

Appendix F

Notes for Council Meeting

- 1) Whilst we understand the Council's reluctance in accepting our original proposal, we ask the Council understands our reason for not readily accepting their counter proposal. We hope some middle ground can be agreed with our latest suggestions.
- 2) The cost of living is estimated to have risen by nearly 3% per annum since 2016, therefore we believe our request is not disproportionate given the additional cost of fuel during the past six months as well as the spike in the cost of living we are now all facing.
- 3) I will start with the main point which is the main stay of our businesses, Tariff 1. Your proposal, which you believe to be a 12.1% increase, is in fact only 12.1% on the Flag Fall of currently £2.80. When applied to the industry standard of a 2 mile trip, it actually equates to 11%. This gives us an increase of .56p over a 2 mile journey. As a lot of drivers work on a 60-40 split with the Taxi provider, this means those drivers get an extra .22p per 2 mile trip.
- 4) We strongly believe the meter rates should be in increments of .20p and not .14p, .22p or .34p. such increments would mean the drivers have to carry bags of change to include 1p and 2p coins as some customers insist on the exact change.
Exactly the same fare can be achieved by leaving the increment at .20p and varying the yardage which is also the preferred method of Cabserve who adjust our meters.
- 5) Tariff 2 was set slightly too high at the last review and our latest proposal addresses that fact by reducing it again. However we strongly believe our suggestion of starting Tariff 2 at 19.00hrs instead of 23.00hrs should be adopted. No other business works after 19.00hrs without additional remuneration.
- 6) Tariff 3 which was suspended in the last review should be reinstated. This is the Tariff for 8 Seater vehicles which are requested or needed during unsociable hours. Otherwise Drivers of 8 seater vehicles get no advantage and therefore no incentive to work the unsocial hours.
- 7) Waiting Time is currently .20p per 60 seconds (£12 per hour) Your suggested increase takes this to £13.20, an increase of 10%. Torbay Drivers get £13.90 per hour waiting time. We suggest .20p for every 52 seconds which equates to £13.85 per hour, an increase of 15.5%.
- 8) Your proposed fuel Tariff is disproportionate as it doesn't take into account the distance travelled. As it stands we can add .10p per trip if the cost of fuel is a UK average of £1.75 per litre, regardless of the distance travelled. i.e. .10p on a 1 mile trip and .10p on a 40 mile trip.
We can also add a further .10p per trip for each .10p fuel increase over the UK average. This means each driver has to check on a daily basis, the UK average fuel price as stated by the AA. Not really workable. If the new proposal be adopted we would be happy for the fuel surcharge to be dropped.
- 9) To avoid being in a similar situation in the future where drivers are requesting a large increase we respectfully suggest we return to a general meeting of all drivers every year, after which the council reviews the rates.

Accompanying Notes For New Proposal

WHAT THESE CHANGES MEAN

- 1) On Tariff 1 we currently get £6.00 for a 2 mile journey.
With the new proposal we would get £6.80 for the same trip. (An increase of 13.5%)
For this same journey Torbay Drivers get £7.44 and Plymouth Drivers get £6.60.
- 2) On Tariff 2 we currently get £8.65 for a 2 mile journey.
With the new proposal we would still get £8.65 for this trip.
On longer trips we would actually get less than the current Tariff 2 rate.
- 3) Tariff 3. Currently 8 seater vehicles, where specifically requested or needed, use Tariff 2 during normal hours. When other vehicles change to Tariff 2 for unsociable hours, (currently 23.00 – 07.00 and Sundays and Bank Holidays), 8 seater drivers receive no additional benefit for working these unsocial hours.
We suggest a Tariff 3, which used to be in place up until the last review, be reinstated and expanded upon. We request it is extended to cover 6 & 7 seater vehicles as well as 8 seaters where specifically requested or needed. No “Additional Passenger” extras to be charged on Tariff 3.

We would also like to match Plymouth in starting Tariff 2 & 3 at 19.00 instead of 23.00 until 06.00. No other profession is expected to work after 19.00 without additional remuneration. I believe the going rate for factory workers is at least time and half if not double time.

NEW PROPOSAL FOR SOUTH HAMS TAXI SERVICES 2022

Tariff 1

From Monday to Saturday for journeys started between 6am and 7pm

Tariff 2

Where the journey starts between 7pm and 6am and at all times on Sundays and Bank Holidays. This rate also applies to 6, 7 and 8 seater vehicles where they are requested or needed between the hours of 6am and 7pm..

Tariff 3

Where a 6, 7 or 8 seater vehicle has been requested or is needed between the hours of 7pm and 6am and at all times on Sundays and Bank Holidays.

Extra Charges.

For each piece of luggage or other item carried in the boot of the car.
60p

After one passenger, each individual passenger may be charged extra, except in the case of 6, 7, or 8 seater vehicles when allowed to charge Tariff 2 or Tariff 3. Two children between the ages of 3 and 6 years may be charged as one passenger. A child under 3 years will not be charged.
60p

DISTANCE & TIME	TARIFF 1	TARIFF 2	TARIFF 3
For any distance up to 804.65m (880 yards)	£3.40	£4.40	£5.00
For each following distance of 141.73 m (155 yards)	.20p	.25p	.30p
Waiting time per 52 seconds	.20p	.25p	.30p

For each animal carried.

(Assistance/Guide Dogs Free).60p

If the car needs cleaning due to the passengers accidental spillage or soiling.
 £120

Booking Costs

Passengers picked up and dropped off less than 2 miles from a Taxi Rank may be charged an extra.
 £1.20

Passengers picked up More than 2 miles from a Taxi Rank and dropped off more than 2 miles from a Taxi Rank may be charged an extra.
 £6.00