

10th Feb 2012

Dear Sir/Madam '

I am writing to object to the rise in taxi fares in Congleton.

I have just had my DLA denied so I no longer get that money even though I cannot get around due to illness and I rely on taxis to get me about, so I will not be able to afford to go out if the proposals go ahead.

Yours sincerely

13th February 2012

Cheshire East Council
Licensing Dept
Objection Letter

Dear Sirs

I wish to object to proposed new hackney carriage tariffs for Zone 1.

I understand that it is necessary to harmonize fares in the three zones, but surely this is best done by working out a new tariff acceptable to all zones NOT just putting Crewe tariffs on Congleton and Macclesfield.

This new tariff in my own area would place a very large %age rise on old people and single parent families in day time and make their ability to pay and use taxis diminish a great deal. Whereas Crewe has one of the busiest railway stations in the UK and a large industry infrastructure which attracts a stronger and wealthier day time customer which their tariff leans towards and the number of fares per vehicle is much higher in the day.

In the evening particularly at weekend Congleton and Macclesfield have clubs and bars open until 4am, surely it is not unreasonable for drivers to be paid a higher rate (which the customers don't object to) for working such unsociable times and facing the problems associated with drunken customers at those times.

I have held a driver's badge for 13 years and owned a hackney plate for over 7 years so feel I have some knowledge to share.

May I suggest that if Crewe Tariff was adopted but Tariff 2 altered to say 11.30pm on Sundays at time and one half. This would be much fairer and give all drivers the flexibility to reduce fares to suit their own markets mainly Congleton and Macc in the day and Crewe in the evening.

If this proposal is put through in its present form the financial affect in our area will be devastating and our earnings which are certainly not high by any standard will be greatly reduced and evening drivers will be impossible to find.

As far as I see it this is without doubt the largest proposed alteration ever of taxi trade, yet last meeting to discuss it only gave invites to few owners.

I feel a meeting of drivers/owners from all zones along with licensing could thrash out a complete new tariff which would be fair to all zones rather than an easy and unresearched method of placing the tariff of one zone on the other two.

I herewith place my objection.

15-02-2012

Dear Licensing Officer

Please can u justify why you have to cut taxi drivers' wages and earning potential in Zone '3' Macclesfield.

I am a single male just got myself a place to live on a mortgage setting out in life.

As you may not know you recently gave us a pay rise in June last year (4th) to help us, but now you want to take it away from us, you also have a policy of putting more and more cars on which also doesn't help us earn anything reasonable.

I am writing to complain this new rate will take away 30% off my earning over a financial year and set us all back 10 years.

You also didn't inform us off this change, we only found out by the local paper 'Wilmslow Express', 2 weeks to complain is not enough notice, then a big life change.

In these hard times surely you should be helping the local trader and local community.

I look forward to your reply.

Licensing Section
Westfields
Middlewich Road
Sandbach
Cheshire CW11 1HZ

I am writing in relation to the council proposals to harmonise taxi fares across several areas in the locality and wish to raise numerous points in those proposals that I believe the licensing section has not considered and I believe they have a serious obligation to do so, although being a proprietor of possibly the holder of the largest hackney plates in the congleton area I am generally not one to complain or raise issues often but of these proposals I do have strong views which as I have said I believe the committee need to discuss.

Although I do not profess to know the exact no of taxi drivers be it hackney or private and neither do I know the exact no of taxi vehicles that operate in the cheshire east bounderies but that no has to be in the thousands that in its self must generate for the council coffers somewere in the region close to a million pounds I believe that amount of money to the council gives us a right for not only respect from the licensing committee but the views of those taxi drivers to be taken seriously which has to at least start with a the oportunity for all drivers to attend a meeting with the committee regardless of numbers involved of drivers you are after all talking about changing something that will have an effect on their earnings potential at present from what I am aware and it was the case for myself no invitation was given for attendance this has to happen at the least if your own salaries were to be effected by a change you would at least demand to be allowed to put your views.

The issues I have with the changes are as follows in no particular order.

- 1/ No one gains over the proposals with the exception of perhaps the council certainly not any of the drivers or the general public of whom we provide a service to one is left with opinion that somewere along the line there is a monitary gain for the council.*
- 2/ whilst not adversely against harmonisation of areas surely any such move should be that the current areas that fall less than others as far as the tariffs are concerned they are the ones that should move up to the same rates as the others therfore there is no potential loss of their earnings, areas such as crewe who currently do not have the facillity of time and one halves and double times their tariffs are the ones that should be amended your proposals actually reduce the rates for the congleton area and these are the rates recently agreed after lengthy dicussions with the council it is now unfair to reduce the congleton area drivers rates especially as this has no detrimental effect to the council, harmonisation could take effect but surely it has not got to effect earnings of one area detrimentaly hence the exampe I have given namely crewe should incorporate the premium conditions in their tariffs the same as they are in the congleton tariffs if this was to happen I beleive you would find less opposition to the proposals, at present there is a strong feeling that an embargo could be imposed to working outside normal time hours this if it was imposed could have severe problems around the Congleton areas especially at weekends and place congleton residents in a far worse position than at present with no*

transport facilities getting home there is a general feeling it would not be worth the drivers time bothering coming out working for considerably less than they get at present obviously I am referring to calls outside of the Congleton area for example calls to biddulph, Macclesfield.

