

WEST DUNBARTONSHIRE COUNCIL
Report by Strategic Lead - Regulatory
Licensing Committee – 6 March 2019

Subject: Civic Government (Scotland) Act 1982
Review of Taxi Fares and Charges
Clydebank Taxi Licensing Zone

1. Purpose

- 1.1** To report to the Committee on the review of fares and charges applicable to taxis operating within the Clydebank Taxi Licensing Zone.

2. Recommendations

- 2.1** It is recommended that the representations submitted be considered along with the scales for taxi fares and related charges proposed by Members at the Licensing Committee on 5 December 2018, published in the 9 January 2019 edition of the Clydebank Post.
- 2.2** It is further recommended that the Committee fixes the scales for taxi fares and related charges and authorise Officers to conclude the review by notifying each operator of the new scales and of their right to appeal to the Traffic Commissioner and, if there is no appeal against the scales by a taxi operator, by giving public notice that the new scales are to come in to effect.

3. Background

- 3.1** In terms of the Civic Government (Scotland) Act, 1982, Licensing Authorities must fix scales for taxi fares and related charges within 18 months from the date on which the scales came into effect.
- 3.2** The fares and charges which are applicable to taxis operating within the Clydebank Taxi Licensing Zone have been in effect since 21 September 2017 and these are detailed in Appendix 1.
- 3.3** At a meeting of the Licensing Committee held on 16 August 2017, Members agreed to extend future consultations to both taxi drivers and taxi licence holders and to report the findings separately.
- 3.4** At a meeting of the Taxi Forum held on 22 June 2018, the issue of the taxi fare review for the Clydebank zone was discussed. A number of options were put forward and these are outlined in the accompanying questionnaires attached in Appendices 2 and 3.
- 3.5** The questionnaire was issued to 91 taxi operators representing the 159 taxi licences issued in the Clydebank zone of West Dunbartonshire and also to a

further 173 taxi driver's operating within the same zone.

3.6 Of the 91 taxi operators who were issued a questionnaire, 34 were returned.

3.7 Of the 173 taxi drivers who were issued a questionnaire, 21 were returned.

3.8 A summary of results from the questionnaires are as follows:-

Q1.

Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile?

63.2% of taxi operators who responded wished to see a change to the current fare structure.

61.2% of taxi drivers who responded wished to see a change to the current fare structure.

Q2. FLAGFALL

Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 On Tariff 2 and £4.00 on Tariff 3? If your preference is for a different increase than the 20p option, please indicate your preferred amount.

Of the 63.2 % of operators who wished a change to the flagfall, 50.0 % opted for a 20p rise on the initial flagfall. The remaining 13.2 % wished to see a rise of a higher amount.

Of the 61.2% of drivers who wished a change to the flagfall, 47.6% opted for a 20p rise on the initial flagfall. The remaining 13.6% wished to see a rise of a higher amount.

Q3. Waiting Time

The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.

73.7% of taxi operators and 66.7% of taxi drivers who responded wished to see no change to the current fare chart in terms of 'Fares for Waiting'.

Q4.1 Christmas and New Year Tariff 2

Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve. Do you wish to see a change in the times when Tariff 2 is applicable on these days?

76.3% of taxi operators and 71.4% of taxi drivers who responded wished to see no change to the times when Tariff 2 is applicable on Christmas Eve and New Year's Eve.

Q4.2 Christmas and New Year Tariff 3

Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January. Do you wish to see a change in the dates/times when Tariff 3 is applicable?

76.3% of taxi operators and 76.2% of taxi drivers who responded wished to see no change to the times when Tariff 3 is applicable on Christmas Day/Boxing Day and New Year's Day/2nd January.

Q5. Extra Charges

68.4 % of taxi operators and 95.2% of taxi drivers who responded agreed with including the additional paragraph relating to charges applicable at Glasgow Airport within 'Extra Charges'.

3.9 At the meeting of the Licensing Committee held on 5 December 2018, Members decided:-

- (1) that the current level of fares and charges applicable to the Clydebank Taxi Licensing Zone be amended by increasing the flagfall on all tariffs by 20p;
- (2) to include within Extra Charges a clear wording advising that an extra charge of £3.00 will be applied where passengers are either dropped off or picked up at Glasgow Airport and that any subsequent changes to the extra charges imposed by Glasgow Airport will be applied;
- (3) that the charge for waiting time be set to the rate currently applicable in Dumbarton and Vale of Leven Zone, that being 10p for each period of 20 seconds (£18.00 per hour);
- (4) that the extra fees for extra passengers in the Clydebank Zone would be set at the same rate currently applicable in Dumbarton and Vale of Leven Zone;
- (5) that officers arrange for the advertisement of the fares and charges agreed by the Committee;
- (6) that authority be delegated to the Strategic Lead - Regulatory, in consultation with the Chair of the Licensing Committee, to conclude the review without the requirement for the Committee to consider a further report on the matter provided no objections or representations are received in relation to the proposal; and

- (7) that officers would provide a detailed report to a future meeting providing information on the possible amalgamation of the Clydebank and Dumbarton and Vale of Leven Taxi Licensing Zones to form one West Dunbartonshire Taxi Licensing Zone following consultation with the licensed trade.

- 3.10** In order to clarify the changes which would need to be made to the existing Clydebank fare chart as a consequence of the decision of the Licensing Committee at point (4) above, a meeting was arranged between the Vice Chair of the Licensing Committee, the Section Head of Licensing and the Senior Officer (Licensing Services) to discuss the proposed fare chart before placing the advert in the Clydebank Post.
- 3.11** Following some discussion in relation to the existing differences between the fare charts of both the Clydebank zone and the Dumbarton & Vale of Leven zone, It was agreed that the introduction of Tariff's 4, 5 and 6 would be incorporated within the revised Clydebank fare chart at the rate set for the Dumbarton & Vale of Leven zone.

The differential in the initial flagfall in the Dumbarton & Vale of Leven zone, between Tariffs 1 and 4 and also Tariffs 2 and 5 is 60p. The differential in the initial flagfall between Tariff 3 and 6 is £1.30.

These differences are similarly reflected in the proposed Clydebank zone fare chart. The proposed flagfall on Tariff 1 is £2.70 therefore the proposed flagfall on Tariff 4 is £3.30 when applying the 60p differential. Similarly, the proposed flagfall on Tariff 2 is £3.20 therefore the proposed flagfall on Tariff 5 is £3.80. Finally, the proposed flagfall on Tariff 3 is £4.20 therefore by applying the £1.30 differential the tariff 6 flagfall is £5.50.

