
CIVIC GOVERNMENT (SCOTLAND) ACT 1982

TAXI FARE SCALE REVIEW

1. SUMMARY

- 1.1** In terms of the Civic Government (Scotland) Act 1982, Section 17, the Local Authority requires to fix maximum fares and other charges in connection with the hire of taxis operating in their area and to review the scales for taxi fares and other charges on a regular basis.
- 1.2** The Planning, Protective Services and Licensing Committee at their meeting on 19th January 2011 decided to increase the fare structure as follows:-

Tariff 1 from £2.50 to £2.70

Tariff 2 from £3.00 to £3.20

Tariff 3 from £3.50 to £3.70

that the charges in respect of soiling, waiting and telephone bookings remain as £100 (maximum), 30p per minute and 30p respectively;

that there be no change to the yardage distances which are currently based on an initial charge per 860yds and a subsequent charge of 20p for each additional 200 yds;

that a further review of the fare structure should be undertaken in 12 months time rather than 18 months as required in terms of the Civic Government (Scotland) Act 1982.

- 1.3** Letters to all taxi operators were issued on 1st November 2011 asking for representations from all organisations and individuals to be in by 28th November 2011.

2. RECOMMENDATIONS

- 2.1** The Committee are asked to:

- Review the existing scales and publish them proposing a date when the proposed scales shall come into effect.
- Authorise the Head of Governance and Law to advertise the proposed changes to tariffs and to invite any responses within one month of the advertisement and report back to members at their meeting on 22nd February 2012.

- Should no objections or representations be received in relation to the proposal delegate authority to the Head of Governance and Law in consultation with the Chair of PPSL to conclude the review without the requirement for the Committee to consider a further report on the review.

3. DETAIL

3.1 As a result of the latest consultation 9 written responses have been received and these are as follows:-

- i. Mr Turner from North Connel, Mr McInnes from Helensburgh and Mr Finlay from Cardross have responded requesting that there are no increases to the taxi fares. A copy of their emails are attached as Appendix 1. Ms Fletcher from Helensburgh has also responded requesting no increase however she is again suggesting that separate taxi zones have their own tariff. A copy of Ms Fletchers email with enclosure is attached as Appendix 2.
- ii. Mr Duncan from Rothesay supports a smaller yearly increase rather than a large amount every 18 or 36 months. Appendix 3 provides details of his proposal.
- iii. Mr MacIntyre, Chairman of Dunoon Taxi Owners Association also submitted a response recommending alterations in yardage as follows:-
Tariff 1 – Increase from 860 to 880 yards and a decrease from 200 to 176
Tariff 2 – Increase from 860 to 880 yards and a decrease from 170 to 150
Tariff 3 – Increase from 860 to 880 yards.

There is also a proposal to increase the waiting time from 30 pence per minute to 35 pence per minute. A copy of the letter from Mr MacIntyre with Dunoon Taxi Owners Association proposals is attached as Appendix 4.

- iv. Mr Gemmell of Clyde Taxis has also responded requesting the same increases as Dunoon Taxi Owners Association. A copy letter from Mr Gemmell is attached as Appendix 5.
- v. Mr Wylie from Oban has responded requesting that there is no increase in the running mile or any other charges but that there is a 30 pence increase across all of the tariffs on the flagfall. A copy of Mr Wylie's letter is attached as Appendix 6.
- vi. Finally, Mr Robson from Mull has responded requesting that rural areas and Islands like Mull operate on tariff 2 instead of tariff 1 and apply tariff 3 as tariff 2. A copy of Mr Robson's letter is attached as Appendix 7.
- vii. For the purpose of comparison a table showing the existing tariffs as well as the proposals received is attached as Appendix 8.