3/ Costs of running a taxi have already increased dramatically recently with fuel costs in particular this was the main reason for us seeking fare increases last time that with the cost of insurance license fees ect the business can not afford to take a further reduction in earnings and do not forget any company's going out of business would also reduce the councils revenue ,there comes a point were reduction after reduction makes running a company not viable, we can not sustain any further reductions in revenue ourselves.

4/ Another additional cost to us as a result of any change to tariffs requires companies to have their meters re-calibrated once again ,the cost of this on average is £25.00 per meter as this would be an enforced change implemented by the council for their benefits only those costs I believe should be bourne by the council as the changes were against the drivers wishes the council can as a one off procedure to absorb these extra costs to drivers allow when their taxis come up for its next test those fees be reduced by £25.00 to compensate for the extra costs incurred by the drivers.

5/ an additional point to consider is should any changes take place as laid down in the advert you put in the chronicle namely 25th February as this falls on a Saturday it would be impossible

have the meters re-calibrated on that day as no one would be open to do it and they could not be done earlier as this would be against the licensing regulations once again whoever put this together hasn't thought it through properly.

To sum up the taxi drivers believe the next step before any imposed changes take place there should be the opportunity of a meeting with all concerned to air everyone's views entirely and would urge the council to set up such a meeting as soon as possible.

20th February 2012

To the Licensing Committee

As a Licensed Hackney Carriage Proprietor for over 30 years I write to protest against the proposed new Hackney Carriage Fare changes.

Firstly the proposed New Day Rate would impose an unfair increase of around 20% on fares during an age when people are encouraged to use public transport in relation to the "Carbon Footprint".

Trade during these hours is already scarce, with drivers often waiting up to 2 hours for a fare at times.

Drivers are now forced to work in excess of 15 hours per day to make ends meet using the existing time plus 33% + 50% levy to go some way to offsetting the dilution of the customer base between the ever increasing number of hackney licences issued in Zone 3.

This situation has now reached saturation point -- the only times worthwhile operating being weekends -- 11.30pm onwards when the rates which you are proposing to reduce is the financial lifeblood of most proprietors.

I understand the need for harmonisation of rates across the 3 Zones, but to adopt the lowest blanket fare table and impose that on the majority of operators is grossly unfair and potentially financially fatal to the vast majority of proprietors in Zone 3.

After consultation with many colleagues -- we are all of the same mind that we strongly request the Council to review this proposal urgently and to seek consultation with owners and drivers to keep the status quo, or at least reconsider the situation.

In relation to Bank Holiday and Sunday rates I believe that the general public accept that an excess is applied to Private Sector Workers (which in reality we are) being self employed, being acceptable due to unsociable hours and the appreciation of a service provided with complaints being almost non existent in my experience, the Xmas period being a notable example.

Yours faithfully

Licensing Section,
Cheshire East Council,
Westfields, Middlewich Road,
Sandbach,
Cheshire, CW11 1HZ.

OBJECTION

Dear Sir,

Re. Proposed variation of hackney carriage table of fares.

I hereby exercise my right to respond and object to the "proposed variation of hackney carriage table of fares" notice for zone 1 displayed in the Congleton Chronicle on Thursday 9th February 2012.

I am a taxi owner and driver (plate no. 1011) and have been operating as a driver since January 2004. If the proposed variation of fares is implemented then I believe that it will have a detrimental effect on my business, and potentially prevent me from operating as a taxi driver for the following reasons;

1. NIGHT RATE, substantial loss of income. The new proposed fares show a tiny increase of five pence on the existing night rate for the first mile and a substantial reduction of eighty pence for each subsequent mile if every journey exceeding one mile.

There is also a reduction of thirty three pence per minute of waiting time (the existing night rate is sixty six pence compared to the proposed thirty three pence. Waiting time comes into effect during every journey when driving below twelve miles per hour i.e. waiting at traffic lights, junctions and also in slow moving traffic. The five pence increase gained on the first mile will be lost after just nine seconds of waiting time with the proposed new table of fares. I know of no other borough that has a hackney table of fares with a night rate having just a ten percent increase on the day rate. Most, if not all have night rates reflecting time and one half of the day rate.

2. DAY RATE, substantial loss of customers and income. The new proposed fares show an increase of forty five percent on the existing day rate for the first mile after having a recent increase last June of

ten percent. This would equate to a total increase of sixty two percent in less than a year which would inevitably deter many customers away from using a taxi during the day.