- 3.12** The differential in the running mile in the Dumbarton & Vale of Leven zone between Tariffs 1 and 4 and also Tariffs 2 and 5 is 40p per mile. The differential in the running mile between Tariff 3 and Tariff 6 is 60p per mile.

These differences are similarly reflected in the proposed Clydebank zone fare chart. The proposed running mile on Tariff 1 is £1.70 per mile therefore the proposed running mile on Tariff 4 is £2.10 per mile. Similarly, the proposed running mile on Tariff 2 is £1.80 per mile therefore the proposed running mile on Tariff 5 is £2.20 per mile. Finally, the proposed running mile on Tariff 3 is £2.00 per mile therefore by applying the 60p differential the proposed running mile on Tariff 6 is £2.60.

- 3.13** With agreement from the Vice Chair of the Licensing Committee, the wording relating to airport charges under Extra Charges was simplified and amended to read:-

"Taxi drivers may add on any charge incurred at Glasgow Airport when either dropping off or picking up passengers. Drivers must make passengers aware in

advance that extra charges may be added to the fare”.

- 3.14** The Vice Chair of the Licensing Committee also clarified that the increase in waiting time, from the rate of £12.00 per hour to £18.00 per hour, would also result in the removal of the reference to ‘*waiting time not exceeding 3 minutes 45 seconds*’ on the existing Tariff One within the Clydebank Fare Chart to align with the Dumbarton & Vale of Leven tariff which is attached as Appendix 4 for comparison purposes.
- 3.15** The advert was passed to the publisher for submission in the 19 December 2018 issue of the Clydebank Post however it was published in the Dumbarton Reporter in error.
- 3.16** The advert was resubmitted for publishing in the 26 December 2018 edition of the Clydebank Post, having had the required amendments made from the previous week’s version, detailing when the fare chart might apply and the date on which representations should be lodged. The advert was published in the Clydebank Post without the required amendments.
- 3.17** Due to publishing deadlines over the Christmas and New Year period the fare chart was correctly published in the 9 January 2019 edition of the Clydebank Post. A copy of the proposed fare chart is attached at Appendix 5.

4 Main Issues

- 4.1** Before fixing any scales or carrying out any review, in addition to consulting with persons or organisations appearing to be representative of operators of taxis within the area, the Licensing Authority is required:
 - (a) to publish the proposed scales in a newspaper circulating in the area setting out the proposed scales, explaining the effect of the proposed scales and proposing a date on which the proposed scales are to come into effect;
 - (b) to invite representations from any persons with respect to the proposals within a period of one month from the date of publication of the notice; and
 - (c) to consider any such representations which have been duly lodged before a decision is taken on the matter.
- 4.2** Following the proposed fare chart being published in the 9 January 2019 edition of the Clydebank Post, 4 representations were received objecting to the proposal but supporting the original recommendation of a 20p increase on the initial flagfall.
- 4.3** A further representation was received opposing the 20p increase to the flagfall while supporting the proposed changes to the additional tariffs where 5 or more passengers are carried, the proposed changes to waiting time and a further

suggestion that the existing Tariff 2 and the proposed Tariff 5 be implemented from 9.00 pm rather than the existing time of 10.00 pm.

- 4.4** There are 159 taxi licences operating in the Clydebank Taxi Zone comprising of 91 separate licence holders. A petition was received on 6 February 2019 from Mr. Charles Murray, signed by 52 of the 91 Clydebank taxi operators. The wording contained within the signed petition reads:-

'We the undersigned wish to object to the proposed fare structure advertised within the local Clydebank Post. The reason for our objection is:-

West Dunbartonshire Council carried out a democratic vote to all trade within the Clydebank zone. The overall findings were for a twenty pence increase to the flag fall, and no other changes.'

The petition is attached as Appendix 6.

- 4.5** Four further representations were received from Mr. David Radcliffe on 16 January 2019; Mr. John Gallacher on 5 February 2019; Mr. Allan MacLeod on 9 February 2019 and Ms. Georgina Townsley on 12 February 2019.

Although the representation submitted by Ms. Townsley was received after the cut-off date of 10 February 2019, her letter was dated 7 February 2019 and received by post and has therefore been included.

It should be noted that the 3 representations received from Mr. Radcliffe, Mr. Gallacher and Ms. Townsley also signed the petition submitted by Mr. Murray.

- 4.6** The representation submitted by Mr. MacLeod also includes a petition containing 24 signatures comprising of 11 taxi operator/drivers and 13 taxi drivers. The wording contained within the signed petition reads:-

'As a driver operating a Taxi in the Clydebank zone I agree and support that the Taxi fare Tariffs applying in Dumbarton zone be applicable to Taxi hires throughout West Dunbartonshire.'

The wording of the petition supports the amalgamation of the fare charts, seeking complete parity with the Dumbarton & Vale of Leven zone.

- 4.7** On examining the separate petitions it was noted that 3 signatures appeared on both. Having contacted the 3 individuals to seek clarification of their views, they wished their names to be removed from the petition submitted by Mr. Murray and remain on the petition submitted by Mr. MacLeod.

The petition submitted by Mr. Murray therefore has the support of 49 of the 91 taxi operators rather than 52.

- 4.8** The representations submitted by Mr. Radcliffe, Mr. Gallacher, Ms. Townsley and Mr. MacLeod can be seen in full at Appendices 7, 8, 9 and 10 stating their

respective objections to the proposed fare chart.

4.9 Mr. Charles Murray, Mr. David Radcliffe, Mr. John Gallacher, Ms. Georgina Townsley and Mr. Allan MacLeod and have all been invited to the 6 March 2019 meeting of the Licensing Committee to speak to their objections.

4.10 Currently, fares by distance on Tariff 1 covers a distance not exceeding 5/11ths of a mile or for waiting time not exceeding 3 minutes 45 seconds (or a combination of both).

The proposed fares by distance on Tariff 1 replace this with an increase from £12.00 per hour to £18.00 per hour from the commencement of the journey.

It should also be noted that currently, where 3 or 4 passengers are conveyed on a journey, drivers are able to add an additional 10p for each passenger. The introduction of the three additional tariffs will result in no extra charges being applied when 3 or 4 passengers are conveyed as only hires involving 5 or more passengers will be able to charge the new proposed Tariffs 4, 5 and 6.

