Sent:** 05 November 2020 13:16  
**To:** BMSDC Licensing Team  
**Subject:** Fwd: New Hackney Carriage Fare Proposals  
**Attachments:** New Hackney Pricing Proposal.numbers

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Thank you for your recent letter regarding the propose changes for Hackney Tariffs in the Babergh District.

I have read through the new proposals and have some queries that I would like to raise.

Firstly, I am generally happy with the proposals for vehicles licensed to carry no more than 4 passengers although I feel such a substantial raise in the mileage fare, to £2 a mile, is a bit excessive and might deter people from using taxis for longer journeys. Although not included in my alternative proposal, a fair of 18p increments totalling £1.80 per mile might be more favourable.

A 2 mile journey, will now cost the following, as I understand it.

Tariff	Current	Proposed (Vehicles that carry no more than 4 pass.)
1	£5.90	£6.60
2	£8.85	£9.90
3	£11.80	£13.20

I have issues with the table of fare proposed to carry 5 or more passengers. This may just be the way it has been worded, but if the proposal is for any vehicle that can carry 5 or more, you'll be running two separate rates off the same Rank for different styles of vehicle.

If this is correct, no one will use the larger vehicles if it will cost 50% more for the same journey in a car.

A 2 mile journey for a Vehicle that can carry 5-8 passengers

Tariff	Current	Proposed (Vehicles that can carry 5-8 passengers)
1	£5.90	£9.90
2	£8.85	£14.85
3	£11.80	£19.80

Because the majority of the larger capacity vehicles are set up for Wheelchair users, having a higher rate for these cabs would open the Council up to charges of discrimination against disabled users

Please see below an alternative proposal, which would be simpler to implement and easy to understand for both drivers and customers alike.

Regards

Steve Hale

Hale-A-Cab

### Alternative Hackney Carriage Pricing Proposal

Tariff	1-4 Passengers	5-8 Passengers	Waiting Time
<b>Tariff 1</b>	Day Rate (07:00 - 23:00) Excluding Public Holidays and those covered by Tariff 3. £3.20 for the first 528 yards or 2 minutes or part there of (or a combination of time and distance. 20p for each subsequent 176 yards or 40 seconds or part there of (or a combination of time or distance	<b>N/A</b>	£18 per hour
<b>Tariff 2</b>	Night Rate (23:00 - 07:00) to include all Public Holidays excluding those covered by Tariff 3. £4.80 for the first 528 yards or 2 minutes or part there of (or a combination of time and distance. 30p for each subsequent 176 yards or 40 seconds or part there of (or a combination of time or distance	Day Rate (07:00 - 23:00) Excluding Public Holidays and those covered by Tariff 4. £4.80 for the first 528 yards or 2 minutes or part there of (or a combination of time and distance. 30p for each subsequent 176 yards or 40 seconds or part there of (or a combination of time or distance	£27 per hour
<b>Tariff 3</b>	Rate for Christmas (18:00 on 24th December to 07:00 on 27th December) and New Year (18:00 on 31st December to 07:00 on 2nd January) £6.40 for the first 528 yards or 2 minutes or part thereof (or a combination of time and distance. 40p for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time or distance	Night Rate (23:00 to 07:00) to include all Public Holidays excluding those covered by Tariff 4. £6.40 for the first 528 yards or 2 minutes or part there of (or a combination of time and distance. 40p for each subsequent 176 yards or 40 seconds or part there of (or a combination of time or distance	£36 per hour
<b>Tariff 4</b>	<b>N/A</b>	Rate for Christmas (18:00 on 24th December to 07:00 on 27th December) and New Year (18:00 on 31st December to 07:00 on 2nd January) £8.00 for the first 528 yards or 2 minutes or part thereof (or a combination of time and distance. 50p for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time or distance	£45 per hour

**BMSDC Licensing Team**

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**From:** AAA Cabs [REDACTED]  
**Sent:** 18 November 2020 15:02  
**To:** David Price  
**Cc:** BMSDC Licensing Team; Emma Richbell  
**Subject:** RE: Babergh DC Taxi Tariff Consultation Exercise  
**Attachments:** WSC-Fare-card.pdf

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Good afternoon,

Please find below comments from AAA Cabs

As discussed with Emma Richbell on the 4th August we do not want a completely separate tariff structure for the larger vehicles just the ability to charge extra when the passenger occupancy exceeds 4 passengers.