As the majority of journeys during the day are short, below 1.1 mile, taking local people home who tend to be the elderly and infirm, or people on a low income without a vehicle, I foresee that many of these customers will be forced to choose other methods of transport or have to resort to walking because they cannot afford the massive increase in taxi fares. With the added pressure from the night rate reductions this will inevitably force more taxis to operate through the day to make-up losses incurred .

I am aware that the new table of fares are the maximum rates chargeable and that some council members at the last meeting suggested that taxi drivers may, if they wish charge below these rates. This would however not work in practice for several reasons namely , each hackney carriage has a meter displaying the current cost of the journey based on the table of fares set by the council. The meter protects both the customer and driver. If the situation arose where the taxi driver had to charge substantially less than the [price displayed this could lead to bartering and arguments on every journey. All drivers would interpret their own fares and rates and the customer and driver would no longer be protected by the meter, rendering the taxi meter useless.

3. BANK HOLIDAY RATE , substantial loss of customers and income. With the exception of Christmas day and New Year's Day the new proposed fares show an increase of one pound fifty five pence on the existing rate for the first mile and a reduction of forty pence for every subsequent mile of every journey exceeding one mile.

As the majority of journeys are short the same issues would arise as with the day rate and customers would inevitably be forced away from taking taxis for short journeys. As there are fewer customers on a bank holiday this would probably mean that it would not be worth working on such a day meaning that fewer taxis if any would be available on these days.

4. COMPLEXITY, increased confrontation. The proposed new table of fares is unnecessarily complex and will inevitably confuse customers and lead to confrontations between customers and drivers.

The new tariffs are displayed in yards not miles. This leads to confusion by all. Most customers want to know roughly how much a journey is going to cost before they set off. Taxi drivers currently and will have to continue to estimate costs and be able to offer explanations to the customers in terms of miles. This will be made increasingly difficult and confusing by trying to explain costs in yards and

additional costs due to numbers of passengers. This will definitely lead to confrontations especially late at night when customers are often intoxicated.

5. COMPETITION FROM OTHER BOROUGHES, loss of income. Since the ten percent fare increase in June I have seen increased competition from other taxis coming from neighbouring boroughs such as Staffordshire. The proposed new table of fares will definitely lead to more and more business being lost to Kidsgrove and Hanley taxi firms travelling to Congleton to take customers on the longer, more lucrative journeys due to their cheaper fare structure. This again will have a detrimental effect on my business.

I am obviously opposed to the proposed new table of fares and believe that the decision to mirror the Crewe structure is a mistake. I believe that the council have only looked at the first mile rate charge to make their decision and have not considered the other rate change thoroughly enough. These changes, if approved will have a major impact on my business and will probably force me out of a job.

Yours faithfully

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 22 February 2012 08:36
To: KHAN, Kate
Subject: FW: Tariff change for zone 3

-----Original Message-----

From:
Sent: 21 February 2012 21:40
To: LICENSING (Cheshire East)
Subject: Tariff change for zone 3

I am a taxi driver objecting to the proposed taxi tariff price change... For zone 3.

17th February 2012

Dear Sirs,

I OBJECT to the implementation of new taxi fares in Congleton for three reasons:

- 1) A change in the rates so close to the last alteration was neither requested by the taxi associations nor the general public. Further, there have been no financial pressures sufficient since the last change to warrant a rise to 170%. The local Government (Miscellaneous Provisions) Act requires a formal sequence to be adopted - written requests with supporting evidence included- before the rates can be contemplated to be increased. THIS RATE IS ILLEGAL.
- 2) The unnecessary increase of prices and costs on the general public is CONTRARY TO THE GOVERNMENT'S and Oppositions strategy on resolving the country's debt problem. Enforcement of these rates would lead to unnecessary aggravation.
- 3) An alteration to the fare structure- which to be legal would also require written requests and supporting evidence- will act as a disincentive to taxi proprietors to provide a service outside normal working hours. Previously the 150% increase in fares for a service during unsociable hours has resulted in Congleton being graced with available transport at all times to the Borough's benefit. (This has been just as well because there has been no other public transport, omnibuses and other council administered 'bus services, available.) So, without taxis, CONGLETON WILL DIE.

Yours Sincerely,

Cheshire East Borough Council
Licensing Section,
Westfields
Middlewich Road
Sandbach
Cheshire
CW11 1HZ

16th February 2012

Dear Sirs

I wish to object to the proposed changes to the Hackney Carriage Table of Fares for the Macclesfield area (Zone 3).

These changes will affect the earnings of any Hackney Driver who works at night, for those who only work at night this will amount to a decrease in their earnings of approximately 30%, For owner Drivers like myself who work both day and night this can represent a loss of anything up to 30%. This loss of takings is not sustainable for owner drivers or Companies leading to some being unable to afford to continue trading is this really what the council wants, to be responsible for putting people out of work. With the continuing rising cost of fuel and other running cost plus the inflation rate at over 2% this would be almost a certainty.

