

# **Proposal Document Chiltern District Drivers Association**

## **Introduction**

**Chiltern District drivers association is a voluntary organisation our purpose is to represent the Licenced Hackney / Private Carriage Taxi drivers in the Chiltern District (UK).**

### **Our Objective:**

**The current recession has hit our trade very hard and the drop in the work levels is evident for all to see in the long lines of cabs on all the ranks and the sheer number of empty taxis on the streets.**

## **Taxi Rank Allocations**

**We would like to see an extension of existing locations i.e Chesham Broadway  
The current rank ends at Broadway barbers we would like to extend this to just past the  
Nationwide Bank.**

**We would like to see an extension of the rank in Amersham next to boots, either move  
the rank to the high street or extend the rank to allow for more vehicles.**

## **More taxi ranks**

**We would also like to see new ranks available in the following locations:**

**Amersham - High Street  
Old Amersham – High Street  
Great Missenden – Station Road  
Chalfont St Giles – High Street  
Chalfont St Peter – High Street  
Seer Green Station – Seer Green Station  
Little Chalfont - Chalfont parade  
Holmer Green – High Street**

**Please can the Council suggest additional / new locations?**

## Fare Increase

We have not seen a fare increase in the last three years and in Licensing & regulations committee meeting on the 2<sup>nd</sup> June it was decided a recommendation to Head of Health and Housing that there be no change to the table of fares.

Looking at the initial report the request by drivers of 12% increase, we would like to re-evaluate this and would like the council to communicate via local papers a gradual increase in line with inflation. Initially we would like to go for option (iv)

Tariff	Distance	Existing Fare	(i) 1% increase	(ii) 2% increase	(iii) RPI increase (4%)	(iv) Baxter Increase (6%)	(v) Driver's proposal for increase (approx 12%)
1	One mile day	£3.40	£3.43	£3.47	£3.54	3.60	£3.80
1	Two mile day	£5.20	£5.25	£5.30	£5.41	5.51	£5.70
2	One mile night/ bank holiday	£5.10	£5.15	£5.20	£5.30	5.41	£5.70
2	Two mile night/ bank holiday	£7.80	£7.88	£7.96	£8.11	8.27	£8.70
4	1 mile bank holiday night, and Xmas day, Boxing day New Years day	£6.80	£6.87	£6.94	£7.07	£7.21	£7.60
4	2 mile bank holiday night, and Xmas day, Boxing day New Years day	£10.40	£10.50	£10.61	£10.82	11.02	£11.60

*(N.B although the percentage figures are shown above, final operational figures will require further calculation to enable them to work mathematically)*

- That a further report detailing the various options for increasing extra charges for hackney carriages be brought before the Licensing and regulations Committee at future meetings. –
- Question - How far have you progressed with this and can we see this report today if possible.

### **Our suggestions-**

1. Increase Soiling Charge to £80
2. With Reference to this could you please advise the Head of Health and Housing on the introduction of a new MPV tariff at a 50% premium as discussed in the main report or a change to the per passenger tariff. The price per additional person over 4 to equal £3
3. Tariff 1 starts at £3.40 and continue with existing prices.

**Other implications for a request of an increase of fares include: recession, more licenses distribution, drivers from other districts (Winkers), fuel prices, Insurance increases, tyre prices, car parts, inflation – please refer to appendix 4.**

### **Hackney carriage / Private hire badge renewal proposal**

**Please see Appendix 1 which shows surrounding councils fees for badge renewals**

**The Chiltern District Council has a yearly renewal process and our proposals are:**

- 1. Reduction in the renewal cost from £95 to £50**
- 2. Increase the duration of the badge to three years Cost to be double the price of a year renewal.**

**Please see Appendix 3 for links to see fees for all surrounding districts.**

### **Hackney carriage / Private hire plate renewal proposal**

**Please see Appendix 2 which shows surrounding councils fees for plate renewals.**

**The Chiltern District Council has a yearly renewal process and our proposals are:**

- 1. Reduction in the renewal cost of driver plates from £300 to £150 for both plates.**
- 2. Even lower fee for vehicle a year old and duration to increase to three years of plate.**

