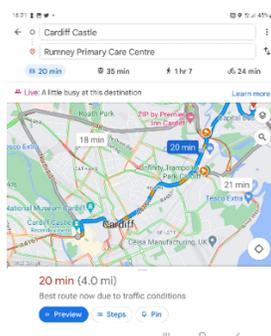




We ask that the committee to consider how many objections have been raised in regard to the proposal previously agreed, and be mindful of who have objected.

While a licensed operator is within its rights to either propose or indeed object to a meter increase for the Hackney trade in Cardiff, we believe that the information that they have given to be untrue for the following reasons.

A 4-mile journey from Cardiff Castle to Rumney Primary Care Centre at 16:20 on a midweek day would take approximately 20 minutes and just 14 minutes on a Sunday at 21:00 according to Google Maps which uses real time traffic analysis that shows no less than SEVEN slow moving points and ONE severe moving point along the route during rush hour traffic conditions.



Without these EIGHT points of delay and travelling at an average speed within a city of 16mph then this length of distance would take 15 minutes to complete.

Dragon have stated that their 'extensive data and analysis' shows that 4 mile is an average journey length and a surprising 'FIFTEEN minutes of waiting time throughout the course of the journey'.

While we appreciate that the iCabbi system is worthy of its task, we question how their average 4 mile journey can take 15 minutes of waiting time and just 5 minutes to actually drive the distance, unless of course the data that they have drawn from the system to analyse is from either the booking time, the driver allocated time or the driver arrival time to completion and not in fact the time a driver had a customer in the vehicle.

On a Sunday evening with no traffic issues this journey takes just 14 minutes at 17mph.

My nine years' experience with iCabbi lends me to believe that the start point was from when a driver was issued the booking and not when a passenger is in a vehicle, heaven forbid a driver would complete 4 mile in just 5 minutes on an average... that's 48mph!

Perhaps Dragon should quantify their data on this matter before it is taken into consideration.

Another point to consider is that a Hackney working on a Private Hire company must engage the council meter and that of the operator for every journey, something that Dragon do not encourage their Hackney drivers to do when working on their platform because they take a percentage of each fare as commission for supplying the work and should the booking be payable by debit card direct to Dragon then they could not charge the customer if the Cardiff Hackney meter was engaged on the journey.

The above-mentioned journey of 4 mile has been put into the App's used by the three major operators in Cardiff and have given the following quotations.

Uber quoted £13.68

Bolt quoted £12.70

Dragon quoted £10.60-11.70

The proposed Hackney rate would be £11.50 with no waiting time and £13.75 with 5 minutes of standing traffic as per the Google Maps above and time taken to travel at 16mph without traffic.

The objection by Dragon touches on the cost of Tariff 2 & 3 yet fails to mention that Dragon, Uber and Bolt all charge an increased rate during peak times.

This shows that the proposal put forward by the Hackney trade is reasonable and not that distant from what the operators charge within Cardiff.

However, most Hackney journeys from the ranks within the City Centre are around 2.5 mile and not comparable to a Private Hire company which covers a much larger area than the Hackney trade concentrates on and has school runs, hospital contracts and airports that would increase its average journey length to 4 mile as they have used for their argument.

The waiting time for the Hackney rates revues has never been taken into consideration, including the proposals made by Dragon in previous years and is not included in the table of rates that are published in the Private Hire and Taxi Monthly magazine and should not be considered for this discussion.

However, the 20p per 48 seconds has been static for many years and has never considered the drivers time when at work just like an employed person is not paid for when they are active at work but for the total time while 'clocked in' such as that person is paid while walking between offices and not just when they are in that office undertaking a meeting.

Therefore, a small increase has been added to the waiting time and is a justified increase and has already been agreed by this committee before going to publication notice.

Hackney drivers are sole traders unlike licensed operators whose business relies on commission charged to the drivers who undertake bookings on their behalf. It is in the operator's interest to keep fares artificially low to encourage more bookings, but it is the drivers who suffer for these lower rates with their own fixed costs of running a vehicle.

We ask that you are mindful that no member of the public and no Hackney driver have raised a concern regarding the proposed increase and therefore ask that the increase is to proceed as advertised.

Yours sincerely

Sanwar Ali Ahmed, Branch Secretary
CHA/Unite Wales Cab Section

Sanwar Ahmed