

Taxi Fare Consultation Responses

This document lists each of the questions asked in the taxi fare consultation survey, and sets out, underneath each question, the responses received.

The purpose of the taxi fare consultation was to ask the East Devon taxi trade for information about the mileage travelled by East Devon taxis and the costs involved with running a hackney carriage vehicle.

Where possible the response data has been displayed in the form of a pie chart or bar graph with any additional comments displayed in a pink box below each question.

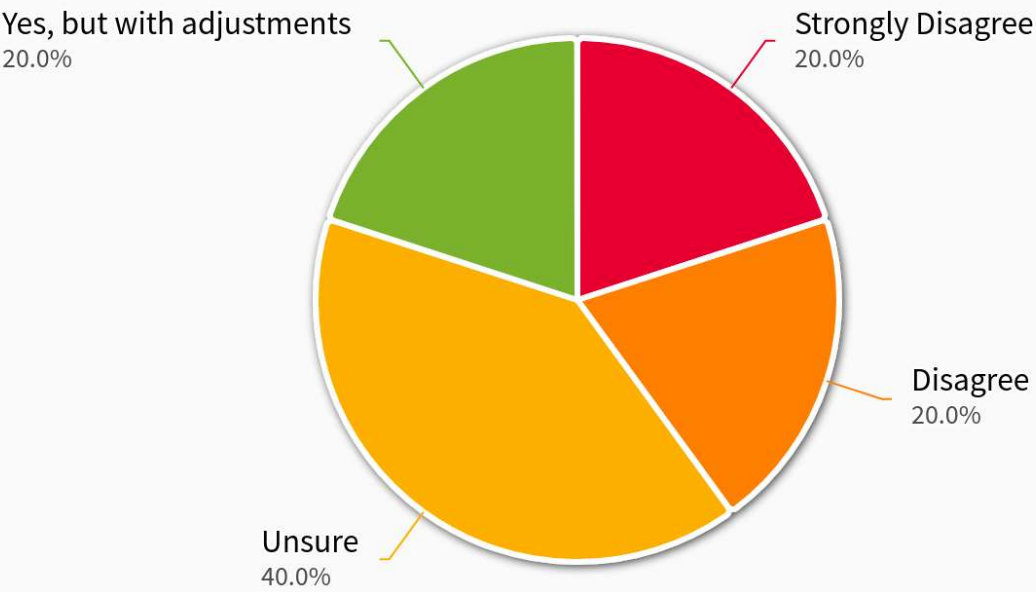
It is important to note that the results are from a small dataset as only 5 full responses and 1 partial response, to the survey, were received.

Survey questions and responses

Questions relating to annual average gross wage for East Devon taxi drivers

Question:
<p>1. Do you think the following methodology sets out an appropriate way of calculating an average wage for East Devon taxi drivers?</p> <p>We need to include in the calculations a suitable average gross wage for taxi drivers. We plan to use the average gross salary for East Devon for this, which recent data from statistics suggests is approximately £30,600.</p> <p>Calculation information for annual gross average salary for East Devon</p> <p>We are proposing to include a level of pay for taxi drivers that is appropriate for the district of East Devon. We are proposing to use the average gross salary for East Devon for these purposes, which we have calculated using the most recent information published by the Office for National Statistics in its Annual Survey of Hours and Earnings (ASHE) to find an average annual gross salary for East Devon.</p>
Responses received:

1. Do you think this is an appropriate way of calculating an average wage for East Devon taxi drivers?

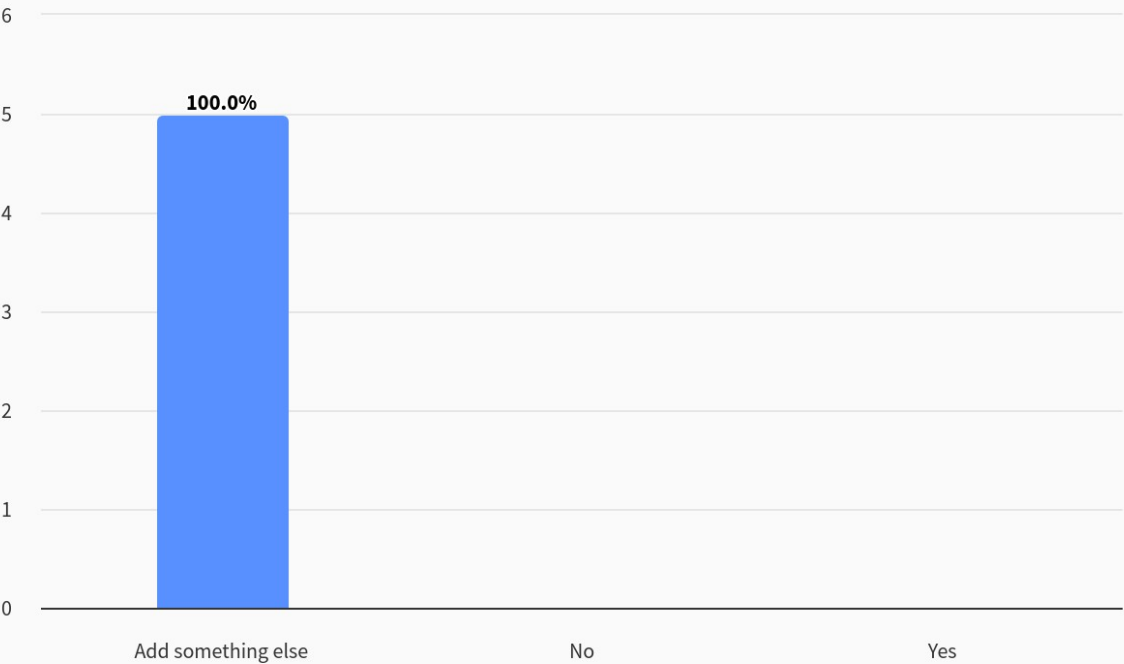


Question:

2. Do you think £30,600 is a suitable wage?

Responses received:

2.Do you think this is an appropriate wage?



The respondent who chose to add something else made the following comment:

- “I don’t see how we can work out a wage when every single taxi driver works very different hours.”
- “I don’t understand what you mean by this. We and most taxi drivers have other work. This is very seasonal and for most of the day there is no work. We couldn’t live just off doing taxi work.”
- “Dependant on hours worked”

Questions relating to mileage travelled by East Devon taxi drivers

Total mileage travelled by East Devon taxi drivers

Question:

3. Please let us know whether 25,000 miles is an accurate estimate of total annual mileage per driver?

We need to work out, on average, how many total miles an East Devon taxi driver travels each year. We will then take away from this total the average mileage travelled for social, domestic and pleasure purposes, the average mileage travelled when commuting and the average dead mileage travelled without a passenger while working. This will tell us the average number of miles travelled by a taxi driver with a fare paying passenger each year.

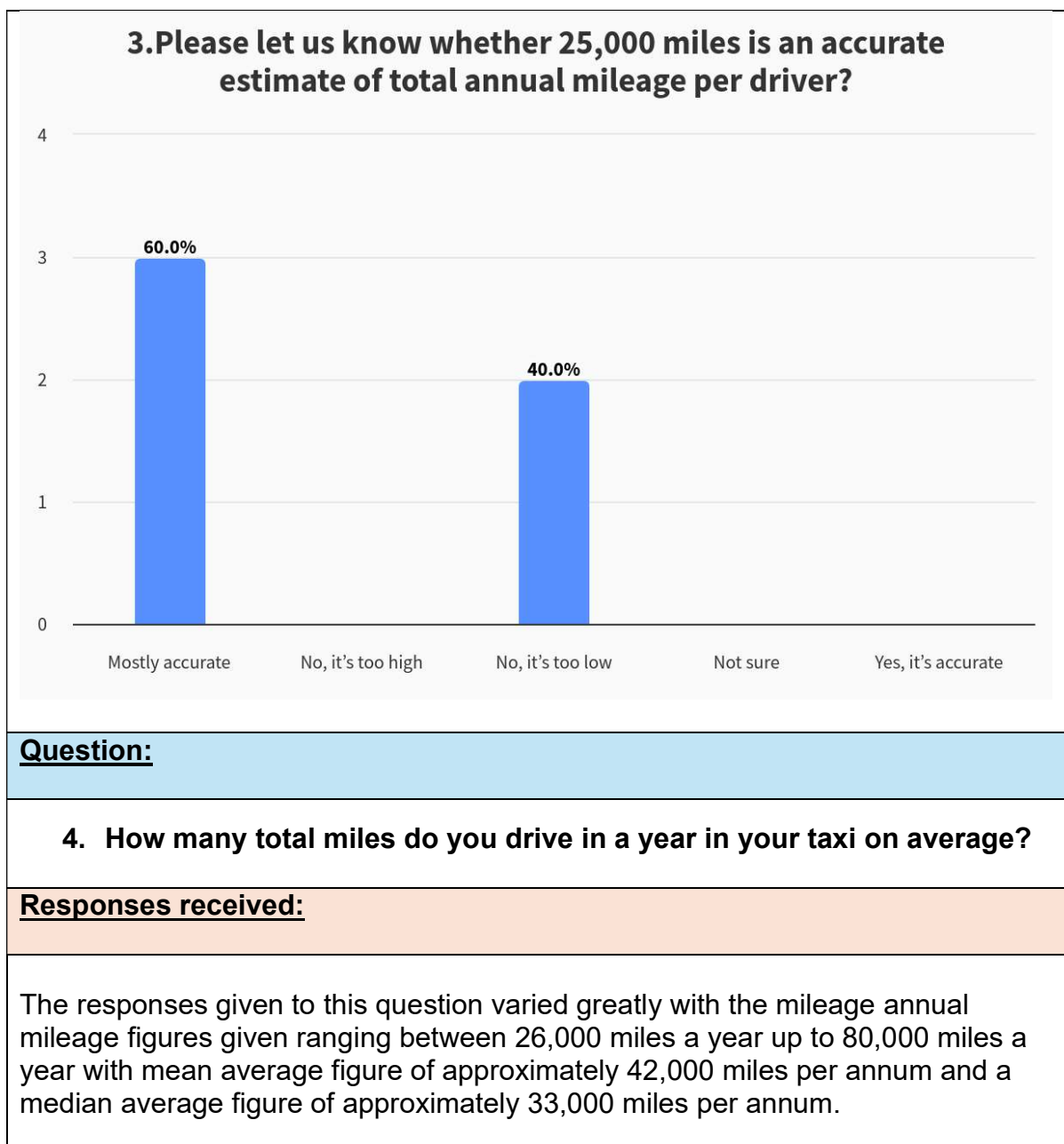
Average total annual mileage

We have estimated that an average taxi driver in East Devon travels a total of approximately 25,000 miles in their taxi each year. This is the total mileage before any deductions for personal usage.

Calculation information for average total mileage

Using the odometer readings shown on MOT certificates, we have estimated a total annual mileage figure for each taxi currently licensed in East Devon. We’ve then used these figures to estimate the total mileage travelled by all taxis in East Devon in a year. We’ve then divided this figure by the number of drivers licensed in the district to calculate an average mileage per driver travelled in a licensed vehicle.