In order to highlight the increase which the proposed fare chart will have on the existing fares, a table highlighting the comparative cost of journeys of a distance of 1, 2 and 5 miles on all Tariffs is attached at Appendix 11.

4.11 Excluding any increase to the existing fares caused by any additional charges incurred due to the changes to waiting time, the fares would rise as follows:-

For a journey of 1 mile

Tariff 1 – 5.7%
Tariff 2 – 5.0%
Tariff 3 – 3.9%
Tariff 4 – 18.4%
Tariff 5 – 16.3%
Tariff 6 – 29.6%

For a journey of 2 miles

Tariff 1 – 3.9%
Tariff 2 – 3.5%
Tariff 3 – 2.8%
Tariff 4 – 20.0%
Tariff 5 – 18.0%
Tariff 6 – 29.7%

For a journey of 5 miles

Tariff 1 – 1.9%
Tariff 2 – 1.8%
Tariff 3 – 1.5%

Tariff 4 – 21.7%
Tariff 5 – 20.9%
Tariff 6 – 29.9%

- 4.12** By applying the proposed increase to the rate of waiting time, and dependant on the amount of waiting time incurred during a particular hire, the percentage increase on fares on all Tariffs may be higher than those referred to above.

This is due to the increase in waiting time from £12.00 per hour to £18.00 per hour which equates to an additional 10p for each minute of waiting time incurred during a journey.

If a journey of a distance of 1 mile on Tariff 1, taken between 6.00 am and 10.00 pm, involves significant waiting time due to traffic congestion, the fare will incur a significantly higher percentage rise than the 5.7% figure mentioned.

This will be as a consequence of both the increase in the rate of waiting time from £12.00 to £18.00 per hour and the removal of the 3 minutes 45 seconds permitted waiting time combined with the 5/11ths of a mile driving distance on the initial flagfall.

- 4.13** Given that the proposed fare chart for the Clydebank zone is seeking to emulate that of the Dumbarton and Vale of Leven zone, the table attached as Appendix 12 shows the difference in the cost of fares between the approved Dumbarton & Vale of Leven fare chart, which became effective on 20 February 2019, and the proposed fare chart for the Clydebank zone advertised in the 9 January edition of the Clydebank Post.
- 4.14** The comparative percentage difference between hires of journeys of a distance of 1, 2 and 5 miles on the six tariffs are as follows:-

For a journey of 1 mile

Tariff 1 – Clydebank > Dumbarton by 5.71%
Tariff 2 – Clydebank > Dumbarton by 2.44%
Tariff 3 – Identical cost
Tariff 4 – Clydebank > Dumbarton by 9.76%
Tariff 5 – Clydebank > Dumbarton by 6.38%
Tariff 6 – Clydebank > Dumbarton by 16.67%

For a journey of 2 miles

Tariff 1 – Identical cost
Tariff 2 – Dumbarton > Clydebank by 3.23%
Tariff 3 – Dumbarton > Clydebank by 6.41%
Tariff 4 – Dumbarton > Clydebank by 3.12%
Tariff 5 – Identical cost
Tariff 6 – Dumbarton > Clydebank by 5.49%

For a journey of 5 miles

Tariff 1 – Dumbarton > Clydebank by 5.41%
Tariff 2 – Dumbarton > Clydebank by 8.80%
Tariff 3 – Dumbarton > Clydebank by 13.07%
Tariff 4 – Dumbarton > Clydebank by 3.01%
Tariff 5 – Dumbarton > Clydebank by 5.44%
Tariff 6 – Dumbarton > Clydebank by 5.43%

- 4.15** The percentage differences show that the introduction of the proposed fare chart in the Clydebank zone will result in journeys of a shorter distance in the Clydebank zone being more expensive than in the Dumbarton and Vale of Leven zone while the opposite will be the case for journeys of a longer distance.

5. People Implications

- 5.1** There are no personnel issues for the Council arising from this report.

6. Financial Implications

- 6.1** There are no financial implications for the Council arising from this report.

7. Risk Analysis

- 7.1** There is no increased risk to the Council associated with the contents of this report.

8. Equalities Impact Assessment (EIA)

- 8.1** No impact assessment is required because this report does not involve any change to policies or services or financial decisions.

9. Consultation

- 9.1** An advert was placed in the 9 January 2019 edition of the Clydebank Post inviting representations to the proposed fare chart.

10. Strategic Assessment

- 10.1** In terms of the Council's Strategic Priorities, the purpose of licensing is to protect the welfare of the community, including vulnerable people.

Peter Hessett
Strategic Lead - Regulatory

Date 14/2/19

Person to Contact: Robert Mackie,
Senior Officer (Licensing Services),
Licensing Team,
Municipal Buildings,
College Street,
Dumbarton,
G82 1NR.

Tel. No. (Direct line) 01389 738742.
robert.mackie@west-dunbarton.gov.uk

Appendices:

1. Current Fare Chart for Clydebank Taxi Licensing Zone.
2. Taxi Operator's questionnaire.
3. Taxi Driver's questionnaire.
4. Current Fare Chart for Dumbarton & Vale of Leven Taxi Licensing Zone.
5. Proposed Fare Chart for Clydebank zone.
6. Petition submitted by Mr. Charles Murray.
7. Representation submitted by Mr. David Radcliffe.
8. Representation submitted by Mr. John Gallacher.
9. Representation submitted by Ms Georgina Townsley.
10. Representation submitted by Mr. Allan MacLeod.
11. Table showing comparative costs of Clydebank zone journeys of 1, 2 & 5 miles.
12. Table showing comparative costs between journeys in the Clydebank zone and Dumbarton & Vale of Leven zone.

Background Papers:

1. Letters to all taxi operators and drivers.
2. Returned questionnaires.
3. Letter to Mr. Charles Murray dated 15 February 2019.
4. Letter to Mr. David Radcliffe dated 15 February 2019.
5. Letter to Mr. John Gallacher dated 15 February 2019.
6. Letter to Ms. Georgina Townsley dated 15 February 2019.
7. Letter to Mr. Allan MacLeod dated 15 February 2019.

