

Agenda Item No: 5
Report To: LICENSING, HEALTH AND SAFETY COMMITTEE



Date of Meeting: 16th January 2017

Report Title: REVIEW OF THE HACKNEY CARRIAGE FARE SCALE

Report Author & Job Title: Trevor Ford
Environmental Protection and Licensing Team Leader

Portfolio Holder Cllr. Bradford
Portfolio Holder for: Highways, Wellbeing and Safety

Summary: To recommend to Council one of the following options to the hackney carriage fare scale for 2017/18

- No change to the current tariff
- An increase of 3% to the overall tariff

Key Decision: NO

Significantly Affected Wards: The fare scale has implications for all hackney carriage journeys across the borough and therefore affects all wards.

Recommendations: **That the Licensing, Health and Safety Committee recommends to Council approval for the purpose of issuing a public notice for the hackney carriage fares.**

Policy Overview: In December 1996 it was agreed by the Council that the hackney carriage fare scale would be reviewed annually. In setting this fare scale a balance needs to be struck between the legitimate aims of the hackney carriage trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.

Financial Implications: Fares relate to the charges levied by the hackney carriage trade and as such have no direct financial impact on the Council

Legal Implications There are no direct legal implications.

The procedure for setting fares and public notice requirements are stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

Equalities Impact Assessment Not required because the setting of fares in relation to this statutory function is not considered to cause any

discrimination. The fees are set in accordance with Government guidance. The Council's Taxi Policy is subject to a separate Equality Impact Assessment.

Other Material Implications:

Members should note generally that hackney carriage and private hire licences are considered possessions and therefore Article 1 to Protocol 1 of the Human Rights Act 1998, the peaceful enjoyment of possessions is relevant.

Exempt from Publication:

NO

Background Papers:

None

Contact:

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(01233) 330 397

Report Title:

REVIEW OF THE HACKNEY CARRIAGE FARE SCALE

1. The report reviews the hackney carriage fare scale and outlines the consultation with the trade on this matter.
2. This report asks for the Licensing, Health and Safety Committee to recommend to Council one of the following options to the hackney carriage fare scale for 2017/18.
 - No change to the current tariff
 - An increase of 3% to the overall tariff

Introduction and Background

3. The council's current taxi policy states that the hackney carriage fare scale will be reviewed annually.
4. Members are reminded that the fares relate to the charges levied by the taxi trade as opposed to the fees that are essentially the licence charges levied by the Borough Council. It should also be remembered that the legislation governing taxi and private hire vehicles does not allow councils to set fares for private hire vehicles. Private hire proprietors may charge what they wish, although legislation dictates that customers must be advised of the fare beforehand unless the vehicle is fitted with a taximeter set at or below the tariff set by this council.
5. It should also be noted that the tariff is the maximum fare that can be charged and discounts can be given should the proprietor wish.
6. Last year the proposal put to the Licensing, Health and Safety Committee, following a consultation of the hackney carriage drivers and selected operators, was for no increase, or a 3% increase in the fares and no increase in the drop (initial) rate. Members generally considered Ashford's fares relative to other areas and were uncomfortable recommending an increase given dropping fuel costs. Subsequently there was no increase to fares for 2016/17.

Proposal/Current Position

7. The process of setting a fare increase is complex and a balance needs to be struck between the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.
8. Fare increases are implemented by changing the mileage at which the fare increases e.g. the present tariff charges 20p/171.8 yards.

9. The table below indicates the approximate cost of a journey for various distances on the basis of the current and proposed 3% fare scale increase. Because there drivers have not requested an increase to the drop rate no increase is seen until the two mile point.

Distance	Current rate	No change in proposed drop rate plus an additional 3% overall
1 mile	£4.20	£4.20
2 mile	£6.20	£6.40
5 mile	£12.40	£12.60
10 mile	£22.60	£23.20

10. With regard to the current fees, Ashford Borough Councils fee of £6.20 based upon a two mile journey is rated as 78th highest, out of a listed 365 local authorities. With an increase of 3% overall this ranking will change to being the 46th highest fee based on the current data, however the final position as of April 2017 will be dependent on fare changes at other local authorities. Please refer to Appendix B for the national fare tables as provided by Private Hire Monthly.
11. As of November 2016, the average price per litre of unleaded petrol for the South East was 117.1 pence a litre, an increase of 5.8 pence on the previous year. Diesel is currently 119.0 pence per litre and LPG 55.9 pence per litre and usually sits around 40% of the cost of unleaded petrol.
12. According to the AA Fuel Price reports there were generally reductions in fuel prices between September 2015 to February 2016, and petrol fell 9.3 pence in this time. Since February 2016 fuel prices have generally increased month on month with a petrol price increase of 15.1 pence over this time.
13. According to the Office for National Statistics inflation between October 2015 and October 2016 has increased by 1%, according to the consumer prices index (CPI).
14. According to the latest benchmark, in 2016's third quarter the AA British Insurance Premium Index premiums are now on average 16.3% (avg. £82) higher than 12 months ago. Members may wish to note that the figures stated are general to car insurance premiums, rather than specialist private hire or hackney carriage insurance.

Implications and Risk Assessment

15. As previously stated the recommendation does not represent a key decision. The consideration assessment indicates low impact in terms of human rights, the environment, legal and staffing implications.

Equalities Impact Assessment

16. Not required because the setting of fares in relation to this statutory function is not considered to cause any discrimination. The fees are set in accordance with Government guidance. The Council's Taxi Policy is subject to a separate Equality Impact Assessment.

