

**AGENDA ITEM 4****LICENSING COMMITTEE**

Subject: Taxi Fare Increase – New Tariff of Fares

1. Purpose of Report

- 1.1 The Licensing Committee is requested to consider a formal request made by the Castle Point Taxi Association WhatsApp Group (CPTA) for a permanent increase in the level of charges for journeys made by hackney carriage (taxis).
- 1.2 The Council regulates the maximum fares for the hire of hackney carriages and a strict legal procedure must be followed before a new tariff can be introduced.

2. Background

- 2.1 Under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, the Council may fix the rate of fares within a borough/district for time as well as distance and all other charges in connection with the hire of a vehicle or arrangement of the vehicle, to be paid in accordance with the fare card.
- 2.2 It is important to recognise that the table of fares represents the maximum level of fares that can be charged by a licensed hackney carriage. From time to time the fare tariff may be amended in accordance with the legislation and this is done by means of authorising a 'table of fares'. A copy of the present Castle Point table of fares is attached at **Appendix A**.
- 2.3 Any proposed increase must be advertised in at least one local newspaper giving a minimum of 14 days for objections to be received. If no objections are received the revised table of fares will come into effect on a date after the expiration of the period specified in the notice. If there are objections, the Council must set a further date within two months of the original date on which the new fares will come into force following consideration, in accordance with the proposed delegations.
- 2.4 Whilst it is important that local authorities consider the interests of

consumers, this must be balanced with the need to ensure that taxi drivers, owners and operators are sufficiently remunerated, thus encouraging taxis to be on the road at times when there is demand for them and for the journeys required.

- 2.5 Appropriate fares help to maintain the income of the taxi trade at a comparable rate with average earnings. This will maintain a professional aspect to taxi driving and seeks to encourage job security and the maintenance of a standard of service.
- 2.6 **Appendix B** contains background information submitted by CPTA and requested to be included with this report.
- 2.7 A previous request for a fare increase made in 2022 was agreed and led to the current tariff at Appendix A being implemented.

3. Proposed Fare Increase

- 3.1 On 6 November 2023 a request for a fare increase was submitted by Combined Driver Daniel Thipthorpe on behalf of the CPTA WhatsApp Group. The proposed tariff is the current Basildon tariff with some additional changes around the Christmas period.
- 3.2 Mr Thipthorpe initially submitted completed surveys from drivers around 3 different options. After discussion with the Licensing Team it was agreed that the most popular only would be put forward for full consultation, as submitting more than one option would make it unlikely that a consensus would have been reached.
- 3.3 The most popular option was further submitted as a full consultation with all drivers who are licensed by CPBC as the Taxi Licensing Authority.
- 3.4 The following has been provided as a demonstration on how the proposed increase would affect a variety of fares:

Journey (car)	Current fare	Proposed fare	Percentage increase/decrease
1 mile	£4.60	£5.20	13.0%
2 mile	£6.40	£7.20	12.5%
3 mile	£8.40	£9.20	9.5%
4 mile	£10.80	£11.40	5.6%
5 mile	£13.40	£13.60	1.5%
6 mile	£15.80	£15.80	0%
7 mile	£18.20	£17.80	-2.2%
8 mile	£20.60	£20.00	-2.9%
9 mile	£23.20	£22.20	-4.3%
10 mile	£25.60	£24.40	-4.7%

- 3.5 Please note the multi-seater fares is 1.5x the above rates.

Please note the temporary 30p surcharge has been added into the formal tariff and reflects drop points on the yardage built into the tariff.

- 3.6 You will see that the proposed fare changes only result in an increase to the charge for journeys less than 5 miles.
- 3.7 Castle Point is currently shown as having the 257th highest fares out of 340 local authorities in the National League of Hackney Carriage Fares (source: Private Hire and Taxi Monthly Magazine, February 2024).

4. Consultation

- 4.1 The formal request for an increase presented the suggested new fare option and is presented to the Committee for consideration and attached to this report as **Appendix C**.
- 4.2 A survey was then circulated by the Licensing Team to all Hackney Carriage and Private Hire drivers (c345).
- 4.3 Those drivers who do not use a meter to calculate fares did not complete the full survey as the fare increase would not affect them.
- 4.4 The results from the formal consultation have been collated and are shown at **Appendix D**.
- 4.5 Summary of Survey Results

All of Castle Point's 345 drivers were invited to take the survey and 125 responses were returned (36%). A few drivers voted more than once and 1 operator voted – we have disregarded their responses in this instance. We have also disregarded the vote of a meter agent as he has an interest. (Total now 107)

105 (98%) supported the increase as per Appendix C.
2 did not support the increase.

