

**From:** Jamie@a2b  
**Sent:** 02 July 2018 10:25  
**To:** Licensing  
**Subject:** Re: Licensing - Hackney Carriage Fares, give in one hand and take it away in another  
**Categories:** Stewart

To East Cambs licensing,

I am emailing today to object to the proposed (supposed) 'price increase', give it in one hand and take it away in another, springs to mind.

Increasing the length of time we run on rate 1 and decreasing rate 2 dramatically, kills this deal.

Kind Regards,

Jamie Edmunds  
Managing Director



On 28 Jun 2018, at 14:34, Stewart Broome <[Stewart.Broome@eastcambs.gov.uk](mailto:Stewart.Broome@eastcambs.gov.uk)> wrote:

Good afternoon

I am writing to you to advise you of the outcome of last week's Licensing Committee, held following the request of the trade to review the taxi fares chart.

Members of the Licensing Committee considered the report (which can be read in full by clicking on the link below) and agreed to consult on the proposal which is attached as a pdf to this email. This notice will be appearing in the local press on Monday 2 July.

[http://www.eastcambs.gov.uk/sites/default/files/agendas/li200618\\_T33.pdf](http://www.eastcambs.gov.uk/sites/default/files/agendas/li200618_T33.pdf)

Members of the trade, and any other person may now submit an objection if they do not agree with any part of the proposal. These objections (if received) will be heard by the Licensing Committee on Wednesday 12 September 2018.

Please note, although any objection which relates to the proposal will have to be heard by Members, any person who wishes to submit a comment is strongly recommended to provide full reasons for their objection rather than simply stating, "I do not agree with this".

As the notice states, if no objections are received the new fares will come into effect on 1 August 2018. At whichever point the fares change Officers will look to arrange for a meter company to visit a local car-park to save you all having to travel to a provider.

More information will be made available as and when available, but if you have any questions, please do not hesitate to contact us.

**From:** Richard Lee >  
**Sent:** 02 July 2018 17:09  
**To:** Stewart Broome  
**Subject:** Re: Licensing - Hackney Carriage Fares

Hi Stewart

I have had comments made to myself regarding the rate 2 hours that will no longer apply to Saturdays 1pm to Mondays 7am.

The night shift and week end drivers are not happy that they will be working at the same rate's as drivers are for standard Monday to Friday rate's

In fact they have asked why the times have been altered at all and why the Tariff's where not increased to the original Tariff hours.

I think it will lead to major problems as the feeling is they will not work Week end days if it is not rate 2 Tariff which will lead to Major shortages on the ranks on Saturdays and Sundays.

By Increasing the rate 2 Tariff from 11pm to 7am you are creating an incentive to work at week ends but will not alter the number of Taxi's available at this time during Monday's to Thursdays as the vast majority of these drivers have School runs early the next morning.

By taking the rate 2 Tariff from Saturday 1 pm to 11 pm and also Sunday hours you are taking the Incentive away and will lead to a decrease of Taxi's during these hours.

Regards

Richard Lee  
Fencabs Ltd  
56 Market St, Ely, Cambs  
CB7 4LS  
Mob

On 28 June 2018 at 14:34, Stewart Broome <[Stewart.Broome@eastcambs.gov.uk](mailto:Stewart.Broome@eastcambs.gov.uk)> wrote:

Good afternoon

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**From:** rodger goodson < >  
**Sent:** 04 July 2018 11:10  
**To:** Stewart Broome; licencing@eastcambs.gov.uk  
**Subject:** Hackney Fares

With regards to the notice to fix fares for hackney carriage vehicles dated 28.06.18

we feel that this is a decrease instead of an increase,  
changing the times to 7am - 11pm is a large decrease to us who operate from the railway station because the busy times are between 6pm and 8.30pm, this will mean that we will be getting a decrease of 30p on all the trips  
therefore we would like the times to stay the same as they are at present

the 11pm start rate of £5.55 is not going to work as no one will charge the odd 5p and it will make a trip from the station to Morton Close or pow approx. £9 which customers will not want to pay as it makes the fare increased by approx. £2