Responses received:



Personal mileage rate

Question:

5. Do you use your vehicle for social, domestic and pleasure purposes?

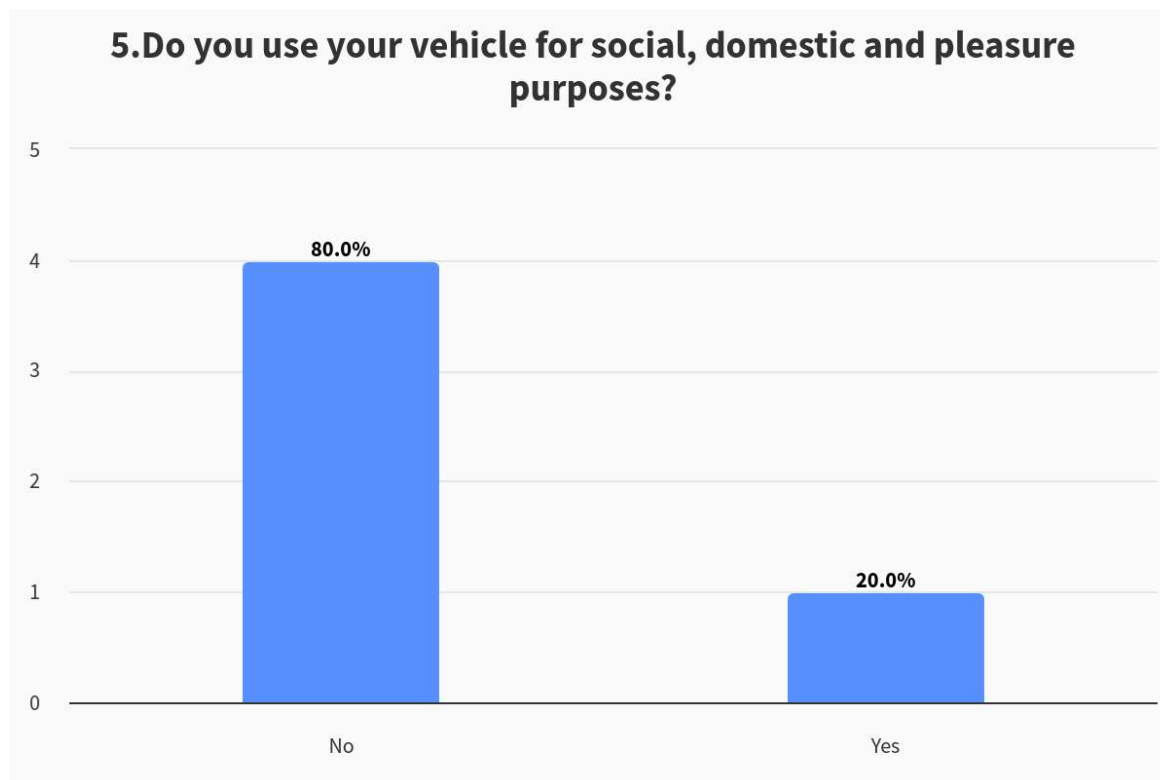
We need to know whether the majority of East Devon taxi drivers also use their taxis for social, domestic and pleasure purposes (personal use) and if so, how much, on average, of the total annual mileage this accounts for?

Calculation information for Personal mileage rate

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Before we can calculate the amount of mileage carried out by East Devon taxi drivers with a fare paying passenger onboard, we may need to deduct from the total annual mileage figure, an average amount of mileage travelled by taxi drivers using their licensed vehicles for social, domestic and pleasure purposes (SDP) including travelling from home to work. We don't have any data on this, so we need you to tell us whether you use your taxi for personal use. If you do, we also need to know how much of your total annual mileage is for SDP purposes?

Responses received:



Question:

6. How much of your total annual mileage is SDP? (You can give the answer as a percentage or as a number of miles).

Responses received:

Most of respondents indicated that they did not use their vehicle for social domestic and pleasure purposes. The mean average mileage figure given for social, domestic and pleasure mileage was 2000 miles per annum with a median average figure of 0 miles per annum.

Dead mileage rate

Question:

7. Please let us know if you think 50% is an accurate estimate for dead mileage or do you think this should be lower or higher?

Dead mileage is the mileage travelled by a taxi while plying for hire without a fare paying passenger onboard. It does not include:

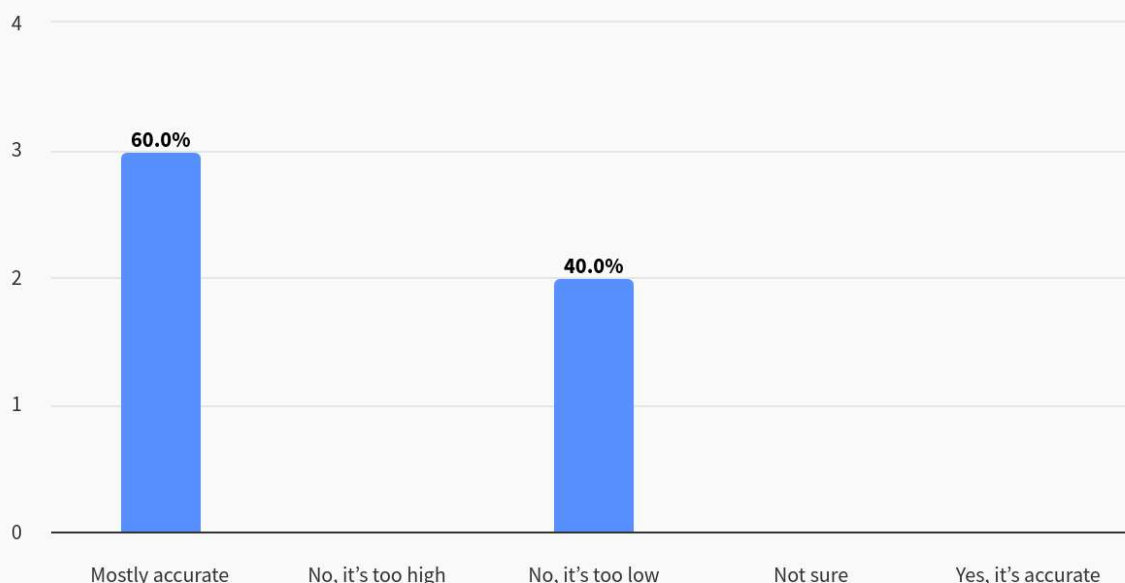
- Any distance travelled with a fare paying customer on or off the meter (this is live mileage)
- Any distance travelled in the vehicle for personal (social, domestic, pleasure) use
- Distance travelled to and from home to work

Calculation information for dead mileage rate

We do not hold any data that can help us calculate the exact amount of dead mileage travelled by each taxi in the district, so we need your help to accurately estimate this. We want to work out what percentage of the mileage you travel when working (after SDP has been deducted) is dead mileage. For example, a 50% dead mileage rate would allow for a taxi to, on every work journey, take a customer from point A (the rank) to point B (the destination), and then return to point A again without a passenger onboard.

Responses received:

7. Please let us know if you think 50% is an accurate estimate for dead mileage or do you think this should be lower or higher?



Question:

8. What do you think an accurate dead mileage rate would be (as a percentage)?

Responses received:

The answers to this question ranged between 45% and 75% with both the mean and median average dead mileage rate estimated at 60%.

One participant submitted a mileage record of their journeys completed over one working day. This record showed a dead mileage rate of 55%.

In addition, one written response was received from a driver based in Seaton as follows:

“50% is much too low. It would only be this amount if I took somebody from where I am to where they want to go and return back. A typical trip is Axminster Station to Lyme Regis. The fare is 30% of the trip and the dead mileage is 70%. I would think this is typical. This is why fares shouldn't be any lower - the vast majority of my mileage is dead.”

Average annual live mileage for an East Devon taxi

Question:

9. Please give us an estimate of the number of miles you travel with a fare-paying customer each year, or the percentage of your annual mileage that is carried out with a fare-paying customer on board?

We need to work out the average number of miles travelled by a taxi, each year, with a fare-paying passenger (live mileage) to be able to produce the basic charge per mile needed to provide an annual wage for the driver or proprietor once the costs of running the vehicle have been recovered.

Calculation information for average annual live mileage for an East Devon taxi

Live mileage is the number of miles travelled by a taxi with a fare-paying passenger (whether metered or unmetered). We intend to calculate live mileage by taking the average mileage travelled by an East Devon taxi and deducting an appropriate number of miles to account for a driver's personal use of the vehicle

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for social, domestic and pleasure purposes. We will then use the “dead mileage” rate to calculate the number of dead miles and deduct this from the total to give us a “live mileage” figure.

Responses received:

The answers to this question varied dramatically and ranged between 30% and 58%. The average (both mean and median) figure quoted for percentage of miles travelled with a fare paying customer was 40%.

Question:

10. Please let us have any comments about how we intend to calculate this?

Responses received:

“I think it’s unnecessary to change the prices of meters again in East Devon. Nearly every taxi driver I’ve spoken too isn’t interested in filling out the survey because they don’t want the change.”

Average distance travelled on a fare paying journey

Question:

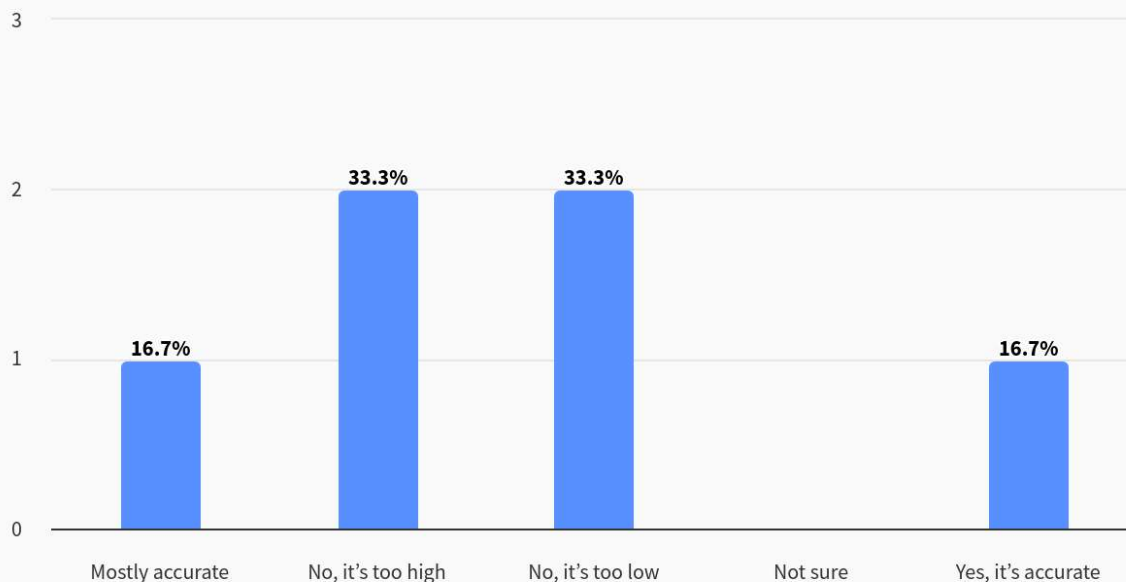
11. Do you think 2.5 miles per journey is a suitable average for taxis in East Devon or are most of your journeys longer or shorter than this?

The average distance travelled by an East Devon taxi when on a fare paying journey does not affect the cost per mile of running a taxi but is needed to calculate the average number of journeys travelled in a year. This is used in the calculations to set a suitable flag drop fare.

We need to estimate the average length of a fare-paying journey travelled by an East Devon taxi. We don’t hold any data that can help us calculate this, so we will need your help. In Guildford, they have used an average journey length of 2.5 miles per journey, but a typical journey might be longer in East Devon? What do you think?

Responses received:

11. Do you think 2.5 miles per journey is a suitable average for taxis in East Devon or are most of your journeys longer or shorter than this?



Question:

12. Please let us know what you do consider to be a suitable figure for an average journey length?

Responses received:

The answers to this question ranged from 0.75 miles up to 4 miles with the mean average journey length estimated to be 3 miles and the median average journey length estimated to be 2.75 miles.

