

Tariff 1' Fare Examples in Kilometers

Current Tariff:

| | |
|---|--------|
| 1000 meters – 340 = 660 / 165 = 4 x 20p = £0.20 + £0.80 + £3.10 = | £4.10 |
| 2000 meters – 340 = 1660 / 165 = 10 x 20p = £0.20 + £2.00 + £3.10 = | £5.30 |
| 5000 meters – 340 = 4660 / 165 = 28 x 20p = £0.20 + £5.60 + £3.10 = | £8.90 |
| 10000 meters – 340 = 9660 / 165 = 58 x 20p = £0.20 + £11.60 + £3.10 = | £14.90 |

Proposed Tariff Example 1

| | | |
|---|-------|------|
| 1000 meters / 145 = 6 x 20p = £1.20 + £3.10 = £4.30 | £0.20 | 5% |
| 2000 meters / 145 = 13 x 20p = £2.60 + £3.10 = £5.70 | £0.40 | 7.5% |
| 5000 meters / 145 = 34 x 20p = £6.80 + £3.10 = £9.90 | £1.00 | 11% |
| 10000 meters / 145 = 68 x 20p = £13.60 + £3.10 = £16.70 | £1.80 | 12% |

Proposed Tariff Example 2

| | | |
|---|-------|-------|
| 1000 meters / 140 = 7 x 20p = £1.40 + £3.10 = £4.50 | £0.40 | 10% |
| 2000 meters / 140 = 14 x 20p = £2.80 + £3.10 = £5.90 | £0.60 | 11% |
| 5000 meters / 140 = 35 x 20p = £7.00 + £3.10 = £10.10 | £1.20 | 13.5% |
| 10000 meters / 140 = 71 x 20p = £14.20 + £3.10 = £17.30 | £2.40 | 16% |



Tariff 2 Fare Examples in Kilometers

Current Tariff

| | |
|--|--------|
| 1000 meters – 260 = 740 / 130 = 5 x 20p = £0.20 + £1.00 + £3.30 = | £4.50 |
| 2000 meters – 260 = 1740 / 130 = 13 x 20p = £0.20 + £2.60 + £3.30 = | £6.10 |
| 5000 meters – 260 = 4740 / 130 = 36 x 20p = £0.20 + £7.20 + £3.30 = | £10.70 |
| 10000meters – 260 = 9740 / 130 = 74 x 20p = £0.20 + £14.80 + £3.30 = | £18.30 |

Proposed Tariff Example 3

| | | |
|--|-------|-----|
| 1000 meters / 115 = 8 x £0.20 = £1.60 + £3.30 = £4.90 | £0.40 | 9% |
| 2000 meters / 115 = 17 x £0.20 = £3.40 + £3.30 = £6.70 | £0.60 | 10% |
| 5000 meters / 115 = 43 x £0.20 = £8.60 + £3.30 = £11.90 | £1.20 | 11% |
| 10000meters / 115 = 86 x £0.20 = £17.20 + £3.30 = £20.70 | £2.40 | 13% |

Proposed Tariff Example 4

| | | |
|--|-------|-----|
| 1000 meters / 110 = 9 x £0.20 = £1.80 + £3.30 = £5.10 | £0.60 | 13% |
| 2000 meters / 110 = 18 x £0.20 = £3.60 + £3.30 = £6.90 | £0.80 | 13% |
| 5000 meters / 110 = 45 x £0.20 = £9.00 + £3.30 = £12.30 | £1.60 | 15% |
| 10000meters / 110 = 86 x £0.20 = £18.00 + £3.30 = £21.30 | £3.00 | 16% |

Cantley,Patrick

To: FCRT Admin.
Subject: RE: Wyre Borough Hackney Carriage Fare Increase Application

From: FCRT Admin.
Sent: 07 February 2023 11:01
To: Cantley,Patrick <Patrick.Cantley@wyre.gov.uk>
Cc: 'Steve Barratt' 'Peter Hornby' 'gaz cheetham' 'Tony Hargreaves' 'Paul Howarth'
Subject: Wyre Borough Hackney Carriage Fare Increase Application

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Dear Patrick,

We held a meeting yesterday at Fylde Coast Replacement Taxis. This was in order to discuss a proposed Tariff Increase along with agenda items for the proposed Forum meeting in February.

The people who attended were as follows;

Pete Hornby - Ace Cabs
Ian Baron - Ace Cabs
Anthony Mellor - Cleveleys Taxis
Lee Smith - Cleveleys Taxis
Steve Barrett - Wyre Borough Hackney Association
Terry Williams - Prestige Taxis
Richard Buckley - Poulton Cabs
Gary Cheetham - Poulton Cabs
Paul Howarth - Fleetwood Cabs
Chris - Cleveleys - Street Cab Cleveleys
Garfield Hession - Fylde Coast Replacement Taxis

Heather Dunn from Garstang and Anthony Hargreaves from Thornton Cleveleys Taxis were also invited, so as to include all companies, but unfortunately they were unable to attend.

