

Objection 1

Dear Team

I would like to start by thanking the council for triggering a fare review. It is certainly something the trade have been talking about particularly with the increases in costs. I do however wish the council would consult with the trade before arbitrarily setting a rate. This would allow you to better understand the current pressures on the trade and the effects a fare structure might have before sending it out as a fait accompli. It would be far better to have something that both parties create and put out together.

I write to object to the structure of the proposed rise in taxi fares.

The current fare proposal from the council does not cover the rise in costs over the time period and could create issues for the public on short trips a few miles out of town and in rural areas.

Since the last fare review in 2014,

- RPI is at 20.3% to the end of 2021 and running at 8.33% so far in 2022 (7.8 in Jan, 8.2 in Feb, 9.0 in March), a total of 28.63% (Source ONS)
- Since 2014 Fuel alone has increased by 26%.
- Minimum wage has risen from 6.50 to 9.50 (a 46.2% increase).

Whilst the rise the council proposes appears, at first glance, to go some way towards covering this; however you are not including the removal of the Booking Fee in your calculation. The vast majority of taxi trips are undertaken via a phone call to an operator and not directly off a rank.

Without the booking fee this reduced the overall rise to -40% at the initial flag, 8% and the end of the first mile and between 12 to 13.75% on trips going up to 10 miles. (See attached comparison that **includes** the booking fee on the current tariff).

| Distance (miles) | TARIFF 1 (Daytime) | | |
|---------------------|---------------------------------------|---------------|----------|
| | Current (including Booking fee) | Proposed | % Change |
| Flag | £4.00 | £2.40 | -40.00% |
| 1 | £4.60 | £5.00 | 8.70% |
| 2 | £7.00 | £7.80 | 11.43% |
| 3 | £9.40 | £10.60 | 12.77% |
| 4 | £11.80 | £13.20 | 11.86% |
| 5 | £14.20 | £16.00 | 12.68% |
| 6 | £16.60 | £18.80 | 13.25% |
| 7 | £19.00 | £21.60 | 13.68% |
| 8 | £21.40 | £24.20 | 13.08% |
| 9 | £23.80 | £27.00 | 13.45% |
| 10 | £26.20 | £29.80 | 13.74% |

(I note in the email the council sent out, you listed the current first mile fare as £3.80, this is not correct. The 20ps are added at the start of each 128 yards not the end; so at the 1 mile point (1760yds) the meter is at £4.00 and with a booking fee at £4.60. (£3.40 for the first 1466 yards

leaves 294 yards. $294 \text{ yard} / 146.6 \text{ yrds} = 2.0054$ ticks, two completed ticks and the third just started, so the meter would just tick onto £4.00 at the 1759.3 yrds. I only mention this as my charts first mile differs from the value stated in the councils email.

This rise is not enough needs to keep up with inflation \ cost of living increases and needs to be around 20% to 25% just to keep drivers income static and to stop more driver leaving the trade.

Without a rise in line with the cost of living increase, whist not obvious has a risk to public safety.

Risk to public safety

Whist fares may not be an apparent risk to public safety it does have an effect. With costs rising and fares falling behind, a driver has to take some action to combat the effective loss in income. As a taxi driver you only have a few ways to do this

1. Increase your fares to keep with inflation\cost of living
2. Reduce your costs
3. Work longer hours

Options 2 and 3 are both a risk to public safety.

The only way a driver can reduce his cost is to reduce the maintenance of the vehicle. Service the vehicle less often, buy cheap tyres or worse run the tyres illegally to a less than legal limit Alternatively they could increase their working hours. This creates a driver who may be tired or fatigued, driving members of the public. Both of these options create a major risk to public safety.

Additional during Covid drivers left the trade to work elsewhere as they could not earn a living. VGT Taxis are engaging with 35% less drivers today than we were before Covid. This leads us to turning away passengers as we cannot undertake all the trips. This also leads to passenger safety issues as a passenger could be left stranded late at night with no means of getting home.

We need to encourage drivers back in the trade and we need to stop more departing.