The views of our local operators were also canvassed as part of the consultation and their views are attached as per **Appendix E**.

5. Conclusion and Timeline

- 5.1 Under the Council's Constitution, fare increases are determined by the relevant regulatory committee. Any changes in fares agreed by the Licensing Committee must be advertised and displayed publicly for a minimum period of 14 days before the change takes effect. The timescales set out in the table below have taken account of publication deadlines following the Committee decision and the response, in the event of objections being received.
- 5.2 If there are no objections within the period prescribed for making objections, the new fares would come into effect. If objections are raised the intention is to seek the approval of this Committee to delegate the consideration of

objections to the Assistant Director, Environmental Health, Licensing & Communities, in consultation with the Chairman of the Licensing Committee. Any objections received (and not withdrawn) would then be reviewed with a view to determining whether any amendments to the table of fares need to be made. If the fares proposed remain unchanged, the original date of w/c 9 April 2024 would still stand.

5.3 The table below sets out the proposed timetable for implementation:

14 March 2024	Licensing Committee
20 March 2024	Public Notice for fare review – beginning of consultation period.
3 April 2024	End of consultation period.
Week commencing 9 April 2024	Fare change comes into effect (providing no objections are received or objections received are then withdrawn) The implementation date reflects the time required to organise any changes to the fare tariff, the printing of fare cards and the programming of the checking and sealing of meters in hackney carriages.
7 June 2024	Where objections are received and not withdrawn, the matters are considered by the Assistant Director, Environmental Health, Licensing & Communities, in consultation with the Chairman of Licensing Committee. The date cannot be more than 2 months from the date specified in the notice and after the consideration of objections. The implementation date will be revised at that point – In the event of objections being received, any new fare tariff would need to be in place before 9 June 2024.

6. Legal Implications

- 6.1 This report is compliant with the procedures laid down in the Local Government (Miscellaneous Provisions) Act 1976 which allows Licensing Authorities to set fares for hackney carriages.
- 6.2 The Council can only state the maximum fare that may be charged by hackney carriages and therefore if some taxi proprietors choose not to use a meter and not raise their fares then that would be their choice.

7. Human Resources, Equality Implications

- 7.1 All duties will be performed by existing staff. There is a need to ensure that people with disabilities are charged the same as people without disabilities. Therefore wheelchairs and guide dogs will continue to be carried free of charge.

8. Financial Implications

- 8.1 All actions will be carried out within existing budgets.

9. Links to Council's Priorities and Objectives

9.1 Vision

Our hackney carriage and private hire sector are vital to support the local economy, create jobs and provide vital transport to those who cannot travel by other means.

Recommendations

- (1) That the proposed new fares, as set out in this report, be applied to the current tariff, subject to:
 - a) The statutory consultation procedure being completed.
 - b) The new table of fares coming into force on a date to be fixed by the Assistant Director, Environmental Health, Licensing & Communities
 - c) The detailed breakdown being agreed with the meter agents.

- (2) That the Licensing Committee considers the content of the report to identify whether an increase in the fare tariff is appropriate at this time.

If an increase is agreed to be appropriate, to consider the acceptability of the proposed increase in the table of fares and that these changes should be advertised accordingly in accordance with the timeline set out within the body of this report.

If no representations are received within the period allowed the increase to the table of fares shall become effective on a date to be confirmed on or after 9 April 2024.

- (3) That the Assistant Director, Environmental Health, Licensing & Communities be granted delegated authority, in consultation with the Chairman of Licensing Committee, to consider any representations received (which are not then withdrawn) during the consultation period and determine the appropriate response required, including the approval of amendments to the table of fares, if considered necessary, and the fixing of another date for a revised table of fares to come into effect, as necessary.

Appendices:

Appendix A – Current table of fares

Appendix B - Background information submitted

Appendix C – Proposed Fare Tariff

Appendix D – Consultation

Appendix E – Comments on proposal from Castle Point Operators

Background Document:

Local Government (Miscellaneous Provisions) Act 1976

Report Author:

Joanne Goodman/Helen Collins

Licensing Team

Castle Point Borough Council

Local Government (Miscellaneous Provisions) Act 1976 – Section 65

Hackney Carriages – Table of Fares

The Council has approved increases in fares and variation of extra charges with respect to Hackney Carriages as set out below.

