

TARRIFF INCREASE

COMMITTEE TO CONSIDER THE FOLLOWING

- i. It is accepted that over recent months the cost of fuel at the pump has fallen, but is still in relative terms high, in excess of £1.10 per litre for diesel and £1.05 per litre for petrol.
- ii. Insurance costs have fallen but this is not generally across the board. Consideration is taken by insurance companies when quoting, based on, postcode areas, age, gender, etc., so not all applicants benefit. Also fleet policies continue to increase not reduce thus increasing firms' costs, therefore increasing the rentals for company car drivers.
- iii. The authority continues to issue licenses for both vehicles and drivers (hackney (WAV only for new issues) and private hire).
- iv. The authority insisted (10 years ago) on vehicles having strict age constraints. This puts a further strain on individual drivers working in the industry. Both owner/drivers and company renters need increasingly larger amounts to either purchase or rent vehicles to ply their trade.
- v. Due to shopping and social trends, footfall on our high streets is constantly diminishing.
- vi. Other costs payable to the council have increased over the years and additional charges have been brought in, e.g. since around 2009, badge renewal up £10, plate renewals up £30, DVLA check £5, from 2015 DBS checking fee £16, etc.
- vii. More plates and badges being issued, high street footfall is reducing – outcome: less revenue per individual driver pro rata.

- viii. General cost of living up over the last three years e.g. gas up 13%, electricity up 10%, other utilities up, groceries and consumables up, etc, etc, etc.

SUMMARY

As representatives of the trade we are only asking for a relatively small increase in the current tariff to try to ease the burden on our financial obligations. We ask the committee to give serious consideration to this tariff review as it is over three years since the last review.

ANY OTHER BUSINESS

- i. It is widely considered that "Taxi" licensing fees and administration charges, being privately funded (not supported generally through local taxes), should be ring fenced. We ask the committee to report annually to the trade on the department's income and expenditure within this sector, breaking down where the income comes from, e.g. plates, badges, fines, etc. and expenses incurred, e.g. raw materials for plates and badges, making up costs, salaries, charges levied for meetings, etc. If any deficit where the difference is sought (this should be from the councils public funds as Taxis form a part of public transportation), and if any surplus, what happens to it.
- ii. Consideration to be given to a standardised periodic review to keep tariffs in line with the current cost of living at that time. These to be granted every 12, 18 or 24 months (to be discussed). This is requested to end the burden placed on the trade in having to petition the council at irregular intervals for tariff reviews.
- iii. Consideration to be given to the reinstatement of annual plate renewals as an option to run in conjunction with the current bi-annual system. In the same way that road fund licences are purchased with options, this gives the operators the option of a reduced rate for a full 12 month renewal e.g. £220 per annum (saving costs on raw materials, making up of plates, disposal of non reusable plastics and administration and processing costs), or the bi-annual option of £125 per 6 months.