If drivers can earn more driving for Amazon, Just Eats or Tesco, where they don't have to deal with the public to the same degree as a taxi driver, nor do they have to undertake a DBS, Driving assessment, knowledge test, Safeguarding training, disability awareness, medical (and all the associated costs) and provide a vehicle less than 3 years with hefty insurance costs compared to delivering food; you will lose your taxi driving work force. This would impact so many areas of a **vital** local transport network (Surrey home to school transport, Social care transport as well as local people to and from work, doctors and hospital or going out and getting home safely in the evenings)

To help address these issues we need to get more drivers back into driving taxis and whilst they can earn more elsewhere this won't occur. The fares need to rise in line with the cost of living which the council suggest fare chart does not do.

The other issues with the fare chart you have proposed are as follows;

A taxi fare is made up of a number of components and this need to be balanced to create a fare structure that will provide a workforce with an acceptable wage vs hours worked and the passengers with a fair pricing structure for the area they are in whilst not adversely effecting passenger safety.

My concerns with the councils suggested fare structure are; the **initial flag, waiting time** and the extras (removed **Booking Fee** & and no increase in the **Sunday Rate**)

Waiting time; the council proposal has set the waiting time too high. At 20p per 22 seconds you have an hourly waiting time of £32.72 during the day, £49.09 at night. This is currently set £18 during the day, therefore a rise of over 81%.

I would like to see this reduced and the savings in this area applied to other areas of the fare chart.

This should be set to £24 an hour and £36 an hour at time and a half; 20p per 30 seconds during the day, 30p per 30 seconds at night and 40p per 30 seconds during double fare.

Initial Starting Flag and Booking fee - short trips; driver may wait on a rank for hours between trips and a minimum fare trip of £2.40 or a short trip, will not bring a driver anywhere near the national minimum wage or the ability to earn a living. Drivers in Farnham will undertake around 10 to 15 trips a day, getting a handful of minimum fare or very short trips in a day seriously effects your income and the base fare needs to be higher. Drivers have to be able to earn a day's wage or they will continue to leave the trade and work elsewhere.

As mentioned, the trade is already 35% down on numbers as drivers have left the trade and have not returned. This creates a passenger safety issue where customers cannot get a taxi and could be left stranded.

The risk of a passenger not being able to get a taxi is further increase when you combine a reduced minimum fare with the removal of the Booking fee.

Most trips nowadays are not taken from a rank. The public use apps or phone a booking office for a taxi. The driver has to travel to the customer's location and return to the rank once free. This incurs additional cost over and above a job from a rank and a booking fee is designed to help contribute to those costs. A driver on a booking will pay

- 20% commission to the taxi office (who use this to pay the staffs wages to answer the phones, purchase computer and phone systems etc.)
- The average car costs around 60p per mile to upkeep (a taxi will be higher due to licenses and tests costs). . (source https://media.rac.co.uk/blog_posts/typical-vehicle-running-costs-for-petrol-engine-cars-42585)

The drivers (objector) engage with in Farnham is almost all Hackney Carriages. What driver is going to leave the town centre rank, drive 3 miles to Rowledge to take a little old lady to the Rowledge shops and then drive 3 miles back? With 6 miles of "dead" miles (travelling to the pickup and back to the rank once free) the costs to the driver would be £3.60 plus the £0.48 commission paid to the company (20% of 2.40) = £4.08. He would receive a fare of £2.40 a loss of £1.68.

Who is going to undertake short trips that are more than a mile or 2 away from the ranks? The trip would be loss making and the low initial rate and no booking fee WILL leave many customers stranded.

If Drivers won't undertake the short trips away from the town centre and as an operator I would be force not to take bookings for those trips, leaving some members of the public stranded.

Waverley is a rural area so this will effect other towns in Waverley not only Farnham. Booking fees exist in Rushmoor, Hart & East Hampshire (where the booking fee is £3.00, most likely due to the very rural nature of the borough)

It is **vital** that the booking fee is retained to allow passengers further out from the town centre, access to a taxi service.

We also need to address an issue on Sundays. Very few drivers work on a Sundays, I have 1 driver (at any one time) throughout the day. We need to encourage more drivers to work on a Sunday to ensure the public can get a taxi. I would suggest that the 60p Sunday rate also needs to rise. The 22:00 change to the night rate is also in place to encourage a driver to stay working on a Sunday night.

