



Chelmsford City Council Regulatory Committee

8th December 2022

CONSULTATION RE INCREASE IN TAXI (HACKNEY CARRIAGE) FARES – TARIFF.

Report by: Daniel Winter

Officer Contact: Licensing Lead Officer Daniel.winter@chelmsford.gov.uk
01245606317

Purpose

To consider feedback and representations made in support of and against the tariff petition that was received on the 23rd of August 2022.

Recommendations

Members are requested to further consider the petition; the feedback, the representations received and determine whether to approve the recommended changes to the tariff.

1. Background

- 1.1. Section 16 of 'The District of Chelmsford Bye-laws' approved on 22nd January 1975 - adopted the imposition of tariff charges in respect of fares levied by Hackney Carriages. Tariffs may periodically be reviewed, which is generally following an application by a licence holder on behalf of others and previously been in the form of a petition. It has been informally agreed in the past with the taxi trade and associations that petitions of the tariff will only be considered once annually with the odd exception.
- 1.2. As the Committee will already be aware, there is a prescribed statutory process for making or varying a table of fares applicable to hackney carriages.
- 1.3. Under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 ('the 1976 Act') where a council makes or varies a table of fares, they must publish in at least one local newspaper a notice setting out the table of fares and / or variation, specifying the period (not less than 14 days from the date of first publication) and the manner in which objections to the table of fares or variation can be made. (This notice must also be available at the council offices for a period of 14 days from the date of first publication and be open to public inspection free of charge during reasonable hours.)
- 1.4. If no objection is made within the period specified in the notice, or if objections are subsequently withdrawn, the proposed table of fares shall come into operation on the date of expiration of the period specified in the notice or the date of withdrawal of the objection (whichever is the later).
- 1.5. If the objection is not withdrawn the Council is required to consider the objections and set a further date (not later than two months after expiry of the period given in the notice for making objections) on which the table of fares (or varied table of fares) shall come into force with or without modification (as decided by them after consideration of the objection(s)).
- 1.6. The last review of the Tariff was in July 2022 because of a petition received. This was granted by members on the 14 July 2022 and took effect in August 2022.
- 1.7. On the 23rd of August 2022 Mr Ian Vernon, on behalf of the Chelmsford Taxi Drivers Association, submitted a new petition for a tariff increase for multi seater vehicles, which adds a surcharge to the tariff, to the current tariff that was agreed on 14th July, when a vehicle is used by 5 or more persons. A copy of the Petition and supporting documentation made by Mr Vernon are attached as **Appendix A**.

- 1.8. A comparison of the change from the current tariff to the proposed tariff which provides additional tariff charges when hired by 5 or more persons (Not including wheelchair users and carers) is attached as **Appendix B**.
- 1.9. A National tariff comparison is provided as an abstract from the Private Hire and Trade Magazine (PHTM) is provided as **Appendix C**.
- 1.10 Three other Essex Licensing Authorities have adopted very similar approaches to the tariff changes suggested, these are Basildon, Braintree and Thurrock.

2. Consultation

- 2.1. The proposed tariff was advertised in the local paper, on the Council's website and in the public foyer of the civic offices. (There has therefore been full compliance with the requirements of the 1976 Act.) Each licence holder was also emailed with details of the consultation.
- 2.2. The Council has received three representations from currently licensed Hackney Carriage proprietors/drivers in respect of the proposed tariff increase. These are collectively attached at **Appendix D**. These representations are, in effect, objections to the proposed new tariff, with each representation putting forward an alternative to the proposed tariff.
- 2.3. The Council have received four comments from members of the public in favour of the petition changes. These are attached as **Appendix E**.

3. Considerations

- 3.1 The Committee have the following to consider when deciding on the petition.
 - 3.1.1 The Committee can accept the proposed tariff (as advertised in the public notice) and implement the new tariff effective from a date not more than two months after the date specified in the public notice as the deadline for objections, being the 10th January 2023.
 - 3.1.2 The committee can modify the proposed tariff and implement the new tariff (as modified) effective from a date not more than two months after the date specified in the public notice as the deadline for objections, being 10th January 2023.

Note: Although this option is given to the Council under section 65 (4) of the 1976 Act the Committee, if minded to modify the proposed tariff, should exercise care to ensure that any such modifications, by reason of their nature, extent, or ramifications, do not fall outside the scope of modifications envisaged by the 1976 Act. The legal adviser to the

Committee will be available at the meeting to advise on this aspect, should the need arise.

- 3.1.3 Leave, in effect, the current tariff in place i.e., refuse the proposed tariff changes. There is no specific facility within the 1976 Act to enable this and so in effect the current tariff would have to be re-implemented. This would need to be done by following the procedure at paragraph 3.1.2 above. That is to say, the Committee would have to formally resolve to modify (and implement by 10 January 2023) the proposed tariff so that the proposed tariff element is deleted.

4. Options

4.1 Members have the following options available to them:

- Accept the proposed tariff changes, or
- Modify the proposed tariff changes, or
- Refuse the proposed tariff changes and modify the proposed tariff to reflect the existing tariff.

4.2 There is no right of appeal, other than the ability to challenge the legality of any decision by way of an application to the High Court for Judicial Review, if it is considered that the Council has erred in its application of the law or there has been a serious procedural defect.