Distance and Time	Normal Tariff 4 Seats	Multi-Seater Tariff 5-8 Seats
Tariff 1 - for hirings which begin between 6am and 9pm For the first 440 yards or the first 2 minutes (or combination of parts of such distance or time) For each additional 186 yards or 48 seconds (or a combination of parts of such distance or time) until a fare of £8.40 normal tariff or £12.60 multi-seater tariff is shown For each additional 142 yards or 36 seconds (or a combination of parts of such distance or time) after a fare of £8.40 normal tariff or £12.60 multi-seater tariff is shown	£3.00 20p 20p	£4.50 30p 30p
Tariff 2 - for hirings which begin between 9pm to midnight and 4am to 6am daily and Sundays and Bank Holidays and Public Holidays between 4am and 6am and midnight, also between 6am and midnight on 1 January until 6am on 2 January. An additional charge to Tariff 1	£1.00	£1.50
Tariff 3 - for hirings which begin between midnight and 4am and from midnight until 6am Saturdays, Sundays and Bank Holiday Mondays, except during Christmas and New Year. An additional charge to Tariff 1 and 2	£1.00	£1.50
Tariff 4 - Christmas and New Year hirings which begin after midnight 24 December to 6am (double the standard rate and unsociable hours rate)	Double the standard rate & unsociable hours rate £8.00	Double the standard rate & unsociable hours rate £12.00
Tariff 5 - Christmas and New Year hirings which begin between 6am Boxing Day to 6am on 27 December plus an additional 10p on the standard yard rate.	£5.00	£7.50
EXTRAS Luggage For any luggage and/or animals carried No charge for the carriage of wheelchairs and assistance dogs. Luggage is intended as hand luggage, shopping bags, suitcases etc. The driver reserves the right to negotiate an additional charge for larger items to a max of £10. Additional passengers For each person in excess of one Temporary Surcharge One for each hiring not per passenger The multi-seater tariff may only be used when 5 or more people are in the vehicle or when a multi-seater vehicle has been requested by the hirer/customer	40p per item 40p 30p	40p per item Nil 30p
SOILING CHARGE *A fixed charge will be levied for restoration costs should you soil or damage this vehicle in any way	£70.00	£70.00

Joanne Goodman

From: Castle Point <Cptaxiassociation@gmx.co.uk>
Sent: 06 November 2023 19:00
To: Cllrrhbarton-brown@castlepoint.gov.uk; Melanie Harris
Subject: 2023 taxi fare review and request for increased fares

Good evening,

I am writing on behalf of the newly established Castle Point taxi union. We last had a fare rise in July 2022, this was our first rise in 11 years. It was discussed at the time that we should have yearly reviews, unfortunately this hasn't been the case. Since this period we have continued through a severe economic burden, which has seen an increase in fuel costs, insurance, servicing, parts and the increased costing of purchasing newer vehicles. This was before the increase in running a home from gas and electric bills to increased mortgage rates and food costs.

Vehicle expenditure as taken from the ONS, has increased as follows from November 2021 to April 2023.

(CHBK) RPI motoring expenditure has increased by 11.25%
 (DOCS) RPI purchases of motor vehicles increased by 3%
 (DOCT) RPI maintenance of motor vehicles increased by 11.16%
 (DOCU) RPI cost of fuel and oil increased by 4.86%
 (DOCV) RPI vehicle tax and insurance increased by 36.1%

The Retail Prices Index (RPI) has been running as follows since the last implementation of a fare increase in July 2022

July 11.8%
 August 12.3%
 September 14.6%
 October 14.2%
 November 14%
 December 13.4%
 January 13.4%
 February 13.8%
 March 13.5%
 April 11.4%
 May 11.3%
 June 10.7%
 July 9.0%

We would also like to bring to your attention that after the last fare increase both operators in the borough increased the weekly radio rental by £10 each which is approximately £500 increase per year for the driver. The continuous increase in card usage is adding approximately 2% per transaction handling fee.

With this in mind if a new tariff is introduced we would like to see the removal of the 30p fuel surcharge which is subject to withdrawal at anytime. We currently have 110 signatures asking for a rise and 1 saying No. I have attached FYI new tariff proposals. One is Southend's current fares, the others are a newly constructed CP tariff and Basildon's current fares which was approved for a rise just a few months ago. As we have just over 100 signatures could we request that the licensing department send a blanket email to all drivers working in Castle Point for their input, this will allow for a more rounded outcome. At present the majority have voted for tariff 3 which is Basildon's. As there was no 12 month review as requested last year we would like to see this proposal pushed through as an emergency power ASAP. If you have any questions or queries please feel free to contact me. I will attach copies of forms on a separate email due to the sizes.