To address the issues laid out above I would like to propose an alternative chart as laid out in the attached documents. In summery I would propose:

Initial Flag = £4.00

First Mile fare = £5.00 (matching the councils proposal)

Running mile = £2.75 (20p per 128 yds) (matching the councils proposal)

Booking fee = £1.00

Sunday rate = £1.00

Per person fee above 4 people = £1.00

(This will remove some cost if 2 to 4 passengers are travelling; realistically it doesn't cost any extra if 1 or 4 people to travel in a normal saloon. However when 5 to 8 passengers want to travel, they are saving the price of two taxis and the driver has had to invest in a MPV\minibus incurring the additional cost of purchase and higher fuel costs.

This will lower the fare slightly when 2 to 4 passengers travel, reward the driver who invests in MPV and whilst the customer may pay an additional £1 per person over 4, it's still a saving over 2 taxis.)

This suggested chart has a higher flag to cover the more rural/shorter trips but the same costs at the first mile and each mile thereafter, up to 10 miles, as the council's proposal. It retains and raises the booking fee, again aimed at getting shorter trips or trips outside of the town centre covered, and is balanced out by the reduced waiting time and reduced occurrence of the per person fee (on trips with 2 to 4 passengers).

The idea of this fare chart structure is to provide a high enough rise to match the cost of living rises, keeping people driving taxis and hopefully encouraging some to come back; and to ensure passengers can get a taxi when they need one, even if they live outside of the town centre.

As always, I would be happy to meet with the council representative to discuss this further.

Please find attached

Fare increase Waverly (details from this email in a word document for ease of printing)

Proposed Fare Chart with (Objector's) suggested tariff.

Price comparisons sheets

- Current Council Rate vs Propose Council Rate (including Booking Fee)
- Current Council Rate vs Proposed (Objector) Rate (including Booking Fee)
- Current Council Rate vs Proposed (Objector) Rate
- Proposed Council Rate vs Proposed (Objector) Rate

(Note: (Objector) – Name redacted)

Proposed Fare Chart Layout

| Meter Rate 1 - Basic Fare | | | | | | | | | | | | | | |
|---|---------|--------|--------------|--------|-------|--|---------|-------|--|---------|--------|---|--|--|
| For the first 1152 yds/1053.3 metres or uncompleted part | | £4.00 | | | | | | | | | | | | |
| For each subsequent MILE (Charged at 20p per 128 yard/117 metres) | | £2.75 | | | | | | | | | | | | |
| Waiting time £24 an hour (Charged at 20p per 30 second period) | | £0.20 | | | | | | | | | | | | |
| <table border="1"> <tbody> <tr> <td>Example Fare</td> <td>1 Mile</td> <td>£5.00</td> </tr> <tr> <td></td> <td>2 Miles</td> <td>£7.80</td> </tr> <tr> <td></td> <td>3 Miles</td> <td>£10.60</td> </tr> <tr> <td colspan="3">Plus any applicable extras & waiting time</td> </tr> </tbody> </table> | | | Example Fare | 1 Mile | £5.00 | | 2 Miles | £7.80 | | 3 Miles | £10.60 | Plus any applicable extras & waiting time | | |
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| | 2 Miles | £7.80 | | | | | | | | | | | | |
| | 3 Miles | £10.60 | | | | | | | | | | | | |
| Plus any applicable extras & waiting time | | | | | | | | | | | | | | |

| Meter Rate 3 - CHRISTMAS\BOXING DAY\NEW YEAR (Double Fare) | | | | | | | | | | | | | | |
|--|---------|--------|--------------|--------|--------|--|---------|--------|--|--------|--------|---|--|--|
| All Day Christmas Day\Boxing Day\New Years Day & Christmas Eve\New Years Eve between 2100 - 2359 | | | | | | | | | | | | | | |
| For the first 1152 yds/1053.3 metres or uncompleted part | | £8.00 | | | | | | | | | | | | |
| For each subsequent MILE (Charged at 40p per 128 yard/117 metres) | | £5.50 | | | | | | | | | | | | |
| Waiting time £48.00 an hour (Charged at 40p per 30 second period) | | £0.30 | | | | | | | | | | | | |
| <table border="1"> <tbody> <tr> <td>Example fare</td> <td>1 Mile</td> <td>£10.00</td> </tr> <tr> <td></td> <td>2 Miles</td> <td>£15.60</td> </tr> <tr> <td></td> <td>3 Mile</td> <td>£21.20</td> </tr> <tr> <td colspan="3">Plus any applicable extras & waiting time</td> </tr> </tbody> </table> | | | Example fare | 1 Mile | £10.00 | | 2 Miles | £15.60 | | 3 Mile | £21.20 | Plus any applicable extras & waiting time | | |
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| | 2 Miles | £15.60 | | | | | | | | | | | | |
| | 3 Mile | £21.20 | | | | | | | | | | | | |
| Plus any applicable extras & waiting time | | | | | | | | | | | | | | |