One participant submitted a mileage record of their journeys over one working day. This record showed a mean average journey length of 2 miles.

Average number of journeys travelled with a fare paying passenger annually

Question:

13. Please let us have any feedback you have about how we intend to calculate the average number of journeys travelled with a fare paying passenger annually. If you have any records of your journeys, please

tell us how many journeys you travel with a fare paying passenger in an average week, month or year?

We need to work out the average number of journeys drivers travel with a fare paying passenger each year to help us set a suitable initial “flag drop” fare and make sure that the total fare price takes the flag drop into account.

We will need to estimate an average number of journeys that each driver travels with a fare paying customer each year. We intend to calculate this by dividing the average live mileage by the average distance per journey.

Responses received:

The following responses to this question were received:

- “5040 annual trips - not including school runs. Every taxi driver I’ve spoken to in Exmouth regarding this, is not interested in filling out the survey as they don’t want any change at all. Were all fine with the prices as are and don’t want more change.”
- “I would estimate it's around 1,200 per annum”
- “20 - 30 Fares per evening shift worked Sun – Thurs”
“30 - 40 Fares per Evening shift worked Fri – Sat”
- “Yearly Average 12500, however decreasing trend year on year. monthly works to be around 1000. with vehicles getting older needing more maintenance, vehicles are off the road for longer than before reducing the number of fares we are able to do”
- “3,380”

Questions relating to the purchase price of an East Devon taxi when new

Question:

14. Do you think the following methodology sets out a suitable way to calculate the purchase price bracket of an average East Devon taxi when new?

We need to work out the approximate purchase price, when new, of an average vehicle licensed by East Devon District Council as a taxi. We do not intend to include this figure as a relevant cost factor for running a taxi in East Devon, but we do need it to estimate the costs of running a vehicle because these costs vary depending on the purchase price of the vehicle when new. (e.g. in general, the cost of insurance is higher for a more expensive car).

East Devon District Council licences a wide range of vehicle makes and models, from 4-passenger saloons to 8-passenger MPVs and some Wheelchair Accessible Vehicles. We have estimated that, in general, values of these vehicles when new fall between brackets £31,700 and £37,500 with an average price of £34,300

Calculation information for the purchase price of an East Devon taxi when new

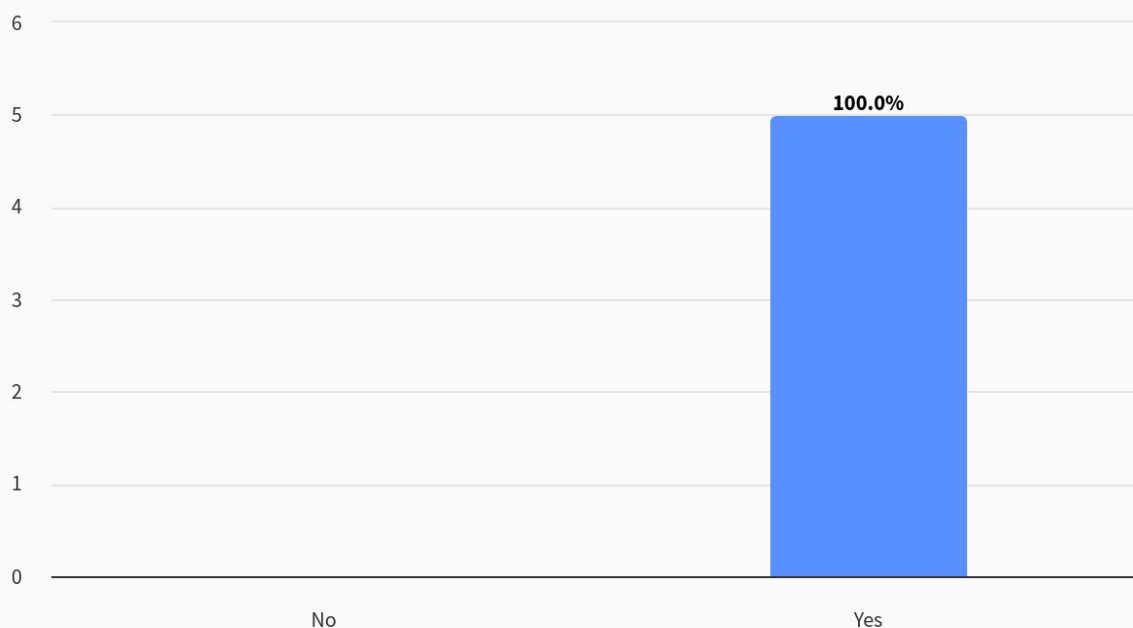
We plan to use data from the AA's 2014 Motoring Costs Report to calculate some of the costs involved in running a taxi in East Devon. The AA's report lists costs, in brackets, based on a vehicle's purchase price when new. As East Devon taxis vary in make, model, and specification, we have calculated an average purchase price for the top 10 vehicle models licensed in the district. We now need your input to make sure this is accurate. This average will determine the cost bracket we will use. To update the 2014 figures and make them relevant to today's prices, we have adjusted the cost brackets used by the AA in line with inflation using the ONS RPI Motoring Expenditure Costs Index.

This gives an approximate purchase price of an East Devon taxi when new of £34,300.

We therefore propose to use the running costs listed in the middle bracket on the AA Motoring Costs Report which, once adjusted for inflation, relate to vehicles with a purchase price of between £31,700 and £37,500 when new.

Responses received:

14. Do you think this is a suitable way to calculate which cost bracket to use?



Question:

15. How much would your vehicle model cost to buy new?

Responses received:

The answers to this question varied dramatically and ranged between £32,000 and £64,000. The mean average cost given for purchasing a new model of their vehicle was £43,000 and the median average cost given was £39,000.

Questions relating to the costs of running a taxi in East Devon

Cost of annual vehicle depreciation

Question:

16. Please let us know whether £3,773 is an accurate estimate of annual vehicle depreciation costs?

The rate at which a vehicle depreciates may be a relevant cost factor involved in running a taxi in East Devon. We have estimated the annual rate of depreciation for an average East Devon taxi to be £3,773

Calculation information for annual vehicle depreciation

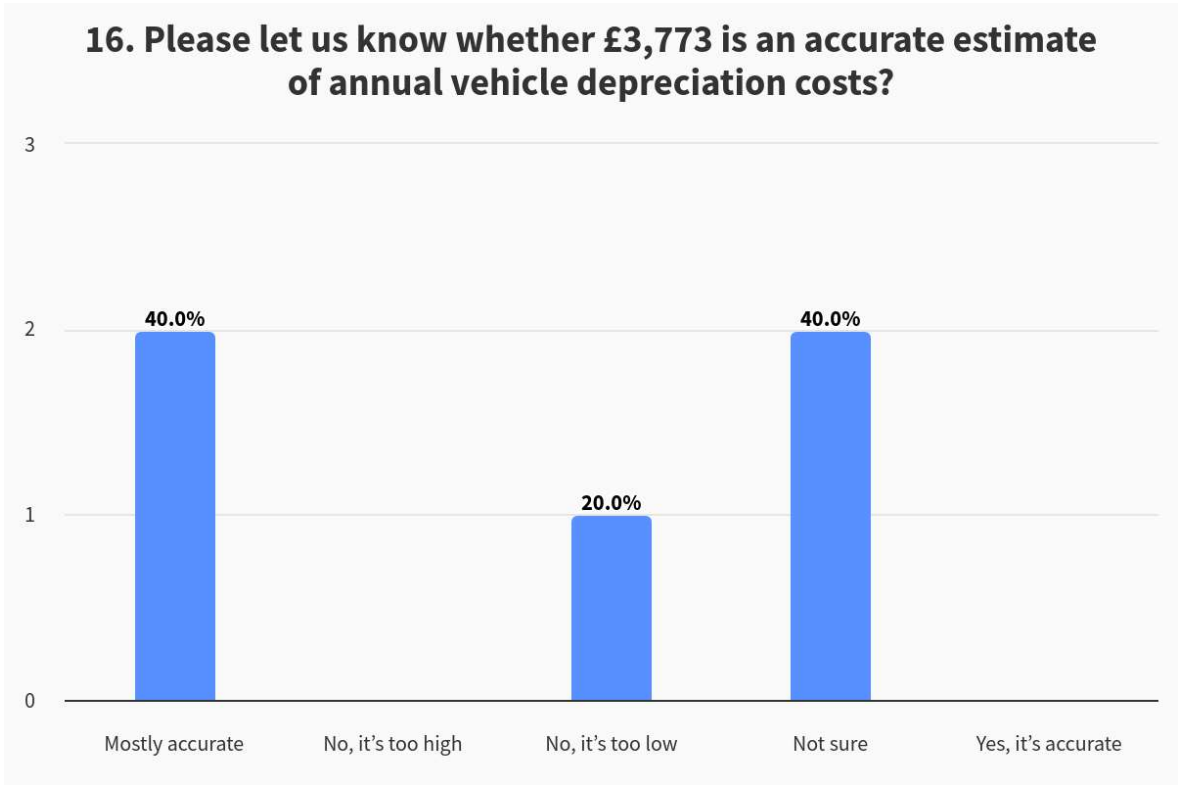
Depreciation is the difference between the amount you spend when you buy a car and the amount you get back when you sell the car or trade it in. Different vehicles lose value at different rates depending on their make, age, mileage and condition. On average, new cars can lose 20 to 30 per cent of their value in the first year and then around 15 per cent of their value for the next couple of years, normally adding up to around 50% or more over three years. However, new car shortages in recent years mean used cars have been holding their value longer.

We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the typical depreciation per year in 2014 would have been £2,618.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give an annual average depreciation cost in 2024 of: £3,773. Please let us know whether you think this figure is accurate and whether you think this is a suitable way of calculating vehicle depreciation costs?

The AA figures relate to the depreciation of a vehicle over 4 years. It should be noted that the average age of an East Devon taxi is 7 years old and therefore these vehicles have already depreciated beyond the level of the figures used.

Responses received:



Question:

17. The AA figures relate to the depreciation of a vehicle over 4 years. It should be noted that the average age of an East Devon taxi is 7 years old and therefore these vehicles have already depreciated beyond the level of the figures used. Do you think depreciation should be included as a relevant cost factor?

Responses received:

17. The AA figures relate to the depreciation of a vehicle over 4 years. It should be noted that the average age of an East Devon taxi is 7 years old and therefore these vehicles have already depreciated beyond the level of the figures used. Do you think depreciation should be included as a relevant cost factor?



The respondent who chose to add something else made the following comment:

“Our car is 4 years old and would therefore depreciate faster than the average. However, we don't seem to get any more business as a result of having a nicer car. I'd note that when I go into Dorset, the taxis look older and in a much worse state of repair than in East Devon, so I think we have higher standards generally.”