Kind Regards

Daniel Thipthorpe

From: Castle Point <Cptaxiassociation@gmx.co.uk>
Sent: 07 December 2023 09:55
To: Licensing; Cllr WGibson
Subject: Castle Point Taxi fare proposal 2023
Attachments: 17EEE494-A173-4E65-B30F-DE495443215E.png;
29806414-7031-439E-9524-7F31C720C98A.png; 5048C7F2-A4C5-4BC0-A67B-8BDB59003F5B.png; 767E11DA-FAED-4904-A489-4C39D85ED6BE.png;
CB31DC5F-C259-4773-A0CC-D52DE9E1755F.png; D58D163B-A3E7-4EB2-BF28-75A49C8C698D.png; E0249F97-B8D3-4FE2-9BBB-F232FADE3EE1.png;
E9B9860F-4954-404E-BE3D-F6FB0E255750.png

Good morning ,

Please find attached CP taxi association proposal to the council for a fare increase. In the following email we shall be covering all the aspects of increased costings that affects the taxi and P/H driver industry. Firstly we would like to put forward a new tariff which has been voted on by the drivers, the drivers had 3 options and the one that proved most popular was a carbon copy of Basildon's currently revised and increased tariff for 2023. With that in mind if the licensing department could please email all drivers who were unable to vote so we can get a more rounded and across the board approval, we would be most appreciative.

Please bear in mind that last years increase was our first in 11 years and only our 3rd I believe in the 17 years I have been working as a taxi driver in the borough. With the proposal for the new fare increase, we would like to recommend that the temporary 30p fuel surcharge is removed, thus giving the trade just a 10p increase on the starting rate which is currently £3:30 this would move to £3:40 if the fare increase is approved.

Please find below our reasoning for a fare increase. I will attach documents to verify and back up the statistics that we will be using to justify the proposed increase.

1. Taxi Insurance policies have increased on average 15% in the last year.
2. Both operators in the borough ABC & STEVES increased their weekly circuits costs by £10 per week just days after last years increase which equates to £500 per year for the driver thus pretty much eliminating the last fare increase.
3. Castle Point ranks 254 out of 340 councils in the UK for a 2 mile journey , this puts us literally 1 place above the bottom 25% , I have used this guide line as a lot of journeys in the borough are within this distance.
4. The cost of a second hand car according to Autotrader has risen consecutively for 40 months.
5. The costing for spare parts, repairs, servicing, labour has also increased dramatically up to 40% in the last few years. Source Motor Trader.
6. Below I will outline the average weekly running cost of a taxi or P/H who works for an operator in Castle Point.

- A. weekly circuit costs £120
- B. Weekly fuel costs £150
- C. Insurance £40
- D. Car loans £50
- E. Miscellaneous Council fees, car maintenance and repairs, valeting, £50

This is an average costing some may be slightly higher or lower. Since the Taxi association was formed last year we are trying to improve the living standards and wellbeing of the driver who in this current climate are working excessive hours to make a barely respectable income with their ever increasing costs, part of the reason for the association was to also give us some parity with our neighbouring boroughs when it comes to costings, as our costs are no different to theirs , but we operate on a smaller charge and with significantly less work than what Basildon and Southend can provide to their drivers. If you do have any questions regarding the above you can either contact myself Daniel Thipthorpe, anything relating to tariff issues you can contact our meter agent Graham Rayner.

Kind Regards

Daniel Thipthorpe

Graham Rayner
07745 644110
rayner573@btinternet.com

OS	COUNCIL	2 ML. FARE	+ / -
	LONDON (HEATHROW)	£14.20	●
	EPSOM & EWELL	£10.60	●
	TFL	£10.60	●
	GUILDFORD	£10.00	●
	LUTON AIRPORT	£9.70	●
	CARADON	£9.60	●
	NORTH CORNWALL	£9.60	●
	ELMBRIDGE	£9.50	●
	JERSEY	£9.26	●
0	ST ALBANS	£9.15	●
	READING	£9.00	●
1	MIDLOTHIAN	£8.80	●
5	GUERNSEY	£8.70	●
4	SEVENOAKS	£8.70	●
5	WOKING	£8.70	●
5	WEST BERKSHIRE	£8.60	●
7	PENWITH	£8.52	●
3	CLACKMANNAN	£8.50	●
0	GREAT YARMOUTH	£8.50	●
0	STROUD	£8.50	●
1	CHELTENHAM	£8.40	●
2	EAST SUFFOLK (NORTH)	£8.40	●

2	EAST SUFFOLK (NORTH)	£8.40	
3	EDINBURGH	£8.40	
4	LEEDS	£8.40	
5	MID SUSSEX	£8.40	
6	SOUTHAMPTON	£8.40	
7	TONBRIDGE & MALLING	£8.40	
3	WATFORD	£8.40	
9	HUNTINGDONSHIRE	£8.30	
0	LINCOLN	£8.30	
1	UTTLESFORD	£8.30	
2	BCP	£8.20	
3	BROXBOURNE	£8.20	
4	CARRICK	£8.20	
5	EAST HERTS	£8.20	
6	GLASGOW	£8.20	
7	HART	£8.20	
3	MANCHESTER	£8.20	
9	RESTORMEL	£8.20	
0	WOKINGHAM	£8.20	
1	WORTHING	£8.20	
2	FOREST OF DEAN	£8.13	
3	BRENTWOOD	£8.10	