Licence Plate No. _____

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 21 September 2017)

CLYDEBANK ZONE



Fares by Distance

Tariff One

6.00 am to 10.00 pm daily

For a distance not exceeding 5/11ths OF A MILE
or for waiting time not exceeding 3 minutes 45
seconds (or a combination of both)..... £2.50

For each additional 1/17th OF A MILE.....£0.10

Tariff Two

10.00 pm to 6.00 am daily

For a distance not exceeding
5/11ths OF A MILE.....£3.00

6.00 pm to 12 Midnight on Christmas
Eve and 31st December;

For each additional 1/18th OF A MILE.....£0.10

Tariff Three

Midnight on 24th December to
Midnight on 26th December;
Midnight on 31st December to
Midnight on 2nd January

For a distance not exceeding
5/11ths OF A MILE.....£4.00

For each additional 1/20th OF A MILE.....£0.10

Between 10.00 pm and 6.00 am a 50p extra charge applies

Any hire terminating outwith the West Dunbartonshire area will be at a rate to be agreed at
the time of hire.

Fares for Waiting

The driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or
in several stoppages as follows:

For each period of THIRTY SECONDS or part thereof.....£0.10

Extra Charges

A charge of £2.50 shall be payable for a taxi called by telephone or via App and not cancelled
before arrival. An additional charge of 10p shall be payable for each passenger beyond two.

Soiling Fee

A maximum fee of £50.00 is chargeable for any soiling which necessitates a taxi being
removed from service for cleaning. Soiling in this context includes any soiling by means of
food, drink, vomit, urine or excrement.

COMPLAINTS

Any complaint about the taxi or driver should be made to the Licensing Team (Telephone
01389 738741) (email licensing@wdc.gcsx.gov.uk) The plate number of the taxi and/or the
driver's badge number should ALWAYS be quoted.

CLYDEBANK TAXI FARE REVIEW – PLATE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

Q1.	
Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile? If you answer Yes please go straight to Q5 overleaf.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q2. FLAGFALL	
Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2 and £4.00 on Tariff 3. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish a different increase to the initial flagfall please indicate here:-	

Q3. WAITING TIME	
The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish an increase in waiting time, please indicate your preferred incremental amount and period of seconds for which waiting time should apply:-	

Please turn over

Q4. CHRISTMAS AND NEW YEAR TARIFF	
<p>Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve.</p> <p>Do you wish to see a change in the times when Tariff 2 is applicable on these days?</p> <p>If you answer Yes please indicate the preferred time when Tariff 2 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 2 be applied on Christmas Eve and New Year's Eve?	
<p>Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January.</p> <p>Do you wish to see a change in the dates/times when Tariff 3 is applicable?</p> <p>If you answer Yes please indicate the preferred time when Tariff 3 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 3 be applied?	

Q5. EXTRA CHARGES	
<p>Do you wish the following to be added to the existing fare chart?</p> <p>'An extra charge, currently set at £2.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.'</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q6. FEEDBACK
<p>Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.</p>

Principal Licence Holder - XX

Signed _____

Dated _____

CLYDEBANK TAXI FARE REVIEW – BADGE NUMBER X

A copy of the current fare chart is enclosed for reference purposes

<p>Please note that we can only consider the views of licence holders who drive a Taxi as opposed to those licence holders who solely drive a Private Hire Car.</p> <p>You are therefore required to state the name of the taxi operator for whom you drive and the Plate number which you normally drive.</p> <p>Name of Taxi Operator _____</p> <p>Taxi Plate Number _____</p>
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Q1.	
Do you wish to retain the current fare chart with no increase to the flagfall, waiting time or running mile? If you answer Yes please go straight to Q5 overleaf.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q2. FLAGFALL	
Do you wish to see an increase of 20p on the initial flagfall which is currently set at £2.50 on Tariff 1, £3.00 on Tariff 2 and £4.00 on Tariff 3. If your preference is for a different increase than the 20p option please select YES and indicate your preferred amount in the line below.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish a different increase to the initial flagfall please indicate here:-	

Q3. WAITING TIME	
The current waiting time on all Tariffs is 10p for each period of 30 seconds (£12.00 per hour). Bearing in mind your answer to Q2 above, do you wish to see an increase in the waiting time either in addition to or as an alternative to an increase in the flagfall? If you answer Yes please indicate the preferred incremental amount and period of seconds for which waiting time should apply.	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
If you wish an increase in waiting time, please indicate your preferred incremental amount and period of seconds for which waiting time should apply:-	

Q4. CHRISTMAS AND NEW YEAR TARIFF	
<p>Tariff 2 is currently applicable from 6pm on both Christmas Eve and New Year's Eve.</p> <p>Do you wish to see a change in the times when Tariff 2 is applicable on these days?</p> <p>If you answer Yes please indicate the preferred time when Tariff 2 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 2 be applied on Christmas Eve and New Year's Eve?	
<p>Tariff 3 is currently applicable between Midnight on 24th December until Midnight on 26th December and also from Midnight on 31st December until Midnight on 2nd January.</p> <p>Do you wish to see a change in the dates/times when Tariff 3 is applicable?</p> <p>If you answer Yes please indicate the preferred time when Tariff 3 should apply.</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>
When should Tariff 3 be applied?	

Q5. EXTRA CHARGES	
<p>Do you wish the following to be added to the existing fare chart?</p> <p>'An extra charge, currently set at £2.00, will be applied where passengers are either dropped off or picked up at Glasgow Airport. Any subsequent change to the extra charge imposed by Glasgow Airport will be applied.'</p>	
YES <input type="checkbox"/>	NO <input type="checkbox"/>

Q6. FEEDBACK
<p>Please use this space to provide any other alternative proposal to the current fare chart you may have or attach separately.</p>

Taxi Driver's Licence Holder - XX

Signed _____

Dated _____

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 20 February 2019)

DUMBARTON AND VALE OF LEVEN ZONE

Tariff One 6.00am to 9.00pm Monday to Sunday	For a distance not exceeding ½ OF A MILE..... £2.50 For each additional 1/19th mile..... £0.10
Tariff Two 9.00pm to 6.00am Monday to Sunday	For a distance not exceeding ½ OF A MILE..... £3.00 For each additional 1/21st mile..... £0.10
Tariff Three 6.00pm on 24th December to 6.00am on 27th December and 6.00pm on 31st December to 6.00am on 3rd January	For a distance not exceeding ½ OF A MILE..... £4.10 For each additional 1/25th mile..... £0.10
Tariff Four 6.00am to 9.00pm Monday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £3.10 For each additional 1/23rd mile..... £0.10
Tariff Five 9.00pm to 6.00am Monday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £3.60 For each additional 1/25th mile..... £0.10
Tariff Six Christmas and New Year hours as per Tariff Three (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £5.40 For each additional 1/31st mile..... £0.10

Any hire terminating out with the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

Extra Charges

Taxi drivers may add on any charge incurred at Glasgow Airport when either dropping off or picking up passengers. Drivers must make passengers aware in advance that extra charges may be added to the fare.

