

From: [Licensing](#)
To: [Robert MacKie](#)
Cc: [Lawrence Knighton](#); [Carolann Anderson](#)
Subject: FW: Proposed Clydebank Taxi Fare Chart
Date: 28 September 2021 09:59:45

Hi Bob,

I know you have emailed us this morning regarding this but thought it best to forward this onto you in case there is any additional information.

Many thanks
Marie

From: allan macleod [mailto:allangdlodge@yahoo.co.uk]
Sent: 27 September 2021 09:26
To: Licensing
Subject: Proposed Clydebank Taxi Fare Chart

Sirs,

I refer to your advert in the local paper published 25th August 2021 and the invitation to present representations on the proposals.

It should be noted that the proposed fare chart as advertised is in error with the overlap of Tariff 1 ending at 10pm and Tariff 2 starting at 9pm.

The proposed amendments fail to address either the increased costs operating a taxi and the extreme lack of taxis now available at night.

1. 30p flagfall increase per metered journey is ill-considered and is not supported by any evidence as to the cause and effect of the proposal.

6% increase on a 2 mile journey is a paltry sum. Fuel alone has increased 10% since the last review

Parts and repairs have increased considerably more. And both are expected to rise further during the next 18 months.

Once gratuities (tips) are factored in the actual increase in takings ie what drivers receive from customers the 6% will be reduced significantly ie, "take £6 – driver" will not become "take £6.30"

It would be misrepresentation to assume 30p is therefor added to takings on every journey.

Further it can be demonstrated based on the number of expected (or reasonably possible) daily fares, this proposal represents less than 3% increase in the average daily takings. Before deduction of any expenses incurred.

2. The flat 'across all tariffs' increase further diminishes the difference between Tariff 1 takings and Tariffs 2 & 3.

Aside from the obvious unsocial hours uplift during Tariff 2 taxis are far more likely to incur loss and expense.

Passengers are more likely to share/ travel together 3-6 rather than 1-2 during Tariff 1.

Journeys are longer diminishing any benefit of 30p f/f increase as percentage of each fare and in the number of fares carried out.

Fuel used increases with extra load, as does wear and tear on vehicles.

Waiting time is more likely to occur and for longer. Significantly it is less likely to occur due to passenger use than for traffic reasons. £12/hr less expenses for providing an out of hours service would be considered unlawful and utterly immoral from any employer.

Albeit most Taxi drivers are self-employed, but takings (earnings) are controlled. In doing so Council are acting as de facto employers and should carefully consider this.

Soiling is far more likely to occur at night and driver losses far more significant. £60 for a lost shift is a paltry sum. During Tariff 1 valet services are locally available to return a taxi to the road, not so at night.

The 10p per extra passenger has become so insignificant that very few drivers will ever have added it to fares charged.

3. Tariff 2 rates during 24th and 31st Dec is most welcome. Demand is high and a higher rate will encourage Taxis. However, Council could also consider Tariff 3 ending at midnight rather than the normal 6:00 am.

On all other days a higher tariff is charged in these hours as demand is at its highest. Remaining at tariff 3 until 6:00am rewards drivers for working at that time. Dropping down a tariff can reduce the supply.

Council might balance this increase recognising that 26th December and 2nd January are no longer considered public holidays for many people using Taxis.

4. It remains ludicrous that drivers can provide a fixed fare to Erskine, Partick or even Yoker and Drumchapel but not Dumbarton or Balloch and yet still must return empty without the recompense negotiated for other areas.

There is no good reason justification for this whatsoever. It is no more than an indulgence on the part of the Council.

The direct effect is that the public have difficulty in obtaining a Taxi in this direction at significant times. For example, at night after attending a social function in Clydebank, or around 5pm when the A82 traffic causes delays (again!) Other hires are more financially appealing to drivers.

People can and do wait a long time to get home! Allowing a fixed price fare will provide the drivers who wish to do so the option without breaching conditions.

It appears from the proposals put forward that the Council are content to continually suppress fares perhaps conceived as a benefit to the public but unless taxi drivers costs and earnings are properly addressed the lack of availability of taxis is the end result.

It has been at least 12 years since any significant amendments or increase to Tariffs has been made.

Kind regards

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