List of appendices:

- A. Petition from Mr Vernon and supporting documents
- B. Current tariff and proposed comparison.
- C. Private Hire and Trade Magazine (PHTM)
- D. Representations received
- E. Comments in favour of the petition

Background papers:

None

Corporate Implications:

Legal/Constitutional: None

Financial: None

Potential impact on climate change and the environment: None

Contribution toward achieving a net zero carbon position by 2030: None

Personnel: None

Risk Management: None

Equality and Diversity: None

Health and Safety: None

Digital: None

Other: None

Consultees:

The Petitioners

Relevant Policies and Strategies:

N/A

APPENDIX A

Initial Petition

Dear Dan

On behalf of the Chelmsford Taxi Drivers Association (CTDA) I raised a petition for a Tariff increase for multi seater vehicles now known as Tariff B. This was heard by the Regulatory Committee on 9th June 2022, who in turn unanimously agreed to the proposal and a period of public consultation followed.

On the 14th July following the public consultation period the Regulatory Committee sat to consider such response. In light of some of the misleading and inaccurate comments made by 2 members of the trade (Mr Michel and Mr Paffett) the CTDA felt these needed to be challenged/disputed.

As it transpired, we were advised at the meeting our comments although valid and welcomed could not be considered outside the consultation period. Therefore, as a result we were advised by the Chair that if we wished to continue with the petition we would have to re submit our application.

Therefore in light of this please accept this email as an application to raise before the Regulatory committee at the earliest opportunity.

It is worth pointing out that at no time within this consultation period, and the short period of time that followed, did the CTDA have opportunity to discuss any concerns that may exist with the Council in order to have the proposal granted.

May I now take this opportunity to invite Licensing to communicate with us to establish what concerns, if any, may now exist so that the CTDA can respond and allay any fears.

Myself and representatives of the trade are more than happy to make an appointment with yourself, if you feel this will be beneficial.

Kind regards

Ian Vernon
Chair
CTDA

Supporting information in favour of the petition

Proposed Multi Seater Vehicle (MSV) Hackney Carriage Taxi Tariff

The owners of MSV Hackney Carriage Taxis in Chelmsford would like to propose an additional tariff schedule for when their vehicles are being used in a 5 or 6 seat capacity in order to level up the purchase and running costs of a Saloon Vehicle (SV) and that of an MSV.

This proposal will be supported by a driver petition with in excess of 60 signatures from the trade, including some saloon car drivers.

Current Situation

Currently there are 76 saloon car vehicles used as Hackney Carriage taxis in Chelmsford, the rest (89) and any new taxis are MSV, in order to accommodate the disability act and be wheelchair accessible.

At present, there is a huge disparity in the costs of purchasing and running a saloon car versus an MSV.

The purchase price for a MSV is double that of a saloon, an MSV costs between £35,000-£45,000 + finance, and up to £65,000 for electric vehicles. Saloon cars start at £15,000. Buying second hand vehicle is a similar situation where an MSV would be around £20,000 and a saloon around £7,000

MSV's are not designed for passenger transport like saloon cars, in the main they are commercial vans that have been converted to take passengers. Due to their larger size and weight, fuel costs are much higher for MSV and maintenance costs are higher too, with more features such as wheelchair ramps and restraints, auto locking doors, flip seats, etc requiring maintenance, as well as higher general costs of parts for commercial vehicles.

The financial burden of owning a MSV will only get worse with the trade moving to more emission friendly vehicles and finally to the utopia of fully electric vehicles.

Although the costs of purchasing and running an MSV are almost double, there is very little chance of earning any more from the vehicle on the current tariff (30p-60p in extras when the vehicle is used at full capacity).

To ensure Local Authorities have the appropriate number of taxis on the circuit and enough provision of Wheelchair Accessible Vehicles we need to find a solution to funding.

It is quite clear that license holders are feeling the pinch when licensing an MSV. In the past couple of years a great number of vehicles in Chelmsford have been lost with vehicle licences (plates) being handed back. It's no coincidence that all the plates that were handed back were MSV, diminishing Chelmsford's wheelchair accessible fleet of taxis.

Not one single saloon car was handed back. During hard times, MSV are simply not financially viable to many owners, either to run or to replace.

New Tariff Proposal

Currently the way all tariffs work throughout the UK is that the more passengers that travel, the cheaper each individual passenger would effectively pay.

We would like to propose that an additional tariff be introduced, whereby if five or six passengers travel in a MSV that the fare be increased by 50% levelling up the price paid per passenger. If the vehicle was used for one to four passengers the fare tariff would remain the same.

For example:

Should an MSV undertake a five mile journey at Rate 1, it would increase the price by from £15.11 to £22.57 (An increase of £7.56), at Rate 2 it would increase the fare from £20.78 to £30.88 (An increase of £10.10)

4 people travelling at Rate 1 would pay £3.78 per person

6 people travelling at Rate 1 would pay £3.76 per person

4 people travelling at Rate 2 would pay £5.20 per person

6 people travelling at Rate 2 would pay £5.15 per person

Individually no one pays more

Three extra 5/6 seater journeys on Fri/Sat evenings at Rate 2 and six on the remaining days of the week at Rate 1 would increase the drivers weekly earnings by £75.66.