The proposed night time rate is going to deter drivers from working because there is no incentive to work unsociable hours, Manchester increased its night rate some years ago to encourage drivers to work at night, this is also going to make drivers refuse to take any distance work as they are going to lose out on earnings whilst they do a journey.

As mentioned before with the proposed new rates there is no incentive to work unsociable hours either at night, Sundays, Bank holidays and Christmas. This I can see leading to a shortage of Taxis at these times. If these new rates are to bring the three areas into line with each other surely the lower rates should be brought into line with the higher rate to avoid effecting the living of any driver, also the council have let unlimited numbers of new taxis to be licenced in the Macclesfield area diluting the amount work available in the area, where as in the Crewe and Congleton areas I believe that regulation exists limiting the numbers there.

I am at a loss to understand why these changes have been proposed without any consultation with the people they effect the most ie: the drivers, also these charges have no direct link to the council as they provide no income to the council.

Again I must reiterate my objection these proposals.

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 17 February 2012 17:05
To: KHAN, Kate
Subject: FW: Tariff changes

Sent: 17 February 2012 16:08
To: LICENSING (Cheshire East)
Subject: Tariff changes

Dear Sir/madam

**This letter is to say that i am objecting to the proposed new taxi tariff.
It would not be financially viable for me to operate as a taxi driver.**

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 20 February 2012 07:49
To: KHAN, Kate
Subject: FW:

Sent: 19 February 2012 07:51
To: LICENSING (Cheshire East)
Subject:

I would like to object to the changes to the tariffs for zone 3, the Macclesfield area that have been proposed.

We run a small family taxi business, and we strongly believe that the proposed changes will put us in danger of having to let some drivers go, as this area is very competitive, and it is not always possible to make enough money during the day times, as there are more drivers on the road. Also, this will then mean that the drivers that are giving up valuable time at home with their families to go out and work unsociable hours, that it will be made much more difficult for us to earn a living.

It would be unfair to not make it much more beneficial for the drivers who work between 11.30pm-7.00am to not make it worth their while. This measure you are planning to take is a very counter-productive measure to take due to the following reasons;

1. Too many taxi licences being issued
2. Taxi sector is not being well regulated, as you have many other taxi firms that are not licenced to work in our area invading and advertising fiercely
3. Taxi licence fee on the rise
4. There is a recession and the best policy will be a growth policy.
5. Week days are sometimes very quiet and the drivers rely on the weekend night rates to earn a living.
6. Price of diesel rocketing and car insurance going through the roof.

We feel abandoned by the council because we never seem to get policies that helps our business grow at a time when we need to create jobs.

We feel if this changes come through, we would have no choice but to lay off staff and in return they will end up on the housing benefit which the council will have to fund. This is a counterproductive measure and it will only bring more hardship.

We do kind of see the ideology behind this measure, and we know it is to make the tariff uniform with the other council, but the reality is life is not uniform remember the saying {one man's meat is another man's poison}.

We kindly appeal to the council to leave things the way they are and allow us to try and earn an honest living in this uncertain times.

Many thanks

F.A.O.
Licensing Section, Cheshire East Council,
"Westfields", Middlewich Rd,
Sandbach,
Cheshire,
CW11 1HZ

14/02/2012

RE: Proposed Variation of Hackney Carriage Table of Fares

OBJECTION

Dear Sir/Madam,

I hereby exercise my right to respond and object to the "Proposed Variation of Hackney Carriage Table of Fares" Notice for Zone 1 displayed in the Congleton Chronicle on Thursday 9th February 2012.

I am a Taxi Owner/Driver in Zone 1 (Plate) and have been operating as a taxi driver since August 2010. If the proposed variation of fares is brought in then I believe this will have a detrimental effect to my business and potentially prevent me from operating as a taxi driver within the Borough for the following reasons:-

- **Night Rate – Substantial Loss Of Income**

The new proposed fares show a tiny 5p increase on the existing Night Rate for the first mile (£4.35 rising to £4.40) and a substantial reduction of 80p for every subsequent mile (£3.00/mile reducing to £2.20/mile) of every journey exceeding one mile.

There is also a reduction of 33p per minute in Waiting Time. Existing Night Rate waiting time is 66p/min compared to the proposed 33p/min. Waiting Time comes into effect during every journey when driving below 12mph (ie. waiting at traffic lights, junctions and also in slow moving traffic). Therefore the 5p increase gained on the first mile will be lost after just 9 seconds of waiting time with the proposed new Table of Fares.