| Meter Rate 2 - NIGHT RATE, BANK HOLIDAYS (Fare and a Half) | | | | | | | | | | | | | | |
|--|---------|--------|--------------|--------|-------|--|---------|--------|--|---------|--------|---|--|--|
| Any night between 23:00-06:59 & Sunday from 22:00, New Years Eve between 1800 - 2259 & all day Bank Holidays. Unless rate 4 applies | | | | | | | | | | | | | | |
| For the first 1152 yds/1053.3 metres or uncompleted part | | £6.00 | | | | | | | | | | | | |
| For each subsequent MILE (Charged at 30p per 128 yard/117 metres) | | £4.13 | | | | | | | | | | | | |
| Waiting time £36 an hour (Charged at 30p per 30 second period) | | £0.30 | | | | | | | | | | | | |
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| Example fare | 1 Mile | £7.50 | | | | | | | | | | | | |
| | 2 Miles | £11.70 | | | | | | | | | | | | |
| | 3 Miles | £15.90 | | | | | | | | | | | | |
| Plus any applicable extras & waiting time | | | | | | | | | | | | | | |

| Meter Rate 4 - Sunday | | | | | | | | | | | | | | |
|---|---------|--------|--------------|--------|-------|--|---------|-------|--|---------|--------|---|--|--|
| Sunday between 07:00 & 21:59. Unless rate 2 or 3 applies | | | | | | | | | | | | | | |
| For the first 1152 yds/1053.3 metres or uncompleted part | | £5.00 | | | | | | | | | | | | |
| For each subsequent MILE (Charged at 20p per 128 yard/117 metres) | | £2.75 | | | | | | | | | | | | |
| Waiting time £24 an hour (Charged at 20p per 30 second period) | | £0.20 | | | | | | | | | | | | |
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| | 2 Miles | £8.80 | | | | | | | | | | | | |
| | 3 Miles | £11.60 | | | | | | | | | | | | |
| Plus any applicable extras & waiting time | | | | | | | | | | | | | | |

EXTRAS

Any hire booked by phone, radio, internet or other prior arrangement
For Each additional passenger above four passengers

£1.00
£1.00

FOULING CHARGE

Any fouling to the interior of the cab making it unfit for hire upto £100

Current rate vs Proposed Rate including Booking Fee

CURRENT TARIFF

| | | |
|---|--|--|
| <p>Name : <input type="text" value="TARIFF 1 - Baclo Fare"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£4.00"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> | <p>Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£5.70"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> | <p>Name : <input type="text" value="TARIFF 3 - Xmas/New Year"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£7.40"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> |
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PROPOSAL

| | | |
|---|--|---|
| <p>Name : <input type="text" value="TARIFF 1 (Daytime)"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="22"/> (secs)</p> <p>Flag fall: <input type="text" value="£2.40"/> A</p> <p>Initial yardage: <input type="text" value="128"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="22"/></p> | <p>Name : <input type="text" value="TARIFF 2 (Nights/Bank Hols)"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="22"/> (secs)</p> <p>Flag fall: <input type="text" value="£6.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="198"/></p> | <p>Name : <input type="text" value="TARIFF 3-Xmas/New Year"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="22"/> (secs)</p> <p>Flag fall: <input type="text" value="£8.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="198"/></p> |
|---|--|---|