Based on a 48 week year and sensible working hours this would increase annual income by £3631.68,(less tax). This amount, over a number of years, would go a long way to meeting extra running costs and saving for a new vehicle

It is worthy to note that most journeys for taxi drivers are 1-4 passengers, five to six passengers are much less common.

Please also note that this new tariff could never be used for wheelchair passengers, as the space taken up by the wheelchair in the MSV means that a situation could not occur where 5 or 6 passengers travelled together.

Potential Concerns from the public/trade

Currently the taxi saloon car owner enjoy a high “black market” second hand value of their plates amongst Chelmsford taxi drivers, fetching a second hand premium of up to £25k, plus the value of the car, primarily due to their lower replacement costs and lower running costs.

This may diminish should the earnings potential of the MSV vehicle be increased and the costs versus returns between vehicle types become more equal. This may cause objections from current saloon car drivers.

To clarify, the tariff would be set manually at the beginning of the journey depending on how many passengers get in, as the number of passengers dictates which vehicle is needed.

This is standard practice in Chelmsford. Switching between tariffs when passenger numbers vary during a journey is not something we have ever seen in Chelmsford and should not be introduced now. For example, currently, the tariff doesn't increase for a passenger getting into a vehicle at 10.50pm and travelling over into the higher Rate 2 tariff at 11pm – it remains at Rate 1 for the duration of the journey.

Several councils across the UK including neighbouring Basildon select the tariff manually at the outset without undue concern. The fact that it is an offence to run the meter on an inappropriate tariff, or to over charge, could result in a licence being suspended and ultimately revoked is enough for drivers to abide to their conditions.

Astute passengers with mobile phone cameras and “How to Complain” notices and QR codes displayed in taxi’s that provide links to complain will also insure that integrity is maintained. Tariff increments would be in 15p denominations, most fares are now paid by credit card, however all taxi drivers carry change holders that accommodate 5p, so this would not be an issue.

Public feedback from the previous request for this tariff change on Facebook, showed the vast majority of the public supported tariff increases/changes, as the cost of living and fuel costs are understandably much higher now. Comments can be viewed on Essex Live Facebook post here

https://m.facebook.com/story.php?story_fbid=pfbid0358WQRJyntU8ZrMNkC4hBoqNhEKaYrPionuTpFTDFXCr2pHuYza3PpAT3ryDU6L1sl&id=125574517485663

Summary

1. There is currently a clear, unfair, cost differentiation between a licensed holder of a Saloon car taxi and an MSV vehicle, both on the purchase price and running costs.
2. We are requesting to look at parity on the price per person of 4 to 6 passengers
3. Appreciate and accept the future funding of MSV will greatly reduce the fleet of taxis in Chelmsford and that of wheelchair accessible vehicles.
4. There has been a huge loss in revenue throughout the COVID pandemic, which has greatly affected savings to purchase replacement MSV’s and access to credit (lease purchase) leading to negative credit reference reports. Failure to act now will see many more leaving the trade
5. Whilst I appreciate that everyone is feeling the pinch at the moment, if we want to maintain a functioning wheelchair accessible fleet of Hackney Carriage vehicles in Chelmsford for the foreseeable future , something has to be done to help with the cost of purchasing and running them.

Chelmsford Hackney Carriage Fares-Current Tariff

Hackney Carriage Fares (YARDS)

Tariff 1:

06:00 to 23:00 Monday to Saturday (excluding public holiday)

First 625 yards or 2 minutes and 34 seconds (pull off)	£3.60
Each subsequent 71.0 yards. (Equates to £2.479 per mile after 625 yards)	£0.10
Waiting time per 17.5 seconds	£0.10

Tariff 2:

*23:00 to 06:00 daily and anytime on public holidays (all day) 18:00 to 22:00
Christmas Eve and New Year's Eve*

First 700 yards or 3 minutes and 15 seconds (pull off)	£4.80
Each subsequent 50.7 yards (Equates to £3.471 per mile after 700 yards)	£0.10
Waiting time per 14.10 seconds	£0.10

Tariff 3:

06:00 to 23:00 Sundays

First 410 yards or 1 minute and 17 seconds. (pull off)	£4.70
Each subsequent 71.6 yards (Equates to £2.458 per mile after 410 yards)	£0.10
Waiting time per 11.60seconds	£0.10

Tariff 4:

*For hiring's begun between 22:00 24th December and 06:00 27th December and
between 22:00 on 31st December and midnight on 1st January (no extras)*

First 495 yards or 1 minutes and 56 seconds. (pull off)	£5.60
Each subsequent 84.7 yards (Equates to £4.156per mile after 495 yards)	£0.20
Waiting time per 19.8 seconds	£0.20

Miscellaneous extras:

For each additional passenger above one per journey	£0.30
For items carried outside the passenger compartment	£0.20
Each bicycle, push chair or perambulator	£0.20
Each other parcel or item of luggage	£0.20
Spoilage charge-a reasonable charge may be levied to a maximum of:	£65.00

Chelmsford Hackney Carriage Fares-Proposed Tariff

Hackney Carriage Fares (YARDS) – 5/6 PASSENGERS (NOT APPLICABLE TO WHEELCHAIR USERS AND CARERS)

Tariff 1:

6:00 to 23:00 Monday to Saturday (excluding public holiday)

Time and yardage as above (pull off)	£5.40
Each subsequent 71.0 yards ((Equates to £3.718 per mile after 625 yards)	£0.15
Waiting time per 17.5 seconds	£0.15

Tariff 2:

*23:00 to 06:00 daily and anytime on public holidays (all day) 18:00 to 22:00
Christmas Eve and New Year's Eve*

Time and yardage as above (pull off)	£7.20
Each subsequent 50.70 yards (Equates to £5.207 per mile after 700 yards)	£0.15
Waiting time per 14.10 seconds	£0.15

Tariff 3:

06:00 to 23:00 Sundays

Time and yardage as above (pull off)	£7.05
Each subsequent 71.6 yards (Equates to £3.687 per mile after 410 yards)	£0.15
Waiting time per 11.60 seconds	£0.15

Tariff 4:

*For hiring's begun between 22:00 24th December and 06:00 27th December and
between 22:00 on 31st December and midnight on 1st January (no extras)*

Time and yardage as above (pull off)	£8.40
Each subsequent 84.7 yards (Equates to £6.234 per mile after 495 yards)	£0.30
Waiting time per 19.8 seconds	£0.30

Miscellaneous extras:

For each additional passenger above one per journey	£0.30
For items carried outside the passenger compartment	£0.20
Each bicycle, push chair or perambulator	£0.20
Each other parcel or item of luggage	£0.20
Spoilage charge-a reasonable charge may be levied to a maximum of:	£65.00

THE NATIONAL HACKNEY FARES TABLE

NOVEMBER 2022

NATIONAL AVERAGE TWO MILE HACKNEY FARE TARIFF ONE

IS NOW £6.82

RISE IN 2022	RISE IN 2014
RISE IN 2021	RISE IN 2013
RISE IN 2020	RISE IN 2012
RISE IN 2019	RISE IN 2011
RISE IN 2018	RISE IN 2010
RISE IN 2017	RISE IN 2009
RISE IN 2016	RISE IN 2008
RISE IN 2015	NO SET FARE

**UPDATED DAILY
CLICK HERE**

PLEASE NOTE

The new council of **West Northamptonshire** has replaced Daventry, Northampton and South Northamptonshire in our list with a single tariff. The new council of **North Northamptonshire** has replaced Corby, Kettering, Wellingborough and East Northants in our list with a single tariff. Therefore the number of fares we list has reduced from 355 to 350.

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£13.20
2	GUILDFORD	£10.00
3	LUTON AIRPORT	£9.70
4	EPSOM & EWELL	£9.60
5	TIL	£9.60
6	SEVENDAKS	£8.70
7	STEVENAGE	£8.70
8	READING	£8.60
9	GREAT YARMOUTH	£8.50
10	EAST SUFFOLK (NORTH)	£8.40
11	MID SUSSEX	£8.40
12	TONBRIDGE & MALLING	£8.40
13	WATFORD	£8.40
14	HUNTINGDONSHIRE	£8.30
15	UTTLESFORD	£8.30
16	BCP	£8.20
17	BROXBOURNE	£8.20
18	CARRICK	£8.20
19	EAST HERTS	£8.20
20	HART	£8.20
21	WOKINGHAM	£8.20
22	WORTHING	£8.20
23	FOREST OF DEAN	£8.13
24	BRENTWOOD	£8.10
25	SOUTH OXFORDSHIRE	£8.10