There is also no need for an additional tariff structure for the larger vehicles as other councils do incorporate this all into one rate sheet (West Suffolk Council rate sheet attached as an example)

If the proposed rates are imposed customers from the ranks will wait for a car, as that charges £2.00 per mile, as opposed to a larger vehicle which will have the meter set to charge £3.00 per mile (tariff 1 used from each table). The argument that the driver can always charge less than the meter rate will only add to more inconsistencies for the paying public, as some drivers will charge the full rate, some will attempt to work out two thirds of the meter rate, and others will just make up a number.

The tariff table we would propose would be four tariffs as follows

Tariff 1 - Day Rate (07:00 to 23:00) Excluding Public Holidays and those covered by Tariff 3 for up to 4 passengers  
Tariff 2 - Night Rate (23:00 to 07:00) to include all Public Holidays excluding those covered by Tariff 3 for up to 4 passengers  
OR Day Rate (07:00 to 23:00) Excluding Public Holidays and those covered by Tariff 4 for 5 to 8 passengers  
Tariff 3 - Rate for Christmas (18:00 on 24 December to 07:00 on 27 December) and New Year (18:00 on 31 December to 07:00 on 2 January) for up to 4 passengers  
OR Night Rate (23:00 to 07:00) to include all Public Holidays excluding those covered by Tariff 4 for 5 to 8 passengers  
Tariff 4 - Rate for Christmas (18:00 on 24 December to 07:00 on 27 December) and New Year (18:00 on 31 December to 07:00 on 2 January) for 5 to 8 passengers

The rates would then be

Tariff 1 - £3.20 for the first 528 yards or 2 minutes or part there of (or combination of time and distance) and then £0.20 for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time and distance).

Note: Running Mile = £2.00, Waiting Time = £18.00 per hour  
Tariff 2 - £4.80 for the first 528 yards or 2 minutes or part there of (or combination of time and distance) and then £0.30 for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time and distance).

Note: Running Mile = £3.00, Waiting Time = £27.00 per hour  
Tariff 3 - £6.40 for the first 528 yards or 2 minutes or part there of (or combination of time and distance) and then £0.40 for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time and distance).

Note: Running Mile = £4.00, Waiting Time = £36.00 per hour  
Tariff 4 - £8.00 for the first 528 yards or 2 minutes or part there of (or combination of time and distance) and then £0.50 for each subsequent 176 yards or 40 seconds or part thereof (or a combination of time and distance).

Note: Running Mile = £5.00, Waiting Time = £45.00 per hour

Stuart Armstrong  
AAA Cabs

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Babergh District Council  
Endeavour House  
8 Russell Road  
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IP1 2BX

19<sup>th</sup> November 2020

Dear Team,

This is the response to the latest correspondence you have sent to us regarding the increase of Hackney carriage fares.

The one issue that we see with the new rates begins mainly with the starting charge on Tariff 1.

Based upon calculations of this compared to the current starting charge there is actually a decrease in revenue.

Current rate is £3.00 to travel 400 yards = 0.0075p per yard.

Proposed rate is £3.20 to travel 528 yards = 0.0060p per yard.

This means the customer can go further on the starting fee so there is no increase in that part of the overall fee for a journey. This would mean that if a customer is only having a short journey then the driver/company would actually be worse off.

When the running mile and waiting time have both been increased it does not make sense to then have the starting price reduced. If it is felt that the 3 increases together make it too much of an overall price hike then maybe a smaller increase on the waiting time should be a consideration. We feel that all aspects of the review and increase should be fair on all parties (the customer, driver & company), therefore the starting figure should show an actual increase.

With Covid, taxi journeys have largely dropped in demand and therefore the income has suffered a massive downfall and with wages / insurance / fuel / maintenance costs not really altering at all this does need to be an increase that can be beneficial to all.

Kind Regards

  
C. Golyntia  
(Partner)

