

Appendix 3

(Cut and pasted from the 2024 report)

Application to tariff

The next step in the review is the application of the calculated change in costs to the taxi tariff. In its simplest terms, this would result in each part of the tariff being increased by the same calculated percentage,

This is when using the agreed formula and calculation only, the tariff falls short of the increases being applied to specific elements of the tariff, the calculations do not identify where increases would be better applied to specific elements in the tariff and serve the trade more efficiently. The knowledge of the taxi driver becomes invaluable at this stage, in other words, one must marry up theory with practicality, to understand the public perception.

In order to apply the 9.72% increase to specific elements while trying to disguise the increase from the public, one must firstly establish the monetary value to yardage equivalent, this can be done by using a simple calculation ,

Money-To-Yard Calculation

30 pence increment = 179 yards

40 pence increase in yardage would then equal

$$\frac{179}{30} \times 40 = 238 \text{ yards}$$

40 pence = 238 yards

Flag fall

To disguise the 40 pence increase to the initial flag fall and benefit the trade then it would be better to subtract 238 yards from the original flag fall yardage of 886 yards to now give a new yardage of 648 yards and retain the initial monetary drop of £4.00, all industries do this charge the same, but make the item smaller.

This also gives a better platform to increase the night charge to £2.00 making the flag fall an even £6.00.

Running mile

By applying 9.72% to the original running mile of £2.66 it now becomes £2.94 per mile travelled.

This once again affects the longer hires out with the city to places like Drumchapel and Easterhouse, who are already paying enough at this time and does not address the short hires, who are paying too little, in order to rectify this, it would be in the trades best interest to apply the 9.72% to the first 2 miles, then revert back to the original mileage of £2.66, this is something other cities do including Edinburgh, in order to retain passengers on the longer journeys, giving the travelling public a better deal on longer journeys

This would in my opinion also help Glasgow Taxis Ltd when trying to compete and secure future contracts giving them 2 running miles the cheaper (£2.66) being more competitive

The table below shows increases to hires for 1 mile and 2 mile

Miles	Old	New	Difference
1	£5.32	£5.85	53p
2	£7.98	£8.79	81p

The table below shows the effect of Reverting to £2.66 after 2 miles rather than retaining new running mile of £2.94 across the board

Miles	Running mile £2.94	Running Mile £2.66	Saving
3	£11.73	£11.45	28p
4	£14.67	£14.11	56p
5	£17.61	£16.71	90p

The percentage saving increases for each additional mile travelled, giving the public a better saving

Extras per Passenger after 2POSSIBLE EQUALITY ISSUE

The extras per passenger were removed from the tariff without any operator being balloted, this is proof that individuals, forced their own will and beliefs on the trade (GTL committee), despite Unite strongly objection to the removal of the extras

This possibly creates an EQUALITY ISSUE regarding the removal of such extras, since all major cities apply some form of charge on extra passengers after 2 and denies the Glasgow taxi operator the chance to maximise potential earnings

Dr Cooper was asked to reintroduce such charges by Glasgow Taxis Owners Federation prior to his report at the same increment as the yardage i.e. 30 pence per passenger after 2, unfortunately this has not been addressed

Both Unite and Glasgow Taxis Owners Federation being the majority of taxi operators registered with Glasgow City Council, support the reimplementaion of this extra charge and this alternative tariff,(subject to ballot) .The previous Traffic Commissioner clearly stated, that if the majority of the trade supported an action, she would have no choice but to grant such request, therefore as the majority of all operators, I would ask the council, to grant the will of majority of operators and restore what was undemocratically removed while approving the alternative tariff

Night Charge

Starting at 21.00 hours be increased to a minimum £2.00

£1.50 is NOT going to encourage taxi drivers to work nightshift in particular a Saturday night

Christmas and New Year charge

An extra £2.70, when a private hire is getting double fare, will NOT encourage drivers to cover these shifts, this will need to be revised

I have applied the 9.72% increase to the tariff ,with the same monetary charge on the first 2 miles as per Dr Coopers the review ,it has simply been applied in a manner that in my opinion would not discourage passengers to seek alternative transport ,as would sitting down in a taxi and seeing £4.40 the minute the meter is applied . putting 40p on the flag fall will stall the recovery of the trade , this will give taxi drivers a fair return and the travelling public a fair deal in particular long journeys

Base and Target Figures

Hopefully when Dr Cooper finalises his report the base(2022) and target(2024) figures, will be recorded in monetary form ,giving a future reference point for future calculations. I have collated the figures from the report and put them in table form see table below

Element	2022	2024
Licence cost	£195.33.	£195.33
Vehicle purchase	£7,440.10	£8,400.94
Radio dues	£3,812.28	£3,812.28
Fuel cost	£5,501.92	£4,817.48
Maintenance	£2,066.64	£2,284.00
Insurance	£1,704.57	£2,648.80
Total	£20,720.84	£22,648.80
Earnings ONS	£25,216.57	£27,309.51
Total	£45,937.41	£49,958.31

Proposed Alternative Tariff

Based On The 9.72% Increase as Per Dr Cooper's calculation

GLASGOW CITY COUNCIL

Civic Government (Scotland) Act 1982

The maximum fare for a distance not exceeding 648 yards or for time not exceeding 2 minutes 46 seconds (or a combination of parts of such distance and such time) ...£4.00

For each additional 179 yards or 42 seconds up to 2 miles, thereafter 198 yards or 42 seconds... 30p

Fares for waiting:- for each completed period of 42 seconds ...30p

Extras

Passengers after 230p per passenger

Fares by time:- Fares by time must be the subject of a special agreement with the hirer. These fares shall apply during the week and on Sundays.

When a taxi has been requested to attend at any place to uplift a hirer, the taxi meter may be set to the "hired" position prior to reaching that place provided that the fare showing on the meter does not exceed £4.00 at the time the taxi arrives at the place.

Soiling charge (only being appropriate in relation to an anti-social act) ...£42.00

EXTRAS:- An additional charge of £2.00 shall be payable on all hires commenced after 21.00 hours and before 06.00 hours.

An additional charge of £000 to be revised shall be payable on all hires commenced on 25 & 26 December and 1 & 2 January.