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
26	VALE OF WHITE HORSE	£8.10	91	NORTH EAST LINCOLNSHIRE	£7.20
27	BRECKLAND	£8.00	92	PORTSMOUTH UA	£7.20
28	COVENTRY	£8.00	93	REIGATE & BANSTEAD	£7.20
29	MAIDSTONE	£8.00	94	SOUTH GLOUCESTER	£7.20
30	NOTTINGHAM	£8.00	95	ROTHER	£7.20
31	RIBBLE VALLEY	£8.00	96	THURROCK	£7.20
32	RUSHCLIFFE	£8.00	97	WEST NORTHANTS	£7.20
33	STROUD	£8.00	98	WEST SUFFOLK	£7.20
34	TORRIDGE	£8.00	99	YORK	£7.20
35	TUNBRIDGE WELLS	£8.00	100	EAST DEVON	£7.15
36	WEST BERKSHIRE	£8.00	101	TAMWORTH	£7.14
37	ISLE OF MAN	£7.90	102	ARGYLL & BUTE	£7.13
38	RESTORMEL	£7.90	103	COTSWOLD	£7.10
39	BRACKNELL FOREST	£7.80	104	COUNTY OF HEREFORD	£7.10
40	BRIGHTON & HOVE	£7.80	105	CRAWLEY	£7.10
41	PLYMOUTH	£7.80	106	ISLE OF WIGHT	£7.10
42	SCARBOROUGH	£7.80	107	MENDIP	£7.10
43	SURREY HEATH	£7.80	108	MOLE VALLEY	£7.10
44	WAVERLEY	£7.80	109	OLDHAM	£7.10
45	CHELMSFORD	£7.70	110	PENWITH	£7.10
46	COLCHESTER	£7.70	111	RUGBY	£7.10
47	DACORUM	£7.70	112	WINDSOR & MAIDENHEAD	£7.10
48	GUERNSEY	£7.70	113	RUNNYMEDE	£7.10
49	SWINDON	£7.70	114	HARBOROUGH	£7.09
50	WEALDON	£7.70	115	BRISTOL	£7.00
51	CHELTENHAM	£7.60	116	BROMSGROVE	£7.00
52	EAST AYRSHIRE	£7.60	117	EAST LOTHIAN	£7.00
53	BASINGSTOKE & DEANE	£7.60	118	EDINBURGH	£7.00
54	SOUTH SOMERSET	£7.60	119	GRAVESHAM	£7.00
55	KERRIER	£7.60	120	HAMBLETON	£7.00
56	MONMOUTHSHIRE	£7.60	121	HERTSMERE	£7.00
57	OXFORD CITY	£7.60	122	KINGS LYNN & WEST NORFOLK	£7.00
58	RUSHMOOR	£7.60	123	MACCLESFIELD	£7.00
59	SOUTHAMPTON	£7.60	124	NEWPORT	£7.00
60	WINCHESTER	£7.60	125	PEMBROKESHIRE	£7.00
61	TORBAY	£7.51	126	SLOUGH	£7.00
62	CARDIFF	£7.50	127	SWANSEA	£7.00
63	CREWE & NANTWICH	£7.50	128	WELWYN HATFIELD	£7.00
64	MILTON KEYNES	£7.50	129	WESTERN ISLES	£7.00
65	WEST LOTHIAN	£7.50	130	WILTSHIRE	£7.00
66	JERSEY	£7.43	131	Craven	£6.99
67	BIRMINGHAM	£7.40	132	SANDWELL	£6.92
68	CANTERBURY	£7.40	133	BURY	£6.90
69	EAST HAMPSHIRE	£7.40	134	EASTBOURNE	£6.90
70	EASTLEIGH	£7.40	135	LEEDS	£6.90
71	HARROGATE	£7.40	136	WORCESTER CITY	£6.90
72	LEICESTER	£7.40	137	ADUR	£6.80
73	LEWES	£7.40	138	AMBER VALLEY	£6.80
74	SOUTH AYRSHIRE	£7.40	139	BEDFORD	£6.80
75	TEWKESBURY	£7.40	140	BOSTON	£6.80
76	WEST OXFORD	£7.40	141	BRIDGEND	£6.80
77	NEW FOREST	£7.35	142	BROXTOWE	£6.80
78	ASHFORD	£7.30	143	CARMARTHENSHIRE	£6.80
79	CAMBRIDGE CITY	£7.30	144	CARADON	£6.80
80	DARTFORD	£7.30	145	CEREDIGION	£6.80
81	NORTH DEVON	£7.30	146	EAST CAMBRIDGESHIRE	£6.80
82	SHROPSHIRE	£7.30	147	EAST LINDSEY	£6.80
83	SOUTH CAMBRIDGE	£7.30	148	FIFE	£6.80
84	WEYMOUTH & PORTLAND	£7.30	149	GLASGOW	£6.80
85	TEIGNBRIDGE	£7.26	150	GLOUCESTER	£6.80
86	ARUN	£7.20	151	KINGSTON-UPON-HULL	£6.80
87	BATH & N. E. SOMERSET	£7.20	152	MID DEVON	£6.80
88	DERBY	£7.20	153	NORTH CORNWALL	£6.80
89	DORSET	£7.20	154	NORTH KESTEVEN	£6.80
90	GOSPORT	£7.20	155	NORTH NORTHANTS	£6.80

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
156	NORTH WARWICK	£6.80
157	SEDGEMOOR	£6.80
158	SOMERSET WEST & TAUNTON	£6.80
159	S. LANARKSHIRE (CAMBUS/R'GLEW)	£6.80
160	SWALE	£6.80
161	TENDRING	£6.80
162	TRAFFORD	£6.80
163	VALE OF GLAMORGAN	£6.80
164	WIRRAL	£6.80
165	WOLVERHAMPTON	£6.80
166	CHARNWOOD	£6.75
167	NUNEATON & BEDWORTH	£6.75
168	MALVERN HILLS	£6.72
169	ANGUS	£6.70
170	BLABY	£6.70
171	BRAINTREE	£6.70
172	CHESTER	£6.70
173	CONGLETON	£6.70
174	FYLDE	£6.70
175	MANCHESTER	£6.70
176	NORTH SOMERSET	£6.70
177	NORTH TYNESIDE	£6.70
178	SHEFFIELD	£6.70
179	SOUTH LAKELAND	£6.70
180	THREE RIVERS	£6.70
181	SOUTH HAMS	£6.66
182	CANNOCK CHASE	£6.60
183	CARLISLE	£6.60
184	CONWY	£6.60
185	DUDLEY	£6.60
186	EDEN	£6.60
187	EXETER	£6.60
188	FAREHAM	£6.60
189	FOLKESTONE & HYTHE	£6.60
190	HARLOW	£6.60
191	HAVANT	£6.60
192	HIGH PEAK	£6.60
193	MEDWAY	£6.60
194	MORAY	£6.60
195	NORTH HERTS	£6.60
196	NORTH LINCOLNSHIRE	£6.60
197	NORWICH	£6.60
198	ROCHFORD	£6.60
199	RYEDAILE	£6.60
200	SHETLAND ISLES	£6.60
201	SOUTH TYNESIDE	£6.60
202	WAKEFIELD	£6.60
203	IPSWICH	£6.55
204	BASSETLAW	£6.50
205	CALDERDALE	£6.50
206	DOVER	£6.50
207	DURHAM COUNTY COUNCIL	£6.50
208	EREWASH	£6.50
209	LIVERPOOL	£6.50
210	LUTON	£6.50
211	ORKNEY	£6.50
212	CHESTERFIELD	£6.45
213	HYNDBURN	£6.42
214	BASILDON	£6.40
215	BLAENAU GWENT	£6.40
216	CASTLE POINT	£6.40
217	DERBYSHIRE DALES	£6.40
218	EAST RENFREW	£6.40
219	HASTINGS	£6.40
220	HINCKLEY & BOSWORTH	£6.40