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33	SOUTH TYNESIDE	£6.60	●
34	STRATFORD ON AVON	£6.60	●
35	SUNDERLAND	£6.60	●
36	WAKEFIELD	£6.60	●
37	BARROW IN FURNESS	£6.50	●
38	BASSETLAW	£6.50	●
39	CALDERDALE	£6.50	●
40	DUMFRIES & GALLOWAY	£6.50	●
41	EREWASH	£6.50	●
42	GEDLING	£6.50	●
43	HALTON	£6.50	●
44	LUTON	£6.50	●
45	ORKNEY	£6.50	●
46	ROSSENDALE	£6.50	●
47	SEFTON	£6.50	●
48	STAFFORD	£6.50	●
49	STIRLING	£6.50	●
50	TORFAEN	£6.50	●
51	DONCASTER	£6.48	●
52	HYNDBURN	£6.42	●
53	BLAENAU GWENT	£6.40	●
54	CASTLE POINT	£6.40	●

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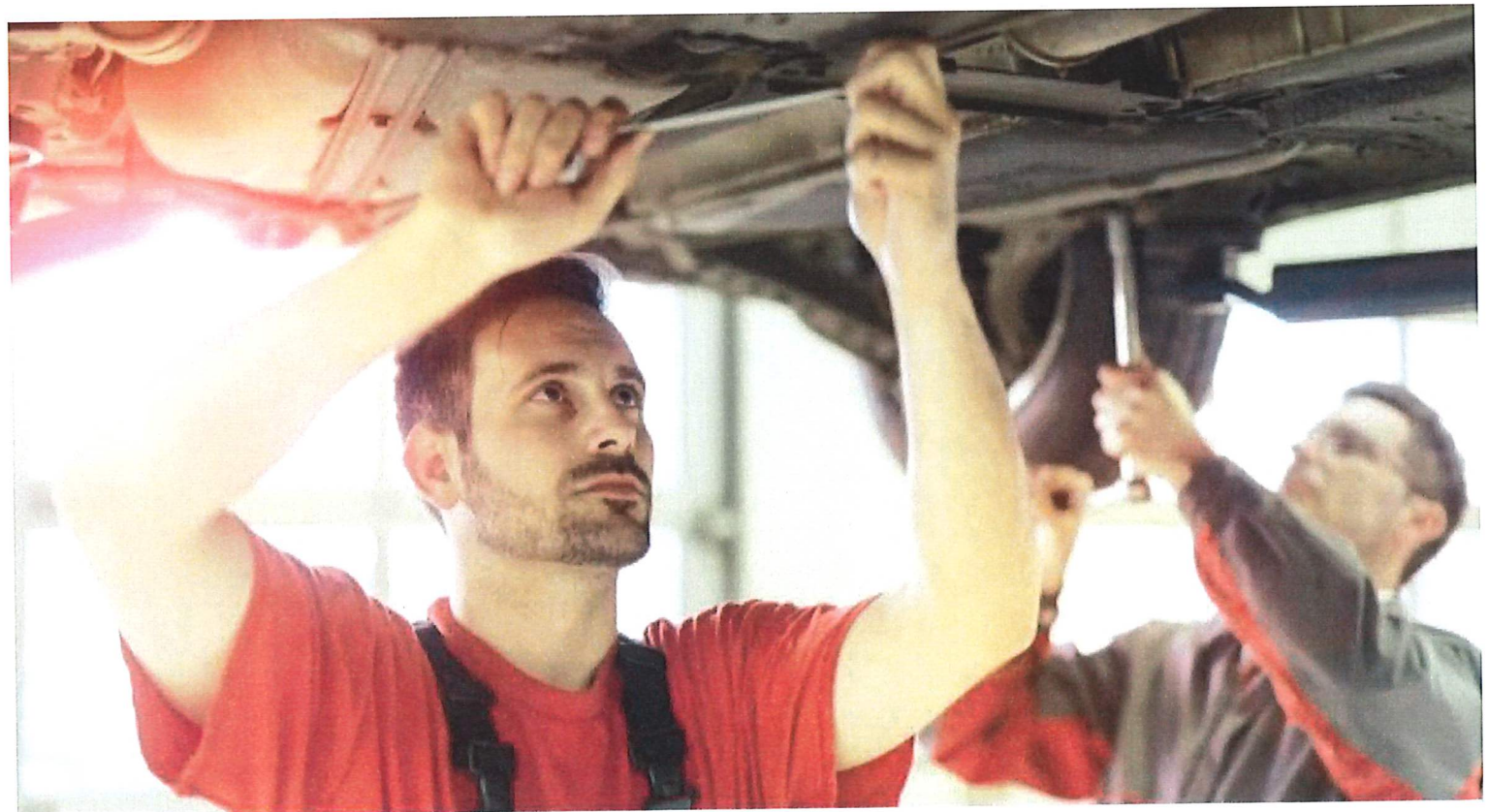
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Cost of vehicle repairs have risen by 40% from 2018 to 2022