- 3.2 Enquiries were made with Highland Council and Aberdeenshire Council regarding their existing taxi charges for the purpose of comparison and the findings are noted below.

| | Argyll and Bute Existing Fares | Aberdeenshire Council's Fares | Highland Council's Fares |
|----------|-----------------------------------|--|-----------------------------------|
| Tariff 1 | £2.70 860 yards then 200 @ 20p | £2.60 880 yards then 1/10 of a mile @ 20p | £2.50 785 yards then 130 @ 10p |
| Tariff 2 | £3.20 860 yards then 170 @ 20p | £3.60 880 yards then 1/10 of a mile @ 20p | £3.00 560 yards then 92 @ 10p |
| Tariff 3 | £3.70 860 yards then 120 @ 20p | £5.20 880 yards then 1/10 of a mile @ 30p | £3.60 444 yards then 74 @ 10p |

- 3.3 The Committee are advised that the National Statistics website detailed that petrol and oil, where prices overall fell this year but rose a year ago. The price of petrol, as recorded for the Retail Price Index, fell by 0.5 pence per litre between September and October 2011, to stand at 134.5 pence per litre, compared with a rise of 2.1 pence per litre last year to stand at 116.8 pence per litre. Diesel process rose by 0.1 pence per litre, to stand at 139.5 pence per litre this year, compared with a rise of 2.6 pence per litre last year to stand at 119.8 pence per litre.

- 3.4 The Committee are advised that West Dunbartonshire Council presently operate 2 different zones in their area. One zone for Clydebank and another zone for the Dumbarton and Vale of Leven Area. In 2006 a West Dunbartonshire Taxi Study was undertaken by TRI Taxi Studies Group and this study suggested consideration of a long term move to a single authority wide zone.

4. CONCLUSION

- 4.1 Members are now required to review the matter of taxi fares. As previously advised in terms of Section 17 the procedure for reviewing taxi fares has changed.

In carrying out a review, the licensing authority must-

- (a) consult with persons or organisations appearing to it to be, or to be representative of, the operators of taxis operating within its area,
- (b) following such consultation –
 - (i) review the existing scales, and
 - (ii) propose new scales (whether at altered rates or the same rates)
- (c) publish those proposed scales in a newspaper circulating in its area-
 - (i) setting out the proposed scales
 - (ii) explaining the effect of the proposed scales
 - (iii) proposing a date on which the proposed scales are to come into effect, and

(iv) stating that any person may make representations in writing until the relevant date, and

(d) consider any such representations

In reviewing the matter of taxi fares members are invited to consider whether;

A) They wish to decrease/increase the yardage to such a level as proposed by Mr MacIntyre, Chairman of Dunoon Taxi Owners and Mr Gemmell of Clyde Taxis; or

Members may wish to impose a 30 pence increase across all of the tariffs on the flagfall as proposed by Mr Wylie; or

Members may wish to consider the proposals by Mr Robson and Ms Fletcher that separate taxi zones and rural areas have their own tariffs.

When considering all of the above proposals members may wish to have regard to:-

1. The lack of representation or response to the proposed review of taxi fare scales for or against from consultees. A total of 142 were consulted. Responses received are as detailed in paragraph 3.
2. The comparison of the general effect of Argyll and Bute's existing fares with those in place in Aberdeenshire and Highland Council.
3. The increase in the retail price index.
4. The increase in the price of fuel.

B) They wish to reaffirm the current scale of maximum fares previously fixed by the Council in 2011 also having regard to the responses received from Mr Turner, Mr McInnes, Mr Finlay and Ms Fletcher requesting that there is no increases to the taxi fares. Members may also wish to have regard to:-

1. The lack of representation or response to the proposed review of taxi fare scales for or against from consultees.

Members should be aware that any person or any persons or organisations appealing to the Traffic Commissioner to be representative of taxi operators in the area who operates a Taxi in an area for which scales have been fixed or in respect of which a review has been carried out will still have the opportunity to lodge an appeal to the Scottish Traffic Commissioner within a 14 day period.

5. IMPLICATIONS

5.1 Policy – None

5.2 Financial – None

5.3 Legal – The Council require to review taxi fares in terms of the Civic Government (Scotland) Act 1982

5.4 HR – None

5.5 Equalities – None

5.6 Risk – None

6. APPENDICES

Appendix 1 – Emails from Mr Finlay, Mr Turner and Mr McInnes

Appendix 2 – Email from Maxine Fletcher dated 28.11.11

Appendix 3 - Comments received from Mr Duncan received 9.11.11

Appendix 4 - Letter from Mr MacIntyre dated 22.11.11

Appendix 5 – Letter from Mr Gemmell dated 18.11.11

Appendix 6 – Letter from Mr Wylie dated 24.11.11

Appendix 7 – Letter from Mr Robson dated 6.11.11.