| Distance (miles) | TARIFF 1 (Daytime) | | | TARIFF 2 (Nights/Bank Holidays) | | | TARIFF 3 (Night & Bank Holiday) | | |
|---------------------|--------------------|----------|----------|---------------------------------|----------|----------|---------------------------------|----------|----------|
| | Current | Proposed | % Change | Current | Proposed | % Change | Current | Proposed | % Change |
| Flag | £4.00 | £2.40 | -40.00% | £5.70 | £6.00 | 5.26% | £7.40 | £8.00 | 8.11% |
| 1 | £4.60 | £6.00 | 8.70% | £6.60 | £7.60 | 13.64% | £8.60 | £10.00 | 16.28% |
| 2 | £7.00 | £7.80 | 11.43% | £10.20 | £11.70 | 14.71% | £13.40 | £16.80 | 16.42% |
| 3 | £9.40 | £10.80 | 12.77% | £13.80 | £16.80 | 15.22% | £18.20 | £21.20 | 16.48% |
| 4 | £11.80 | £13.20 | 11.86% | £17.40 | £19.80 | 13.79% | £23.00 | £28.40 | 14.78% |
| 5 | £14.20 | £18.00 | 12.68% | £21.00 | £24.00 | 14.29% | £27.80 | £32.00 | 15.11% |
| 6 | £16.60 | £18.80 | 13.25% | £24.60 | £28.20 | 14.63% | £32.60 | £37.80 | 15.34% |
| 7 | £19.00 | £21.80 | 13.68% | £28.20 | £32.40 | 14.89% | £37.40 | £43.20 | 15.51% |
| 8 | £21.40 | £24.20 | 13.08% | £31.80 | £36.30 | 14.15% | £42.20 | £48.40 | 14.69% |
| 9 | £23.80 | £27.00 | 13.45% | £35.40 | £40.60 | 14.41% | £47.00 | £54.00 | 14.89% |
| 10 | £26.20 | £29.80 | 13.74% | £39.00 | £44.70 | 14.62% | £51.80 | £59.80 | 15.06% |

Extras

£1.00 Any hire booked by phone, radio, internet or other prior arrangement

£1.00 For Each additional passenger above four passengers

Council Current vs Proposed Objectors Rate Including booking fee

CURRENT TARIFF

| | | |
|---|--|--|
| <p>Name : <input type="text" value="TARIFF 1 - Baslo Fare"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£4.00"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£18"/></p> | <p>Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£5.70"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£27"/></p> | <p>Name : <input type="text" value="TARIFF 3 - Xmas/New Year"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£7.40"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£38"/></p> |
|---|--|--|

PROPOSAL

| | | |
|---|---|---|
| <p>Name : <input type="text" value="TARIFF 1 (Daytime)"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£5.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£24"/></p> | <p>Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£7.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£36"/></p> | <p>Name : <input type="text" value="TARIFF 3-Xmas/New Year"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall + Booking Fee <input type="text" value="£9.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£48"/></p> |
|---|---|---|

| Distance (miles) | TARIFF 1 (Daytime) | | | TARIFF 2 (Nights/Bank Holidays) | | | TARIFF 3 (Night & Bank Holiday) | | |
|---------------------|--------------------|---------------|----------|---------------------------------|---------------|----------|---------------------------------|---------------|----------|
| | Current | Proposed | % Change | Current | Proposed | % Change | Current | Proposed | % Change |
| Flag | £4.00 | £6.00 | 25.00% | £5.70 | £7.00 | 22.81% | £7.40 | £8.00 | 21.62% |
| 1 | £4.60 | £8.00 | 30.43% | £6.60 | £8.60 | 28.79% | £8.60 | £11.00 | 27.91% |
| 2 | £7.00 | £8.80 | 25.71% | £10.20 | £12.70 | 24.51% | £13.40 | £16.80 | 23.89% |
| 3 | £9.40 | £11.80 | 23.40% | £13.80 | £16.80 | 22.46% | £18.20 | £22.20 | 21.98% |
| 4 | £11.80 | £14.20 | 20.34% | £17.40 | £20.80 | 19.54% | £23.00 | £27.40 | 19.13% |
| 5 | £14.20 | £17.00 | 19.72% | £21.00 | £25.00 | 19.05% | £27.80 | £33.00 | 18.71% |
| 6 | £16.60 | £19.80 | 19.28% | £24.60 | £29.20 | 18.70% | £32.60 | £38.80 | 18.40% |
| 7 | £19.00 | £22.80 | 18.95% | £28.20 | £33.40 | 18.44% | £37.40 | £44.20 | 18.18% |
| 8 | £21.40 | £26.20 | 17.76% | £31.80 | £37.30 | 17.30% | £42.20 | £49.40 | 17.06% |
| 9 | £23.80 | £28.00 | 17.65% | £35.40 | £41.60 | 17.23% | £47.00 | £56.00 | 17.02% |
| 10 | £26.20 | £30.80 | 17.56% | £39.00 | £45.70 | 17.18% | £51.80 | £60.80 | 16.99% |