Consultation Planned or Undertaken

17. Consultation with the hackney carriage trade has occurred in two stages.
18. The first stage presented the issue of fare setting in the 13th September 2016 Taxi Forum. From this discussion the trade proposed a 3% increase in the yardage, but with no increase in the drop (initial) rate.
19. The second stage consisted of an online Survey Monkey questionnaire. This survey emailed to members of the trade, and also advertised publically on the Ashford.gov.uk website. This consultation opened on the 1st October 2016 and closed on the 31st October 2016.
20. Other than identification information to avoid duplicate responses, the questions asked by the survey were as follows;
- Do you support the proposed 3% increase on yardage (0% on drop rate) as proposed by the trade at the September 2016 Taxi Forum?
 - If not, what if any change would you like to see?
 - Comments to support proposed fare (please provide details/evidence)
21. In total 25 hackney driver responses were received as part of the consultation process representing approximately 25 out of 186 drivers (13%). We also received one response from a hackney vehicle operator who has a fleet of 30+ vehicles, 20 of which are hackney carriages.
22. Of these 26 responses 92% (24 respondents) support a 3% increase in the yardage, but with no increase in the drop (initial) rate. 8% (2 respondents) support no change to the current fare rates.
23. Of the 26 responses, two respondents provided an alternative option to the rate change proposed by the Taxi Forum. The first suggested the option of no change at all to the fare rates, as they consider the fares to be high enough as they are. The second did not suggest an alternative, but did state 'people don't have money' and was suggestive that they wish to see no increase in the fare rates.
24. Comments to support the proposed fares range in nature, but fall into the below general categories;

Comment	Mentions within responses
General (unspecified) costs have increased but hackney fare rates have not	8
Vehicle running costs (tyres, servicing, insurance) have	3

increased	
Increased fares will represent a salary increase, and the drivers have not had this for three years	3
Fuel costs have increased	3
Living costs have increase	4
Licence costs (DBS checks, medicals, general licence costs) have increased	1
That the respondent feels 'this is a reasonable request'	2
Fares have not increased for some time	6

25. Of the responses four respondents provided more detailed evidence of cost increases. These responses (with redacted personal/business information) are contained at Appendix C

Other Options Considered

26. It is open to the Licensing, Health and Safety Committee to apply a change as they deem fit, however this report has only considered the proposed and suggested options in light of the current economic information available.

Reasons for Supporting Option Recommended

27. It is proposed that the Licensing, Health and Safety Committee recommend either a 3% increase on the fare rate (excluding drop rate) or no change to the current rates based upon these being the only options proposed by the trade via the September 2016 Taxi Forum or through the survey based consultation.

Next Steps in Process

28. The fares approved by the council must be advertised via a Public Notice in the local press in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976. If relevant objections are received in response to this Notice a further report would be required.
29. If no objections are received, the agreed fare scale will take effect on 1 April 2017.

Conclusion

30. Members may wish to take the following into account:
- The responses provided as part of the consultation represented 13% of eligible drivers responding. In addition an operator with 20 hackney carriages also responded.
 - The prior 2015 consultation achieved an 8% response rate and a majority support for a 3% increase overall.

- In 2012 there was a 5% increase and a 10 pence increase in the drop rate. In 2013 there was a 3% increase and a 10 pence increase in the drop rate. There were no increases in 2014, 2015, or 2016.
- Members are asked to set maximum levels for fares, although drivers may charge less if they wish.
- The price of fuel has been increasing since February 2016, with a reasonable increase being noted over the last 12 months.
- There has been a small (+1%) increase in the rate of inflation in the last 12 months.
- Insurance premiums have increased 16% over the last 12 months.

Portfolio Holder's Views

31. Councillor Bradford is of the view that taxi fares should go up by the proposed 3% rate (with 0% on the initial/drop rate) based on Ashford's growing need for a reliable and professional transport system which includes hackney carriage provision. The increase will also ensure that the fares are reflective of increased costs incurred by the hackney trade.

Contact and Email

32. Trevor Ford
 Environmental Protection and Licensing Team Leader
 (01233) 330 397
trevor.ford@ashford.gov.uk

APPENDIX A: Current fare table

APPENDIX B: Private Hire Monthly – National Fares Table November 2016

APPENDIX C: Detailed responses/evidence from the trade

APPENDIX A

ASHFORD BOROUGH COUNCIL: AUTHORISED FARES FOR HACKNEY CARRIAGES 2016/17

<u>Fares for distance or time: Rate 1</u>	£
If the distance does not exceed 700 yards, for the whole distance or for the first 220.5 seconds of waiting time	2.80
For each subsequent 171.8 yards or uncompleted part thereof	0.20
Or for each subsequent period of 54.5 seconds of waiting time or uncompleted part thereof	0.20
<u>Fares for certain times and days: Rate 2</u>	
a) For each hire commenced between 12 midnight and 7 am	1½ x Rate 1
b) For each hire undertaken on GOOD FRIDAY, EASTER MONDAY, MAY DAY, SPRING BANK HOLIDAY, SUMMER BANK HOLIDAY or any other specifically declared Bank Holiday only.	1½ x Rate 1
<u>Fares for certain times and days: Rate 3</u>	
c) For each hire undertaken on a CHRISTMAS DAY, BOXING DAY or NEW YEAR'S DAY	2 x Rate 1
When the holiday charge (b) or (c) is payable the Night Charge (a) is NOT payable.	
<u>Guide to Average Expected Fares for Journey Lengths</u>	

2 Miles - £6.20
 5 Miles - £12.40
 10 Miles - £22.60

	£
<u>Extras</u> - up to a maximum of £1.20	
(a) for each person (excluding infants in arms) carried in excess of two persons (two children under 10 years of age count as one person) irrespective of distance.	0.20
<u>Note: For the purposes of counting the number of persons that the vehicle is licensed to carry, children under 10 years of age should each be counted as a person. A babe in arms should not be counted as a person.</u>	
(b) for each article of luggage conveyed outside the passenger compartment of the carriage	0.05
(c) for perambulators	0.05
(d) for dogs	0.10

Rates calculated by time

When the hirer expresses his desire to engage a hackney carriage by time, then the rate of fare shall be calculated by time, such rate or fare being agreed in advance.