Appendix 8 – Comparison Table

CHARLES REPPKE
Head of Governance and Law

Enc.

For further information contact: Alison MacNab
Tel: 01546 604198

MacNab, Alison

From: MacNab, Alison
Sent: 07 November 2011 09:35
To: 'Iain'
Subject: RE: taxi fares

Dear Mr Turner

Thank you for your email, your comments will be considered as part of the review.

Kind Regards
Alison

Alison MacNab
Governance & Law
Argyll & Bute Council
Tel: 01546 604198
Fax: 01546 604177
email: alison.macnab@argyll-bute.gov.uk
website: www.argyll-bute.gov.uk

'Realising Our Potential Together'

From: Iain [<mailto:i.turner721@btinternet.com>]
Sent: 06 November 2011 09:26
To: MacNab, Alison
Subject: taxi fares

Your ref: amn/oct/4558

Hi My name is IAIN TURNER I am a taxi driver,you asked for my view on price increases.I think that the fares are dear enough and that people can barely afford cabs as it is,if they go up any more we wont have any customers
Rgds IAIN TURNER

MacNab, Alison

From: MacNab, Alison
Sent: 21 November 2011 09:51
To: 'Ronnie'
Cc: MacFadyen, Sheila
Subject: RE: Civic Government (Scotland) Act 1982

Dear Mr McInnes

Thank you for your email.

I can confirm that the comments contained in your email will be considered as part of the review.

Kind Regards

Alison MacNab
Governance & Law
Argyll & Bute Council
Tel: 01546 604198
Fax: 01546 604177
email: alison.macnab@argyll-bute.gov.uk
website: www.argyll-bute.gov.uk

'Realising Our Potential Together'

From: Ronnie [mailto:ronnie_rjm@btopenworld.com]
Sent: 18 November 2011 11:34
To: MacNab, Alison
Subject: FW: Civic Government (Scotland) Act 1982

Review of Taxi Fare Scales – FAO Charles Reppke

Dear Sir

Thank you for contacting me for feedback on the above planned review.

It is essential in the current economic climate that no increase to the existing fare structure be contemplated. In my experience, taxi business revenue has already fallen (typically between 30-50%) and these reductions in income are sustained, i.e. this is not just the occasional 'bad day'. The general trend continues to be extremely concerning and I see no likelihood of trading doing anything other than remaining extremely difficult for the foreseeable future.

To contemplate another increase, either to the flag-fall rate or the distance/time rate would be highly inappropriate and completely counter productive. In addition, the cost associated with any meter alteration is one which is very unwelcome for the same reasons.

Whilst it is true that the cost of living of essential commodities (e.g. food, fuel) appears to rise almost daily, we are already witnessing that taxi-ing, as an avoidable expense, is one which the public are choosing to reduce/eliminate altogether. For many, paying for a taxi is already an avoidable luxury.

I urge you to leave the existing tariffs in place for the above reasons.

Yours Sincerely

Ronnie McInnes
148 East Prince's St
Helensburgh
G84 7DN

website: www.argyll-bute.gov.uk

'Realising Our Potential Together'

From: MacLean, Margaret (Legal)
Sent: 24 November 2011 09:13
To: MacFadyen, Sheila; MacNab, Alison
Subject: FW: Tariff review

For your info

Margaret MacLean
Governance and Law - Licensing Section
Kilmory
Lochgilphead
PA31 8RT

Tel 01546 604128 Fax 01546 604373

www.argyll-bute.gov.uk

From: licensing [<mailto:licensing@argyll-bute.gov.uk>]
Sent: 23 November 2011 17:24
To: MacLean, Margaret (Legal); Innis, Lynsey
Subject: FW: Tariff review

From: George Finlay[SMTP:]
Sent: Wednesday, November 23, 2011 5:24:05 PM
To: licensing
Subject: Tariff review
Auto forwarded by a Rule

In reply to the proposed review, I can see no justification to increase tariffs at this time. The taxi trade in Helensburgh is struggling badly. Our trade is suffering, our customers take home wages being cut or frozen there is less disposable income, any rise will put an unnecessary strain on people who rely on taxis. If other areas in A & B want a rise the council must find away to resolve this issue one size fits all can no longer be justified. George Finlay ,8 hillside road, cardross,g82 5lx. Plate no 1651.