Posted by: ellisdavies in Latest News Tuesday, 21 March 2023 0



Cost of vehicle repairs have risen by 40% from 2018 to 2022.

Analysis of extended warranty claims paid over five years by Intelligent Motoring has shown that the average cost of warranty claims rose 37% between July and December 2022, suggesting that higher prices for repairs are here to stay for the foreseeable future.

Rising repair costs began accelerating during the economic uncertainty that followed the UK's Brexit referendum in June 2016, Intelligent Motoring reported. In the last five years, warranty claims costs increased the most during 2018 to 2019, with the average claim cost rising 19%, while 2020-2021 saw a 10% increase.

- **Embrace Technology:** Apps and platforms that offer real-time data on demand hotspots, traffic conditions, and even fuel prices can be invaluable. Leveraging this tech can lead to smarter decisions on the road.

With rising costs, is being a cabbie worth it?

In recent years, the taxi industry has faced a myriad of challenges that have raised questions about its profitability. Rising insurance premiums, coupled with escalating fuel prices and operational costs, have significantly impacted drivers' earnings.

Additionally, the advent of ride-sharing platforms has intensified competition, potentially diluting traditional taxi services' customer base.

With these escalating costs, the question arises: Is being a taxi driver still a profitable endeavour? Let's break it down:

- **Demand for Personalised Service:** Despite the rise of ride-sharing platforms, there's a consistent demand for the personalised service that traditional taxis offer. Many customers value the local knowledge, professionalism, and safety assurances that come with licensed cabbies.
- **Surge Pricing Opportunities:** Unlike some ride-sharing platforms, traditional taxis have regulated pricing. This means during peak times, when ride-sharing costs might surge, taxis can often offer competitive, if not better, rates.
- **Loyalty and Regular Customers:** Building a base of loyal customers can ensure consistent earnings. Regular pickups, airport runs, or scheduled rides can provide a steady income stream.
- **Diversification:** Many taxi drivers are now also registering with ride-sharing platforms, giving them multiple avenues of income. This hybrid approach can help fill in the gaps during slower periods.
- **Operational Efficiency:** By adopting fuel-efficient vehicles and leveraging technology to reduce 'dead miles', drivers can significantly reduce their operational costs.
- **Specialised Services:** Offering specialised services, such as transport for the elderly, school runs, or corporate contracts, can provide additional revenue streams.
- **Regulations and Licensing:** The rigorous checks and licensing standards for taxi drivers in the UK can be a selling point for customers concerned about safety, potentially driving more business to traditional taxis over less-regulated platforms.

While the challenges are undeniable, there are still multiple avenues for profitability for the proactive and adaptable taxi driver in the UK. Despite what you might read on the platform formerly known as Twitter.

It's no secret that the cost of living in the UK has been on a steep upward trajectory. The latest cost to affect motorists in the UK is the skyrocketing price of insurance. [Reported by the BBC](#), the average cost of insurance for UK drivers now sits at just over £500 per annum.

Their research looked at 28 million policies and found the average premium in the three months to the end of June was £511, 21% higher than this time last year.

But what's driving this surge?

A cocktail of factors, from inflation to escalating vehicle repair costs, is to blame. Motorists across the board are feeling the pinch, with some even reporting insurance quotes that are three times higher than just a year ago.

The Association of British Insurers (ABI) has been vocal about the challenges, pointing to a staggering 33% increase in vehicle repair costs and a 40% rise in labour rates in a short span.

With these costs hitting ordinary motorists, there is also going to be an impact on professional drivers. So, what does this mean for taxi and private hire drivers?

Taxi Insurance Almost Doubles

According to reports from Zego, a leading insurance provider, annual taxi insurance premiums have seen a dramatic hike. We're talking about a jump from a manageable [£900-£1,000](#) per year to a whopping [£1,600-£1,800](#). That's almost double in some cases.

For taxi drivers, this isn't just another line item in their expenses. It's a significant chunk of their earnings, and with other operational costs also on the rise (think fuel prices), the situation is becoming increasingly challenging.