Fares for Waiting

The Driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of TWENTY SECONDS or part thereof£0.10 (All Tariffs)

Soiling Fee

A fee of £50 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

Civic Government (Scotland) Act 1982

REVIEW OF TAXI FARES

NOTICE IS HEREBY GIVEN that West Dunbartonshire Council has reviewed the fares for the hire of taxis within the Clydebank Zone of the local authority area and the outcome of the review is that there will be an increase of 20p on the flagfall applicable to Tariff 1, 2 & 3. In addition there will be 3 new tariffs which will apply on the same days and times as stated for Tariff 1, 2 & 3 but will only be applicable when 5 or more passengers are carried. The initial flagfall and the amount for each additional mile will be at a higher rate than those applicable for Tariff 1, 2 & 3. There will no longer be an additional 10p charge added for each additional passenger beyond 2. Furthermore there will be an increase in the rate applicable to Fares for Waiting which will increase the hourly rate from the existing £12.00 per hour to £18.00 per hour. An additional paragraph relating to charges incurred by taxi drivers at Glasgow Airport has been added to Extra Charges.

The relevant fare chart will be as follows:-

CLYDEBANK ZONE

Tariff One 6.00am to 10.00pm daily	For a distance not exceeding 5/11ths OF A MILE..... £2.70 For each additional 1/17 th of a mile £0.10
Tariff Two 10.00pm to 6.00am daily 6.00pm to midnight on Christmas Eve and 31 st December	For a distance not exceeding 5/11ths OF A MILE..... £3.20 For each additional 1/18 th of a mile £0.10
Tariff Three Midnight on 24 th December to Midnight on 26 th December and Midnight on 31 st December to Midnight on 2 nd January (Between 10.00pm and 6.00am a 50p extra charge applies)	For a distance not exceeding 5/11ths of a mile..... £4.20 For each additional 1/20 th of a mile £0.10
Tariff Four 6.00am to 10.00pm daily (Only applicable when five or more passengers are being carried)	For a distance not exceeding 5/11ths of a mile..... £3.30 For each additional 1/21 st of a mile £0.10
Tariff Five 10.00pm to 6.00am daily 6.00pm to midnight on Christmas Eve and 31 st December (Only applicable when five or more passengers are being carried)	For a distance not exceeding 5/11ths OF A MILE..... £3.80 For each additional 1/22 nd of a mile £0.10
Tariff Six Midnight on 24 th December to Midnight on 26 th December and Midnight on 31 st December to Midnight on 2 nd January (Only applicable when five or more passengers are being carried) (Between 10.00pm and 6.00am a 50p extra charge applies)	For a distance not exceeding 5/11ths OF A MILE..... £5.50 For each additional 1/26 th of a mile £0.10

Any hire terminating out with the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

Fares for Waiting

The Driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of TWENTY SECONDS or part thereof£0.10 (All Tariffs)

Extra Charges

A charge of £2.70 shall be payable for a taxi called by telephone or booked via App and not cancelled before arrival.

Taxi drivers may add on any charge incurred at Glasgow Airport when either dropping off or picking up passengers. Drivers must make passengers aware in advance that extra charges may be added to the fare.

Soiling Fee

A fee of £50 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

It is proposed that the fare chart will apply from 14 March 2019. Any person wishing to make representations with respect to the Authority's proposals should lodge same in writing to the undernoted by 10 February 2019.

Peter Hissett
Strategic Lead - Regulatory
Council Offices
16 Church Street
Dumbarton
G82 1QL

Mr Charles Murray



**Peter Hessett
Strategic Lead - Regulatory
Council Offices
16 Church Street
Dumbarton
G82 1QL**

Dear Mr Hessett

We the under signed wish to object to the proposed fare structure advertised within the local Clydebank post. The reason for our objection is:

West Dunbartonshire Council carried out a democratic vote to all trade within the Clydebank zone. The overall findings were for a twenty pence increase to the flag fall, and no other changes.

Yours Sincerely

Mr Charles Murray

LEGAL & ADMIN

06 FEB 2019

RECEIVED

We the undersigned, wish to object to the proposed fare structure advertised within the local Clydebank post. The reason for our objection is: West Dunbartonshire Council carried out a democratic vote to all trade within the Clydebank zone.
The overall findings was for a twenty pence increase to the flag fall, and no other changes.

NAME	PLATE NUMER	MOBILE OPTIONAL	SIGNATURE
A. Bird	81		
W. JONKEY	17		
Alan Wilson	19		
M. McEwen	134		
J. McEwen	61		
C. MCINTYRE	123		
J SHEPPARD	18		
Glen Boman	13		
C. McEwen	89		
K. REVOLDIS	62		
L. McEwen	99		
M. Quinn	147		
J DUNBAR	5		
DEBRA GAVIN	51		
P. ASHTON	50		
P. MURRAY	14		
R. Murray	163		
D. R. B.	43		
JOHN FRILL	15		
STEVE NUTLEY	194		
Jim Cairns	87		
DANNY GRIFFIN	76		
JOHN GALLAGHER	78		
DAVID WMYTE	93		
G. Townsley	95		

We the undersigned, wish to object to the proposed fare structure advertised within the local Clydebank post. The reason for our objection is: West Dunbartonshire Council carried out a democratic vote to all trade within the Clydebank zone.
The overall findings was for a twenty pence increase to the flag fall, and no other changes.

NAME	PLATE NUMBER	MOBILE OPTIONAL	SIGNATURE
M TREANTY	82		
W M' MILLON	184		
K.M Shorffag	71		
C PATENSON	94		
B - THOMAS	172		
G DIVERS	III		
JOHN HOLMS	136		
MARTIN	132		
A STRAIN	2		
M Aird	158/128/141		
J. MANDAWAY	126		
IAN JOYCE	182		
P ALIZ	79		
M. CONNOR	171		
D. NEESOR	159		
T MCBRIDE	45		
C BURNS	80		
MARCIN RYS	131		
IAN KELLY	39		
Daggins	153		
TC SHIELDS	67		
A. BEATTIE	38		
J. MACLIE	42		
J. FLEMING	57		
CHARLES MURRAY	35		

David Radcliffe

14/01/2019

Plate no 43 Clydebank Zone
Badge no 241 Clydebank Zone

Dear sir,

I write regarding the proposed fare structure for the Clydebank zone of West Dunbartonshire council (W.D.C.) as advertised in the Clydebank post.