MacNab, Alison

From: Maxine Fletcher [maxine.fletcher@uwclub.net]
Sent: 28 November 2011 16:33
To: MacNab, Alison
Subject: Review of Taxi Fare Scales
Attachments: Zoning for tariffs.doc

Charles Reppke, Head of Governance & Law.

I do not wish an increase in the current level of taxi fares in Helensburgh & Lomond . The contraction in business will only be exacerbated by an increase in fares at one of quietest months in the year.

1. Once again it is necessary to emphasis the need for the separate taxi zones to have their own tariff to reflect the particular needs in their own area. I was given to understand that the previous request from the taxi trade was made too late for the last review. I attach a copy of the letter requesting the separate tariff zones and would draw your attention to the date on this letter. I do not know if this letter was put before the committee for consideration.
2. A passenger travelling to an area in Argyll & Bute, which may have a slightly lower tariff, would be offered a "fixed price" which would take this lower tariff into consideration. This is known as Fee by Negotiation, which has been present on our tariff for many years and is used as a matter of course. I am disappointed that a Council Officer did not make this clear to the committee. It only needs an small addition to this paragraph on the tariff card to include, "*or finishing in another Taxi Zone*".
3. The decision to confirm the application of a different tariff to the existing Taxi Zones, could be made at the beginning of the Tariff Review Committee Meeting.
4. The Helensburgh taxi trade were promised zoning for the purposes of vehicle numbers and tariff before we joined Argyll & Bute and the current Director of Customer Services will remember this.

Yours sincerely,

Maxine Fletcher Taxi Licence number 2045
South Lodge,
Maidstone Road,
Shandon,
Near Helensburgh,
G84 8PB
Telephone 01438 820210
Mobile 07768 555 585

Helensburgh

Taxi Operators' Association

South Lodge, Maidstone Road, Shandon, Near Helensburgh, Argyll, G84 8PB
Tel/Fax: 01436-820210 Mobile 07768-555-585 e-mail: maxine@helensburgh.co.uk

January 11th 2010

The Chairman,
Planning, Protective Services and Licensing Committee,
Argyll & Bute Council,
Kilmory Castle,
Lochgilphead,
PA31 8RT

Dear Councillor Kelly,

Proposal for Helensburgh & Lomond licensing zone to operate an individual tariff
separate from other Council zones

We respectfully request that you place the following proposal before your committee for discussion at your next meeting and before a decision is made on the current Taxi Tariff Review.

As Helensburgh & Lomond adjoins West Dunbartonshire Council area, taxi operators here are fearful that possible proposals for an increase in fares by other zones in Argyll & Bute, which **they** may need, will be forced upon us on the "one size fits all" principal. Helensburgh operators need to be competitive and an increase in fares will further erode the number of hires "over the border". We feel that each zone needs to be flexible in business to the needs of their customer base. This means not imposing a change in a tariff, that may be unwanted in other zones and which would adversely affect colleagues.

We call on your Committee to confirm that it will set a tariff proposed and accepted as suitable to the needs in each zone, acknowledging that some areas may elect to operate an identical tariff to each other. The current tariff review presents an ideal opportunity to effect this change, which is permissible within the Civic Government (Scotland) Act 1982.