Cost of capital

Question:

18. Please let us know whether you think £618 per year is an accurate estimate of the cost of capital?

The loss of income from having money tied up in a vehicle which could otherwise be earning interest in a deposit account may be a relevant cost factor involved in running a taxi in East Devon. We have estimated the annual cost of capital to be £618

Calculation information for cost of capital

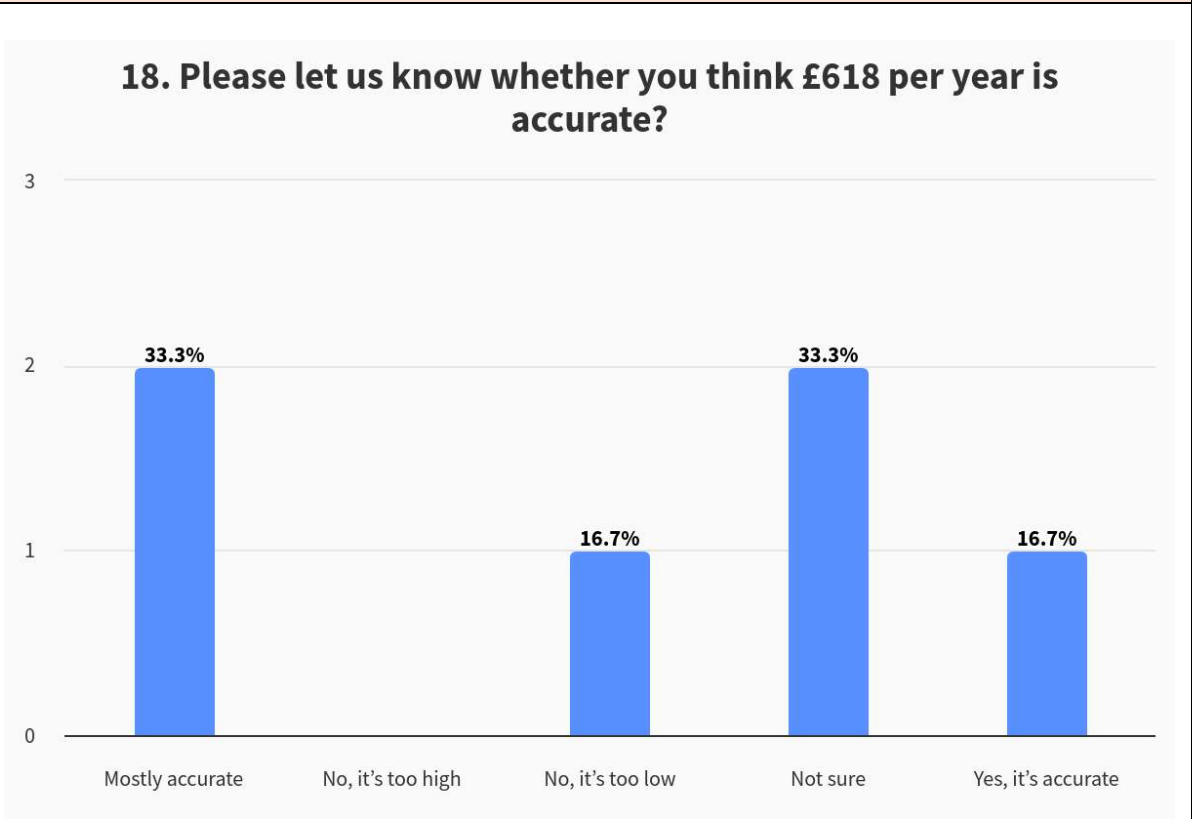
This cost of capital represents the loss of income from having money tied up in a vehicle which could otherwise be in a deposit account. The purchase of vehicles

is funded in different ways with some vehicles being purchased outright and some on Hire Purchase Finance or Personal Contract Purchase.

We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the typical cost of capital per year in 2014 would have been £429.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give an average cost of capital in 2024 of: £618

Responses received:

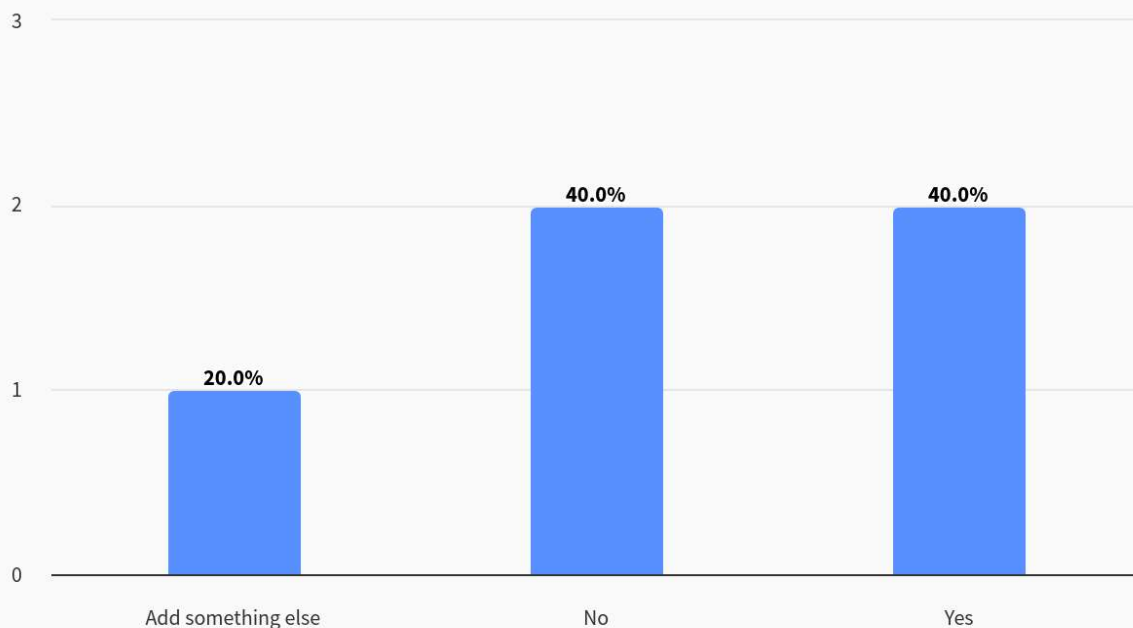


Question:

19. Do you think this is a suitable way of calculating the cost of capital?

Responses received:

19. Do you think this is a suitable way of calculating the cost of capital?



The respondent who chose to add something else made the following comment:

“Any cost of interest is put against profits during a tax return so I think this is irrelevant.”

Cost of insurance

Question:

20. Please let us know whether you think £1250 is an accurate estimate for the average cost of vehicle insurance?

The cost of vehicle insurance is a relevant cost factor involved in running a taxi in East Devon. We have estimated the annual cost of vehicle insurance for an average East Devon taxi to be £1250.

Calculation information for average cost of insurance

We need to calculate the average annual cost of vehicle insurance for a taxi operating in East Devon.

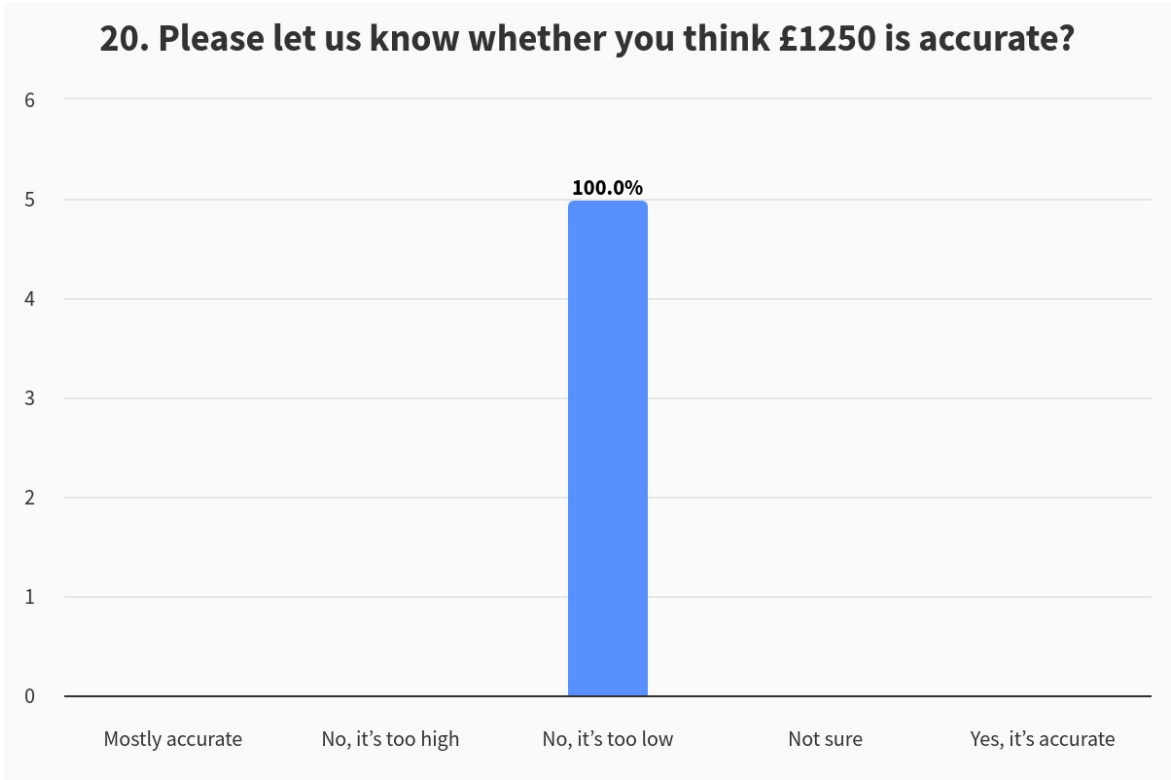
We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket the typical cost of insurance per year in 2014 would have been £511.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give a typical cost of insurance in 2024 of: £736. This relates however to a personal vehicle, not a taxi.

We acknowledge that it is likely that additional insurance premiums will be incurred to the “hire and reward” element of insurance cover and this is not accounted for in the AA Motoring Costs Report. We therefore intend to include an additional allowance of £500 for this purpose.

This would give an average cost of insuring an East Devon taxi of approximately £1250 per year.

Responses received:



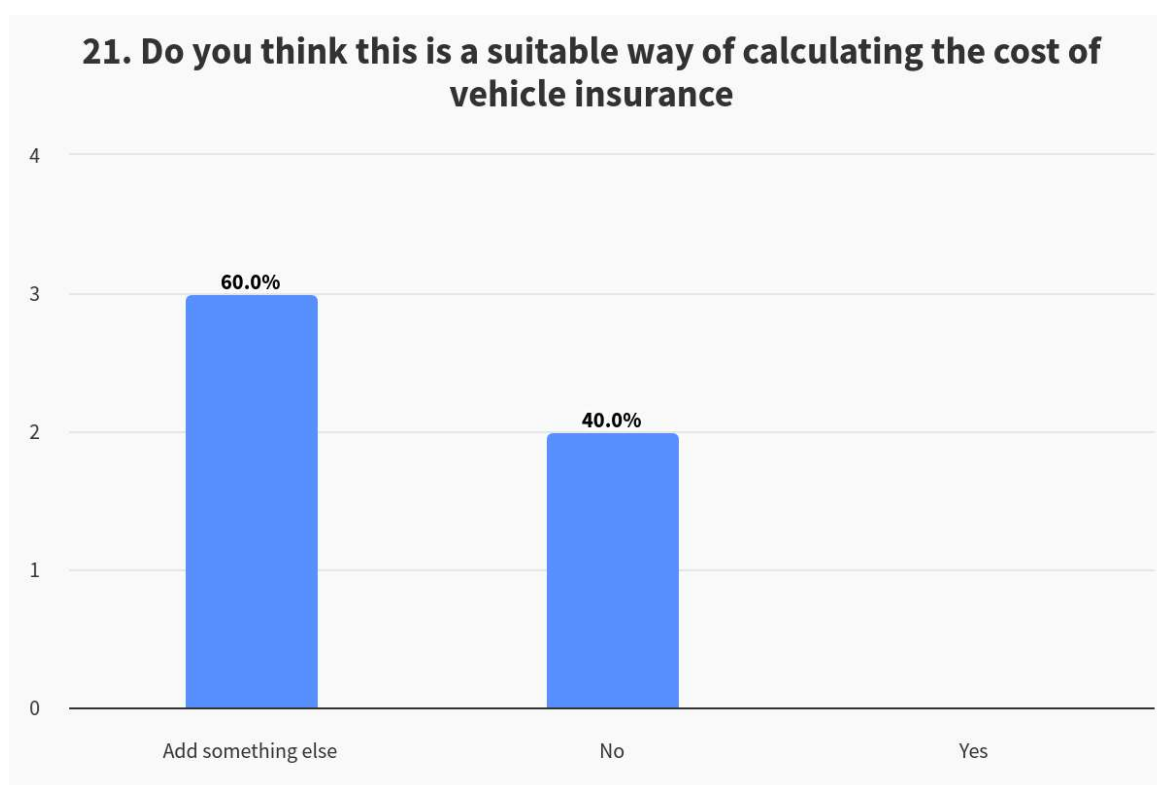
The respondent who chose to add something else made the following comment:

- “Insurance costs are £1600 plus.”
- “8 seaters are on average cost £2500 to insure annually”
- “Insurance costs are approximately £1,400”
- “My hackney carriage insurance is £2,300 per annum for 2 drivers. Your costs look very low.”