The £7.40 start on a Bank holiday would make a short trip to market square very expensive, increasing the fare by £1.90. A more reasonable rate would be a £6 start on Bank holidays, increasing the rate at present by 50p

Charging for persons over 4 will only apply to 6 and 8 seater taxis making this a decrease (if charged to the customer) for the 4 seater taxi drivers

There is also no new weekend rate which is needed , from 12 noon Saturday to 7am Monday (we have this rate now) and want to keep it.

the above rates would open a window of opportunity for the two larger taxi companies to increase their business, when they use their discounted rates around Ely, ie £3.50 and £4

Unless all taxis are made to work of the meter at all times these new rates will push the smaller independent drivers and companies out of business

so we feel a fair rate increase charge should be as follows;

Option 1;

The meter runs like other counties ie Cambridge, starting at £3 and moving straight away by 20p at each 167.6 yards, this would mean that shorter journeys would have a slight increase and we would be able to offer a discount on longer journeys

Option 2;

7am - 7pm start rate £4 leaving the 20p per 167.6 yards  
7pm - 7am start rate £4.50 leaving the 20p per 167.6 yards  
weekend rate to start at £4.50 with 20p per 167.6 yards

on talking to other taxi drivers around Ely option 1 would be the preferred choice

Regards Julie & Rodger Goodson

**From:** Cliff Smith < >  
**Sent:** 05 July 2018 00:02  
**To:** Stewart Broome  
**Subject:** Notes on Taxi Fares

Dear Stewart,

I am one of your licenced taxi drivers, and I heard that the taxi fares might be about to be reviewed, as I had some ideas for changes to the Public and Bank Holiday rates I thought I would write to you.

In passing I came across the agenda and documents for the licensing committee on 20.6.2018 on the internet and have the following observations:

The decision list suggests that a consultation period will be arranged concerning a proposed new fare structure, Table 7, I assume this will come out to the trade at some point with a published timescale. I am writing this in anticipation of such a consultation, I hope you don't mind.

For your information, the internet list of documents has a link to the minutes which takes you to the Decision List, not the Draft Minutes.

Re: Agenda item 5, 20 June 2018

Thank you for the comprehensive and transparent approach taken to this report. I have the following comments/observations on the section numbers shown:

3.2

I believe it would be beneficial to change the ruling outlined in this section and treat journeys wholly within the district the same as journeys starting within the district and ending outside of the district. That is, to make it possible for a journey wholly within the district to be charged at more than the metered fare by agreement in advance with the customer.

The reality is that this is already done in a number of cases, and by officially permitting it customers will have a wider selection of suppliers to choose from.

This would be particularly beneficial in such a rural area where it is not unusual for people to travel between, or indeed within, villages some distance from Ely City. For example, according to current regulations a taxi company may choose to refuse to take a job say from Wilburton to the Doctor's surgery in Haddenham or Stretham because it would not be cost effective to travel from/to Ely for this fare. There may not be any suitable public transport available at the required time and the customer, who may be prepared to pay a 'reasonable' fare could end up paying what might be considered an 'unreasonable' fare due to lack of competition, as some companies will follow the regulations.

Of course such a change would not prevent the metered price being charged if considered appropriate by a particular taxi company, such as one based in one of the mentioned villages, in which case they would no doubt get the majority of such work.

Section 5.4 refers to private hire vehicles which are able to do what has been described above, I don't know what percentage of licenced vehicles are private hire, but I suspect that they can be difficult to book at certain times for the public. In fact I think there is an argument for only one type of taxi as the public generally do not differentiate and will often happily either get into a private hire vehicle on the street without pre-booking or get into a booked hackney carriage and pay an agreed fare higher than that which would be metered.

4.3

The source of the fuel figures listed is not attributed, I assume they represent a UK average. They 'felt' a bit low to me so I took a look at my receipts for April, March and February 2018, being the most readily available. I arrived at

average prices of 1.257, 1.242 and 1.271 respectively. While my figures are consistently higher than those listed, it is only by an average of 2p per litre which is less than I had expected. As long as your figures are consistent then the specific values won't have an impact on the conclusions you are drawing.