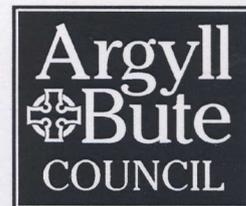
Yours sincerely,

.....
Brian Gallagher
Chairman

.....
George Findlay
Treasurer

.....
Maxine Fletcher
Secretary

Argyll and Bute Council
Comhairle Earra Ghàidheal agus Bhòid



Customer Services

Director: Douglas Hendry

Governance and Law – Legal Services

John Duncan
19 Barone Road
Rothesay
PA20 0DU

Kilmory, Lochgilphead PA31 8RT
Tel: 01546 604198 Fax: 01546 – 604373
DX No: 599700 LOCHGILPHEAD
e-mail: alison.macnab@argyll-bute.gov.uk
Website: www.argyll-bute.gov.uk

Our Ref: Amn/oct11/4558
Your Ref:
Date: 01 November 2011

Dear Sir or Madam,

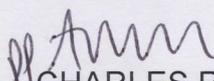
CIVIC GOVERNMENT (SCOTLAND) ACT 1982 REVIEW OF TAXI FARE SCALES

Following the Planning, Protective Services and Licensing Committee held on 19th January 2011 the decision was taken to undertake a further review of the fare structure in 12 months time rather than the normal period of 18 months. I am writing to inform you that Argyll and Bute Council proposes to carry out this review in accordance with the provisions of the above Act.

The procedure for reviewing taxi fares has changed. A licensing authority must before fixing fares consult with persons or organisations appearing to it to be, or to be representative of, the operators of taxis operating within its area. Following the consultation the licensing authority must review the existing scales and publish the proposed scales, propose a date when the proposed scales shall come into effect and consider any representations.

In this connection I am writing to you to consult you and obtain your views of the taxi fare structure. I would confirm that any individual or organisation wishing to make representations on the review should make them in writing by **28th November 2011** to Charles Reppke, Head of Governance and Law, Argyll and Bute Council, Kilmory, Lochgilphead, PA31 8RT.

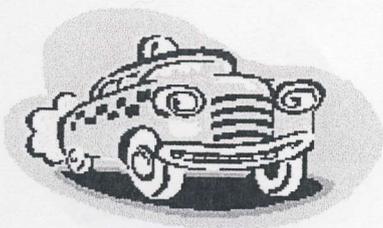
Yours faithfully


CHARLES REPPKE
Head of Governance and Law

If 'phoning please ask for: Alison MacNab

Regarding above not sure what it all means but we would like to be kept informed of any changes. Also yearly is better if fares go up a small amount every year it is better than a large amount every 18 or 36 months as fuel is so high. John Duncan





MacIntyre's Taxi
43 Valrose Terrace
Dunoon
PA32 7PS

MOB:
land line: 01369 702710
E-MAIL: mac_intyre2002@yahoo.co.uk

MM/AM

22 November 2011

Mr Charles Reppke
Head of Governance and Law
Kilmory
Lochgilphead
PA31 8RT

Taxi Fare Increase

Dear Mr Reppke

Please find the enclosed the Dunoon proposal for the taxi fare review. we are proposing that there is a increase in the running mile only, the flag falls and the initial starting distance staying the same.

- Tariff 1 drops from 200 yards to 176 yards for 20p.
- Tariff 2 drops from 170 yards to 150 yards for 20p.
- Tariff 3 stays at 120 yards

this would give a 24 pence increase per mile, we also propose waiting time increases from 30 pence at present to 35 pence per minute. This would give a rise from £18 per hour at present to £21 per hour. The soiling charge would stay at £100 as at present. For taxi's called by means of telephone would be an additional charge of 30 pence. also ferry fare hirer's being liable for return ferry costs for any hire involving a ferry journey.

