

From: David Lane <bcptaxiprivatehireassociation@gmail.com>
Sent: 28 January 2026 15:17
To: Trudi Barlow
Subject: Re: 2026 Fare Review

Hi Trudi,

Thank you for your email. I was not surprised by your main concern and will be adjusting my submission to the committee to seek a change to the pre-booked fee from £1.00 / £1.25 to a standard £2.00 across all rates. The otherwise defunct extra button being set to £1.00 units with a max of 2 presses.

We consider the waiting time value to be the same whatever vehicle is being driven. However, I haven't checked with Neil whether this would work.

If you are going to be at Taxi Watch next week, we can discuss any other points then.

Best wishes

David

On Fri, 23 Jan 2026 at 17:06, Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk> wrote:
Hi David

Thank you for providing a copy of your proposed submission in answer to my previous queries, along with the calculations for Rates 1, 2, and 3 from Neil.

I have some additional queries. With regard to the waiting time (drop value) for Rates 4, 5, and 6, can you confirm whether these will also be set at 1.5 times the standard rate. This does not currently appear in the figures you provided.

The main concern at this stage is the variable booking fee. I am unsure whether a variable fee is permitted, and I do not believe it is likely to be accepted. This is due to the requirement for fares to be transparent to customers and not open to misunderstanding or potential misuse. It is also important to note that this booking fee only applies to journeys that begin and end within the zone in which the vehicle is licensed. For all other pre-booked journeys, a fixed price can be agreed in advance.

While I am able to submit your request in its current form, I felt it would be

prudent to
highlight this issue so that you may consider alternative options.

If you need any further information or clarification regarding the points above,
please
feel free to contact me.

Regards

Trudi Barlow
Licensing Officer
Housing and Public Protection
T. 01202 123789
bcpcouncil.gov.uk

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From: David Lane <bcptaxiprivatehireassociation@gmail.com>
Sent: 21 January 2026 12:09
To: Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk>
Subject: Re: 2026 Fare Review

Hi Trudi,

I am attaching the first draft of the statement I am preparing for presentation
to the
committee. I believe this addresses the points you raised, but please don't
hesitate to
call me if you'd like to discuss further.

I have checked with Neil, and should all parts of the request be agreed, it
would be
possible for the otherwise defunct extra button to be programmed at £1.00 per
press with
a maximum of 5 presses. He has also reviewed the calculations and his figures
are
below. He will do rates 4, 5 & 6 if you want.

Best wishes

David

info@logicomuk.com <logicomuk@gmail.com>

Tue 20 Jan, 22:15
My workings!!

Rate 1
400 pull off
666 1st mile
286 subsequent miles
20 Drop value
38 seconds wait

286/20=14.3
1760/14.3=123.08 yards drop distance
666-400=266 . 266/20=13.3
123.08 x 13.3=1636.96
1760-1636.96= initial dist. =123.04 yards
Initial Wait
123.04/123.08=0.99 x 38 = 38seconds (rounded)

Rate 2

550 pull off
855 1st mile
350 subsequent miles
25 drop value
36 seconds wait

350/25=14
1760/14 = 125.71 yards drop distance
855-550=305. 305/25=12.2
125.71 x 12.2= 1533.66
1760-1533.66 = initial dist. =226.34 yards
Initial Wait
226.34/125.71 = 1.8 x 36 = 65 seconds

Rate 3

600 pull off
949 1st mile
428 subsequent miles
30 drop value
36 seconds wait

428/30=14.3
1760/14.3 = 123.08 yards drop distance
949-600=349. 349/30=11.6
123.08 x 11.6=1427.73
1760-1427.73 = initial dist= 332.27 yards
Initial wait
332.37/123.08 =2.7 x36 = 97.2 seconds

On Fri, 16 Jan 2026 at 10:58, Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk>
wrote:

Hi David,
Apologies for the delay in responding.

Having reviewed the proposed increase, I will require some further clarification
on the
changes so that the information can be accurately reflected in the report:

1. The rationale for amending the hours of operation for Tariff 2/5 from
00:00-06:30 to 22:00-06:00.

2. The reasons for the £1.00 increase to all pull-off fees.
3. An explanation of the variable booking fee and how this would be implemented on the meter, given that extras are no longer included.
4. The reasoning behind introducing a separate set of fares for 5-8 passenger vehicles and the basis for the significant increase proposed. Additionally, would this tariff apply irrespective of the number of passengers being carried?

If you need any further information or clarification regarding the points above, please feel free to contact me.

Kind regards
Trudi Barlow
Licensing Officer
Housing and Public Protection
T. 01202 123789
bcpcouncil.gov.uk

Sign up to BCP Council's email news service

From: David Lane <bcptaxiprivatehireassociation@gmail.com>
Sent: 16 December 2025 14:15
To: Trudi Barlow <trudi.barlow@bcpcouncil.gov.uk>
Subject: 2026 Fare Review

Hi Trudi,

I attach my first version of the calculations for the changes to the Fare Structure that the trade would like to see implemented in 2026.

You will see that the request is not for the typical percentage increase, but for an overhaul.

The main aims are:-

Abolition of all extras. To be achieved by incorporating into the initial charge.

Change of the period when rate 2 is charged. From, midnight to 0630, to 2200 to 0600.

To offset some of the increase this will mean for customers travelling between 2200 and 2359, we propose reducing the extra mile rate from the current £3.82 to £3.50.

The creation of new rates to apply when five or more passengers are being conveyed in a multi-seat vehicle. I have spoken with Neil Barry, who suggests that all 6 rates should be calendarised so that the only ability for a driver to choose a higher rate would be restricted to MSVs and also limited to the equivalent rate for the time of day (e.g. R1 to R4).

Advance Bookings. To change the standard fee of £1.00 to a maximum of £5.00, which must be agreed upon when the booking is made.

I recognise that this approach may be seen as radical, but I can see the possibility that it will result in a structure that is clear and can be easily understood by all customers. The abolition of all 'extras' will also remove the potential for fares to be inflated.

I am also attaching a chart showing the comparative rates for 2, 5 & 10 miles, together with a suggestion for the new fare chart.

Please feel free to call to discuss.

Best wishes

David