Question:

21. Do you think this is a suitable way of calculating the cost of vehicle insurance?

Responses received:



Cost of road tax

Question:

22. Do you think this is an appropriate way to calculate the cost of road tax?

The cost of road tax is a relevant cost factor involved in running a taxi in East Devon.

We have estimated the annual cost of road tax for the average East Devon taxi to be £175.

Calculation information for cost of road tax

We need to calculate an average annual cost of road tax for an East Devon licensed hackney carriage.

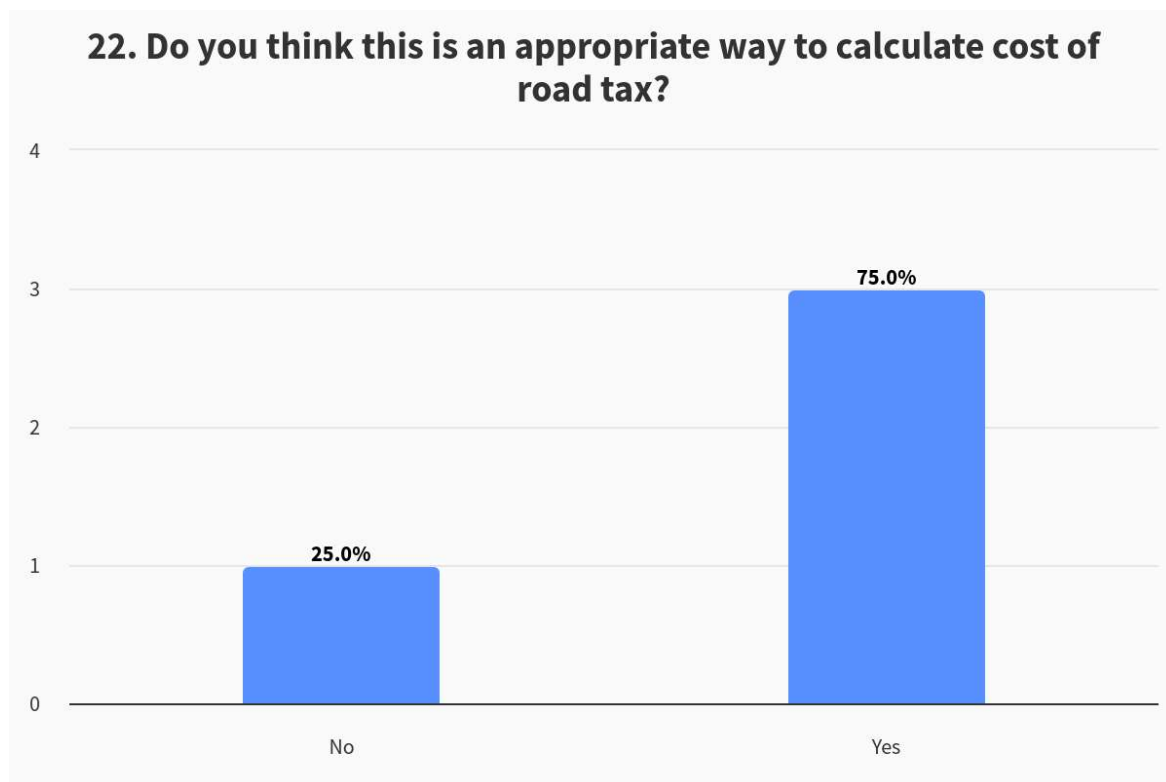
We intend to use the current vehicle tax rates to calculate an average figure. The rate of tax paid depends on the age of the vehicle and cars registered before the 31st March 2017 pay a different rate of tax to those registered on or after the 1 April 2017.

Vehicles registered on or after the 1st April 2017 pay a vehicle tax rate based on a vehicle's CO2 emissions the first time it's registered and then a standard rate for the second tax payment onwards. The standard rate is £190 for a single 12-month payment.

Vehicles registered between 1st March 2001 and 31st March 2017 pay a rate of vehicle tax based on fuel type and CO2 emissions. 83% of East Devon taxis are diesel vehicles and East Devon taxis have average CO2 emissions of 123g/km. The average age of an East Devon taxi is 7 years old.

We therefore intend to use an average of the £190 standard yearly rate of tax for vehicles registered after 2017 and, the £160 yearly rate of tax for diesel cars with CO2 emissions between 121 to 130g/km. This gives an annual average figure of £175.

Responses received:



Question:

23. How much vehicle tax do you pay each year?

Responses received:

The answers to this question ranged from £180 to £735 (although it was not clear whether the £735 figure was for one vehicle or multiple vehicles). The median average answer was £190 per annum.

Cost of breakdown cover

Question:

24. Please let us know whether you think £72 is an accurate figure for breakdown cover costs?

The cost of breakdown cover may be a relevant cost factor involved in running a taxi in East Devon. We have estimated the annual cost of breakdown cover for the average East Devon taxi to be £72.

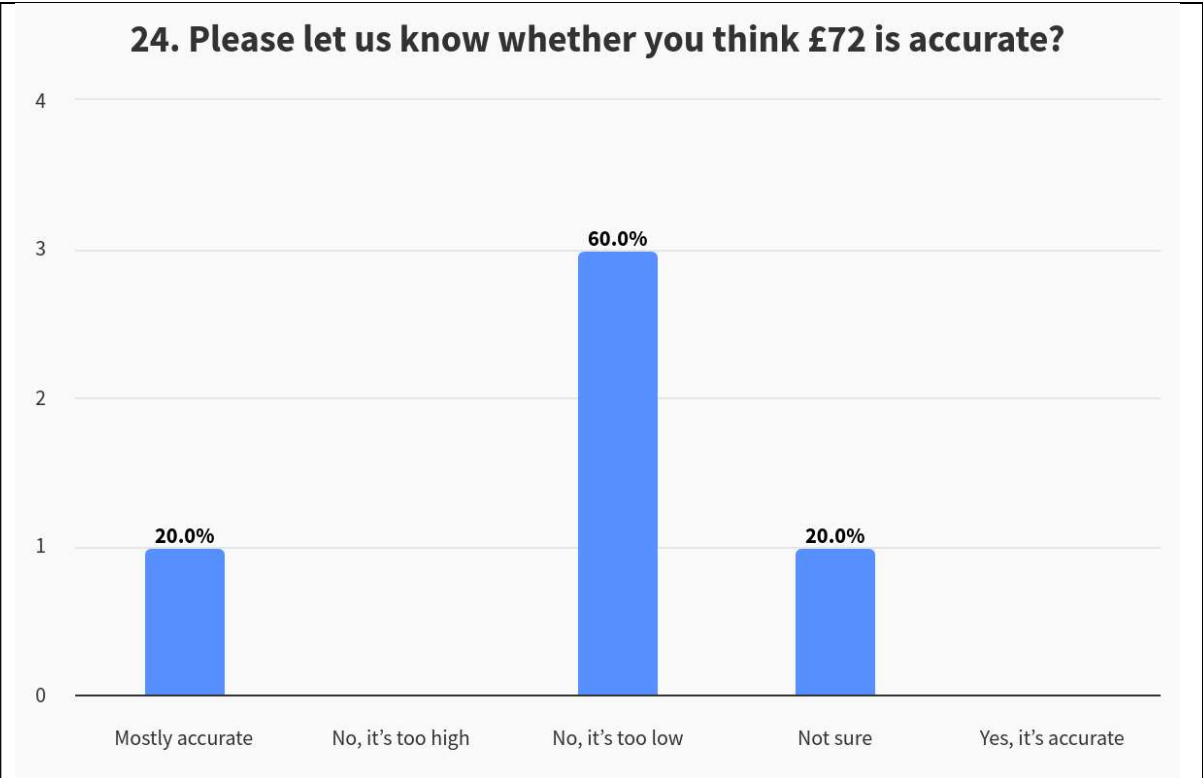
Calculation information for average breakdown cover cost

We need to calculate the average annual cost of breakdown cover for a taxi operating in East Devon.

We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the typical cost of breakdown cover per year in 2014 would have been £50.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give a typical cost of breakdown cover in 2024 of: £72.

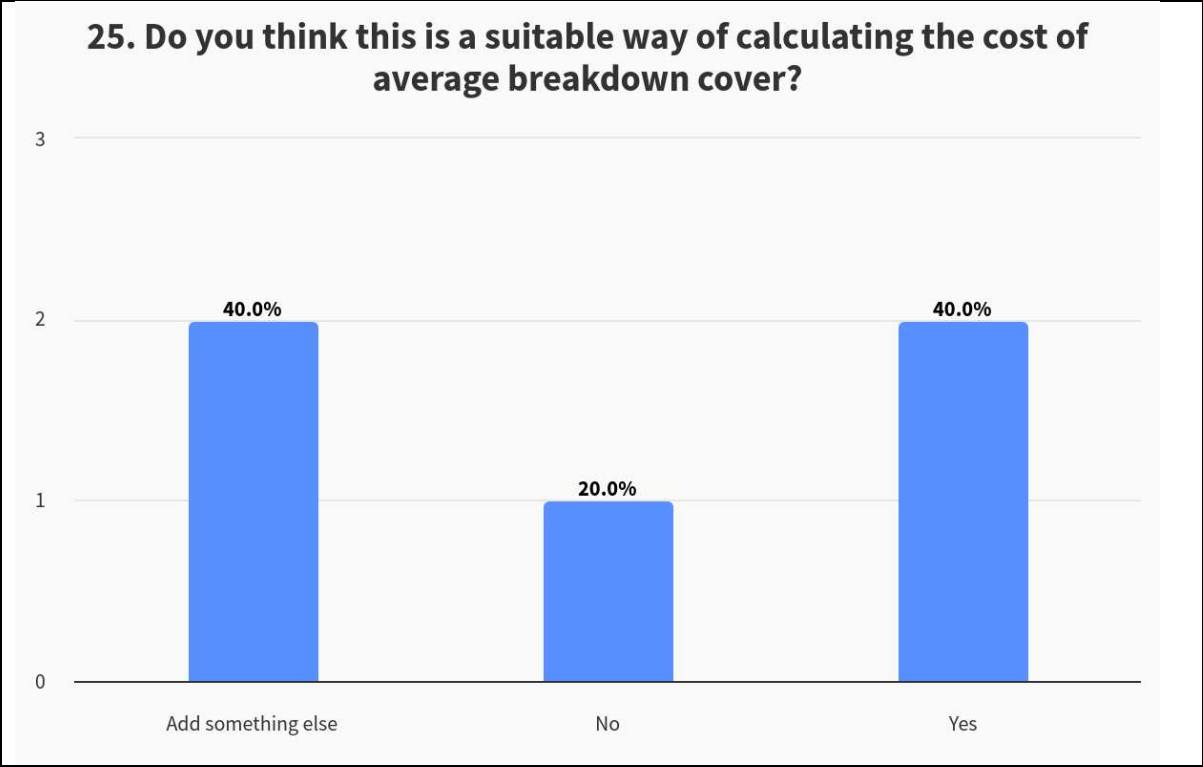
Responses received:



Question:

25. Do you think this is a suitable way of calculating the cost of average breakdown cover?

Responses received:



The respondents who chose to add something else made the following comments:

- “We pay £99 per annum.”
- “£185.”