Your's Sincerely

Michael MacIntyre
Chairman Dunoon Taxi

| | | |
|----------|--|-------------------|
| | | |
| Tariff 1 | Hirings from ranks or "flag" Hiring between 7am and 10pm | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 176 yards or part thereof) | £2.70 20 pence |
| Tariff 2 | Hirings from ranks or "flag" Between 10pm and 7am | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 150 yards or part thereof) | £3.20 20 pence |
| | *Tariff 2 also applies to hirings from rank or "flag" between 6pm and 10pm December 24th, 6pm and 10pm December 31st and between 7am 2nd January and 7am 3rd January. | |
| Tariff 3 | Hirings from ranks or "flag" between 10pm 24th December and 7am 27th December and between 10pm 31st December and 7am 2nd January: | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 125 yards or part thereof) | £3.70 20 pence |

Soiling Charge- £100 maximum (with permission to display warning signs indicating that there may be an additional charge for any potential loss of earnings suffered as a consequence)

Waiting time- ³⁵~~25~~ pence per minute after commencement of journey, charged on a pro rata basis per second

Taxi called by means of telephone- 30 pence additional charge

CLYDE TAXIS & GARAGE
128 QUEEN STREET, DUNOON, PA23 8AY

MR C. REPPKE
ARGYLL & BUTE COUNCIL
GOVERNANCE & LAW
KILMORY
LOCHGILPHEAD
ARGYLL
PA31 8RT

18/11/2011

REVIEW OF TAXI FARE SCALES

Dear sir,

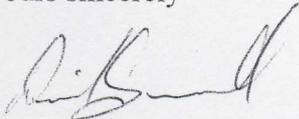
Since the last increase on the running mile in 2008 there has only been a 20p rise in the first 860yds of all fares adding up to no more than a 1-2% rise. During this time our running costs have increased as follows:

FUEL COST: APR '08- 90p PER LITRE
NOV '11- 144p PER LITRE= 60% INCREASE

MINIMUM
WAGE: APR '08- £5.52 PER HOUR
NOV '11- £6.08 PER HOUR= 10% INCREASE

The other major inflationary rise was VAT up to 20% which pushed the price of all commodities up. In January 2012 the Government is implementing a 3p per litre fuel duty tax rise and a similar rise in June 2012. For these reasons we feel this proposal is more than justified if employment in the Taxi trade is to continue.

Yours sincerely



David Gemmell
Director

| CLYDE TAXIS PROPOSED FARE STRUCTURE 28TH NOVEMBER 2011 | | |
|---|--|-------------------|
| Tariff 1 | Hirings from ranks or "flag" Hiring between 7am and 10pm | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 176 yards or part thereof) | £2.70 20 pence |
| Tariff 2 | Hirings from ranks or "flag" Between 10pm and 7am | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 150 yards or part thereof) *Tariff 2 also applies to hirings from rank or "flag" between 6pm and 10pm December 24th, 6pm and 10pm December 31st and between 7am 2nd January and 7am 3rd January. | £3.20 20 pence |
| Tariff 3 | Hirings from ranks or "flag" between 10pm 24th December and 7am 27th December and between 10pm 31st December and 7am 2nd January: | |
| | Initial charge (880 yards or part thereof) Subsequent charge (each 120 yards or part thereof) | £3.70 20 pence |

Soiling Charge- £100 maximum (with permission to display warning signs indicating that there may be an additional charge for any potential loss of earnings suffered as a consequence)

Waiting time- 35 pence per minute after commencement of journey, charged on a pro rata basis per second

Taxi called by means of telephone- 30 pence additional charge

ROBERT WYLIE
 ARGYLL TAXIS
 MULDOANICH
 MORVERN HILL
 OBAN
 ARGYLL
 PA34 4NS

ARGYLL & BUTE COUNCIL
 GOVERNANCE AND LAW
 KILMORY
 LOCHGILPHEAD
 PA31 8RT

24th November 2011

Dear Mr Reppke

REVIEW OF TAXI FARE SCALE

We are writing in response to your letter dated 1st November 2011, regarding our input on the proposed increase in the taxi fares.

Since 2008 the increase in the cost of living, fuel and the V.A.T rise has made it very difficult to make a living from running a taxi.

| | |
|-------------------------------------|---------|
| The cost of living has increased by | £3,938 |
| The cost of fuel by | £1,300* |
| The cost of insurance | £300 |
| The cost of maintenance | £1,000 |
| The V.A.T increase | £500** |

This is an increase of £7,039. The cost of fuel itself has risen on average 24p per litre and this is set to increase again when the fuel duty is set to rise again in April 2012. This is a great concern to me as a lot of fuel is wasted due to dead miles as unlike the city taxis I have to return to a central rank.

