

**Melanie Sagar**

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**From:** CJ & JT Fennessy [REDACTED]  
**Sent:** 27 February 2025 20:00  
**To:** \_Licensing  
**Subject:** Re: Tariff consultation

**Categories:** Melanie

Well the 'meters that I support could certainly achieve this Melanie other than the extra charges, with clarification, but I'm not sure if this chart is entirely correct.

I note an addition in the time applicable box "Minimum Fare £6.00", but there is also a line across all columns that states the minimum fare i.e. £3.60, £5.40, £4.00, £6.00, £5.60, £8.40, £5.40, £7.95, £7.20 & £10.60. These are the minimum fares, not £6.00, and with the exception of rate 2B they are all different!

If we take rate 1 in isolation the increase over 2 miles is actually 20p not 40p.

I believe that the 2nd row "Until the fare reaches" is probably incorrect.

Rate 4B initial is now out of step with rate 4 and rate 5B is now out of step with rate 5, but this may be intentional.

Extra charges for luggage (20kg+) now 60p, and a new extra charge for bicycles and pets £2.00, with the extra charge of 40p for 4 adult passengers carried over. This would mean that in order for these to be shown on the taximeter, the multiple would have to be in 20p's. This will not please the trade! The driver would have to press the extras button 10 times for a bicycle, and they will be concerned that the customer will be suspicious.

There is a new line at the bottom which states "Wait Fee per 60 second" 25p in every rate. This contradicts the waiting time rate specified in each of the tariffs.

I have to ask the question why is the proposed fare chart so complicated? If I struggle to understand it when it is in front of me on the desk, how is a member of the travelling public expected to when being bumped about in the back of a cab? Is it because it has been edited from the complicated 2022 version? I think that this really needs to be simplified and this is an opportunity. Why is there an initial distance of 250 yards followed by a charge of 40p for 300 yards, followed by a charge of 20p for 200 yards, followed by a charge of 20p for 133 yards? It is just totally confusing.

Now getting back to the £6.00 minimum charge, if this applies to rate 1 what minimum applies to rate 1B, and what minimum applies to rate 2 (and maybe rate 2B), and what minimum applies to rate 3, and what minimum applies to rate 3B, and what minimum applies to rate 4, and what minimum applies to rate 4B, and what minimum applies to rate 5, and what minimum applies to rate 5? And why have a concealed minimum anyway? Consider analogy of a petrol pump.

This has obviously not been thought through properly, and the trade members that have contacted me have all had different ideas.

I could add a lot more to this, and if you are interested please 'phone me for an in depth discussion. I have already spoken with Russell, and he appeared to understand the reality of it all.

Best wishes Colin [REDACTED].

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

| **From:** [\\_Licensing](#)

**Sent:** Thursday, February 27, 2025 5:01 PM

**Subject:** Tariff consultation

We have received a request to vary the current Hackney Carriage fare which came into effect 09 November 2022.

A full copy of the current fare chart is attached for your information however for ease of reference we have calculated the fare for a 2-mile journey.

- November 2022 = £6.80
- Proposed increase = £7.20

We are seeking your views on whether these proposed changes are workable and can be programmed into all makes and models of taxi meter in use with our fleet.

Please send your comments/recommendations by emailing [licensing@slough.gov.uk](mailto:licensing@slough.gov.uk) with the subject line **Tariff Consultation** no later than 5pm 26 March 2025.

Kind regards

**Melanie Sagar**  
**Principal Licensing Officer**

Place | Regulation – Public Protection

Slough Borough Council

[licensing@slough.gov.uk](mailto:licensing@slough.gov.uk)

[www.slough.gov.uk](http://www.slough.gov.uk)

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