Journeys outside Council's area

Fares to destinations outside the Ashford Borough area may be negotiated prior to commencement of the journey, but the fare charged must not exceed the above tariff. If no such agreement is reached then the meter fare only must be charged.

Complaints

Any Complaints about this vehicle should be made to the Licensing Authority, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL

Appendix B

The Bryan Roland Memorial NATIONAL FARES TABLES NOVEMBER 2016

Call 0161 280 2800 or email donnadale.npha@btconnect.com

TABLE COLOUR CODE
 RISE IN 2016
 RISE IN 2015
 RISE IN 2014
 RISE IN 2013
 RISE IN 2012
 RISE IN 2011
 RISE IN 2010
 RISE IN 2009
 RISE IN 2008
 RISE IN 2007
 RISE IN 2006
 FARE REDUCED

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE	POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LUTON AIRPORT	£5.20	66	COVENTRY	£6.00	131	STEVENAGE	£6.00	196	HINCKLEY & BOSWORTH	£5.60
2	WATFORD	£6.40	67	DACORUM	£6.00	132	THREE VALLEY	£6.00	197	HEWORTH	£5.36
3	LONDON (HEATHROW)	£7.60	68	EAST DEVON	£6.00	133	RIVERS RIVERS	£6.00	198	NORTH KESTEVEN	£5.36
4	CARRICK	£7.20	69	DEVON	£6.00	134	THURROCK	£6.00	199	NORTH WEST LEICESTER	£5.36
5	EPSOM & EWELL	£7.20	70	FENWICK	£6.00	135	WARWICK	£6.00	200	NORTH WEST HAM	£5.60
6	LONDON	£7.20	71	SWALE	£6.00	136	WEST DORSET	£6.00	201	ORKNEY	£5.60
7	DARTFORD	£7.00	72	TORNBOROUGH & WALLING	£6.00	137	DORRING	£6.00	202	PORTRIMOUTH UA	£5.60
8	HERTSHER	£7.00	73	YORK	£6.00	138	DARLINGTON	£5.95	203	RENFREWSHIRE	£5.60
9	ROBERT CARRICK (Rural Zone)	£7.00	74	FOREST OF DEAN	£6.27	139	TENDRING	£5.92	204	RUSHCLIFFE	£5.60
10	MID SUSSEX	£7.00	75	HARROBROUGH	£6.27	140	HIGH PEAK	£5.92	205	SANDWELL	£5.60
11	NORTH WILTSHIRE	£7.00	76	MIDLOTHIAN	£6.22	141	TORRIDGE	£5.92	206	SOUTH BUCKINGHAM	£5.60
12	BALEUBURY	£7.00	77	AREYHILL & BUTE	£6.20	142	BABERG	£5.90	207	SUFFOLK COASTAL	£5.60
13	WEST WILTSHIRE	£7.00	78	ASHFORD	£6.20	143	BASSETLAW	£5.90	208	TAMESIDE	£5.60
14	GUILDFORD	£6.90	79	BIRMINGHAM	£6.20	144	CHRISTCHURCH	£5.90	209	WOLVERHAMPTON	£5.60
15	VALE OF WHITE HORSE	£6.90	80	BRENTWOOD	£6.20	145	DUDLEY	£5.90	210	WOLVERHAMPTON	£5.60
16	BRIGHTON & HOVE	£6.90	81	BRISTOL CITY OF UA	£6.20	146	DURHAM COUNTY COUNCIL	£5.90	211	WREKHAM	£5.60
17	CARADON	£6.80	82	CHELTERHAM	£6.20	147	EAST DORSET	£5.90	212	WYRE	£5.60
18	COLCHESTER	£6.80	83	CHICHESTER	£6.20	148	EAST LINDSEY	£5.90	213	CARDIFF	£5.50
19	EAST LOTHIAN	£6.80	84	GRAYS & RAHWICK	£6.20	149	HASTINGS	£5.90	214	DUNDEE	£5.50
20	MART	£6.80	85	HORSHAM	£6.20	150	RUSHMORE	£5.90	215	DUNDEE	£5.50
21	READING	£6.80	86	LEWIS	£6.20	151	WALSALL	£5.90	216	ABERDEEN	£5.50
22	WEST BERKSHIRE	£6.80	87	LINDCOLN	£6.20	152	TEWKSBURY	£5.90	217	ANGUS	£5.50
23	KERRIER	£6.75	88	MENDIP	£6.20	153	BASLON	£5.90	218	BRIGHTON	£5.50
24	WUNSTON & BEDWORTH	£6.75	89	NORTHAMPTON	£6.20	154	BLACKPOOL	£5.90	219	CANNOCK CHASE	£5.50
25	BEAUFORT	£6.75	90	NORTH HERTS	£6.20	155	BROMSGROVE	£5.90	220	CASTLE MORPETH	£5.50
26	EAST CLIFF	£6.70	91	RUNNEMEDE	£6.20	156	GLASGOW	£5.90	221	DUNFERMLINE & GALLOWAY	£5.50
27	WEYMOUTH & PORTLAND	£6.70	92	SEDERBERG	£6.20	157	EAST HERTS	£5.90	222	EAST Ayrshire	£5.50
28	ADUR	£6.60	93	SHEFFIELD	£6.20	158	FYLDE	£5.90	223	EAST CAMBRIDGESHIRE	£5.50
29	BASINGSTOKE & DEANE	£6.60	94	SHEPWAY	£6.20	159	GLoucester	£5.90	224	EDEN	£5.50
30	BOURNEMOUTH	£6.60	95	SOUHLI	£6.20	160	GLoucester	£5.90	225	EAST STAFFORDSHIRE	£5.50
31	CRAWLEY	£6.60	96	SOUTHAMPTON	£6.20	161	HEARST	£5.90	226	EPPING FOREST	£5.50
32	EXETER	£6.60	97	SOUTHERN ON SEA	£6.20	162	LEICESTER	£5.90	227	EPWASH	£5.50
33	JERSEY	£6.60	98	SPRETHORPE	£6.20	163	NEWCASTLE-UPON-TYNE	£5.90	228	GEDLING	£5.50