**Please see Appendix 3 for links to see all fees for surrounding districts.**

### **Medical reports proposal**

**We would like to change the current medical standards, so that drivers can seek medicals from other surgeries as their GP's are booked up and prices vary by GP. Suggestions include:**

- 1. If the councils can enforce surgeries to fix prices for medicals.**
- 2. Medicals can be done by any GP or Medical centre in the Chiltern District.**

### **IMPORTANT NOTES AND REQUIRED MEDICAL STANDARDS**

**Notes:**

- 2. The Medical Examination and Taxi Driver Medical Report must be completed by the Driver's own General Practitioner, or one within the same practice. Payment for the examination is required and is the responsibility of the Driver.**

## **Vehicle Compliance proposal**

1. We would like to abolish the six month compliance of vehicles over six years and should go back to yearly compliance and have a cap on vehicles of ten years old.
2. Vehicles one year old have compliance after three years.

## **Council license badge applications increasing**

The council is issuing badges; we would like to know if there is a limit to these.

## **Hackney badge holders proposal**

Current hackney carriage drivers wishing to drive a private hire vehicle have to re-apply as new drivers having to go through all the existing checks and fees again

These include:

1. Licence Application
2. CRB Check
3. Medical Report
4. Knowledge test
5. Drivers test

We suggest that the Chiltern District Council have a dual badge similar to some surrounding districts and feel this is impractical and waste of council time and resource.

## **Police Protection**

A number of our drivers have been either attacked, robbed assaulted and the lack of response or follow up by the police has left a lot of drivers with no confidence in this service.

## **Council communication**

We would like to improve our communication and awareness of our committee and have included contact details - Appendix 5 shows all the committee members.

Please can the Council include any communication or legislation changes affecting the drivers association to send emails to our committee members?

We have several instances of changes to go ahead without any knowledge or awareness.

We would like to have a meeting once a month with committee members.

## Other

The committee report referenced that:

A large proportion of drivers work for themselves. As such the following costs may be considered for a typical driver (approximately and based on driver with 5 years' experience) in the Chiltern District:

Cost Elements	Rates (2011)	Annualised Cost
Plate Renewal – Vehicles	£300	£300
Badge Renewal - Drivers	£95	£95
Medical Certificate (Every 1,3 or 5 years) approx.	£100	£25
CRB Check (Every 3 years)	£51	£17
Compliance Test £40-60 (annual or twice annually depending on age of vehicle)	£60	£60
MOT (If older than 3years) (but can be discounted if done with compliance test)	£45	£45
Car Tax Variable from £0 to £450 approx £220 approx	£400	£220
Insurance £1000- £1200	£1,200	£1,200
Total (Approx £1962)	£2,251	£1,962

### **Note:**

This is not the case a large proportion of drivers work for operators, and cost vary from £50 - £170 per week. There is a small proportion of drivers that work for themselves.

## Appendix 1

Council	Type ID	Type	Duration	Fee (£)
South Bucks District	Plate	Hackney Carriage Vehicle Licence - Annual Renewal	1 year	190
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal	1 year	160
Wycombe District Council	Plate	Hackney Carriage Vehicle Licence - Annual Renewal Under 6yrs	1 year	234
	Plate	Hackney Carriage Vehicle Licence - Annual Renewal 6yrs and over	6 months	138
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal Under 6yrs	1 year	222
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal 6yrs and over	6 months	138
Dacorum Borough Council	Plate	Hackney Carriage Vehicle Licence - Annual Renewal	1 year	200
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal	1 year	200
Aylesbury Vale District Council	Plate	Hackney Carriage Vehicle Licence - Annual Renewal Under 6yrs	1 year	331
	Plate	Hackney Carriage Vehicle Licence - Annual Renewal 6yrs and over	1 year	372
Chiltern District Council	Plate	Hackney Carriage Vehicle Licence - Annual Renewal	1 year	300
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal	1 year	200
Three Rivers District Council	Plate	Hackney Carriage Vehicle Licence - Annual Renewal	1 year	126
	Plate	Private Hire Carriage Vehicle Licence - Annual Renewal	1 year	126