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
221	LINCOLN	£6.40
222	MELTON	£6.40
223	MID SUFFOLK	£6.40
224	SOUTHEND ON SEA	£6.40
225	TAMESIDE	£6.40
226	WEST LINDSEY	£6.40
227	WOKING	£6.40
228	WYRE	£6.38
229	PERTH & KINROSS	£6.33
230	NEWARK & SHERWOOD	£6.32
231	BLACKBURN	£6.30
232	DARLINGTON	£6.30
233	SOUTH HOLLAND	£6.30
234	SOUTH RIBBLE	£6.30
235	DUNDEE CITY	£6.28
236	BABERGH	£6.26
237	REDDITCH	£6.25
238	MIDLOTHIAN	£6.22
239	THANET	£6.21
240	CHICHESTER	£6.20
241	CHORLEY	£6.20
242	COPELAND	£6.20
243	EAST SUFFOLK (SOUTH)	£6.20
244	FALKIRK	£6.20
245	FENLAND	£6.20
246	HORSHAM	£6.20
247	NEWCASTLE-UPON-TYNE	£6.20
248	NORTHUMBERLAND	£6.20
249	SOLIHULL	£6.20
250	SPELTHORNE	£6.20
251	ST ALBANS	£6.20
252	STRATFORD ON AVON	£6.20
253	SUNDERLAND	£6.20
254	WYCHAVON	£6.20
255	RENFREWSHIRE	£6.15
256	WYRE FOREST	£6.14
257	CENTRAL BEDFORDSHIRE	£6.13
258	ABERDEENSHIRE	£6.10
259	BRADFORD	£6.10
260	CLACKMANNAN	£6.10
261	ELMBRIDGE	£6.10
262	CHERWELL	£6.08
263	SELBY	£6.06
264	SCOTTISH BORDERS	£6.05
265	ABERDEEN CITY	£6.00
266	ALLERDALE	£6.00
267	BLACKPOOL	£6.00
268	BOLTON	£6.00
269	BUCKINGHAMSHIRE	£6.00
270	DENBIGHSHIRE	£6.00
271	S. LANARKSHIRE (E. KILBRIDE)	£6.00
272	EAST STAFFORDSHIRE	£6.00
273	GATESHEAD	£6.00
274	GWYNEDD	£6.00
275	KIRKLEES	£6.00
276	KNOWSLEY	£6.00
277	LANCASTER	£6.00
278	NORTH WEST LEICESTER	£6.00
279	PETERBOROUGH	£6.00
280	POWYS	£6.00
281	RICHMONDSHIRE	£6.00
282	PRESTON	£6.00
283	ROTHERHAM	£6.00
284	SALFORD	£6.00
285	STOCKPORT	£6.00

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
286	TELFORD & WREKIN	£6.00
287	TEST VALLEY	£6.00
288	WARWICK	£6.00
289	WREXHAM	£6.00
290	WARRINGTON	£5.95
291	STAFFORD	£5.90
292	STOKE-ON-TRENT UA	£5.90
293	TANDRIDGE	£5.90
294	VALE ROYAL	£5.90
295	EAST RIDING	£5.85
296	WALSALL	£5.90
297	BARNSELY	£5.80
298	BARROW IN FURNESS	£5.80
299	FLINTSHIRE	£5.80
300	HALTON	£5.80
301	HIGHLAND	£5.80
302	ISLE OF ANGLESEY	£5.80
303	LICHFIELD	£5.80
304	MERTHYR TYDFIL	£5.80
305	NEATH PORT TALBOT	£5.80
306	NORTHERN IRELAND	£5.80
307	NORTH NORFOLK	£5.80
308	RHONDDA CYNON TAFF	£5.80
309	SEFTON	£5.80
310	S. LANARKSHIRE (CLYDESDALE)	£5.80
311	WIGAN	£5.80
312	DONCASTER	£5.75
313	NORTH EAST DERBYSHIRE	£5.75
314	CAERPHILLY	£5.70
315	GEDLING	£5.70
316	ST HELENS	£5.70
317	STIRLING	£5.70
318	ASHFIELD	£5.60
319	NORTH LANARKSHIRE	£5.60
320	S.LANARKSHIRE (HAMILTON)	£5.60
321	NEWCASTLE-UNDER-LYME	£5.55
322	INVERCLYDE	£5.54
323	DUMFRIES & GALLOWAY	£5.50
324	EAST DUNBARTONSHIRE	£5.50
325	EPPING FOREST	£5.50
326	REDCAR & CLEVELAND	£5.50
327	ROCHDALE	£5.50
328	TORFAEN	£5.50
329	CLYDEBANK	£5.40
330	DUNBARTON & VALE OF LEVEN	£5.40
331	ELLESMERE PORT	£5.40
332	HARTLEPOOL	£5.40
333	MANSFIELD	£5.35
334	NORTH AYSRSHIRE	£5.30
335	SOUTH KESTEVEN	£5.30
336	STAFFS MOORLANDS	£5.20
337	WEST LANCASHIRE	£5.20
338	SOUTH STAFFORDSHIRE	£5.10
339	STOCKTON ON TEES	£5.10
340	BURNLEY	£5.00
341	ROSSENDALE	£5.00
342	MIDDLESBROUGH	£4.90
343	BOLSOVER	£4.50
344	OADBY & WIGSTON	£4.40
345	PENDLE	£4.40
346	MALDON	£
347	RUTLAND	£
348	SOUTH DERBYSHIRE	£
349	SOUTH NORFOLK	£
350	WEST DEVON	£