Our calculations are within the attached documents. There are proposals for both Tariff 1 and Tariff 2. We have calculated them using kilometers and have given one, two, five and ten kilometer examples in comparison to our existing tariffs.

Hopefully these tariffs can be presented, as the available options to the taxi trade as a whole, for them to vote upon.

As a committee, we would advise the trade, in view of the explanations set out below, that example 2 be voted on for both Tariff 1 & Tariff 2. We also require the extras to be increased to forty pence. Therefore the tariff we wish to present for agreement is;

Tariff 1 : £3.10 initial fee then 20p for each subsequent 140 meters.

Tariff 2 : £3.30 initial fee then 20p for each subsequent 110 meters.

For each passenger in excess of one (two children between the ages of 3 years and 12 years to be counted as one) Younger children not to be reckoned. Tariff 1 £0.40 Tariff 2 £0.40.

For each dog carried Tariff 1 £0.40 Tariff 2 £0.40.

Proposed Tariff Example 1 - for Tariff 1 this is a 8.89% increase and for Tariff 2 it equates to 10.75%.

Proposed Tariff Example 2 - for Tariff 1 this is a 12.63% increase and for Tariff 2 equals 14.25%.

The option of "no increase" could be provided for the trade as the third alternative.

There are many factors as to why the trade feel that a further increase is required;

The National Minimum wage increases from £9.50 to £10.42 in April. This is a 9.68% rise.

In recent Years the taxi trade has lost a percentage of its' workforce to delivery companies such as Amazon, DPD, DHL, Evri etc. It is becoming more and more difficult to attract new drivers, in view of this extra competition.

Amazon Drivers are currently in negotiation in order to achieve £15.00 per hour along with five weeks paid holidays and private health care benefits. This is without the necessity to purchase, insure and maintain a vehicle, whilst running a business on a self-employed basis.

The average age of taxi drivers is increasing rapidly due to people retiring from driving and simply not being replaced. It is imperative that it is attractive enough for new drivers to enter into the taxi trade, as these are the lifeblood of the taxi industry.

Wyre Borough taxis face further competition from taxi companies, within neighbouring boroughs, who license Wolverhampton vehicles within their fleet. Both Fylde and Blackpool taxi companies are now offering work via out of town licensed vehicles. Therefore, it must be made attractive enough to drive a Wyre Borough taxi vehicle, as alternative boroughs provide a fast track to obtaining both a vehicle and personal taxi license for less money.

With the introduction of the Euro 6 engine requirements for new vehicles being licensed, this obviously incurs extra costs when replacing vehicles. This is due to the price of new vehicles increasing yearly along with the second hand vehicle market being exorbitantly high. Therefore, when required to replace vehicles with newer models the price is significantly higher. For example, a new multi-seater vehicle is now in excess of £30k to purchase. With all of these extra running costs increasing, i.e. tyres, break pads & discs and all vehicle parts in general, it is becoming more and more difficult to invest in new vehicles as our profits dwindle.

Furthermore, inflation is at a record high level and does not look like it will be subsiding anytime soon.

We do understand that the tariff increase will in no way cover our rising costs, that the trade are currently having to absorb. However, the increase will assist with the continuation of our businesses, whilst we attempt to work through these difficult times. We are also mindful that the paying public have their own increased living costs and appreciate that affordability is also a factor with this application.

We hope that this fare increase submission is easier for the licensing committee and the general public to understand. This is by way of removing the initial yardage and simply having one subsequent yardage on both tariffs.

In regard to the percentage increases, you will note that they increase, percentage wise, for the longer journeys. This is felt necessary as Wyre Borough companies complete more rural work. Therefore, returning from outlying areas, such as Garstang, Over Wyre, Gt Eccleston, Out Rawcliffe, etc. whilst empty. This impacts on the profitability in comparison to more urban areas. In addition to this, Wyre taxi operators do not add additional out-of-Borough charges, such as other authorities including Blackpool.

The other items discussed which we would require to be included on the agenda for the proposed Forum meeting are as follows;

1. Tariff Increase.
2. Provision of vehicle licenses.
3. Medicals.
4. Unmet Demand.

In summary we feel that this increase would enable us to continue our businesses under these difficult times. Furthermore, we would hopefully be able to attract new drivers into the trade and regain our workforce.

I hope we have explained matters properly and look forward to hearing from you in regard to the proposed Taxi Forum meeting.

Kind Regards

Garfield