Recently I was contacted by W.D.C. With a questionnaire regarding this fare review which I completed and returned to my recollection there was no mention of the structure that has now appeared in the local paper;

I would like to raise an objection for the following reasons.

1. The proposed fare structure to the best of my knowledge was never put to the trade in general, and the appearance of this in the local press could be damaging to the trade.

2. The introduction of six tariffs is not required in Clydebank, and will be damaging to the trade. we have operated with three tariffs for many years and it hasn't caused any problem. I notice that these changes are geared towards vehicles able to carry 5 or more passengers, as an owner/ driver of a seven seat Euro Taxi I certainly do not want the introduction of higher tariffs for these vehicles, we work in an area of high unemployment and an increasing number of private hire vehicles from both within W.D.C. and also from outside areas. It is hard enough to keep the loyal customers that are still using public hire vehicles without charging them more for being loyal.

3. In its current form the proposed fare structure would actually be considered as a no increase to drivers of 4 seater vehicles, if the 20pence rise on the flag fall went ahead and the charge for extra passengers over 2 being removed a fully loaded 4 seater vehicle would be doing this hire for the same price as he would be before the proposed fare increase, and if the 20pence was not awarded drivers of 4 seat vehicles would be earning less on hires with more than 2 passengers. Furthermore the owners of these vehicles would need to pay for a meter change and council meter test which would leave them further out of pocket.

Members of the committee I have driven and owned a public hire vehicle in Clydebank since 1992 and in my opinion is that the general public of Clydebank rely on these vehicle because of their ease of use. It is my concern that if the proposed tariffs are introduced we may be seeing the beginning of the end for public hire vehicles in my town.

Yours sincerely

David Radcliffe.

Mr John Gallacher



Peter Hissett
Strategic Lead - Regulatory
Council Offices
16 Church Street
Dumbarton
G82 1QL

Date 13/January/2019

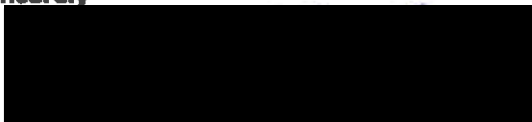
Dear Mr Hissett

In response to the licensing board's decision to reject the trade's modest request for a twenty pence increase on the starting fare in favour of one individual's proposal for a complete overhaul of the current fare chart.

I wish to raise an objection on the grounds that this proposal will create massive increases on all journeys within the Clydebank public hire trade, with particular emphasis on journeys that occur during peak periods.

Yours Sincerely

Mr John Gallacher



Received 5/2/2019

CURRENT FARE STRUCTURE, TARIFF ONE.

ASDA TO FAIFLEY, BEFORE INCREASE IN MODERATE TRAFFIC

£5.90 - £6.20

ASDA TO FAIFLEY, BEFORE INCREASE IN CONGESTED TRAFFIC

£8.50

TIME 16.40

APPROXIMATELY £2.50 IN WAITING TIME

AFTER INCREASE, CONGESTED TRAFFIC, TARIFF ONE.

£8.50

+20 PENCE ON THE STARTING FARE,

50% ON WAITING TIME = £1.25

+ 3.45 MINUTES REMOVED BEFORE WAITING TIME STARTS = £1.10

TOTAL £11.05

AFTER INCREASE, CONGESTED TRAFFIC, TARIFF FOUR, 5 OR MORE PASSENGERS

£8.50

+ £0.80 ON STARTING FARE

50% ON WAITING TIME = £1.25

**3.45 MINUTES REMOVED AT THE START OF JOURNEY (BEFORE WAITING TIME STARTS) = £1.10,
HIGHER RUNNING MILE £2.10 INSTEAD OF £1.70 = £0.80. (First half mile not included)**

TOTAL £12.45

Note; this journey is 2.5 miles to the same destination.

7th FEBRUARY 2019

Appendix 9

PETER HESSETT.

STRATEGIC LEAD REGULATORY

COUNCIL OFFICES.

16 CHURCH STREET

DUMBARTON.

G82 - 1QL

LEGAL & ...
12 FEB 2019
RECEIVED

PLATE NO. 95

DEAR SIR

I WISH TO OBJECT TO THE ADVERT ADVERTISED WITHIN THE CLYDEBANK POST WITH REGARDS TO THE REVIEW OF TAXI FARES WITH THE CLYDEBANK ZONE.

THE REASON FOR MY OBJECTION IS W.D.C CARRIED OUT A DEMOCRATIC VOTE TO WHICH THE FINDINGS WERE AS LISTED BELOW.

63% OF PLATE HOLDERS WANTED A CHANGE TO THE FARE.

50% OF THE SAID PLATE HOLDERS VOTED FOR A 20PENCE INCREASE TO THE FLAG-FALL.

13% OF THE SAID PLATE HOLDER VOTED FOR AN INCREASE OF A HIGHER AMOUNT.

23% OF THE PLATE HOLDERS DID NOT WANT ANY CHANGE TO THE EXISTING WAITING TIME

I AM NOT AWARE OF ANY DISCUSSIONS TO THE SAID NOTICE PUBLISHED WITHIN THE CLYDEBANK POST

Yours Sincerely

Gina Townsley

Robert MacKie

From: Allan [REDACTED]
Sent: 09 February 2019 21:40
To: Robert MacKie
Subject: Re: Taxi Fare Review
Attachments: 190207 WDC FR Support.jpg; ATT00001.htm; 190207 WDC fuel receipts.jpg; ATT00002.htm; Clydebank Tariff 2008.doc; ATT00003.htm; Dumbarton Tariff 2008[1].pdf; ATT00004.htm

Bob,

Sent the following FAO of Mr Hessett via the Councils website. However it does not accommodate attachments which I send to you now.

Here is my 'representation' in full.

FAO
 Mr Peter Hessett
 Strategic Lead - Regulatory

Re: Notice as advertised in Clydebank Post 9th January 2019
 Representations are submitted as below.