Extras

£1.00 Any hire booked by phone, radio, internet or other prior arrangement (included in the above examples)

£1.00 For Each additional passenger above four passengers

Current Rate vs Objector Proposed rate

CURRENT TARIFF

| | | |
|--|---|---|
| <p>Name : <input type="text" value="TARIFF 1 - Basic Fare"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£3.40"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£18"/></p> | <p>Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£5.10"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£27"/></p> | <p>Name : <input type="text" value="TARIFF 3 - Xmas/New Year"/></p> <p>Date: <input type="text" value="31/01/2014"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="40"/> (secs)</p> <p>Flag fall: <input type="text" value="£6.80"/> A</p> <p>Initial yardage: <input type="text" value="1466"/> B</p> <p>Unit thereafter: <input type="text" value="146.6"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="400"/></p> <p>Waiting time by hour <input type="text" value="£38"/></p> |
|--|---|---|

PROPOSAL

| | | |
|---|--|--|
| <p>Name : <input type="text" value="TARIFF 1 Basic Fare"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall: <input type="text" value="£4.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£24"/></p> | <p>Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall: <input type="text" value="£6.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.3"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£30"/></p> | <p>Name : <input type="text" value="TARIFF 3-Xmas/New Year"/></p> <p>Selling charge: <input type="text" value="£100.00"/></p> <p>Wait: <input type="text" value="30"/> (secs)</p> <p>Flag fall: <input type="text" value="£8.00"/> A</p> <p>Initial yardage: <input type="text" value="1152"/> B</p> <p>Unit thereafter: <input type="text" value="128"/> C</p> <p>Price unit : <input type="text" value="0.4"/> D</p> <p>Initial Waiting Time (secs): <input type="text" value="270"/></p> <p>Waiting time by hour <input type="text" value="£38"/></p> |
|---|--|--|

| Distance (miles) | TARIFF 1 (Daytime) | | | TARIFF 2 (Nights/Bank Holidays) | | | TARIFF 3 (Night & Bank Holiday) | | |
|---------------------|--------------------|---------------|----------|---------------------------------|---------------|----------|---------------------------------|---------------|----------|
| | Current | Proposed | % Change | Current | Proposed | % Change | Current | Proposed | % Change |
| Flag | £3.40 | £4.00 | 17.65% | £5.10 | £6.00 | 17.65% | £6.80 | £8.00 | 17.65% |
| 1 | £4.00 | £6.00 | 25.00% | £6.00 | £7.50 | 25.00% | £8.00 | £10.00 | 25.00% |
| 2 | £6.40 | £7.80 | 21.88% | £9.60 | £11.70 | 21.88% | £12.80 | £16.80 | 21.88% |
| 3 | £8.80 | £10.80 | 20.45% | £13.20 | £16.80 | 20.45% | £17.60 | £21.20 | 20.45% |
| 4 | £11.20 | £13.20 | 17.86% | £16.80 | £19.80 | 17.86% | £22.40 | £28.40 | 17.86% |
| 5 | £13.60 | £18.00 | 17.65% | £20.40 | £24.00 | 17.65% | £27.20 | £32.00 | 17.65% |
| 6 | £16.00 | £18.80 | 17.50% | £24.00 | £28.20 | 17.50% | £32.00 | £37.80 | 17.50% |
| 7 | £18.40 | £21.80 | 17.39% | £27.60 | £32.40 | 17.39% | £36.80 | £43.20 | 17.39% |
| 8 | £20.80 | £24.20 | 16.36% | £31.20 | £38.30 | 16.36% | £41.60 | £48.40 | 16.36% |
| 9 | £23.20 | £27.00 | 16.36% | £34.80 | £40.60 | 16.36% | £46.40 | £54.00 | 16.36% |
| 10 | £25.60 | £29.80 | 16.41% | £38.40 | £44.70 | 16.41% | £51.20 | £59.80 | 16.41% |