As more than 65% of my weekly takings come from working late on both a Friday and a Saturday night taking advantage of the increased number of customers exiting the local Pubs and Clubs (Peak Period being between 2:00am and 4:00am) I foresee that based on the average number of fares I take and the types of journey (Most journeys between 2.5 and 8 miles) I will lose approximately £210 per week from my takings. I would still be travelling the same number of miles on a Friday and a Saturday evening and the outgoing costs would remain the same, therefore the loss would have to be wholly deducted from my salary (which at present is equivalent to 45% of my salary) and would potentially make my taxi business no longer viable.

I know of no other Borough that has a Hackney Table of Fares with Night Rates being just 10% increase on their Day Rate. Most, if not all have Night Rates reflecting Time and One Half of Day Rate.

- **Day Rate – Substantial Loss Of Customers/Income**

The new proposed fares show an increase of 45% on the existing Day Rate for the first mile (£2.90 rising to £4.20) after having a recent increase last June of 10%. This would equate to a total increase of 62% in less than a year which would inevitably deter many customers away from taking taxis during the day.

As the majority of journeys through the day are short (below 1.1 miles) taking local people home who tend to be the old and infirm or people on low incomes without personal vehicles, I foresee that many of these customers will be forced to choose other methods of travel or resort to walking because of the massive hike in fares which they will not be able to afford. With the added pressure from the Night Rate reductions this will inevitably force more taxis to operate through the day to make-up losses incurred with the night rate, thus reducing the number of fares taken for everyone due to the increased number of taxis during the day. This will have an overall effect of reducing the business through the day and thus reducing the overall income.

N.B. In addition I am aware that these new Table of Fares are the maximum rates chargeable and that certain Council Members at the last meeting suggested that taxi drivers may if they wish charge below these rates, however, this would not work in practice for several reasons. Each Hackney Carriage has a meter displaying the current cost of the journey based on the Table of Fares set by the Council – The meter protects both the customer and the driver. If the situation arose where taxi driver had to charge an amount substantially less than the price displayed on the meter then this would lead to bartering and arguments on every journey. All drivers would interpret their own fares and rates and the customer and driver would no longer be protected by the meter, rendering the taxis meter useless.

- **Bank Holiday Rate – Substantial Loss Of Customers/Income**

With the exception of Christmas Day and New Years Day the new proposed fares show an increase £1.55 on the existing Bank Holiday Rate for the first mile (£4.35 rising to £5.90) and a reduction of 40p for every subsequent mile (£3.00/mile reducing to £2.60/mile) of every journey exceeding one mile.

As the majority of journeys are short the same issues would arise as with the Day Rate and customers would inevitably forced away from taking taxis for short journeys. As there are fewer customers on a Bank Holiday this would probably mean it would not be worth working on such a day meaning that fewer taxis if any would be available on these dates.

- **Complexity – Increased Confrontation**

The proposed new Table of Fares is unnecessarily complex and will inevitably confuse customers and lead to confrontations between drivers and customers.

The new Tariffs are displayed in yards and not miles – this leads to confusion by all. Most customers want to know roughly how much a journey is going to cost before they set off. Taxis drivers currently and will have to continue to estimate costs and be able to offer explanations to the customers in terms of miles. This will be made increasingly difficult and confusing by trying to explain costs in

yards and additional costs due to numbers of passengers. This will definitely lead to confrontations, especially late at night when customers are often intoxicated.

- **Competition From Other Boroughs – Loss Of Income**

Since the 10% fare increase last June there I have seen increased competition from other taxis coming from neighbouring boroughs such as Staffordshire. The proposed new Table of Fares will definitely lead to more a more business being lost to, Kidsgrove and Hanley Taxi Firms travelling to Congleton to take customers on the longer, more lucrative journeys due to their cheaper fare structure. This again will only have a detrimental effect on my business.

All in all I am opposed to the proposed new Table of Fares and believe that the decision to mirror the Crewe structure is a mistake. I believe the Council have only looked at the “First Mile Day Rate” charge to make their decision and have not considered the other rate changes. These changes if approved will have a major impact on my business and will probably force me out of a job.

Yours Sincerely

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 15 February 2012 17:39
To: KHAN, Kate
Subject: FW: Changes to current tariff.

Sent: 15 February 2012 17:03
To: LICENSING (Cheshire East)
Subject: Changes to current tariff.

Dear Sir or Madam,

I am writing to you to lodge my strong objection to your proposal to change zone 3's tariff. I have applied the new tariff to my figures for last year, which was a typical year of business. The findings were shocking. My business is run exclusively at night, from 6.30pm till around 4am. I broke my earnings down into sections of time and display them as a percentage of takings.

6.30pm til 9pm. 10%
9pm till 11.30pm. 6%
11.30pm til 4am or finish. 84%

As you can see 84% of my takings fall under the new night rate which is greatly less than the current one. In fact coupled up with the proposed change to bank holiday rates it represents in real life terms a decrease in earnings of almost 30%. For the last financial year my figures were thus:

Takings £16,250
Total running costs £9580
Earnings £6,670

Lets apply the new tariff to those figures.