Cost of fuel

Question:

26. Do you think the methodology set out below gives an appropriate way to calculate an average fuel cost per litre?

The cost of fuel is a relevant cost factor involved in running a taxi in East Devon. We have estimated the average cost of fuel per litre in the East Devon district to be 145.8p per litre.

Calculation information for average cost of fuel per litre (pence per litre)

We intend to use the Department for Energy Security and Net Zero’s annual weekly road fuel price statistics to calculate an average fuel cost per litre.

While we acknowledge that fuel prices will change throughout the year, it is not practical to recalculate the running costs of a taxi every time fuel costs go up or down.

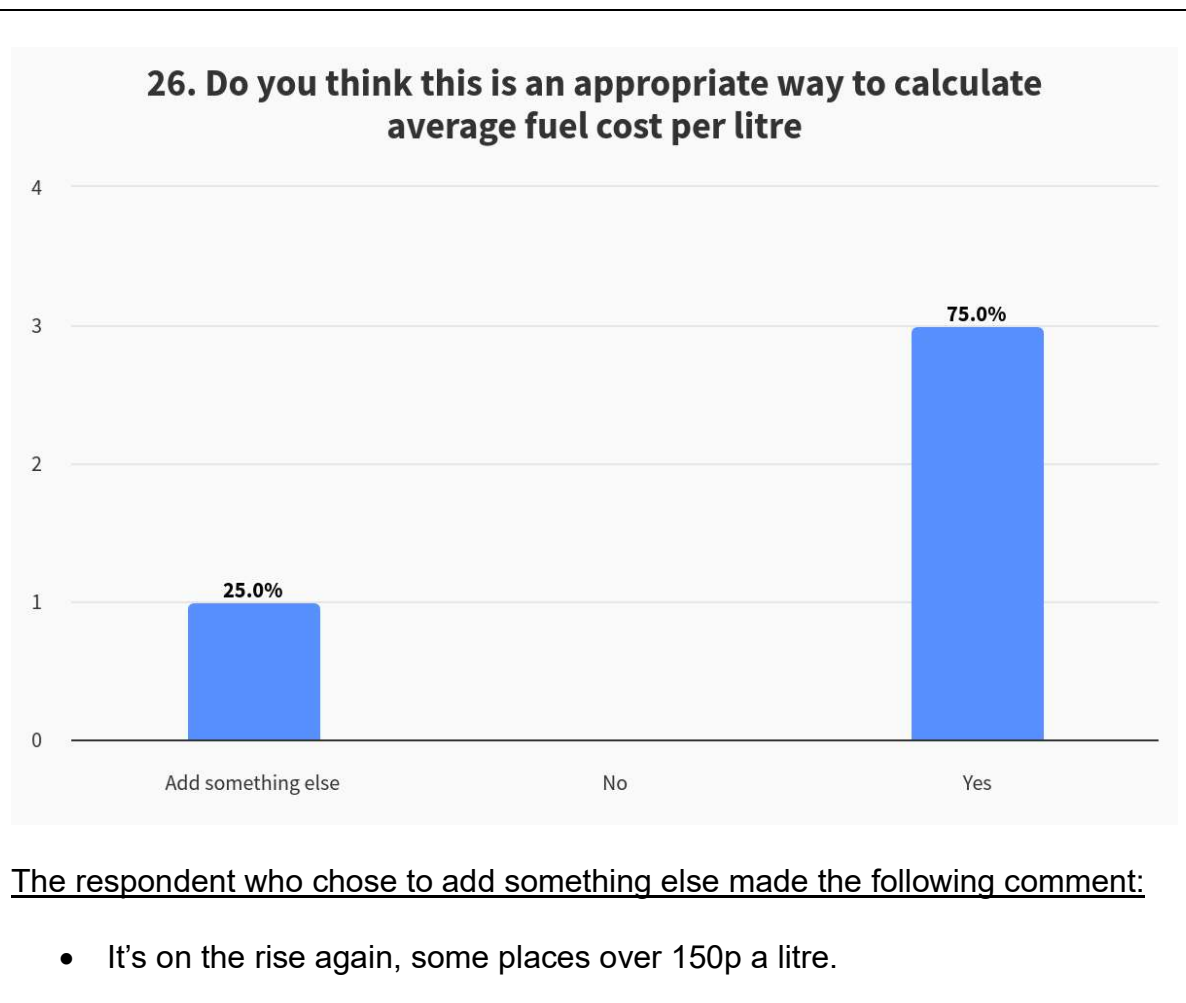
We therefore intend to calculate an average cost of fuel per litre from the last month of data and add on an additional 5 pence per litre to allow for any upward changes to the cost of fuel that may occur during the year.

Most vehicles licensed in East Devon are diesels and we intend to base the figures on the cost of diesel fuel.

The most recent statistics give an average figure of 140.8 pence per litre for diesel fuel over the last month.

This will give a figure of 145.8 pence per litre when the additional 5 pence per litre is added on.

Responses received:



Cost of tyres

Question:

27. Please let us know whether you think £742.50 is an accurate figure for the cost of tyres?

The cost of replacing tyres is a relevant cost factor involved in running a taxi in East Devon.

We have estimated the average cost of replacement tyres to be 2.97 pence per mile.

This works out at an annual cost of £742.50 for a vehicle averaging 25,000 miles per year.

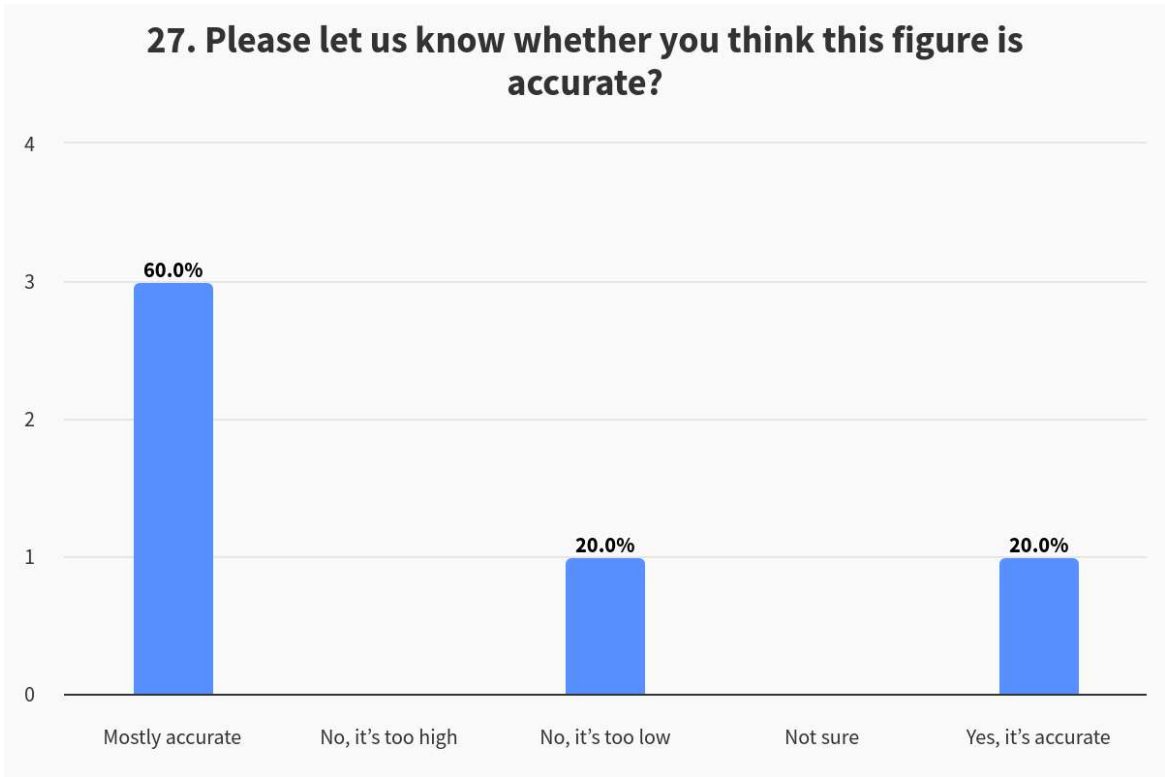
Calculation information for annual cost of tyres.

We need to calculate the average annual cost of tyres for a taxi operating in East Devon. We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the typical running cost of tyres in 2014 would have been 2.06 pence per mile.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give a typical cost of tyres in 2024 of: 2.97 pence per mile.

This means that a vehicle averaging 25,000 miles per year would spend £742.50 on tyres each year.

Responses received:

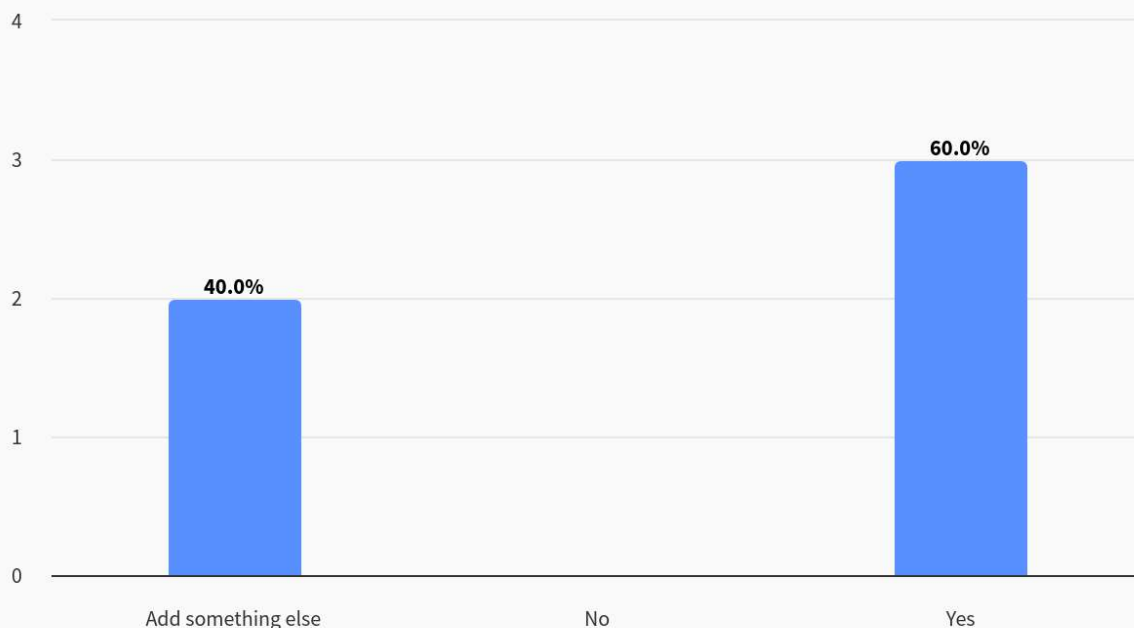


Question:

28. Do you think this is a suitable way of calculating the cost of tyres?

Responses received:

28. Do you think this is a suitable way of calculating the cost of tyres?



The respondents who chose to add something else made the following comments:

- “We bought premium all season tyres due to wanting to be able to drive safely in wet and cold weather. £750 all round.”
- “Need to include wheel alignment, also potholes kill tyres and the roads are in bad state.”