Appendix 2

Council	Type ID	Type	Duration	Fee (£)
South Bucks District	Badge	Hackney Carriage Drivers Licence - Annual Renewal	1 year	50
	Badge	Private Hire Drivers Licence - Annual Renewal	1 year	50
	Badge	Dual Drivers Licence (Private Hire & Hackney Carriage) - Annual Renewal	1 year	55
Wycombe District Council	Badge	Hackney carriages drivers licence 3yrs Duration	3 years	148
	Badge	Private Hire drivers licence 3yrs Duration	3 years	148
	Badge	Dual Drivers Licence (Private Hire & Hackney Carriage) 3yrs Duration	3 years	217
Dacorum Borough Council	Badge	Hackney Carriage Drivers Licence	1 year	52
	Badge	Hackney Carriage Drivers Licence	3 years	105
Aylesbury Vale District Council	Badge	Hackney carriages drivers licence 1yr Duration	1 year	79
	Badge	Private Hire drivers licence 1yr Duration	1 year	79
	Badge	Hackney carriages drivers licence 3yrs Duration	3 years	156
Chiltern District Council	Badge	Private Hire drivers licence 3yrs Duration	3 years	156
	Badge	Hackney Carriage Drivers Licence - Annual Renewal	1 year	95
	Badge	Private Hire Drivers Licence - Annual Renewal	1 year	95
Three Rivers District Council	Badge	Hackney Carriage Drivers Licence - Annual Renewal	1 year	126
	Badge	Private Hire Drivers Licence - Annual Renewal	1 year	126

## **Appendix 4**

### **Contact Details**

#### **Chairman**

**Masud Ahmed**

**Mobile: 07876502324**

**Email: Masud\_132@hotmail.co.uk**

#### **Vice Chairman**

**Qaser Mahmood**

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#### **Secretary**

**Jim Tilbury**

**Mobile: 07956601784**

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#### **Vice Secretary**

**Umar Hayat**

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#### **Tresurer**

**Mohammed Latif**

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**Email:**

#### **Vice Tresurer**

**Faisal Rehman**

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## Appendix 3

### Useful links:

<http://www.ltda.co.uk/>

<http://www.taxi-driver.co.uk/>

<https://isa.chiltern.gov.uk/democracy/ieListDocuments.aspx?CIId=120&MIId=1939&Ver=4>

<http://www.bankofengland.co.uk/publications/inflationreport/ir11aug4.pdf>

### Council links for fees:

#### Chiltern District Council

[http://www.chiltern.gov.uk/site/scripts/documents\\_info.php?documentID=194&pageNumber=12](http://www.chiltern.gov.uk/site/scripts/documents_info.php?documentID=194&pageNumber=12)

#### Aylesbury Council

<http://www.aylesburyvaledc.gov.uk/business/licensing-regulation/taxi-licensing/hackney-carriage-vehicle-licence/>

#### Watford Council

<http://www.dacorum.gov.uk/default.aspx?page=3831>

#### High Wycombe Council

<http://www.wycombe.gov.uk/council-services/business/licences-and-street-trading/taxi-licences/fees.aspx>

#### South Bucks Council

[http://www.southbucks.gov.uk/business/licences/taxi\\_and\\_minicab\\_licences/schedule\\_of\\_licensing\\_fees.aspx](http://www.southbucks.gov.uk/business/licences/taxi_and_minicab_licences/schedule_of_licensing_fees.aspx)