34	MEDWAY	£6.60	99	ST ALBANS	£6.20	164	NORTH WARWICK	£5.90	229	GWYNEDD	£5.50
35	ROBE	£6.60	100	STRATFORD ON AVON	£6.20	165	REIGATE & BANSTEAD	£5.90	230	HAMBLETON	£5.50
36	TUNBRIDGE WELLS	£6.60	101	TAUNTON DEANE	£6.20	166	SELBY	£5.90	231	HUNTINGDONSHIRE	£5.50
37	WAVENEY	£6.60	102	TEIGNBRIDGE	£6.20	167	SOUTH Ayrshire	£5.90	232	LANCASTER	£5.50
38	WEALDON	£6.60	103	WAVELAY	£6.20	168	SOUTH RIBBLE	£5.90	233	MORAY	£5.50
39	NORTH DEVON	£6.55	104	WEST OXFORD	£6.20	169	STOCKPORT	£5.90	234	OLDHAM	£5.50
40	CHELMSFORD	£6.50	105	WINCHESTER	£6.20	170	TAMWORTH	£5.90	235	SHROPSHIRE	£5.50
41	MADSTONE	£6.50	106	CENTRAL BEDFORDSHIRE	£6.19	171	UTTLESFORD	£5.90	236	SOUTH HAMS	£5.50
42	MOLE VALLEY	£6.50	107	ELMBRIDGE	£6.10	172	WEST SOMERSET	£5.90	237	STAFFORD	£5.50
43	SOUTH SOMERSET	£6.50	108	NEW FOREST	£6.10	173	SCOTTISH BORDERS	£5.75	238	TYNEDALE	£5.50
44	RESTORMEL	£6.45	109	SWINDON	£6.10	174	WYCOMBE	£5.75	239	WANSBECK	£5.50
45	HARROGATE	£6.43	110	CHARNWOOD	£6.05	175	EAST ALDBRIDGE	£5.70	240	BARROW IN FURNESS	£5.44
46	ARUN	£6.40	111	SHETLAND ISLES	£6.05	176	EASTBOURNE	£5.70	241	SURRY & SURREY	£5.40
47	BATH & NORTH EAST SOMERSET	£6.40	112	ABERDEEN	£6.00	177	ISLE OF WIGHT	£5.70	242	CHILDERN	£5.40
48	CAMBRIDGE CITY	£6.40	113	BRACKNELL FOREST	£6.00	178	ISLE OF WIGHT	£5.70	243	DERBY	£5.40
49	GRANESHAM	£6.40	114	BRIMFLEET	£6.00	179	MANCHESTER	£5.70	244	DONCASTER	£5.40
50	GURNESEY	£6.40	115	CANTERBURY	£6.00	180	MID DEVON	£5.70	245	DUNBARTON	£5.40
51	HARLOW	£6.40	116	CARMARTHENSHIRE	£6.00	181	MONMOUTHSHIRE	£5.70	246	FAREHAM	£5.40
52	MALVERN HILLS	£6.40	117	CASTLE POINT	£6.00	182	NORTH SOMERSET	£5.70	247	KINGS LYNN & WEST NORFOLK	£5.40
53	NORWICH	£6.40	118	CHESTER	£6.00	183	PLYMOUTH	£5.70	248	MARCHEFIELD	£5.40
54	OXFORD	£6.40	119	DOVER	£6.00	184	RYDALYNE	£5.70	249	MID SUFFOLK	£5.40
55	PURBECK	£6.40	120	EAST HAMPSHIRE	£6.00	185	WELWYN HATFIELD	£5.70	250	NEWARK & SHERWOOD	£5.40
56	ROTHER	£6.40	121	FIFE	£6.00	186	WORCESTER	£5.70	251	NORTH LINCOLNSHIRE	£5.40
57	SOUTH CAMBRIDGE	£6.40	122	GREAT YARMOUTH	£6.00	187	CARLISLE	£5.65	252	REMBROOKSHIRE	£5.40
58	SOUTH GLOUCESTER	£6.40	123	IPSWICH	£6.00	188	VALE OF GLAMORGAN	£5.65	253	PERTH & KINROSS	£5.40
59	SOUTH LAKELAND	£6.40	124	KETTERING	£6.00	189	BROXTON	£5.60	254	RICHMONDSHIRE	£5.40
60	STROUD	£6.40	125	LUTON	£6.00	190	BRECKLAND	£5.60	255	RUGBY	£5.40
61	SURREY HEATH	£6.40	126	MILTON KEYNES	£6.00	191	BROXBOURNE	£5.60	256	SUNDERLAND	£5.40
62	WORKING	£6.40	127	NORTH DORSET	£6.00	192	CALDERDALE	£5.60	257	TANBRIDGE	£5.40
63	WOKINGHAM	£6.40	128	ROCHFORD	£6.00	193	EDINBURGH	£5.60	258	TRAFFORD	£5.40
64	TORBAY	£6.39	129	SCARBOROUGH	£6.00	194	FOREST HEATH	£5.60	259	WINDSOR & MADDENHEAD	£5.40
65	COUNTY OF HEREFORD	£6.39	130	SLOUGH	£6.00	195	GOSPORT	£5.60	260	WYCHAVON	£5.40

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 FARE REDUCED

The Bryan Roland Memorial NATIONAL FARES TABLES NOVEMBER 2016

Call 0161 280 2800 or email donnadale.npha@btconnect.com

NATIONAL AVERAGE TWO MILE FARE TARIFF ONE IS NOW £5.72

private hire - taxi monthly
PHTM
 Only per month on the
 READ IT - LOVE IT

APPENDIX C

Trevor Ford

From: Alison Simmonds
Sent: 03 November 2016 08:58
To: Trevor Ford
Subject: FW: FARE INCREASES

Follow Up Flag: Follow up
Flag Status: Completed

Kind Regards

Alison Simmonds
Licensing Officer
Ashford Borough Council

From: [redacted] [mailto:[redacted]@hotmail.co.uk]
Sent: 04 October 2016 11:59
To: Alison Simmonds
Subject: FARE INCREASES

[redacted]
[redacted] Ashford, Kent. [redacted]
[redacted]@homail.co.uk
[redacted]

Hi Alison,

Please could this be forward to the committee who decide on the fare increase.