Cost of service labour

Question:

29. Please let us know whether you think 3.30p per mile is a suitable average figure for the cost of service labour?

The cost of service labour is a relevant cost factor involved in running a taxi in East Devon. We have estimated the average cost of service labour for an East Devon taxi (not including replacement parts) to be 3.30 pence per mile. This works out at an annual cost of £825 for a vehicle averaging 25,000 miles per year.

Calculation information for cost of service labour

Service labour costs cover normal servicing and parts replacement taking UK average labour rates.

We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the average service labour costs in 2014 would have been 2.29 pence per mile.

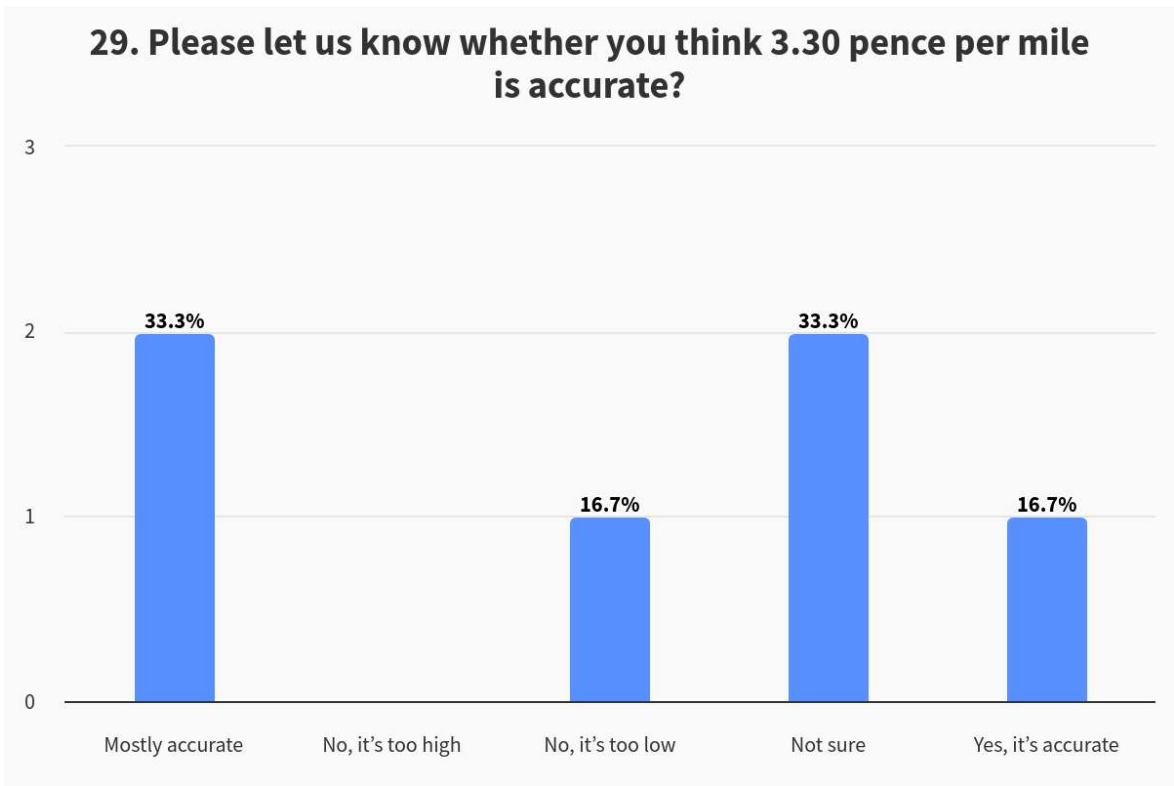
Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give an average cost of service labour in 2024 of: 3.30 pence per mile.

This means that a vehicle averaging 25,000 miles per year would spend £825 on service labour costs (not including replacement parts) each year.

Please let us know whether you think this figure is accurate and whether you think this is a suitable way of calculating the cost of service labour?

It would be very helpful if you can provide us with any invoices you have for any services, MOTs or repairs your taxi has had this year. We will then look at the labour costs itemised to inform our calculations.

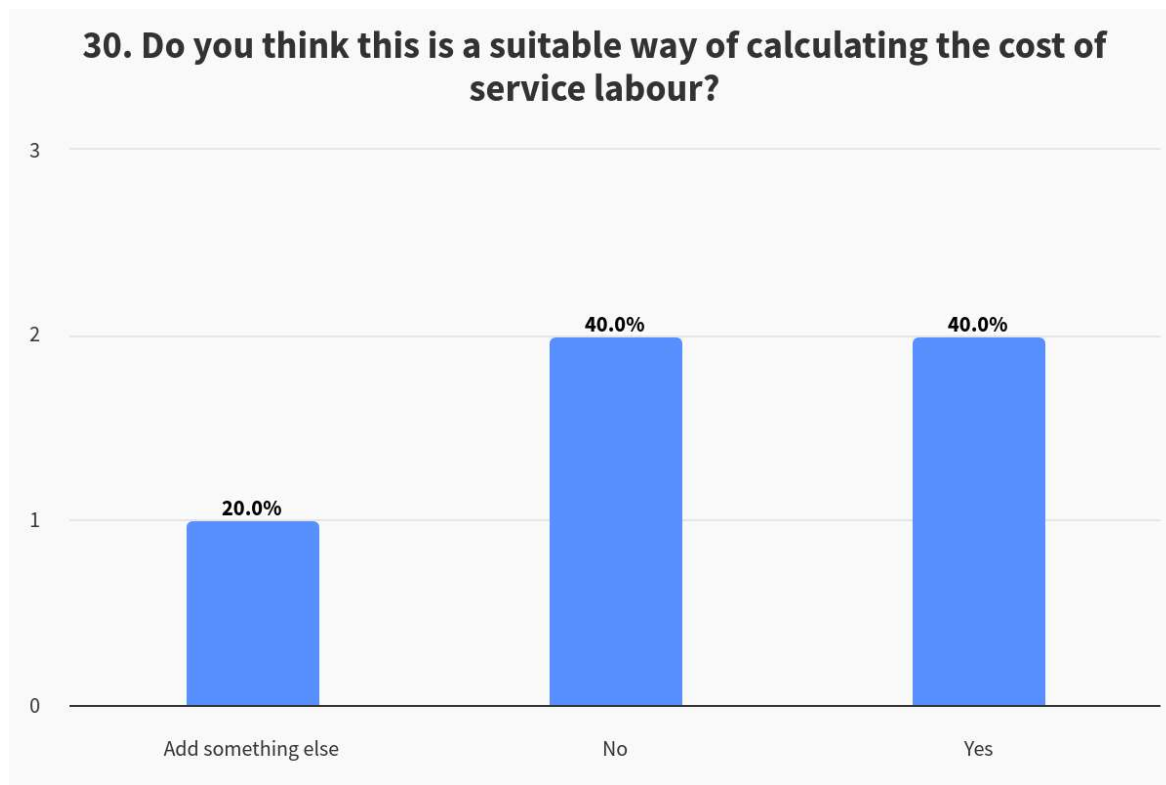
Responses received:



Question:

30. Do you think this is a suitable way of calculating the cost of service labour?

Responses received:



The respondent who chose to add something else made the following comment:

- “Never know year on year when something will go on car and needs to go in garage.”

Cost of replacement parts

Question:

31. Please let us know whether you think 3.65 pence per mile is accurate for the cost of replacement parts?

The cost of replacement parts is a relevant cost factor involved in running a taxi in East Devon. We have estimated the average cost of replacement parts for an

East Devon taxi to be 3.65 pence per mile. This works out at an annual cost of £912.50 for a vehicle averaging 25,000 miles per year.

Calculation information for cost of replacement parts

Replacement parts include items that may require replacement through normal driving conditions such as brake materials, oils, filters, bulbs, wipers etc.

We intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the average cost of replacement parts in 2014 would have been 2.53 pence per mile.

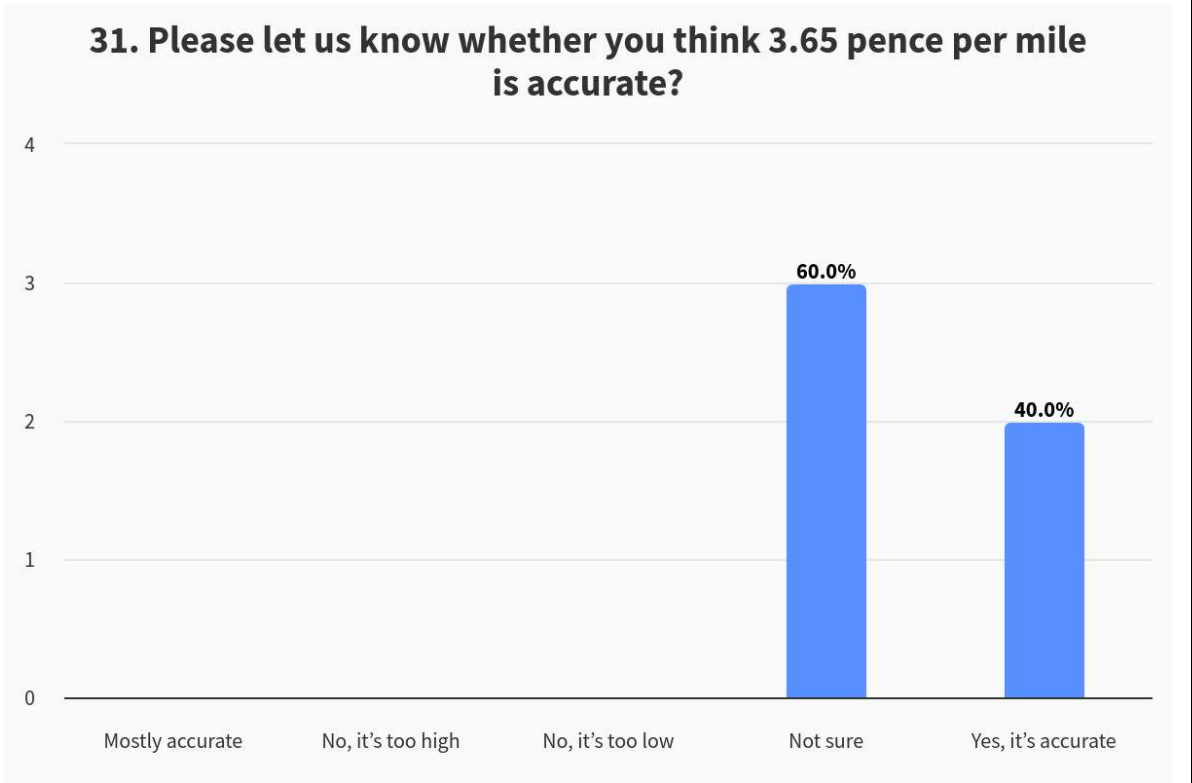
Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give an average cost of service labour in 2024 of: 3.65 pence per mile.

This means that a vehicle averaging 25,000 miles per year would spend £912.50 on replacement parts.

Please let us know whether you think this figure is accurate and whether you think this is a suitable way of calculating the annual cost of replacement parts?

It would be very helpful if you can provide us with any invoices you have for any services, MOTs or repairs your taxi has had this year. We will then look at the parts costs itemised to inform our calculations.