Takings £11,375
Total running costs £9580
Earnings £1,795

With the best will in the world running costs will only rise year on year. So with respect that Earnings figure could be even worse.

I fail to understand how in the current financial climate with rising fuel costs, rising insurance costs and rising garage bills along with the rising cost the council charges for plating, that you can actually be contemplating lowering our ability to earn a living. To do so would be putting people on unemployment benefit.

Quite simply this can not and must happen. I do not think any figures have been looked at and i feel as do

many of my colleagues that this change is intended to be pushed through regardless of any objections by taxi drivers themselves.

So with that in mind a copy of this and other letters from my colleagues are being forwarded to our local councilors.

15th February 2012.

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 16 February 2012 09:25
To: KHAN, Kate
Subject: FW: Objection to Proposed Revision of Taxi Fares

Sent: 16 February 2012 01:33
To: LICENSING (Cheshire East)
Subject: Objection to Proposed Revision of Taxi Fares

Sir/Madam,

I read with interest in the recent edition of the Wilmslow Express the proposed decrease in Hackney Carriage fares and wish to voice my objection.

I have been a cabbie for fifteen years and it is fair to say that it has never been harder to make a living within the Macclesfield area and, in real terms, I am earning less than I did ten years ago. The overall costs have increased enormously, viz : 1000% increase in taxi insurance; heavy fuel increases; increase cost of taxi badges and hackney carriage plates, but above all the steady flow of the number of licenses plates issued which has flooded the borough with taxis seeking to ply their trade, at least a four fold increase since I started and there just isn't enough work to go around, together with private hire taxis from outside the borough which ply their trade within our area with impunity.

Financially, I am finding it very hard to make it pay, and some nights I barely cover the cost of my diesel. The general recession has had a bad effect on trade and any decrease in income could easily put me over the edge into bankruptcy. I am in my 60's and too old to do anything else. I find it hard to believe that the council is seriously considering a fare decrease in today's economic climate.

I trust my objection will be taken into account at the next council meeting.

Kind regards,

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 15 February 2012 10:44
To: KHAN, Kate
Subject: FW: Proposed Tarriff for Zone 3

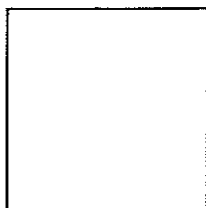
Kate

For your info.

Sent: 14 February 2012 17:07
To: LICENSING (Cheshire East)
Subject: Proposed Tarriff for Zone 3

Please find attached our objections, considerations, comparisons and proposals relating to the published proposals.

has 1 file to share with you on SkyDrive. To view it, click the link below.



tariff.docx

Re: Published proposed Table of Fares (Macclesfield Express Wednesday
8 February 2012)

The Published Table of Fares will if approved become the standard across
Cheshire East borough Council.

Objection : We named below and all signatory's to the submitted
petition object to the introduction of the proposed fares.

At the Licensing Committee Meeting of Monday 16th January 2012 various
items were discussed and or agreed – some subject to further
consultation.

Item 10- Page 65 of the agenda- it was decided by councillors to to
harmonise Taxi Fares on the perceived belief that Crewe & Nantwich (C&N)
represented the highest Tarriff and to publish.

It would appear that the committee perceive C&N fares to be fair and
equitable to both the public and the Taxi Industry. On detail examination
(See appendix 1 comparison) harmonising by choosing one of the three
Tarriff's does not reflect a fair and equitable result for anyone.

Going back as far as 2008 various submissions, resulting from extensive
debate in the Taxi trade and with officers of the council, on a proposed
new Tarriff (an option suggested by Dustin Hawkes –see 10.11.2 c to
councillors at the meeting of the 16th January 2012) seems to have been
and continues to be ignored by committee members.

It is not fair or equitable to foist an increase of 27.27% on our day
customers (at large percentage of which are aged, disabled or young
families) whilst reducing by 6-24% fares for our customers who avail
themselves of our services at unsocial times.

Councillors- have courage, you have introduced new fees, new
administration procedures, new vehicle specifications – why the reticence
with a new Tarriff .

As demonstrated below there is a very considerable increase in Day rate
and worrying decreases in unsocial hours rate- the effect of which would
be to potentially reduce dramatically day trade whilst drastically reducing
income from unsocial hours trade. Without question the livelihood of
approximately 2000 people would be affected directly plus ancillary
services such as garages tyre depots etc– don't forget that not only
drivers earn a living from taxi's – office personnel, accounts clerks, school
escorts and maintenance personnel- the Taxi trade is a large employer in
Cheshire East, it provides vital services to Hospitals, Schools, Business's,
Visitors, Care Homes, The elderly, disabled-approximately 95% East
Cheshire residents will use a taxi this year.