Representations opposing the proposed Tariff changes.

1st representation.

I have been a Taxi driver in Chelmsford for over 20 years and can absolutely see no justification for increasing Fares for only multi seater vehicles by another 50% on top of the 8% rise recently granted this year. Any proprietor who has entered this trade in either a saloon vehicle or a multi seater vehicle over the past twenty years has known or should know the clear differences in that particular choice. Increasing charges due to bad business decisions and no forward planning is not the fault of the travelling public.

I am sure the majority of the trade does not want a two-tier system; this will definitely cause no end of problems and confusion for the travelling public. Multi seater vehicles will indeed be more expensive thus the public may choose to use Saloon cars which will generally be cheaper starving multi seater vehicles of work. Please note 5 or 6 passengers onboard these vehicles are slightly more expensive already.

Having the ability to BOOST a Taxi Fare by 50% WILL be abused by less scrupulous members of the trade. Calendar meters now operating in all vehicles has stopped this problem in recent years, I am sure Licensing can back this up with data and complaints if required.

I believe the petition supplied generally only asks a few Multi Seater vehicles rather than canvassing a cross section of the entire trade. If taxi fares were to increase by 50% overnight, I would genuinely worry for the welfare of drivers and vehicles if Taxi prices were to increase as requested.

The proposal as it stands only benefits 5- and 6-seater vehicles. No mention of increasing fares for 2 to 4 passengers, this seems strange or clearly biased.

Many of us on the ranks have discussed this and would suggest a fairer solution to actually benefit all Taxi owners/drivers in Chelmsford would be to increase the extras per person to £1. This would allow Saloon cars to earn £3 extra for fares when 4 passengers travel and would allow multi seater vehicles to earn up to £5 more when 6 people travel. A small increase per person but definitely invaluable to the taxi driver. It can be argued that only currently receiving an extra 30p per person is an absolute bargain for the travelling public but with additional weight over long distances will impact on the overall cost of fuel. By adding an additional £1 per person this would benefit all Taxi drivers in Chelmsford. The Extras button would be set to increment in 50p clicks. No BOOST button to increase fares by 50% which will get undoubtedly get abused.

Please see the attached data which I and many experienced Taxi drivers feel would be a fair system allowing ALL Hackney Carriages to earn some additional return for additional passengers travelling.

Taxi Comparison Chart

November 2022

	Cars		Vans		Percentage Increase Multi to Car
	Car	Car With	6 Seater	6 Seater	
	1 Passenger	4 Passengers	1 Passengers	6 Passengers	
Present Cost with 30p Extras pp	£10.00	£10.90	£10.00	£11.50	5.50%
Increases Extras to £1 per person	£10.00	£13.00	£10.00	£15.00	15.38%
50% Increase	£10.00	£10.90	£15.00	£16.50	51.38%
Present Cost 30p Extras pp	£20.00	£20.90	£20.00	£21.50	2.87%
Increases Extras to £1 per person	£20.00	£23.00	£20.00	£25.00	8.70%
50% Increase	£20.00	£20.90	£30.00	£31.50	50.72%
Present Cost 30p Extras pp	£50.00	£50.90	£50.00	£51.50	1.18%
Increases Extras to £1 per person	£50.00	£53.00	£50.00	£55.00	3.77%
50% Increase	£50.00	£50.90	£75.00	£76.50	50.29%

Summarising the above.

1	Current Situation. Multi seater vehicles already earn a small percentage more when additional passengers travel.
2	By allowing all Taxis to charge £1 extra per person benefits all Taxi drivers. Moderate increase in Fares.
3	Boost button capability only benefits Multi Seater vehicle and increases fare by over 50%

2nd representation.

Good afternoon,

Having been a proprietor of a six-seater taxi, for the past ten years i am against the proposal of the Tariff B increase for more than 4 passengers.

I have read the minutes of the July Regulatory meeting and cannot see where purchasing a new six-seater taxi is 135% to 300% more than purchasing a new saloon car. as far as I'm aware there has only been one person to replace their six-seater taxi with a brand new one and that has been me! Which i did in 2015.