Plus Extras

£1.00 Any hire booked by phone, radio, internet or other prior arrangement

£1.00 For Each additional passenger above four passengers

Council Proposal

| | | |
|--|---|---|
| Name : <input type="text" value="TARIFF 1 - Basic Fare"/> Date: <input type="text" value="31/01/2014"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="22"/> (secs) Flag fall: <input type="text" value="£2.40"/> A Initial yardage: <input type="text" value="128"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.2"/> D Initial Waiting Time (secs): <input type="text" value="22"/> Waiting time by hour <input type="text" value="£32.72"/> | Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/> Date: <input type="text" value="31/01/2014"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="22"/> (secs) Flag fall: <input type="text" value="£3.60"/> A Initial yardage: <input type="text" value="128"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.3"/> D Initial Waiting Time (secs): <input type="text" value="22"/> Waiting time by hour <input type="text" value="£48.08"/> | Name : <input type="text" value="TARIFF 3 - Xmas/New Year"/> Date: <input type="text" value="31/01/2014"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="22"/> (secs) Flag fall: <input type="text" value="£4.80"/> A Initial yardage: <input type="text" value="128"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.4"/> D Initial Waiting Time (secs): <input type="text" value="22"/> Waiting time by hour <input type="text" value="£65.44"/> |
|--|---|---|

YGT PROPOSAL

| | | |
|--|--|--|
| Name : <input type="text" value="TARIFF 1 (Daytime)"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="30"/> (secs) Flag fall: <input type="text" value="£4.00"/> A Initial yardage: <input type="text" value="1152"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.2"/> D Initial Waiting Time (secs): <input type="text" value="270"/> Waiting time by hour <input type="text" value="£24"/> | Name : <input type="text" value="TARIFF 2 Evenings/Bank H"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="30"/> (secs) Flag fall: <input type="text" value="£6.00"/> A Initial yardage: <input type="text" value="1152"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.3"/> D Initial Waiting Time (secs): <input type="text" value="270"/> Waiting time by hour <input type="text" value="£30"/> | Name : <input type="text" value="TARIFF 3-Xmas/New Year"/> Selling charge: <input type="text" value="£100.00"/> Wait: <input type="text" value="30"/> (secs) Flag fall: <input type="text" value="£8.00"/> A Initial yardage: <input type="text" value="1152"/> B Unit thereafter: <input type="text" value="128"/> C Price unit : <input type="text" value="0.4"/> D Initial Waiting Time (secs): <input type="text" value="270"/> Waiting time by hour <input type="text" value="£38"/> |
|--|--|--|

| Distance (miles) | TARIFF 1 (Daytime) | | | TARIFF 2 (Nights/Bank Holidays) | | | TARIFF 3 (Night & Bank Holiday) | | |
|---------------------|--------------------|--------------|----------|---------------------------------|--------------|----------|---------------------------------|--------------|----------|
| | Council Suggested | VGT Proposed | % Change | Council Suggested | VGT Proposed | % Change | Council Suggested | VGT Proposed | % Change |
| Flag | £2.40 | £4.00 | 66.67% | £3.60 | £6.00 | 66.67% | £4.80 | £8.00 | 66.67% |
| 1 | £5.00 | £5.00 | 0.00% | £7.50 | £7.50 | 0.00% | £10.00 | £10.00 | 0.00% |
| 2 | £7.80 | £7.80 | 0.00% | £11.70 | £11.70 | 0.00% | £15.60 | £15.60 | 0.00% |
| 3 | £10.60 | £10.60 | 0.00% | £15.90 | £15.90 | 0.00% | £21.20 | £21.20 | 0.00% |
| 4 | £13.20 | £13.20 | 0.00% | £19.80 | £19.80 | 0.00% | £26.40 | £26.40 | 0.00% |
| 5 | £16.00 | £16.00 | 0.00% | £24.00 | £24.00 | 0.00% | £32.00 | £32.00 | 0.00% |
| 6 | £18.80 | £18.80 | 0.00% | £28.20 | £28.20 | 0.00% | £37.60 | £37.60 | 0.00% |
| 7 | £21.60 | £21.60 | 0.00% | £32.40 | £32.40 | 0.00% | £43.20 | £43.20 | 0.00% |
| 8 | £24.20 | £24.20 | 0.00% | £36.30 | £36.30 | 0.00% | £48.40 | £48.40 | 0.00% |
| 9 | £27.00 | £27.00 | 0.00% | £40.50 | £40.50 | 0.00% | £54.00 | £54.00 | 0.00% |
| 10 | £29.80 | £29.80 | 0.00% | £44.70 | £44.70 | 0.00% | £59.60 | £59.60 | 0.00% |