Appendix 1

A Like for Like comparison between Current Zone 3 fares and the proposed fares

PROPOSED (P)				CURRENT ZONE 3 (Z3)		
Tariff 1	7am-9pm(P)	1 st 176yds	2.40	0.33		
Day Rate	7.30am-11.30pm(Z3)	Subsequent 176 yds	0.20	0.33		
		1 st mile	4.20	3.30	Increase 0.90p	27.27%
		Each mile after 1 st mile	2.00	2.00		
		2 mile trip	6.20	5.30	Increase 0.90p	16.98%
Tariff 2	9pm-7am(P)	1 st 160yds	2.40	0.45		
Night rate	11.30pm-7.30am(Z3)	Subsequent 160yds	0.20	0.45		
		1 st Mile	4.40	4.95	Decrease 0.55p	11.11%
		Each mile after 1 st mile	2.20	3.00		
		2 mile trip	6.60	7.95	Decrease 1.35	16.98%
	All day Sunday*	1 st 160 yds	2.40	0.40		
		Subsequent 160 yds	0.20	0.40		
		1 st Mile	4.40	4.40		
		Each mile after 1 st mile	2.20	2.65		
		2 mile trip	6.60	7.05	Decrease 0.45p	6.38%
	Bank Holidays*	1 st 135.68yds	3.50	0.34		
		Subsequent 135.68yds	0.20	0.34		
		1 st mile	5.90	4.40		
		Each mile after 1 st mile	2.60	2.65		
		2 mile trip	8.50	7.05	Increase 1.45	20.56%
	Christmas* New Year*	1 st 135.68yds	3.50	0.51		
		Subsequent 135.68yds	0.20	0.51		
		1 st mile	5.90	6.60		
		Each mile after 1 st mile	2.60	4.00		
		2 mile trip	8.50	10.60	Decrease 2.10	24.70%

*Tarriff 3/4 Proposed has 3 Tarriffs- Zone 3 has 4 Tarriffs

*Christmas 6/7pm 24th Dec to 7/8am 27 Dec

*New Year 6/7pm 31st Dec to 7/8am 2nd Jan

It is agreed by all that a standard Tariff would be the prelude to de-zoning and pave the way for rationalising of all other conditions, byelaws and regulations.

Proposal for New Tarriff

The proposal reflects current costs to running a Taxi, which are escalating, customer expectation of a fare(a very lengthy discussion and very important), the different ways which the old Borough's calculated the Fare and the Councils duty to its electorate to agree a new fair and equitable rate for all Hackney Drivers, Proprietors and their customers so ensuring the continuing high standard of service.

Tariff 1

7am to 9pm

Flag 200yds	2.35
Consecutive 195yds	0.21
Consecutive Mile	1.90

Tariff 2

9pm to 12 midnight	+ 12%
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Tariff 3

12 midnight to 7am	
All Sunday & Bank Holidays	+ 33.3%

Tariff 4

7pm Christmas Eve to 7am Boxing day	+100%
7am Boxing Day to 7am 27 th December	+50%
7pm New Years Eve to 7am 1 st January	+100%
7am 1 st January to 7am 2 nd January	+ 50%

Waiting Time per hour	18.00
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Soilage	45.00
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We think this works unlike the proposed table it is simple- does not mess with yardages across the Tarriff bands - is auditable- does not penalise day users and spreads the costs across the full spectrum of taxi users.

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 15 February 2012 10:45
To: KHAN, Kate
Subject: FW: Proposed Fare Increase

Kate

For your info.

Sent: 14 February 2012 19:05
To: HOPPER, Jim
Cc: LICENSING (Cheshire East)
Subject: Proposed Fare Increase

Dear Sir

In response to the notification in the local press regarding the above.

As I feel this will mean a DECREASE in certain areas this will mean a reduction in driver's earnings.

Also this has only been discussed with ONE "area" and not all over the borough of Cheshire East Council I object to this proposal going any further.

Yours faithfully

KHAN, Kate

From: LICENSING (Cheshire East)
Sent: 14 February 2012 15:37
To: KHAN, Kate
Subject: FW: Proposed Variation of Hackney Carriage Table of Fares

Importance: High

Sent: 14 February 2012 14:38
To: LICENSING (Cheshire East)
Subject: RE: Proposed Variation of Hackney Carriage Table of Fares
Importance: High

F.A.O.
Licensing Section, Cheshire East Council,
"Westfields", Middlewich Rd,
Sandbach,
Cheshire,
CW11 1HZ

RE: Proposed Variation of Hackney Carriage Table of Fares

OBJECTION

Dear Sir/Madam,

I hereby exercise my right to respond and object to the "Proposed Variation of Hackney Carriage Table of Fares" Notice for Zone 1 displayed in the Congleton Chronicle on Thursday 9th February 2012.