Dear sirs/Madams,

I am writing with reference to the request for a fare increase in my role as hackney rep. Please would you take the following points into account when making your decision/.

- Petrol prices are evaluated on one garage in Ashford; this being the one selling discounted fuel on the ring road. Cheap garages are only cheap because of they include additives to the fuel. Drivers are reporting that a tank of fuel does at least 80 miles LESS. This means that the fuel prices are in reality much higher than the pump price
- Insurance cost are FROM £1,500 for any taxi. It is not possible to transfer your no claims discount from your own vehicle to a taxi. This rule applies even if you are an owner driver and use the taxi for work, social & domestic. Drivers can have their cost increased for no fault of their own. Passengers were asked by one driver not to open the door 3 times; they ignored him and opened the

door into a passing car. The taxi driver had to pay and incurred higher insurance premiums; the customers wandered off to the pub. Taxis slow down on blind spots on country roads, someone comes speeding around the corner, it is classed as 50/50.

- An extra 0.5% increase in insurance tax announced in the budget, takes the total cost to 10%. The tax was introduced in 1994.
- The committee needs to recognise that taxi drivers have to earn a wage. More and more responsibilities are placed on us and our cost are not being taken into account.: Oil, tyres, valeting, parts, V.A.T. car replacement, medicals and mobile phone costs have all increased in 4 years. The costs of buying a house, school transport bus passes, private sector rents, Household gas, electricity, water & sewage bills have all increased. We feel that these factors are not taken into account. The taxi trade has a disproportionately high levels of relationship break downs; this is because of the excessive hours necessary to earn a living
- The committee is asked to take into account that we have no pension, no sick pay, no holiday pay and no staff benefits. We need to earn above the minimum wage to cover these shortfalls. For most of the week the trade is reduced to sitting around on ranks or up side streets; waiting for a phone job or passing trade. The taxis ranks are very poorly sited in Ashford. The passing trade has got less and less; the majority of the trade ceases work at 01.00 on a Friday night / Saturday morning. The loss of 2 out of 3 night clubs should indicate how much trade we have lost. We also have people enquiring on “whats app” for members of the public to run them to night clubs. We have at least one person working as a taxi and the law and hackney department are unable to prevent him. This is the ones that we know about. I have heard rural customers suggesting them get a teenager from the village to act as a taxi between the pub and home.
- Please understand that being busy for a couple of hours on a Friday and Saturday night does not make up for the hours of sitting around, without work and therefore unpaid. Some drivers are lucky they have a friend or relative on the train, who rings them and arranges for them to collect an out of town. The person is told the description of the customer and the customer is told the description of the taxi
- Lack of money is leading to customers wanting to go short distances being abused by drivers. Some drivers are locking their doors and will not accept the fare.
- We the trade have had to subsidise our customers who go out for an evening drinking and having fun. This is unfair on us as a trade
- We have asked for years for the council to fall in line with other boroughs and allow us to increase fares on larger vehicles. The increase costs of: purchase, parts, additional cleaning, maintenance parts and higher fuel costs, should be accepted as a valid argument.
- While we accept that the council feels sorry for the public, we do not feel we should cover the subsidies, you wish to give them out of our wages.
- We request that the taxi trade is allowed to vote on fares for larger vehicles and that this is added to the voting card. This request has frequently been ignored.

Kind regards

Trevor Ford

From: Alison Simmonds
Sent: 03 November 2016 08:58
To: Trevor Ford
Subject: FW: Rate increase

Follow Up Flag: Follow up
Flag Status: Completed

Kind Regards

Alison Simmonds
Licensing Officer
Ashford Borough Council

From: Dave Childs [mailto:davechild@ntlworld.com]
Sent: 21 September 2016 21:20
To: Alison Simmonds
Subject: Rate increase

Hi Alison,

As independent Hackney Rep, I have been talking to a lot of the independent drivers. The first reaction is that ABC have put their prices to us (plates & badges) an increase of 30% over the last 4 years.

Car insurance which includes £10,000,000 public liability has gone up by about £300 that's approx. 45%. According to the Guardian news paper car insurance went up by 13% last year alone with the prospect of more rises in October, due to new technology on cars being more expensive to repair (lane guidance, adaptive cruise control, cameras and so on). Tyres have gone up about 35% and most drivers go through at least one full set of tyres a year. Vehicle servicing has gone up by nearly 60% and with the mileage each driver covers, we need to service our vehicles between two and three times a year at a main dealer, which proves to be very costly.

Most of the drivers Taxi's are on HP ranging between £20,000 to £40,000 repayments have gone up by 5% over 4 years.

Mobile phones which are a necessity for our job another 35% increase.

Also mortgages, rents, food, cloths and general cost of just living has gone up between 30% to 50% over the last 4 years, but our income has stayed the same or in some cases reduced, with more taxi plates being issued but with fewer customers. Many people now choose to cycle walk or get their spouses to drop them off and pick them up as a result of the recession. Many now still continue to do that in order to save money. The consensus is that we should keep the same drop rate but increase the mileage rate by 3%.