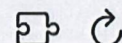
Driving Smart: Cost-Saving Activities for Taxi Drivers:

With insurance costs skyrocketing, how can drivers try and keep their costs down? Below we've shared some tips on a few things to bear in mind.

- **Fuel Efficiency:** One of the biggest drains on a taxi driver's earnings is fuel. By investing in fuel-efficient vehicles, maintaining optimal tire pressure, and ensuring regular servicing, drivers can squeeze out more miles per gallon.
- **Shop Around for Insurance:** Loyalty is commendable, but when it comes to insurance, it might not be the most economical choice. Exploring different providers, especially with the aid of brokers, can lead to more competitive rates.
- **Minimize 'Dead Miles':** Those miles clocked without a fare? They're a drain on resources. By strategically positioning themselves in high-demand areas, drivers can reduce the time and fuel spent waiting for the next fare.
- **Embrace Technology:** Apps and platforms that offer real-time data on demand hotspots, traffic conditions, and even fuel prices can be invaluable. Leveraging this tech can lead to smarter decisions on the road.

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Proposed Tariff

Seater

carring 5-8

Car

Multi

For Vehicles carring upto For Vehicles

4 passengers

passengers (Excluding

Wheelchairs passengers)

Tariff 1 (standard rate) for hiring between 6am and 8pm

£3.40

£5.10

For each additional 180 yards or 45 seconds (or a combination of parts of such

20p

30p

distance or time)

Until a fare of £8.40 Car or £12.60 Multi-seater rate is shown on the taxi meter

For each additional 163 yards or 33 seconds (or a combination or parts of such

20p

30p

Distance or time)

Traiff 2 (night charges and unsociable hours) for hiring between

£5.40

£8.10

8pm and midnight also Sundays, bank holidays and

Public holidays

Tariff 3 (night charges and unsociable hours) for hiring from

£6.40

£9.60

Midnight until 6am

Tariff 4 (Christmas charges) from 8pm on 24th December to 6am on rates

Double car & multi seater

27th December and from 8pm on 31st December to 6am on 2nd January (NO EXTRAS)

(double tariff 1)

Extra chargers luggage, shopping, prams, bicycles etc (Per item)

50p

50p

Extra chargers 2nd, 3rd & 4th passengers

50p

50p

(no extra chargers for 5th, 6th, 7th or 8th passengers)

Soiling charge

£70.00

£70.00

CarDealer.



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News

Used car retail prices rise for 40th consecutive month, according to latest Auto Trader data

- Average used car price rose 2.4 per cent to £17,920 in July
- Demand still to outstripping supply, keeping prices high
- Used EVs continue to haemorrhage value

Joanne Goodman

From: Castle Point <Cptaxiassociation@gmx.co.uk>
Sent: 14 December 2023 05:28
To: Licensing
Subject: CP taxi fare increase 2023

Good morning licensing, hope you are well

Would it be possible after our initial discussions to add a bit more weight to our case, to outline the fact that card payments are on the increase and can be up to 50% if not more of a drivers weekly takings. It's good that most drivers now offer this service, but it comes at a cost to the driver typically around 2% per transaction also with this scenario tips are often obsolete as the customer generally just pays what's on the screen now. If we could possibly squeeze this in we would be most appreciative. Look forward to hearing from you.

Kind Regards

Daniel Thipthorpe

Distance and Time	Car Tariff 4 Seats	Multi-Seater Tariff 5-8 Seats
<p><u>Tariff 1 – (standard rate) for hirings (which begun between 6am and 8pm)</u> For the first 158.6 yards or the first 2 minutes (or a combination of parts of such distance or time)</p> <p>For each additional 180.4 yards or 45 seconds (or a combination of parts of such distance or time) until a fare of £8.40 standard tariff or £12.60 multi-seater is shown on the taxi meter</p> <p>For each additional 163.6 yards or 33 seconds (or a combination of parts of such distance or time) after a fare of £8.40 standard tariff or £12.60 multi-seater is shown on the taxi meter</p>	<p>£3.40</p> <p>20p</p> <p>20p</p>	<p>£5.10</p> <p>30p</p> <p>30p</p>
<p><u>Tariff 2 - (night charges and unsociable hours) for hirings beginning between 8pm until midnight, Sundays & Public Holidays</u> An additional charge of £2.00 car rate & time & a half multi seater rate</p>	£5.40	£8.10
<p><u>Tariff 3 - for hirings (night charges and unsociable hours) from midnight until 6am</u> An additional charge of £3.00 car rate & time & a half multi seater rate</p>	£6.40	£9.60
<p><u>Tariff 4 – (Christmas charges) for hirings from 8pm 24 December to 6am 27th December and between 8pm 31st December until 6am 2nd January (double the standard rate)</u></p>	<p>Double the standard rate</p> <p>£6.80</p>	<p>Double the multi seater rate</p> <p>£10.20</p>
<p><u>Extra Charges</u></p> <p>1. Luggage For any luggage carried. No charge for disabled person's wheelchairs, disability aids or any animal transported in the vehicle. (Luggage is intended as hand luggage, shopping bags, suitcases etc). (The driver reserves the right to negotiate an additional charge for larger items to a max of £10)</p> <p>2. Additional passengers For each person in excess of one.</p>	40p per item & per person	40p per item & per person upto 4 th passenger no charge for 5 th , 6 th , 7 th or 8 th passenger
<p><u>Soiling Charge</u> A reasonable charge may be levied for restoration costs should the passenger soil or damage the vehicle. The proprietor reserves the right to take civil action where necessary. £70</p>	£70.00	£70.00
<p><u>For vehicles carrying 5-8 passengers (excluding W/C passenger)</u> Multi-seater rate will be time and a half of all tariff/rates.</p>		