4.12

I note that the cost of a taxi driver licence has gone up 150% in 4 years, and is continuing to increase.

4.16

I find the DoT statistics interesting, although I would suggest that the figures in our rural area are likely to be significantly different. For example, a journey to Heathrow airport is 103 miles from Ely according to Google which based on the figures shown would incur a fare of 212 pounds. I suspect about 130 would be more likely for what is a competitive market in this area. Also, I would suggest that 350 miles a year from journeys of over 25 miles is rather low for this area.

However, again, given a consistent set of figures your comparison should be valid.

4.17

I do not understand this table. There is a column headed Total which does not hold the total of the numbers in the other columns?

6.0

I appreciate the conclusion that it is appropriate to increase the fares, and that consideration should be given to both drivers and passengers.

However, I disagree with the proposed changes to the hours when the various rates apply. I would suggest keeping the hours broadly as they are, but to include an extension of Public and Bank Holidays, currently from 00:00 to 23:59 the same day, to 00:00 on the Public and Bank Holiday to 07:00 the following day. This would reduce the scenario where it is cheaper to go home in a taxi after midnight on a Public and Bank Holiday than it is to come out during the day or in the evening.

I would also suggest extending Rate 4 to include Easter day, and for Rate 4 like Rate 3 to cover the whole day and continue on until the next normal rate change time (07:00 the following day). All Tesco stores in England close on Christmas Day and Easter Day.

In addition, I suggest having a different distance rate for rate 2 and 3 as well as rate 4, possibly with less of a difference in the flag rate. Currently those taking short journeys pay proportionately more than those on long journeys on the higher rates. For example on the current rates taking a journey of less than a mile on a Public or Bank Holiday costs an extra 2 pounds, while taking a journey of 300 miles also costs an extra 2 pounds. While this is excellent value for the passenger, the driver gets the same additional fare for a 5 minute job as he does for driving all day, 2 pounds.

Note: The proposed change doesn't include a different time frame for rate 2 at the weekend.

6.4

The loss of extended rate 2 hours on Saturdays and Sundays will be significant.

The loss of the booking fee will also counteract the increase for a significant number of jobs. Essentially any jobs less than 5 miles will incur a smaller fee under the proposed fare structure than the existing one if booked. For my jobs last week, 92% were booked. The DoT statistics suggest that 72% of journeys are less than 5 miles.

I note that some authorities allow a surcharge for card payments.

Also, the proposed charge for more than 4 passengers is the lowest in the area, with some introducing separate rates for larger vehicles.

6.5

I suspect arrivals at the station are based on train times rather than the taxi fare.

I would agree with the point regarding the number of passengers, however as someone that often drives 8 seater vehicles I would like the over 4 passenger surcharge to apply to all passengers, therefore giving a maximum surcharge of 4 pounds rather than 2 pounds. These are minimal figures compared with double the cost for two 4 seater taxis.

However, I can appreciate a desire to attempt to keep things simple and keep the number of rates and extras down to avoid confusion and also incorrect use.

### 7.0

As stated it is difficult to tell the impact of the proposed changes in real life, there are so many factors to be considered. But as a snapshot of one group of jobs which represents my last week (Sunday 24<sup>th</sup> to Saturday 30<sup>th</sup> June 2018), you may be interested in the figures below:

Day	7am-7pm	7pm-11pm	11pm-7am	Total	Current(R1 R2)	Proposed(R1 R2)
Sunday	4	5	1	10	0 10	9 1
Thursday	2	6	0	8	2 6	8 0
Friday	2	8	10	20	2 18	10 10
Saturday	0	6	6	12	0 12	6 6

This specific set of figures shows a swing of 58% (29) of my total jobs (50) last week changing from rate 2 to rate 1 under the proposed fare structure. Given that fares for the proposed rate 1 are always lower than the current rate 2, I would anticipate an overall reduction in takings (and therefore income) on this basis.