Kind Regards

David Childs
Independent Taxi Representative

Trevor Ford

From: Alison Simmonds
Sent: 03 November 2016 08:59
To: Trevor Ford
Subject: FW: fares

Follow Up Flag: Follow up
Flag Status: Completed

Kind Regards

Alison Simmonds
Licensing Officer
Ashford Borough Council

From: [REDACTED] [mailto:[REDACTED]@gmail.com]
Sent: 15 September 2016 21:16
To: Alison Simmonds
Subject: fares

Hi Alison

Hope this will be sufficient breakdown on the increases I have had in various items since we last had a fare increase.

Licence, as discussed at the meeting our badges have increased by 33%

Insurance ----- £685.00 -- £1,000 = 46%

Tyres ----- £65.00 --- £89.00 = 36%

Mobile Phone-----£40.00 -- £55.00 =37.5%

Monthly Cab Payment - £563.00 -- £580.00 = 3%

Servicing-----£150.00 -- £270.00 = 58%

So for us to ask for a 3% increase I don't think is unreasonable, and as I stated in the meeting I would like to recommend that the drop stays at £2.80 and that the increase is put on the yardage.

P/S I hope I have worked out the percentages correctly !

Kind Regards

[REDACTED]

[REDACTED]
Arrow Taxis Ltd

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Licensing Department
Ashford Borough Council
Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

21st September 2016

Dear Julian and Alison,

I am writing this letter on behalf of [REDACTED] and the 80 drivers who currently drive our cars regarding a case for a fare increase from April 2017.

The last fare increase was April 2013, which will be four years by the time any possible future increase comes into play. In those four years the cost of living for all drivers increased substantially (Rents/Utilities/Council Tax).

There have also been other notable increases which affect the trade, some of which are listed on the enclosed Schedule of cost increases for taxi drivers 2013 to 2016. I also enclose copies of some of these increases as proof!

As everybody is aware general insurance costs have risen substantially since 2013, not just insurance premium tax as listed on the schedule.

I would also like to remind you that although the fuel price may have come down in the recent past, it is slowly creeping back up and as we know the oil market on which fuel prices are based is very volatile and at any time the price can suddenly increase.

I hope all the information that has been supplied and the very fact that there has been no increase in four years will be enough to obtain the 3% increase that has been requested from the trade who are self-employed and the council is in effect denying them a pay rise when most people in employment have had a pay rise in the last 4 years.

Yours sincerely,

[REDACTED]

[REDACTED]

(Director)

SCHEDULE OF COST INCREASES FOR TAXI DRIVERS 2013 TO 2016

	2013/2014	2015/2016	
TYRES (EXCLUDING V.A.T.)	£32.95 PER TYRE	£34 PER TYRE OVER 3% INCREASE	(SEE PHOTOCOPIES ENCLOSED)
SERVICING LABOUR RATES	£80.81 PER HOUR	£86 PER HOUR (AVERAGE HOURLY RATE)	(SEE ARTICLES ENCLOSED).
INSURANCE PREMIUM TAX	6%	10% AS PER GOVERNMENT BUDGETS	
HACKNEY LICENCES	£270	£285	5.5% INCREASE (SEE ASHFORD BOROUGH COUNCIL FEES)
3 YEAR PRIVATE HIRE OR JOINT DRIVERS LICENCE	£75	£100	33.3% INCREASE (SEE ASHFORD BOROUGH COUNCIL FEES)
BUSINESS RATES	£4869.84 PER YEAR	£5101.74 PER YEAR JUST UNDER 5% INCREASE	
ROAD FUN D TAX BAND E	£125	£130	4% INCREASE
ROAD FUND TAX BAND F	£140	£145	3.6% INCREASE
ROAD FUND TAX BAND G	£175	£185	5.5% INCREASE



Tyremark - Trade
 114 Somerset Road
 Folkstone
 Kent 01303 270801
 CT19 4NW

INVOICE

REPRINT 1

DOCUMENT TO:

DELIVERY ADDRESS: (IF DIFFERENT)

[REDACTED]
 [REDACTED]
 [REDACTED]
 ASHFORD
 KENT
 [REDACTED]

REG NO	SALESMAN	JOB/ADVICE NO	DOCUMENT NO	ORDER NO	DATE	ACC NO
	[REDACTED]	[REDACTED]	[REDACTED]		30/08/16	[REDACTED]
PRODUCT CODE	DESCRIPTION			QTY	PRICE	VALUE
2255516ZJ	225 55 16 99W JINYU YU63			4	34.00	136.00
2454517ZJ	245 45 17 99W JINYU YU61 XL			1	35.00	35.00
2255516ZJ95	225 55 16 95W JINYU YU61			1	34.00	34.00
CASING	TYRE DISPOSAL CHARGE			7	1.00	7.00

2255516ZJ Class: C1, Fuel Code: E, Wet Grip: C, Noise DB: 73, Noise: 3
 2454517ZJ Class: C1, Fuel Code: C, Wet Grip: B, Noise DB: 72, Noise: 2
 2255516ZJ95 Class: C1, Fuel Code: E, Wet Grip: B, Noise DB: 73, Noise: 3
 This Invoice refers to Advice Note 1JF40965

All cars ENT.
w/Shop Stock

RATE	AMOUNT TAXABLE	VAT TOTAL	TOTAL GOODS	TOTAL VAT	DOCUMENT TOTAL
20%	212.00	42.40	212.00	42.40	254.40

VAT ANALYSIS

VAT Reg. No.944-5062-23

Goods to remain the property of the vendor until payment in full has been received.