Civic Govt (Scotland) Act 1982.

Review of Taxi Fares - Clydebank Zone

Support the proposed introduction of tariffs 4, 5 & 6 and their relationships to tariffs 1, 2 & 3.

Reason.

Interim progression towards implementation of the same fare tariff chart throughout West Dunbartonshire. Clydebank zone fare tariffs have lagged behind Dumbarton and Vale tariffs for many years in particular in regard to increased passenger loads and unsocial hours working.

In 2008 both Zones had similar tariffs other than that example.

Since that time Dumbarton and Vale tariffs have steadily increased proportionately. Clydebank zone tariffs have not and this needs to be addressed.

Support the proposed changes to waiting time and increased rate.

Reasons.

Overdue increase of over ten years. Already agreed as a fair and reasonable charge in Dumbarton and Vale tariffs.

Increases driver net earning currently below minimum wage levels.

Note.

Ave taxi rental at £180 cost before fuel and a working week of 40hrs (Working Time regulations). $180/40 = £4.50$ per hour costs. Existing £12 - £4.50 = £7.50 /hr

Not including non earning 'dead' time at or to ranks.

West Dunbartonshire Council supports 'Living Wage' levels.

Oppose the increased 20p on flag falls.

Reasons.

Disproportionate high charge between flag falls (5/11ths) and running mile. Eg. Tariff 1 £5.95/mile 3.5 x £1.70/ mile increasing the burden on short journey passengers to benefit of longer journeys. Most short journeys are single or two passengers. Tariff 2 £7.05 is 4 x £1.80
Flagfalls are lower in Dumbarton and Vale tariffs and more consistently 2.5 to 3 x the running mile.
The removal of the 3min 45secs free standing time already provides de facto increased flagfall

Further request that at this time Tariff 2 is implemented in Clydebank zone at 9:00 pm to align with Dumbarton and Vale tariff chart.

Reason.

If it is fair and reasonable for a driver in Dumbarton to be working 'unsocial' hrs at 9:00pm the same consideration must apply to Clydebank drivers.

The alterations are sought to address the imbalance and increased costs incurred by drivers since the last review.

Eg diesel fuel has increased from £1.23/litre to £1.39/l 13% since August 2017. Council fees have year on year increased of approx 4%.

Attachments, sample fuel receipts.

Fare tariff charts 2008, Clydebank and Dumbarton.

References.

<https://www2.gov.scot/Publications/2012/04/2261/0>. SDD Circular 25/1986 Annex A where regarding the fare reviews and fixing of charging scales.

2.37 The Secretary of State: expects that in fixing fares authorities will want to pay regard to the costs incurred by the trade, having regard to the capital costs, (including interest payments) of the vehicles the costs of maintaining and replacing them to the standards required by the licensing authority, the costs of employing drivers, and the prevailing levels of wages and costs in related road transport industries. In the Secretary of State's view the public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return than by 'depressing fares for social reasons, however understandable. If fares are fixed at a level higher than the market can stand, the trade is free to reduce them.

<https://scottishlivingwage.org/> Living Wage Scotland

Kind regards

Allan MacLeod

PS Submitting attachments do not appear to be available by this communication.

I will send a copy of this communication and attachments directly to Snr Licensing Officer Mr Mackie.
Receipts of Diesel fuel.

Clydebank and Dumbarton/Vale Taxi Tariffs 2008

Names and signatures of 24 drivers in support.

As a driver operating a Taxi in the Citybank Zone I agree and support that the Taxi fare Tariffs applying in Dumbarton Zone be applicable to Taxi hires throughout West Dunbartonshire.

	Print Name	Badge Number	Signature	Date
1	Gillian MacLellan	68410		19/1/19
2	Alison Wilson	226		19/1/19
3	P. Martin	6344		29/1/19
4	J. KERR	242		19.1.19
5	S. THOMAS	172		19/1/19
6	Alan Smyth	366		25.1.19
7	John McGinley	269		25.1.19
8	Brian Thomas	189		26.1.19
9	M. Evans	374		27-1-19
10	William MacK	169		27/1/19
11	S. Richardson	2		27/1/19
12	Donna			29/1/19
13	S. Evans	21		1/2/19
14	John	20		1/2/19
15	John	140		1/2/19
16	John Bonner	357		2/2/19
17	Mary Bonner	470		2/2/19
18	S. Boyle	391		2/2/19
19	Paul McDonald	606		7/2/19
20	Thomas Short	795		7/2/19
21	Chris McGorry	1032		7/2/19
22	Lauren Kilgand	771		7/2/19
23	Derek Turner	948		7/2/19
24	H. Anderson	475		9/2/19
25				

**sthighway
Western Road**

Glasgow G81 2XT

DIE (1)

3.99L @ £ 1.379 £102.03

£102.03

T ANALYSIS

Nett	Vat	Fuel	Vat
85.03	17.00	85.03	17.00

CREDIT CARD £102.03

NO CHANGE

ts have been awarded on
tion. Check your account at
.uk/driversclub

your privacy seriously.
e our Privacy Policy more
and easier to understand.

1:43 Rec No:001-01-739210
38 Marc

**ID 845418612
CALL AGAIN
RECEIPT FOR REFUNDS**

**Westhighway
Great Western Rd**

Glasgow G81 2XT

P:04 VPDW DIE (1)

74.13L @ £ 1.229

Total: £9

VAT ANALYSIS

Nett	Vat	Fuel	Vat
20.00	75.93	15.11	75.93

Paid by: CREDIT CARD

NO CHANGE

Loyalty Points have been awarded
this transaction. Check your acco
www.shell.co.uk/driversclub

**20-03-2017 02:16 Rec No:001-03-
Operator: 01121 Alex**

**VAT NO 84541861
PLEASE CALL AGAIN
RETAIN RECEIPT FOR REFUNDS**

Civic Government (Scotland) Act 1982

Fare Chart (Effective from 21st August 2008)

CLYDEBANK ZONE



REVIEW OF TAXI FARES

NOTICE IS HEREBY GIVEN that West Dunbartonshire Council has reviewed the fares for the hire of taxis within the Clydebank Zone of the Local Authority area and a revised fare chart has been approved as follows:-

CLYDEBANK ZONE

Tariff One

6.00 a.m. to 10.00 p.m. daily

For a distance not exceeding 5/11ths OF A MILE
or for waiting time not exceeding 3 minutes 45 seconds (or a combination of both).....£2.20
For each additional 1/17th OF A MILE.....£0.10

Tariff Two

10.00 p.m. to 6.00 a.m. daily

6.00 p.m. to 12 midnight on

Christmas Eve and 31st December

For a distance not exceeding

5/11ths OF A MILE.....£2.70

For each additional 1/18th OF A MILE.....£0.10

Tariff Three

Midnight on 24th December to

Midnight on 26th December and

Midnight on 31st December to

Midnight on 2nd January

Between 10.00 p.m. and 6.00 a.m. a 50p extra charge applies

For a distance not exceeding

5/11ths OF A MILE.....£3.80

For each additional 1/20th OF A MILE.....£0.10

Any hire terminating outwith the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

Fares for Waiting

The driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of THIRTY SECONDS or part thereof.....£0.10

Extra Charges

A charge of £2.20 shall be payable for a taxi called by telephone and not used.