### 7.3

I suspect if there is any impact on driver's behaviour resulting from the proposed changes it would be to discourage them from staying later in the evening and coming out at weekends, particularly at the station.

In conclusion, I would like you to accept this email as a formal response and objection to the proposed fare structure outlined in Table 7.

Specifically I object to:

- the change in hours of operation proposed for rates 1 and 2

Specifically I would like to see:

- an extension to rate 3 and rate 4 hours for them to run through to the next 'normal' rate change (7am)
- an extension to rate 4 to include Easter Day
- a bigger differential between rates, by changing the distance amount
- a bigger differential for vehicles with more than 4 passengers

Kind regards  
Clifford Smith  
JNT/218

Ps

My suggestions for rate changes are given below, although I have not worked through them fully I feel they would work.

Leave the rates unchanged except for:

- change the drop yardage for all rates as per your proposal
- change the rate 2 distance amount to 22p
- change the rate 3 distance amount to 30p

- change the rate 4 flag rate to 6.50
- change rate 3 to finish at the next 'normal' rate change after the end of day, 7am
- change rate 4 to finish at the next 'normal' rate change after the end of day, 7am
- change rate 4 to include Easter Day

pps

In addition, when it comes to considering standardising the colour of taxis, I believe that one of the most common car colours on the road (Silver) should not be chosen. This is based on the assumption that the intention is to try and make taxis stand out from other vehicles and hence reduce the likelihood of passengers getting into an unlicensed vehicle. I've noticed some authorities tend to use a pair of colours.



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**From:** Susan < .>  
**Sent:** 11 July 2018 15:21  
**To:** Stewart Broome  
**Subject:** fare increases

I now write in reply to your proposed taxi fare increases:

We would not be in support of these we as a company work from Ely train station and as I'm sure you know pay approx. £1000  
Per annum to be there these prices would play into the hands of A10 and fencabs who as we know do not run on the meter  
To ask the general public inc OAP s to pay £7 plus to run them from the station to Ely cathedral on a bank holiday would be outrageous !  
We are not happy with the fact that you don't seem to accept any unsociable working hours i.e only changing the tariff after 11pm  
At night and not recognising Sunday work at all  
We would be in support of Jr cars proposals either option 1 or 2  
all your calculations are based on taxi fares petrol consumption badges plates etc etc  
I would like to add that since the last fare increase of 2013 we have all had to live in a house paying mortgages, rent , council tax  
Electricity gas water food etc etc which have steadily increased some more than others.  
So we fully support a change but it must be the right one as we could be looking at another 5 year pay freeze

Many thanks  
Sue and Neil  
Cornell taxis

Sent from [Mail](#) for Windows 10



**From:** Eve Humphrey >  
**Sent:** 21 July 2018 22:34  
**To:** Licensing  
**Cc:**  
**Subject:** Fwd: Proposed new Hackney Carriage fares  
**Categories:** Stewart

Sent from my iPad

**From:** Eve Humphrey  
**Date:** 21 July 2018 at 21:37:40 BST

**Subject: Proposed new Hackney Carriage fares**

Senior Licensing Officer,  
East Cambs District Council,  
CB6 4EE.

