

APPENDIX 1 – OBJECTION RECEIVED TO ADVERTISEMENT OF REVISED TARRIFFS

01 May 2012

Dear [REDACTED],

I would like to object to the current proposed increase in the table of fares.

The grounds for this objection are based on the significant increase in costs since the council approved the 28 pence per journey increase in October and also the increase since the last rise in fares that was implemented in December 2008.

The figures used by the council, according to the report by [REDACTED] used the petrol price from April 2008 to justify the acceptance of the 28pence per journey increase. This price was at the height of the fuel crisis in 2008 and has no bearing on the actual price when the last increase was implemented in December 2008. In December 2008 the cost of a litre of diesel from the Jet service station on Thorpe road was £0.989. This is confirmed by the enclosed copy of our fuel bill for that month. The cost of a litre of diesel in October 2011, when the council approved the latest increase, was £1.399, again confirmed by our fuel bill for that month. The cost today is £1.479 per litre. This is an increase of 49.5% since December 2008 and an increase of 5.7% since October 2011. The cost for a tax disc for a car with Co2 immissions in the band 166-175 has increased by £35.00 since 2008 and was increased by £5.00 in the latest budget.

Insurance for hire and reward has increased by an average of 30% in the last year alone with most vehicles now costing an extra £300 to insure just in this year and according to the AA it is expected to increase still further for the year 2012/13. The cost of licensing by Melton Borough Council has also increased year on year with rises every April since 2008. There was a significant increase in these charges again just a few weeks ago.

Based on these figures the increased cost for running a taxi that covers 30,000 miles per year at an average of 40 miles per gallon has increased by £2023.45 . This does not include the extra cost of licensing or maintenance. To recover this sum with the proposed increase of 28 pence per journey at rate 1 would require a driver to complete 7226 journeys per year. Assuming that a driver works 46 weeks per year, allowing for holidays and other days off, means that a driver needs to do 157 journeys per week. I do not know of any driver in the Melton Borough who is actually achieving anywhere near this total.

I would like the council to re-consider the proposal in favour of asking the trade to put forward a more workable change in the tariff which would include an increase in the running mile.

Regards,

[REDACTED]

Please note that a hard copy of this letter with the fuel bills has been left at reception.