Saxham Business Park
Saxham
Bury St Edmunds
Suffolk, IP28 6QZ



IN01234178

Received below goods in acceptable condition

Signature

Print Name

Date Time of Delivery

Tick to confirm no issues with delivery

(Write any detail on delivery note)

DELIVERY ADVICE:

TRUNK 0

VAN 759 15

BUR->ASH LOCALS (1)

DOCUMENT TO:

[REDACTED]

[REDACTED]

[REDACTED]

ASHFORD
KENT

DATE	ACCOUNT No.	DOCUMENT No.	TRANSACTION	ORDER No.	REG NUMBER	DELIVERY
22/04/14	[REDACTED]	[REDACTED]	INVOICE			
PRODUCT CODE	BIN	DESCRIPTION	QTY	PRICE	VALUE	
2255516VBUBCT600	D16	225/55R16 BCT S600 99V XL	10	32.95	329.50	

This invoice refers to Advice Note [REDACTED]

Total Number of Units Supplied : 10

*** PLEASE ASK ABOUT OUR RANGE OF CONSUMABLES ***

2255516VBUBCT600 Class: C1, Fuel Code: C, Wet Grip: C, Noise DB: 71, Noise: 2

OUR CARS
ENT.

It is strongly recommended that tyres on 4x4 vehicles are used in identical sets of 4 (same size, make pattern, load index/ speed symbol). The vehicle manufacturers' recommendations should also be followed.

Goods are sold according to our terms and conditions copies of which are available upon request. Tyreweb is a trading name for Micheldever Tyre Services Ltd. All goods remain the property of Micheldever Tyre Services Ltd. until payment is received in full. Please ensure that deliveries are correct before signing for goods. Thank you for your custom. Micheldever Tyre Services Ltd. Registered in Cardiff No.: 1817398

RATE	AMOUNT TAXABLE	VAT AMOUNT
20%	329.50	65.90

TOTAL GOODS	TOTAL VAT	TOTAL
329.50	65.90	395

VAT ANALYSIS VAT Reg. No. 876 3353 94
INVOICE COMPLETED AT: 20:41 7 165

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E. & C
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CAR LABOUR RATES LIKE POSTCODE LOTTERY

29th July 2015 Padraig Mallett



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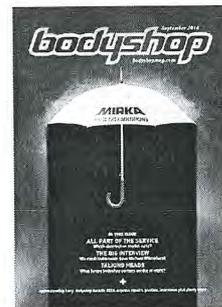
Auto Express and Warrantywise revealed that average hourly labour rates for car repairs can vary by as much as 220 per cent across Britain.

Using data supplied by used car warranty provider Warrantywise, Auto Express has revealed average rates reach a peak of £141 per hour in Twickenham, south-west London, compared to the cheapest average rate of £44 per hour in Kirkwall, Orkney. This results in a massive difference of £97 per hour. Overall, the average cost of labour in Britain is £84.30 per hour.

The highest recorded hourly rate of an individual garage was £240 per hour in West



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Byfleet, Surrey, with the lowest cost found to be £36 per hour at a garage in Smethwick, Birmingham – a staggering 566 per cent difference.

Regionally, London recorded the highest average labour rate (£101.60) and was the only area to break the £100 mark. Scotland was by far the cheapest with an average labour rate of just £71.42 – 42 per cent lower than the capital.

Graham Hope, deputy editor of Auto Express said, 'Obviously higher hourly rates in London are to be expected, but the huge difference in average costs across Great Britain shows motorists are not being treated fairly. And a difference of £204 per hour between individual garages is completely unjustifiable.'

'Yet again, it shows how key it is for drivers to do their research, make sure they get the best deal and get all rates confirmed before work begins.'

Lawrence Whittaker, CEO of Warrantywise said, 'Some of the differences Warrantywise has discovered are, frankly, offensive. Our business is based on offering our customers the best service, the best advice and the utmost reassurance when it comes to caring for cars, which is why we conducted the survey. Our advice is simple: shop around, negotiate and remember that as a paying customer, you are holding the ace cards.'

Despite motorists paying a premium, Auto Express's Driver Power satisfaction survey, which polled more than 61,000 motorists, has revealed that Brits are happier than ever with their dealers.



UK

can lead in IM market

16th September 2016



Driverless inquiry invites feedback

16th September 2016



Corkscrew test leads to champagne moment

16th September 2016



Auto Windscreens appoints new MD

15th September 2016



The average satisfaction score was 87.84 per cent – up from 86.83 per cent in 2014. Nearly 50 per cent of the motorists who took part said they would be ‘highly likely’ to recommend their dealer to a friend.

BLOG: HS2

slow

15th September

2016

Lexus was voted as having the best dealer network – for the 14th consecutive year – with an overall score of 93.56 per cent.

Average labour rates across Great Britain

London	£101.60
South West	£89.12
East	£88.75
South	£86.00
North West	£84.72



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UK can lead in IM market



Driverless

Garage repair costs hit 'jaw-dropping' highs

TERMS

By RAY MASSEY FOR THE DAILY MAIL

PUBLISHED: 15:11, 11 June 2014 | **UPDATED:** 17:06, 11 June 2014

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If you're nervous about the cost of that urgent car repair or looming service be warned – the highest garage labour rates in Britain have hit a record £215 an hour, new figures reveal today.

The top rate – charged by a BMW dealer in leafy Chiswick, West London – is nearly three times the average UK garage labour rate which stands at £74.33.

Berry Chiswick BMW at Brentford in Middlesex is one of three in the capital charging more than £200 per hour.



Repair costs: Research by Warranty Direct shows that in some areas of the country, hourly labour rates have soared

Industry experts described it as a 'jaw-dropping' rate that would motorists 'rubbing their eyes in disbelief.'

Second highest with an hourly rate of £205 was BMW Hexagon in East Finchley while third place BMW Highgate charging £204 per hour.