### Future Events:

#### Licensing & Regulations Committee Meeting:

12<sup>th</sup> October 18.30 Chiltern District Council Offices

24<sup>th</sup> November 18.30 Chiltern District Council Offices

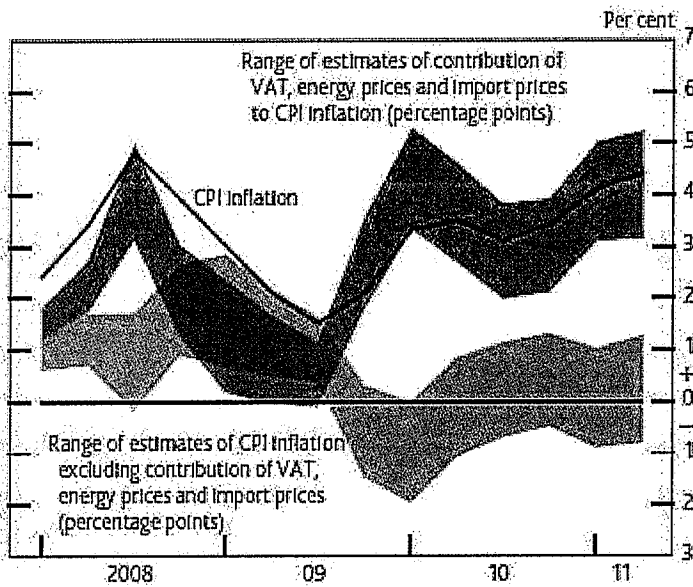
## Appendix 4

### Information from the Bank of England

CPI inflation averaged 4.4% in 2011 Q2. The current elevated rate of inflation reflects increases in VAT, energy prices and import prices. Inflation is likely to rise further this year, boosted by increases in utility prices. Excluding the effects of VAT, energy prices and import prices, the prices of other goods and services have been rising at a rate well below the inflation target. Aggregate data suggest that profit margins have returned to pre-recession levels, although they may remain below normal in consumer-facing sectors. Nominal wage growth remained subdued. Evidence from movements in indicators of longer-term inflation expectations continued to be mixed.

CPI inflation was 4.2% in June and averaged 4.4% in 2011 Q2. With April's CPI outturn of 4.5% lying more than 1 percentage point away from the target, the Governor, on behalf of the Committee, wrote an open letter to the Chancellor.<sup>(1)</sup> The current elevated rate of inflation reflects the temporary impact of rises in VAT, energy prices and import prices (Chart 4.1). These factors are likely to be able to explain why inflation was above target throughout 2010 and the first half of 2011. Bank analysis suggests that VAT, energy prices and import prices added around 3 to 5 percentage points to

**Chart 4.1 CPI inflation and the contribution of VAT, energy prices and import prices<sup>(a)</sup>**



Sources: ONS and Bank calculations.

(a) The details behind these calculations are set out in the box on pages 34–35 of the February 2011 *Inflation Report*. The range of estimates of the impact of VAT on CPI inflation assumes that between 25% and 75% of the share of prices subject to VAT changed following the December 2008 and January 2010 VAT changes, and that between 50% and 100% of prices subject to VAT changed following the January 2011 VAT increase. The examples make the simplifying assumption that businesses only changed their prices in the month in which VAT was changed. The VAT range is adjusted to allow for changes in VAT on petrol prices already being incorporated in the energy price impacts. The lower bound of the range of estimates of the impact of energy prices on CPI inflation is based on the direct contribution from electricity, gas and other fuels and fuels and lubricants. The upper bound of the impact of energy prices range also includes an estimate of indirect effects, calculated as the average of the direct energy effects in the current and previous two quarters. The range of estimates of the impact of import prices on CPI inflation is based on differences between CPI goods inflation excluding energy and CPI services inflation excluding airfares. Further details can be found in the footnote to Chart B on page 34 of the February 2011 *Inflation Report*. The total range is calculated by adding together the top and bottom of the ranges of the individual impacts of VAT, energy prices and import prices. The green swathe shows CPI inflation less the minimum and the maximum of the blue swathe.

CPI inflation in 2011 Q2,<sup>(1)</sup> although it is impossible to identify the effects of those factors with any precision. The evolution of these factors, relative to what was expected at the time of the May 2010 *Report*, is discussed in the box on pages 48–49. The rest of this subsection discusses recent developments in the factors raising inflation in more detail, and also considers developments in domestically generated inflation.