While being on the rank over the years in my taxi I have had many conversations with the general public advising that it costs the same in a six-seater as it does in a standard saloon taxi. Obviously explaining the added charge of £0.30p per additional passenger.

Having heard several horror stories from people who i have picked up off the rank as to what they have been charged, I was very pleased when the council calendarized the meters stopping the miss-use of drivers charging to the wrong tariff.

I dread to think what the unscrupulous drivers among us will do with the ability to once again manually change their meters. Yes, sadly this will happen if this Tariff B is introduced.

As for the petition supporting this amendment, are the 48 signatures all proprietors or are they drivers? i wasn't asked or aware of any such petition. Surely all proprietors should have been notified of it even if they weren't in favour.

In the past i have both supported and opposed tariff increases due to the economy and cost of living etc. With the climate as it is we should be cautious as to any increases above what has already been passed.

As a six-seater wheelchair accessible vehicle we have a massive advantage over the saloon cars, sadly again drivers refuse to do this type of work even though they have vehicles capable. Please don't take my word for it, just contact the care homes in Chelmsford and ask them how difficult it is to book a wheelchair accessible vehicle.

The advantage of being able to do wheelchair accessible work negates any initial extra cost of the purchase of the vehicle.

3rd representation.

Dear Sirs

Further to the email regarding an extra tariff for multi seater vehicles I would like to raise a number of issues.

I have driven multi seater taxis in Chelmsford for over 30 years and I am completely against these proposals.

1) We operate Calendar controlled meters presently and this proposal would enable unscrupulous drivers to operate on the wrong tariff. These incidents although they might be isolated would undoubtedly happen and unsuspecting members of the public would be overcharged. Calendar control prevents this and must remain in all circumstances without options to bypass it.

2) Currently the public are still sometimes unsure as to whether a multi seater taxi is more expensive than a saloon car especially if they are a solo traveller or a couple. An additional tariff would only add to the confusion and possibly lead to customers avoiding multi seater vehicles when they are the front car on a rank.

3) Driver safety is likely to become an issue especially on out-of-town hidings when the fares due would become extremely expensive.

To demand £60-£70 or more for a journey to Brentwood or Shenfield or Braintree is excessive. Drunken or aggressive customers are likely to become involved in arguments with drivers. These situations are marginal at the best of times and do not need the added problems that would be created by excessive fares.

4) Complaints from the public to licensing would increase from members of the public feeling they had been overcharged.

There are many issues affecting the trade and especially multi seater vehicles at the moment.

But these proposals of a separate tariff are not the way to address them.

Policy can be amended by the committee to help operators through these difficult times.

I will list a few alternatives which have little or zero cost to members of the public but have benefits to operators of 6-seater wheelchair accessible vehicles which are fast becoming unviable as business propositions.

1) An increase in the extra's charges per person to £1 from the current 30p. This can be applied across all vehicles and would be of minimal cost to the public and a reasonable increase as it would only apply pro rata for additional passengers.

2) The requirement of the retirement of all Euro 5 vehicles by 2023. This decision was made prior or during the early stages of the pandemic. Things have fundamentally changed since this time. The criterion for suitable vehicles is now providing the trade with a very expensive limited choice of replacement vehicles. Many conversions to Chelmsford requirements are no longer produced, the second-hand market is non-existent and new vehicles are approaching £50,000 plus. I propose that a review into licensing criteria for multi seater wheelchair accessible vehicles is carried out and in the interim period although replacement vehicles must still be Euro 6 standard existing vehicles provided, they still pass council inspections will be able to be licensed until 12 years old. Euro 5 will continue to diminish but

good well-maintained vehicles will continue to be licensed for a period of time. This will bring Chelmsford into line on this matter with other local authorities such as Maldon.

An additional emission check could apply to the Euro 5 vehicles at inspection time to ensure none were breaching Euro 5 emission standards.

I underline I am completely against this tariff change and would be happy to provide further information or ideas if requested on the above matters

Kind regards

Appendix E

Comments in favour of the petition changes

Hi,

I have read of the intended taxi tariff increase to be applied in the larger taxis in Chelmsford. Just wanted to say that although the cost of living crisis is hitting us all, the rise does seem fair, else they are all going to go bankrupt and we won't have any big black cabs.

Thanks,

Dear sir or madam

I wanted to make comment on the advertised taxi increase, I used to live in Dunmow and they have always charged more for a 5 seater or 8 seater there, so it just seems normal to me, so no objections, once it's split out 5 or 6 ways would hardly notice the difference anyway.

Kind Regards

Good evening

I think the new tariff increase for the larger taxis is reasonable as I understand they are very expensive to buy whereas the car type taxis are much cheaper. This seems like a fair approach.

Kind regards

Dear Sir/Madam

I understand the taxi trade of Chelmsford have made an application for a Tarif increase for the multi seater vehicle taxis when 5/6 passengers engage. From what it sounds like and having discussed this with friends the taxi trade appear to be asking for the same cost per passenger should 6 people travel as 4 for example.

This seems a fair approach especially as I understand since the pandemic the City has lost a number of these vehicles due to affordability. We can ill afford to lose anymore, especially at the weekend, when we all wish to go home promptly late at night on a cold winters evening.

Regards,