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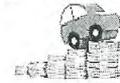
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DON'T MISS

As the 66 reg plate arrives... Here are the 20 new cars with the biggest discounts that buyers can get this month



Slow, uncomfortable and runs out of fuel every 80 miles There are plenty of reasons to not love the Harley-Davidson Forty-Eight... but you probably will. We test it long-term



The endangered species of the motoring world 10 common cars from the 70s and 80s that are now almost extinct



The amount some mechanics charge are as much as the cost professional services from some lawyers and accountants. And it's about three times the hourly rate of the Prime Minister.

The annual garage labour rates are uncovered by Warranty Direct which analysed data from more than 10,000 repairs.

Of the 67 counties included in the study, London is the most expensive place in which to get your car fixed, at an average £91.99 an hour for franchised and non-franchised garages combined.

The report notes: 'One franchised workshop in West London was found to be charging £215 an hour, the highest rate ever recorded by Warranty Direct in the 11 years of the study.'

The South East dominated the top 10 most expensive regions, with the Home Counties of Surrey and Middlesex taking second and third positions after London.

Fourth placed South Glamorgan in Wales – a county which includes the city of Cardiff – was the only area outside of the South East to figure in the top 10 most expensive places.

The North and Scotland were among the least expensive places to have your car fixed with Angus and East Lothian, followed by County Durham, Ayrshire, and Humberside.

The biggest risers and fallers were Cleveland in the North East, where average bills were up 15 per cent year-on-year to £72.02 and Warwickshire, which saw rates drop by 10 per cent to £69.71.

The average price change across the country was a 0.29 per cent increase.

TOP 10 MOST EXPENSIVE REGIONS FOR GARAGE LABOUR RATES

Region	Average hourly cost for labour (£)	% difference to 2013
London	£91.99	3%
Surrey	£85.83	1.7%
Middlesex	£85.17	2.5%
South Glamorgan	£83.43	10%
Berkshire	£81.75	1.7%
Kent	£80.81	1.6%
Essex	£80.63	-0.5%
Hertfordshire	£80.62	-0.4%
Buckinghamshire	£79.51	-0.9%
West Sussex	£77.76	2.4%

TOP 10 LEAST EXPENSIVE REGIONS FOR GARAGE LABOUR RATES

Region	Average hourly cost for labour (£)	% difference to 2013
Angus	£58.46	-5.8%
East Lothian	£60.28	-6.2%
County Durham	£62.45	-9.2%
Ayrshire	£65.18	-2.8%
Humerside	£65.32	-3.5%
North Yorkshire	£65.43	-3.1%
County Antrim	£65.69	-3.7%
South Yorkshire	£65.98	-5.1%
Cumbria	£66.34	-6.7%
Cornwall	£66.45	2.9%

The report also found that official franchised dealers charge on average 45 per cent more than independent garages - the average franchised main dealer hourly rate of £92.11 compares to a non-franchised rate of £63.56.

Eight years ago, official franchised garages were 83 per cent dearer than independent garages. It means that the price gap between main dealers and independent garages has closed up by almost 40 per cent over eight years.

Unfortunately, this is largely down due to an increase in the average rates at independent premises - up from £49.61 in 2006 to £63.56 an hour today.

By contrast, main dealers' rates have remained more steady - increasing from £91.07 to £92.11 over the same period.

At the rate of an 8 hour day over a five day week of 52 weeks per year, someone charging an hourly rate of £215 would earn £447,200 – or nearly £500,000.

That's three times the salary of the Prime Minster who earns £142,500 a year. However, the individual mechanic will not receive the full hourly rate charged for labour, most of which will go to the dealership.

It will hit 60mph in 3 seconds and do almost 200mph, but can it really be civilised enough to use every day? We test the latest Porsche 911 Turbo



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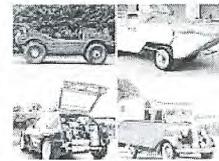
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EU 'kills the diesel'



Firing line: The top three most expensive garages for hour labour rates are BMW-run

David Gerrans, Warranty Director managing director, said: 'While labour rates remain fairly steady, London continues to set new benchmarks for the cost of getting car repairs, with a jaw-dropping rate from one garage that would have many motorists rubbing their eyes in disbelief.'

'The shrinking price difference between main dealers and non-franchised workshops could be due to the increasing popularity of dearer fast-fits and auto centres that seem to be taking business away from less expensive independents, as well as the advent of manufacturer schemes that offer discounts for older cars and help keep the overall franchised rate down.'

Berry Chiswick BMW did not respond when asked to comment on findings that its £215 per hour labour rate was the highest in Britain.

But BMW defended the rates of its UK dealerships. It said: 'BMW competes in a highly competitive marketplace and strives to offer exceptional value where all aspects of car ownership and servicing are concerned.'

It said it had recently launched a new website which offers customers with any BMW over three years of age a fixed price for their servicing needs: 'This price is fixed at all BMW authorised dealers and service centres across the UK.'

'BMW vehicles also operate a condition based servicing system, which in some instances mean intervals between servicing are longer than with other vehicle brands. Average BMW annual running costs remain extremely competitive.'

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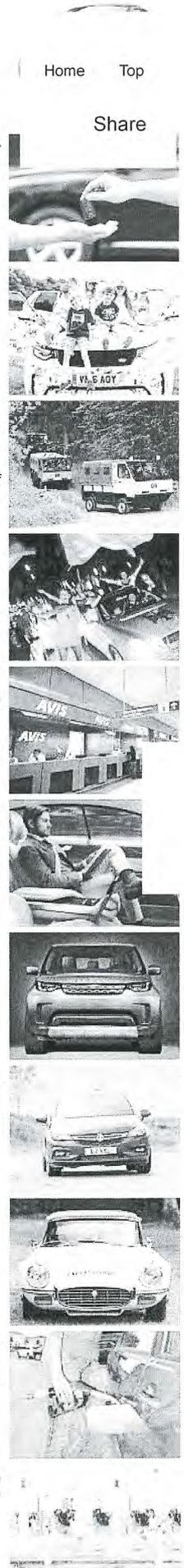
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