Fare Increase Consultation: Summary report

This report was created on Tuesday 20 February 2024 at 07:57 and includes 125 responses.

The activity ran from 05/02/2024 to 16/02/2024.

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If you do not agree please give a brief reason as to why.	2

Question 1: What is your name?

Name

There were 124 responses to this part of the question.

Question 2: What is your Drivers Badge number?

Badge number?

There were 125 responses to this part of the question.

Question 3: Is your vehicle fitted with a Taxi-meter?

Taximeter fitted?



Option	Total	Percent
Yes	125	100.00%
No	0	0.00%
Not Answered	0	0.00%

Question 5: Do you agree with the proposed fare increase?

In favor of increase?



Option	Total	Percent
Yes	122	97.60%
No	3	2.40%
Not Answered	0	0.00%

If you do not agree please give a brief reason as to why.

There were 5 responses to this part of the question.

We are writing to object to the proposed fare increase. There was a substantial increase to fares last year and then a further 30p fuel surcharge which is still in place. We feel that an additional increase will cause too much financial difficulty for our customers in the current economic climate.

A lot of our work is short journeys taking elderly and other mobility impaired customers to and from the supermarket for their shopping, the proposed increase will heavily penalise these who can least afford it. For the elderly resident of Kings Park for example, there can be a lengthy walk to and from the bus stop, which is too far for them, especially laden with shopping so taxis are a necessity not a luxury.

Customer for whom taxis are a choice /luxury will curtail their use if the costs increase further due to their own personal financial pressures, so we feel that the proposed increase will reduce the earnings of the drivers due to reduced demand.

As all of our drivers both Private Hire as well as Hackney Carriage run on meters, charging the same fares (and have done so for decades), this will affect our entire customer base, not just a proportion of it.

Steve's Radio Cars

For what it is worth. I think given the current inflation / cost of living issues we face. I don't see a reason why not to go ahead.

Value Cars

(Please note that Value Cars do not use a local authority table of fares)



ABC Radio Taxis Ltd

191 Church Road
Benfleet
Essex
SS7 4PN

Tel: 01268 556666
01702 556666

1st March 2024

To whom it may concern,

We would firstly like to state that we are not routinely against fare increases. When done with consideration and at the right time, we have always supported them, including the most recent one, just a short time ago.

We are worried that the proposed fare increase is being considered at the wrong time. The country is in recession and experiencing a cost-of-living crisis. A lot of our customers are already struggling to pay their taxi fares.

A few of our drivers are also worried about an increase and the timing but have felt pressured to go along with the proposal. The drivers mostly advocating for it work independently from Benfleet Station and are quoting fare increases being considered in Southend and Basildon to back up their case. However, Southend is a City, and Basildon is a huge town. Both have many Railway Stations, Hospitals, Shopping Centres, Clubs and facilities. They are hubs for taxis and will always be busy areas, regardless of fare increases.

In Castle Point, Taxis are a luxury to some, and a necessity to others. Many of the commuters to and from Benfleet Station earn considerable salaries and a couple of extra pounds added to their taxi journeys would be negligible. However, the less affluent residents of Castle Point (some being our customers), including Carers, NHS staff, local workers and many pensioners, who rely on our services to live their lives, when public transport isn't an option, would struggle to absorb an increase now.

Due to this borough not having many of the facilities previously mentioned, many of our customers have to leave Castle Point, and they too would be penalised.

We would ask that this proposed fare increase is given real consideration, with all residents considered, and not just the wealthy few.

Thank you for your time.

ABC Taxis