

RESPONSES TO THE PROPOSED TAXI FARE SCALES

Representation 1

This representation is in the form of an objection to the proposed taxi fare increase, Tariff two cannot remain with such a small increase, the tariffs must have the same increase as not to discriminate persons getting a taxi day or night, leaving tariff two with a small rise like that may mean a large rise next time whenever that may be.

I have to make it clear that it is not a 2.7% increase when the distances are drawn out on paper, This pitiful proposed increase does not make it any incentive to work on tariff two, there is a shortage of drivers at night and weekends and this will only get worse should there not be a decent fare increase, I and other drivers will be looking to cut hours on tariff two as the proposed fare increase does not justify the hassles of working late at night.

Representation 2

We are strongly objecting to the recent taxi fare review that has been imposed. Although the fares have gone up unfortunately so has the distance, giving a very little rise. We have not had an increase in four years, in this time our licence fees have increased along with staff wages, insurance and increasing fuel cost. We feel this should be reviewed again and one of the other proposals should be appointed.

Representation 3

I wish to lodge an objection to the proposed new taxi fare rates proposed by the Civic Licencing Committee on June 09 2022.

[REDACTED]

Importance

Unless Angus Council were to allow this issue to be revisited at an interim period, which is unlikely, the decision taken now will affect the financial security of taxi operations in Angus for the next 18 months, impacting jobs, service to the public and access to transport for businesses in Angus and further afield.

[REDACTED]

[REDACTED]

The Proposal

OPTION 7 –R. INNES

Journey distance (Miles)	Tariff 1	%	Tariff 2	%	Tariff 3	%	Tariff 4	%
1	4.28	10	4.51	2.7	6.10	6	7.06	-6
2	6.63	17	7.03	3	9.03	6	10.50	-19
3	8.97	16	9.54	4	11.97	7	13.50	-26
5	13.67	15	14.57	5	17.83	7	19.33	-33
10	25.40	14	27.14	6	32.50	8	34.00	-42
15	37.13	14	39.71	6	47.17	8	48.67	-42

Objection

Whichever option that is finalised has to be consistent in its impact. Option 7 is not.

Tariff 1

The proposal increases the starting fare slightly, while reducing the distance this fare covers. The percentage increase overall seems reasonable. Perfect.

Tariff 2

The proposal increases the starting fare less than tariff 1 while increasing the distance this fare covers. This is not logical and provides insufficient increases of 2.7% - 6% calculated from 1-15 miles.

Tariff 3

Comments as applied to Tariff 2.

Tariff 4

After 3 members of the committee had voted to support option 7, I believe it was the convener that highlighted tariff 4 resulted in a reduction in charge of -6% growing to -42% on journeys from 1-15 miles. Rather than reach for a calculator, the committee's solution was to leave rates as per the current fares.

Regarding waiting time, rather than charge 20p every 20 seconds, I would suggest applying 10p for each period of 10 seconds. This would result in the customer viewing a slow increase rather than jumping in larger sums while the result is exactly the same in levels of additional charge.

The committee has approved an option that offers assistance on tariff 1 only. Tariff 2,3 & 4's changes in this proposal are so slight they are insulting. These tariffs involve evening, weekend and unsociable working hours. Drivers will not be willing to work these shifts if the rewards are not there. Furthermore, these tariffs are used for larger vehicles suitable for transporting 4+ passengers which are more expensive to purchase and have greater fuel consumption meaning higher running costs and higher charges need to be applied.

Submissions – Fuel Costs

Options had to be submitted by 1st April 2022.

On 1st April 2022 diesel cost £1.699 per litre in Montrose.

When current fares were put in place diesel cost £1.119 per litre or even less.

Today diesel costs:

Montrose £1.959

Brechin £1.979

Forfar £1.999

This shows that the submissions on which The Committee had to deliver consideration were already out of date and with further fuel cost increases predicted the agreed proposal is insufficient as it is at present.

[REDACTED]

Solution

If calculations as reflected in Option 7 tariff 1 were applied to tariffs 2,3 & 4 The Taxi Trade would have a better chance of survival.

Analogy

If a pound of butter costs a supermarket £1.00 it may sell to the customer for £1.50. If the cost to the supermarket is then £2.00 they will not sell it for £1.80 to protect the customer.

Our Customers

Taxi users are astonished that fares have not increased already. The biggest complaint from taxi users is not the cost; it is that they are unable to get one, particularly in the evenings. Much was said at the meeting about keeping the cost down to the customer however The Trade will simply not survive without profit. Either this is made possible by the Committee, or a total collapse is not an over reactive possibility.

Casualties (Montrose & Brechin only)

The following taxi operators have been affected due to a combination of impacts made by Covid and increased fuel/maintenance costs.

- [REDACTED] 9 taxis, now down to 3 taxis
- [REDACTED] – 4 taxis, now closed
- [REDACTED] – Closed
- [REDACTED] – Closed
- [REDACTED] – Closed
- [REDACTED] – approximately 9 taxis, now closing end of June 2022

The above is not comprehensive however I am aware these figures are reflected throughout Angus and where multiple vehicles are listed this results in additional job losses.