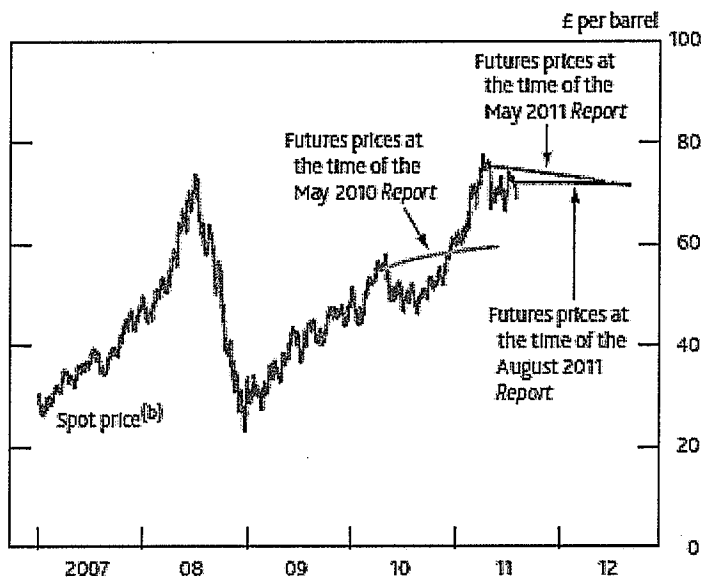
## VAT

The rise in VAT is likely to have added around 1 percentage point to CPI inflation in 2011. That estimate is based on Bank staff's assessment that around three quarters of the increase in the standard rate of VAT to 20% in January 2011 had been passed into consumer prices by the end of Q1. The size of this effect should remain broadly the same until it drops out of the twelve-month comparison in early 2012. But there is uncertainty around the extent of pass-through. Alternative pass-through assumptions of 50% or 100% would imply contributions of VAT to CPI inflation of 0.7 and 1.4 percentage points respectively.

## Energy prices

Sterling oil and wholesale gas prices over the fifteen working days to 3 August were similar to those in the run-up to the *May Report* (**Charts 4.2 and 4.3**). But over the past year as a whole, oil and gas prices are around 45% and 25% higher respectively. Those large rises in energy prices over the past year have put significant upward pressure on CPI inflation. Petrol prices directly contributed 0.6 percentage points to CPI inflation in the second quarter of 2011, and retail gas and electricity prices added a further 0.3 percentage points (**Chart 4.4**). But higher energy prices also have indirect effects that will have further added to CPI inflation, for example by raising production and transport costs. In the fifteen working days

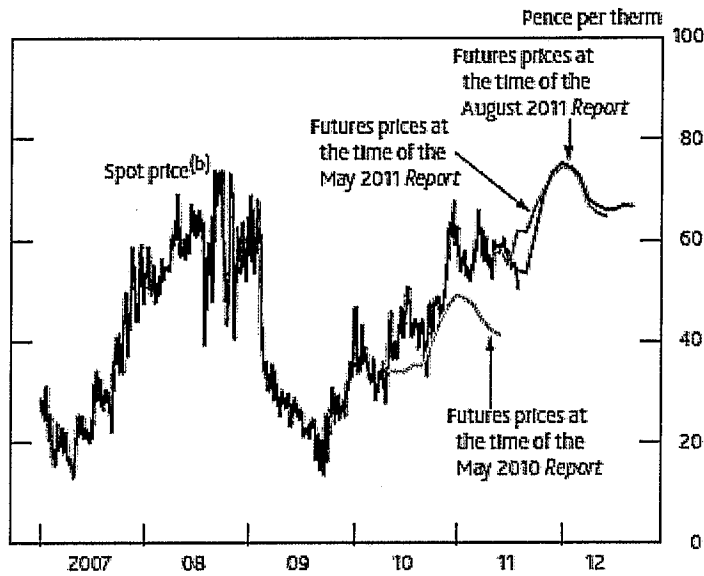
**Chart 4.2 Sterling oil prices<sup>(a)</sup>**



Sources: Bloomberg, Thomson Reuters Datastream and Bank calculations.

- (a) The futures prices shown are averages during the fifteen working days to 3 August 2011, 4 May 2011 and 7 May 2010. Each futures curve assumes that the sterling-dollar exchange rate remains constant at its average during those periods.
- (b) Brent forward prices for delivery in 10–21 days' time converted into sterling.

Chart 4.3 Sterling gas prices<sup>(a)</sup>



Sources: Bloomberg, Thomson Reuters Datastream and Bank calculations.

(a) The futures prices shown are averages during the fifteen working days to 3 August 2011, 4 May 2011 and 7 May 2010.

(b) One-day forward price of UK natural gas.

Source: <http://www.bankofengland.co.uk/publications/inflationreport/ir11aug4.pdf>