I am a Taxi Owner/Driver in Zone 1 (Plate) and have been operating as a taxi driver since August 2010. If the proposed variation of fares is brought in then I believe this will have a detrimental effect to my business and potentially prevent me from operating as a taxi driver within the Borough for the following reasons:-

- **Night Rate – Substantial Loss Of Income**

The new proposed fares show a tiny 5p increase on the existing Night Rate for the first mile (£4.35 rising to £4.40) and a substantial reduction of 80p for every subsequent mile (£3.00/mile reducing to £2.20/mile) of every journey exceeding one mile.

There is also a reduction of 33p per minute in Waiting Time. Existing Night Rate waiting time is 66p/min compared to the proposed 33p/min. Waiting Time comes into effect during every journey when driving below 12mph (ie. waiting at traffic lights, junctions and also in slow moving traffic). Therefore the 5p increase gained on the first mile will be lost after just 9 seconds of waiting time with the proposed new Table of Fares.

As more than 65% of my weekly takings come from working late on both a Friday and a Saturday night taking advantage of the increased number of customers exiting the local Pubs and Clubs (Peak

Period being between 2:00am and 4:00am) I foresee that based on the average number of fares I take and the types of journey (Most journeys between 2.5 and 8 miles) I will lose approximately £210 per week from my takings. I would still be travelling the same number of miles on a Friday and a Saturday evening and the outgoing costs would remain the same, therefore the loss would have to be wholly deducted from my salary (which at present is equivalent to 45% of my salary) and would potentially make my taxi business no longer viable.

I know of no other Borough that has a Hackney Table of Fares with Night Rates being just 10% increase on their Day Rate. Most, if not all have Night Rates reflecting Time and One Half of Day Rate.

- **Day Rate – Substantial Loss Of Customers/Income**

The new proposed fares show an increase of 45% on the existing Day Rate for the first mile (£2.90 rising to £4.20) after having a recent increase last June of 10%. This would equate to a total increase of 62% in less than a year which would inevitably deter many customers away from taking taxis during the day.

As the majority of journeys through the day are short (below 1.1 miles) taking local people home who tend to be the old and infirm or people on low incomes without personal vehicles, I foresee that many of these customers will be forced to choose other methods of travel or resort to walking because of the massive hike in fares which they will not be able to afford. With the added pressure from the Night Rate reductions this will inevitably force more taxis to operate through the day to make-up losses incurred with the night rate, thus reducing the number of fares taken for everyone due to the increased number of taxis during the day. This will have an overall effect of reducing the business through the day and thus reducing the overall income.

N.B. In addition I am aware that these new Table of Fares are the maximum rates chargeable and that certain Council Members at the last meeting suggested that taxi drivers may if they wish charge below these rates, however, this would not work in practice for several reasons. Each Hackney Carriage has a meter displaying the current cost of the journey based on the Table of Fares set by the Council – The meter protects both the customer and the driver. If the situation arose where taxi driver had to charge an amount substantially less than the price displayed on the meter then this would lead to bartering and arguments on every journey. All drivers would interpret their own fares and rates and the customer and driver would no longer be protected by the meter, rendering the taxis meter useless.

- **Bank Holiday Rate – Substantial Loss Of Customers/Income**

With the exception of Christmas Day and New Years Day the new proposed fares show an increase £1.55 on the existing Bank Holiday Rate for the first mile (£4.35 rising to £5.90) and a reduction of 40p for every subsequent mile (£3.00/mile reducing to £2.60/mile) of every journey exceeding one mile.

As the majority of journeys are short the same issues would arise as with the Day Rate and customers would inevitably be forced away from taking taxis for short journeys. As there are fewer customers on a Bank Holiday this would probably mean it would not be worth working on such a day meaning that fewer taxis if any would be available on these dates.

- **Complexity – Increased Confrontation**

The proposed new Table of Fares is unnecessarily complex and will inevitably confuse customers and lead to confrontations between drivers and customers.

The new Tariffs are displayed in yards and not miles – this leads to confusion by all. Most customers want to know roughly how much a journey is going to cost before they set off. Taxis drivers currently and will have to continue to estimate costs and be able to offer explanations to the customers in terms of miles. This will be made increasingly difficult and confusing by trying to

explain costs in yards and additional costs due to numbers of passengers. This will definitely lead to confrontations, especially late at night when customers are often intoxicated.

- **Competition From Other Boroughs – Loss Of Income**

Since the 10% fare increase last June there I have seen increased competition from other taxis coming from neighbouring boroughs such as Staffordshire. The proposed new Table of Fares will definitely lead to more a more business being lost to Kidsgrove and Hanley Taxi Firms travelling to Congleton to take customers on the longer, more lucrative journeys due to their cheaper fare structure. This again will only have a detrimental effect on my business.

All in all I am opposed to the proposed new Table of Fares and believe that the decision to mirror the Crewe structure is a mistake. I believe the Council have only looked at the "First Mile Day Rate" charge to make their decision and have not considered the other rate changes. These changes if approved will have a major impact on my business and will probably force me out of a job.

Yours Sincerely