An additional charge of 10p shall be payable for each passenger beyond two.

Soiling Fee

A fee is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

WEST DUNBARTONSHIRE COUNCIL
Civic Government (Scotland) Act 1982
Fare Chart (Effective from 17 April, 2008)
DUMBARTON AND VALE OF LEVEN ZONE

Tariff One 6.00am to 10.00pm Monday to Thursday 6.00am to 9.00pm Friday to Sunday	For a distance not exceeding ½ OF A MILE..... £2.00 For each additional 1/16th mile..... £0.10
Tariff Two 10.00pm to 6.00am Monday to Thursday 9.00pm to 6.00am Friday to Sunday	For a distance not exceeding ½ OF A MILE..... £2.50 For each additional 1/18th mile..... £0.10
Tariff Three 6.00pm on 24th December to 6.00am on 27th December and 6.00pm on 31st December to 6.00am on 3rd January	For a distance not exceeding ½ OF A MILE..... £3.50 For each additional 1/21st mile..... £0.10
Tariff Four 6.00am to 10.00pm Monday to Thursday 6.00am to 9.00pm Friday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £2.40 For each additional 1/20th mile..... £0.10
Tariff Five 10.00pm to 6.00am Monday to Thursday 9.00pm to 6.00am Friday to Sunday (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £2.90 For each additional 1/21st mile..... £0.10
Tariff Six Christmas and New Year hours as per Tariff Three (Only applicable when five or more passengers are being carried)	For a distance not exceeding ½ OF A MILE..... £4.00 For each additional 1/26th mile..... £0.10

Any hire terminating outwith the West Dunbartonshire area will be at a rate to be agreed at the time of hire.

Fares for Waiting

The Driver is, in addition to the above, entitled to charge for waiting whether in one stoppage or in several stoppages as follows:

For each period of THIRTY SECONDS or part thereof£0.10 (All Tariffs)

Soiling Fee

A fee of £50 is chargeable for any soiling which necessitates a taxi being removed from service for cleaning. Soiling in this context includes any soiling by means of food, drink, vomit, urine or excrement.

Proposed Fares

Increase in waiting time from £12.00 to £18.00 per hour not included in the calculations however this equates to an increase of 10p per minute of waiting time incurred.

1 mile				
Current		Proposed		Increase
Tariff 1	£3.50	£3.70		5.71%
Tariff 2	£4.00	£4.20		5.00%
Tariff 3	£5.10	£5.30		3.92%

2 mile				
Current		Proposed		Increase
Tariff 1	£5.20	£5.40		3.85%
Tariff 2	£5.80	£6.00		3.45%
Tariff 3	£7.10	£7.30		2.82%

Proposed Fares

Increase in waiting time from £12.00 to £18.00 per hour not included in the calculations however this equates to an increase of 10p per minute of waiting time incurred.

30p extras added to current fare assuming 5 passengers

1 mile				
Current		Proposed		Increase
Tariff 4	£3.80	£4.50		18.42%
Tariff 5	£4.30	£5.00		16.28%
Tariff 6	£5.40	£7.00		29.63%

30p added to extras to current assuming 5 passengers

2 mile				
Current		Proposed		Increase
Tariff 4	£5.50	£6.60		20.00%
Tariff 5	£6.10	£7.20		18.03%
Tariff 6	£7.40	£9.60		29.73%

30p added to extras to current assuming 5 passengers

5 mile				
Current		Proposed		Increase
Tariff 1	£10.30	£10.50		1.94%
Tariff 2	£11.20	£11.40		1.79%
Tariff 3	£13.10	£13.30		1.53%

5 mile				
Current		Proposed		Increase
Tariff 4	£10.60	£12.90		21.70%
Tariff 5	£11.50	£13.90		20.87%
Tariff 6	£13.40	£17.40		29.85%

Comparative cost of similar journeys between Dumbarton & Vale of Leven fare chart and proposed Clydebank fare chart

1 mile				
DT Current	CB Proposed		Difference	
Tariff 1	£3.50	£3.70	5.71%	
Tariff 2	£4.10	£4.20	2.44%	
Tariff 3	£5.30	£5.30	0.00%	

Tariff 4

Tariff 5

Tariff 6

1 mile				
DT Current	CB Proposed		Difference	
Tariff 4	£4.10	£4.50	9.76%	
Tariff 5	£4.70	£5.00	6.38%	
Tariff 6	£6.00	£7.00	16.67%	

2 mile				
DT Current	CB Proposed		Difference	
Tariff 1	£5.40	£5.40	0.00%	
Tariff 2	£6.20	£6.00	-3.23%	
Tariff 3	£7.80	£7.30	-6.41%	

Tariff 4

Tariff 5

Tariff 6

2 mile				
DT Current	CB Proposed		Difference	
Tariff 4	£6.40	£6.60	3.12%	
Tariff 5	£7.20	£7.20	0.00%	
Tariff 6	£9.10	£9.60	5.49%	

5 mile				
DT Current	CB Proposed		Difference	
Tariff 1	£11.10	£10.50	-5.41%	
Tariff 2	£12.50	£11.40	-8.80%	
Tariff 3	£15.30	£13.30	-13.07%	

Tariff 4

Tariff 5

Tariff 6

5 mile				
DT Current	CB Proposed		Difference	
Tariff 4	£13.30	£12.90	-3.01%	
Tariff 5	£14.70	£13.90	-5.44%	
Tariff 6	£18.40	£17.40	-5.43%	