This is what we propose that the rise could be:

Tariff 1

£3.00 initial charge (860 yards or part thereof) and
 20p subsequent charge (each 150 yards or part thereof)

Tariff 2

£3.50 initial charge (860 yards or part thereof) and
 20p subsequent charge (each 120 yards or part thereof)

Tariff 3

£4.00 initial charge (860 yards or part thereof) and
 20p subsequent charge (each 100 yards or part thereof)

We would also suggest an additional Tariff for Large Mini-bus type vehicles. At the moment, during the Christmas/New Year period, it is only an additional £1 regardless of distance even though there is more wear and tear on a larger vehicles and a higher use of fuel due to the additional weight, for example a hire to Appin, a distance of 19 miles, would cost approx £59 for four people but £60 for 6 people. We propose this could be an additional 60p per mile.

We do understand that in this current financial climate that any increase in taxi fares is a sensitive issue and will not be eagerly received by all customers and that a tariff set too high would damage business and put many drivers out of business but also feel that if there isn't enough of a rise in the tariff that many drivers would have to take on other employment. We feel that this would put the public at risk as drivers would be tired from working two or more jobs or more hours to make a living. As it is some drivers are working 18 hrs days without breaks.

Yours faithfully

Robert Wylie
Argyll Taxis

*average fuel tank 50litres, cost in 2008 was £1.08 per litre, cost of filling a 50 litre tank £54
Average driver fills tank 100 times per year £5,400
Average fuel tank 50litres, cost in 2011 was £1.34 per litre, cost of filling a 50 litre tank £67
Average driver fills tank 100 times per year £6,700
Difference £1,300

**V.A.T increase would increase average household bills by £500

Arla
Western Road
Strongarbh
Tobermory
Isle of Mull
PA75 6RA

Tel: 01688-302582

Email: robson557@btinternet.com
www.mulltaxi.co.uk

Mull Taxi Service – tel:-07760426351

Your ref : Amn/oct11/4558
My ref: licence 3626

6th November 2011

To Argyll & Bute Council
Governance and law – Legal services
Kilmory
Lochgilphead
PA31 8Rt

Dear Mr Reppke,

I thank you for your letter of 1st november concerning review of taxi fare scales and I welcome the opportunity to give my views.

I believe the current fares are too low for the following reasons :-

- 1 Mull may not have the highest fuel cost in Argyll, but it must be close. I pay nearly £1.55 per litre for diesel.
- 2 Mull roads! Yes the potholes, single track roads causing increased wear and tear to tyres, brakes and suspension, but also the nature of our roads and the fact that the taxi meter increases according to distance.

Let me explain. In almost 5 years I have rarely (single figures) had a trip where the taxi was not empty for half the overall trip. I live in Tobermory and take passengers from here, returning empty or pick passengers up elsewhere, deliver them to their destination, returning to Tobermory empty.

2 examples :-

The metered fare from Tobermory to Craignure (ferry terminal) is approx. £38. This journey is 21 miles and usually takes approx.1 hour there and back. The metered fare from Tobermory to Dervaig is approx. £15. This journey is less than 9 miles and takes approx. 45 minutes there and back. This is all single track road with twists and turns.

ARGYLL & BUTE COUNCIL
LEGAL SERVICES

LEG

1107 AON 8 -

P

I feel that it is not a balanced system for Argyll & Bute Council to have 1 tarrif covering all of the area. Taxi-ing in Helensburgh, Dumbarton or Oban must be completely diffenent from what I experience.

I am giving my opinions and not just criticising (moaning) for its own sake. I am sure you will get many diversive replies to your letter, each one having a vested interest for the person concerned.

I do have a suggestion!

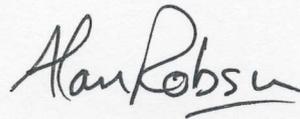
Could "rural" areas operate at rate 2, instead of rate 1 and use rate 3 instaed of rate 2?

I feel this would bring extra income to me, the 3 licenced taxi operators on Mull and others in "rural" areas.