Extras

£1.00 Any hire booked by phone, radio, internet or other prior arrangement

£1.00 For Each additional passenger above four passengers

Objection 2

I have been corrected by one of my drivers. The 2014 fare chart is exactly the same as the 2012 fare chart. This means there has not been a rise since 2012. This would add a further 4.9% (2.6% for 2012 and 2.3% for 2013) to the figures below

Since the last fare review in 2012,

- RPI is at **25.2%** to the end of 2021 and running at 8.33% so far in 2022 (7.8 in Jan, 8.2 in Feb, 9.0 in March) , a total of **33.53%** (Source ONS)



HOME JAMES - OFFICE

Waverley Borough Council

MAXIMUM HACKNEY CARRIAGE FARES

(for hirings by distance and time with effect from 16th July 2012)

Cab Number

122

THE FARE ON THE METER WHEN IN USE MUST BE VISIBLE TO THE PASSENGER AT ALL TIMES

| | |
|--|--------------|
| TARIFF 1 (Basic Fare) | £3.40 |
| Charge for any distance not exceeding ten-twelfths (10/12) mile (1466 yards, 1340.8 metres) or the first eight minutes of the fare (or a combination of distance and time) | |
| For each subsequent one twelfth (1/12) of a mile (146.6 yards) (134.08 metres) | 20p |
| Waiting time - For each period of 40 seconds or part thereof | 20p |

| | |
|--|--|
| TARIFF 2 EVENINGS and BANK HOLIDAYS (For hirings starting as follows: between 11.00 pm and 7.00 am on Mondays to Saturdays; between 10.00 pm on Sundays and 7.00 am on Mondays between 6.00 pm and 11.00 pm on New Year's Eve at any time on all Bank and Public Holidays) | One and a half times Tariff 1 fare (BASIC FARE x 1.5) |
|--|--|

| | |
|---|--|
| TARIFF 3 CHRISTMAS AND NEW YEAR (For hirings starting ONLY between 11.00 pm on Christmas Eve and 7.00 am on 27th December, and between 11.00 pm New Year's Eve and 7.00 am on 2nd January) | Two times basic fare (BASIC FARE x 2) |
|---|--|

| | |
|---|---|
| TARIFF 4 (For hirings starting ONLY between 7.00 am and 10.00 pm on SUNDAYS) | SURCHARGE of 60p on relevant rate detailed above |
|---|---|

| | |
|---|----------------|
| EXTRA CHARGES | |
| 1. BOOKING CHARGE: For hirings made otherwise than with the driver of a hackney carriage standing or plying for hire at a rank or in a street, provided that this charge is made known to the person making the booking at the time the booking is made. | 60p |
| 2. EXTRA PASSENGERS: For each passenger in excess of one (1) | 30p |
| 3. SOILING CHARGE: For soiling the interior of the vehicle (by human contamination) which leaves it unfit for subsequent hiring unless cleaned. | £100.00 |

IMPORTANT NOTES

1. If the journey takes the cab outside the Waverley Borough, the driver **MUST** still charge in accordance with the above fare scale unless a fare has been agreed otherwise with the hirer before the journey has started.
2. Total fare includes VAT, where appropriate.
3. Your driver will be wearing an up-to-date Waverley identification badge with photograph.

COMPLAINTS OR LOST PROPERTY SHOULD BE REPORTED TO WAVERLEY BOROUGH COUNCIL, COUNCIL OFFICES, THE BURYS, GODALMING, SURREY (TEL: 01483-523219) QUOTING, IF POSSIBLE, THE CAB NUMBER AND/OR THE DRIVER'S BADGE NUMBER.

Objection 3

Dear Licensing

I hope it's not too late, I am supporting (Objector 1) proposal.