Eve Humphrey,  
Licensed Taxi  
Proprietor & Driver  
CB7 5SN

20/07/2018

Dear Sir,

I am writing to you and the Licensing Committee to object to your proposed new fares. I have thought a lot about this, and as I work from the station and my car arrives at 2pm and finishes after the last train at 00.30 hrs, every day of the week,, I can see that your proposed new fares, as you wish to change the rate times, would see us losing money every day and night. Yes it's time for a rate change, but 20p extra on Rate 1 and only 10p per subsequent mile, is not enough, and if it only changes to rate 2 at 11pm we are all going to lose money. The people who come on the late trains won't pay £5.55 min fare (proposed Rate 2), so they will walk most probably. I've been working there for 10 years, and I know what fares customers are happy with. They never complain when we add on 25p or 50p for 1 or 2 extra passengers, but if we go with the proposed fares we will lose that as well. We are also expected to remain working the antisocial hours of Saturday afternoon and evening, and all day Sunday for the reduced fare of £3:70 with no surcharges. The rate 3 for all Bank Holidays of £ 7.40 for first mile and subsequent mile £3.15 will not be well received either, customers have only just got used to paying £5.50, so I know they will either walk or choose a private hire car that is cheaper. The booking fee of 50p, plus the luggage charge of 25p per piece carried outside the passenger compartment appears to have gone also, another reason to lose money. Overall the fares have been decreased for us, but we still have to pay our mortgages and the higher cost of living, and I might add also the fuel has gone up drastically in the last few months, and we have been paying up to 137.9p per litre of diesel, and I just recently paid £250 for my taxi license plate, plus £150 each for myself and husband for our license renewals.

I would like to suggest my proposals for the new Hackney Carriage fares, being 2 options.  
OPTION 1

#### Tariff 1

All journeys commenced after 07:00 hours and before 19:00 hrs Monday to Friday, then after 07:00 hrs and before 13:00 hrs on Saturday (excluding Bank Holidays)

First mile £4.00  
For each additional 160 yards or part thereof £0.20 (£2.20/mile)

#### Tariff 2

All journeys commenced after 19:00 hours and before 07:00 hours Monday to Friday, and Saturday commenced after 13:00 hrs and before 07:00 Monday (excluding bank holidays)

First mile £4.50  
For each additional 160 yards or part thereof £0.20  
(ie a 2 mile fare = £6:70 on Rate 2)

#### Tariff 3

All journeys commenced after 00:00 hrs and before 23.59 on Bank holidays ( excluding 19:00 24 Dec - 23.59 25th Dec, and 19hrs 31st Dec - 23.59hrs 1st Jan)

First mile £6.50.  
For each additional 160yards or part thereof. £0.20  
(ie a 2 mile fare = £7:70 on Rate 3)

#### Tariff 4

All journeys commenced after 19.00 on 24th December and before 23:59 hrs on 25th December, and all journeys commenced before 19:00 hrs on 31st December and before 23:59 1st January

First mile £7:50  
For each additional 160yards or part thereof £0.30(£3:30/mile)  
(ie a 2 mile fare = £10:80 on Rate 4)

#### OPTION 2

##### Tariff 1

( same times as for Option 1)

First 160 yards or part thereof. £2:40  
For each additional 160 yards or part thereof £0:20  
(ie first full mile =£4:40, plus each additional mile is £2:20)

##### Tariff 2

(Same times as for Option 1)

First 160yds or part thereof. £3:40  
For each additional 160 yards or part thereof. £0:20  
(ie first full mile =£5:40, plus each additional mile is £2:20)

Example:- Witchford 4 mile fare at present £10:00 would be £12:00 on new rate 2, not excessive especially as price freeze for 5 yrs.

##### Tariff 3 (Bank Holidays only, excluding Xmas and New year times)

(same times as option 1)

First 160 yards or part thereof. £4.40  
For each additional 160 yards or part thereof. £0:20  
( ie first full mile = £6.40, plus each additional is £2:20)

##### Tariff 4 (Xmas and New Year)

(Same times as Option 1)

First 160 yards or part thereof. £5:00  
For each additional 160 yards or part thereof. £0:30

(ie first full mile = £8:00, plus each additional mile is £3:30)

Booked journey surcharge = £0:50

For each article of luggage carried outside the passenger compartment. =  
£0:25

For each passenger in excess of one ( two children under the age of 12 shall count as one  
person, and children under the age of 3 shall not be counted) = £0:25

Waiting time

For each period of one minute. = £0:40

Everyone I've spoken to at the rank would prefer to keep the same times for the rate changes  
we've had for at least 10 yrs, also most would prefer to keep the surcharges the same.

I hope you will consider these proposed Hackney Carriage fares:

Kind regards

Eve Humphrey