I think it would be challenging, but not impossible, for the Council to decide which areas could operate this system. The Council could invite taxi operators to make their case for this and consequently decide based on who applies and what reasons they give.

Not too radical an idea, I hope – one to which I am sure you will give due consideration.

Yours sincerely,

A handwritten signature in black ink that reads "Alan Robson". The signature is written in a cursive style with a prominent loop at the end of the name.

Alan Robson.

| | EXISTING FARES | | <u>CLYDE & DUNOON</u> TAXIS PROPOSED FARE STRUCTURE | | <u>MR WYLIE</u> PROPOSED FARE STRUCTURE | | <u>MR ROBSON'S</u> PROPOSED FARE STRUCTURE FOR RURAL AREAS | |
|-----|--|--------------|--|--------------|--|---------------------|--|--------------|
| T-1 | Hirings from ranks or "flag" Hiring between 7am and 10pm | | Hirings from ranks or "flag" Hiring between 7am and 10pm | | Hirings from ranks or "flag" Hiring between 7am and 10pm | | Initial charge (860 yards or part thereof) Subsequent charge (each 170 yards or part thereof) | |
| | Initial charge (860 yards or part thereof) Subsequent charge (each 200 yards or part thereof) | £2.70 20p | Initial charge (880 yards or part thereof) Subsequent charge (each 176 yards or part thereof) | £2.70 20p | Initial charge (860 yards or part thereof) Subsequent charge (each 200 yards or part thereof) | £3.00 20p | Tariff also applies to hirings from ranks or "flag" between 6pm and 10pm December 24 th , 6pm and 10pm December 31 st and between 7am 2 nd January and 7am 3 rd January | £2.70 20p |
| T-2 | Hirings from ranks or "flag" Hiring between 10pm and 7am | | Hirings from ranks or "flag" Hiring between 10pm and 7am | | Hirings from ranks or "flag" Hiring between 10pm and 7am | | Hiring from ranks of "flag" between 10pm 24 th December and 7am 27 th December and 10pm 31 st December and 7am 2 nd January | |
| | Initial charge (860 yards or part thereof) Subsequent charge (each 170 yards or part thereof) | £3.20 20p | Initial charge (880 yards or part thereof) Subsequent charge (each 150 yards or part thereof) | £3.20 20p | Initial charge (860 yards or part thereof) Subsequent charge (each 170 yards or part thereof) | £3.50 20p | Initial Charge (860 yards or part thereof) Subsequent Charge (each 120 yards or part thereof) | £3.70 20p |
| | Tariff 2 also applies to hirings from ranks or "flag" between 6pm and 10pm December 24 th , 6pm and 10pm December 31 st and between 7am 2 nd January and 7am 3 rd January | | Tariff 2 also applies to hirings from ranks or "flag" between 6pm and 10pm December 24 th , 6pm and 10pm December 31 st and between 7am 2 nd January and 7am 3 rd January | | Tariff 2 also applies to hirings from ranks or "flag" between 6pm and 10pm December 24 th , 6pm and 10pm December 31 st and between 7am 2 nd January and 7am 3 rd January | | | |
| T-3 | Hiring from ranks of "flag" between 10pm 24 th December and 7am 27 th December and 10pm 31 st December and 7am 2 nd January | | Hiring from ranks of "flag" between 10pm 24 th December and 7am 27 th December and 10pm 31 st December and 7am 2 nd January | | Hiring from ranks of "flag" between 10pm 24 th December and 7am 27 th December and 10pm 31 st December and 7am 2 nd January | | No proposal for a Tariff 3 to apply | |
| | Initial Charge (860 yards or part thereof) Subsequent Charge (each 120 yards or part thereof) | £3.70 20p | Initial Charge (880 yards or part thereof) Subsequent Charge (each 120 yards or part thereof) ** | £3.70 20p | Initial Charge (860 yards or part thereof) Subsequent Charge (each 120 yards or part thereof) | £4.00 20p | | |

**Also proposes increase in Waiting Time – from 30 pence per minute to 35 pence per minute