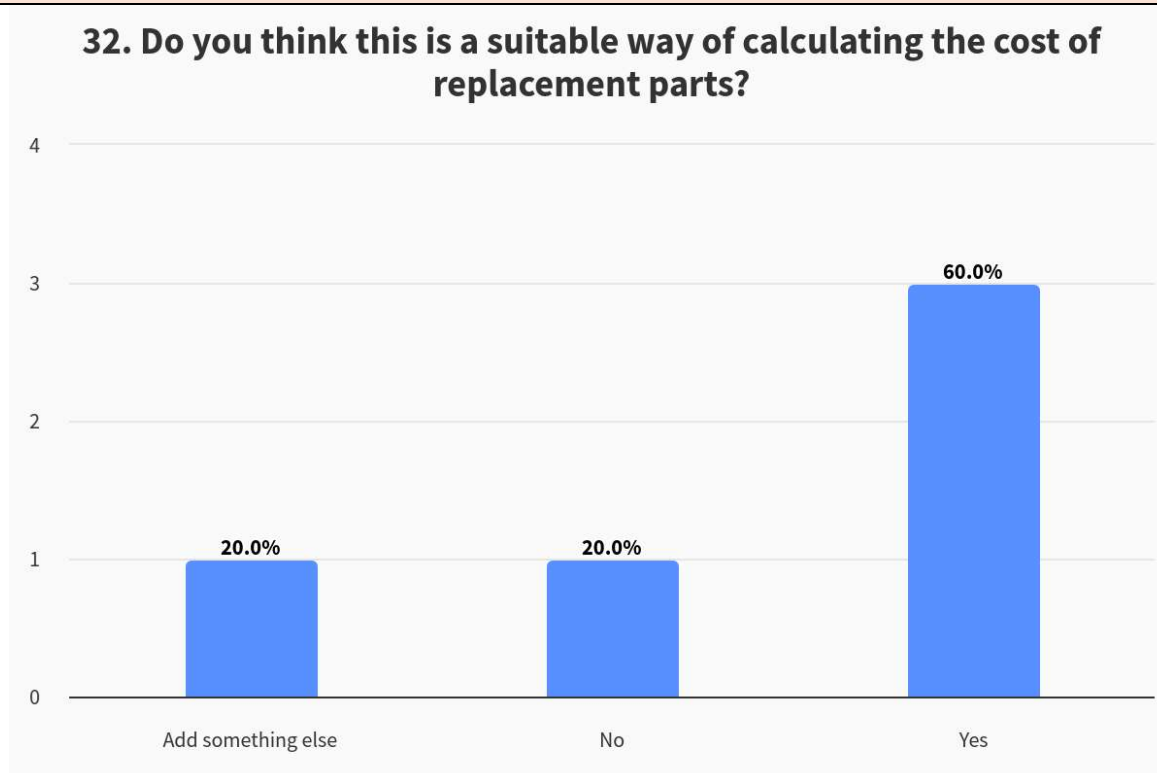
Responses received:



Question:

32. Do you think this is a suitable way of calculating the cost of replacement parts?

Responses received:



The respondent who chose to add something else made the following comment:

- “Never know when parts are going to go up.”

Cost of keeping your taxi clean

Question:

33. How much do you estimate that you spend annually on cleaning your taxi?

The cost of cleaning your taxi may be a relevant cost factor involved in running a taxi in East Devon. We need your help to calculate this.

Calculation information for annual car cleaning costs

Car cleaning costs would include the cost of cleaning products and/or the cost of the car wash. This is not a figure included in the AA Motoring Costs Report 2014 but we consider it relevant for East Devon taxis as they are expected to be in a clean and tidy condition at all times. We do not have any figures to inform this calculation.

Responses received:

The responses to this question varied significantly and ranged from between £260 up to £1440. The average mean cost quoted was £892 and the average median cost quoted was £960.

Cost of parking and tolls

Question:

34. Please can you let us know if you regularly pay any parking fees, tolls or anything similar?

The cost of parking and tolls may be a relevant cost factor involved in running a taxi in East Devon. We have estimated the average cost of parking and tolls for an East Devon taxi to be 2.88 pence per mile. This works out at an annual cost of £720 for a vehicle averaging 25,000 miles per year.

Calculation information for annual cost of parking and tolls

We need you to tell us if this cost factor is relevant to taxis in East Devon?
Please can you let us know if you regularly pay any parking fees, tolls, or anything similar?

If feedback suggests that this is relevant to East Devon, we intend to use the AA Motoring Costs Report figures from 2014 to calculate this. This report states that, for a vehicle within the middle price bracket, the average cost of parking and tolls in 2014 would have been 2.00 pence per mile.

Adjusted for inflation using the ONS RPI Motoring Expenditure Costs Index, this would give an average cost of service labour in 2024 of: 2.88 pence per mile. This means that a vehicle averaging 25,000 miles in a year would spend £720 on parking and tolls.

Responses received:

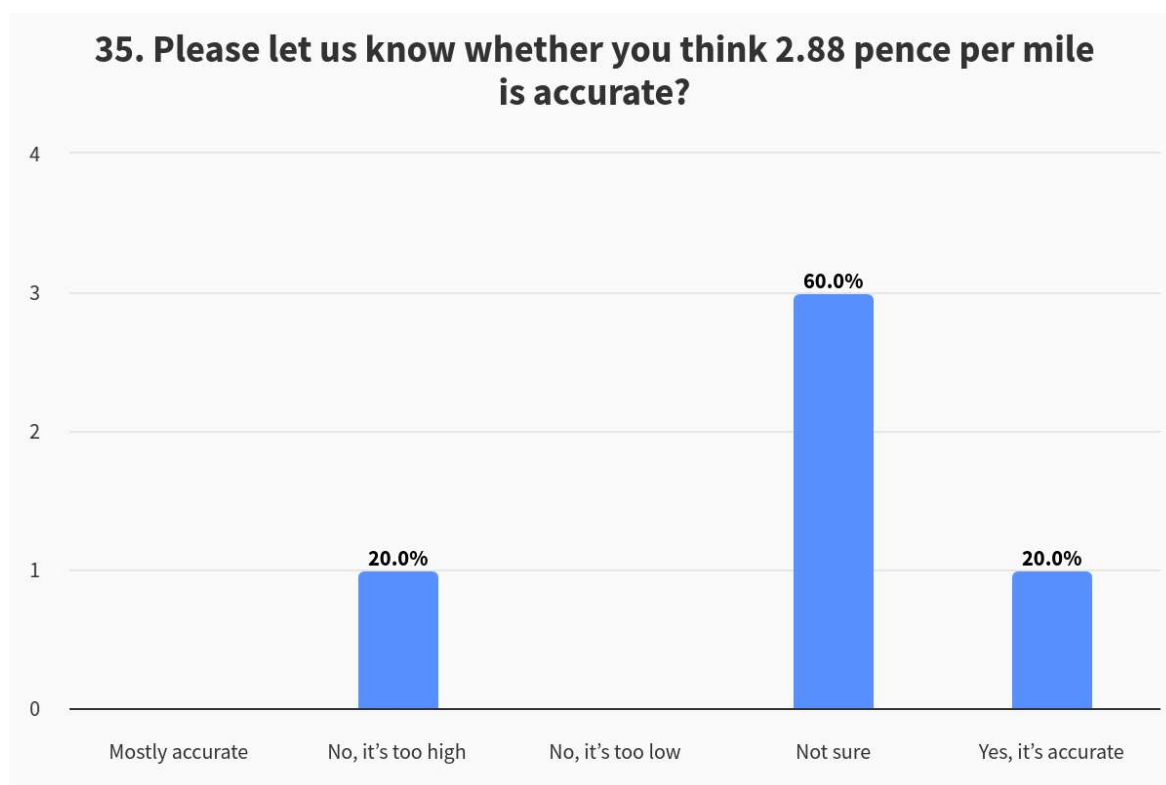
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- “Airport drop off charges only really.”
- “Ad hoc.”
- “Gatwick, Heathrow, Bristol £6 every visit. Bournemouth, Southampton, Exeter £5 every visit.”
- “£5, Exeter airport. However cost passed to customer, informed at time of booking.”
- “Passed onto customers.”

Question:

35. Please let us know whether you think 2.88 pence per mile is accurate for the average cost of parking and tolls?

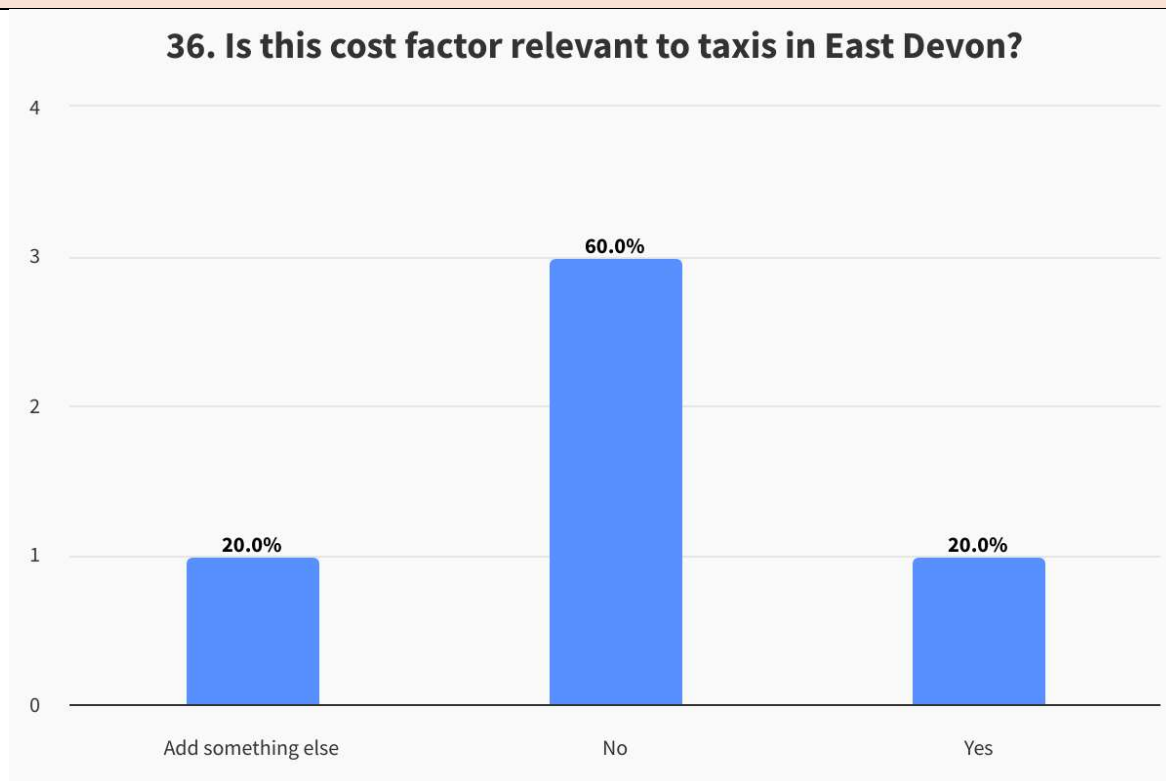
Responses received:



Question:

36. Is the cost of parking and tolls a relevant cost factor for taxis in East Devon?

Responses received:



The respondent who chose to add something else made the following comment:

- “Pass to customer this cost.”

Cost of permits

Question:

37. Is the cost of permits a relevant cost factor for taxis in East Devon?

The cost of permits such as station rank permits or bus lane permits may be a relevant cost factor involved in running a taxi in East Devon.

Responses received:

One respondent replied stating:

- “None.”

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Cost of hackney carriage vehicle licence fee

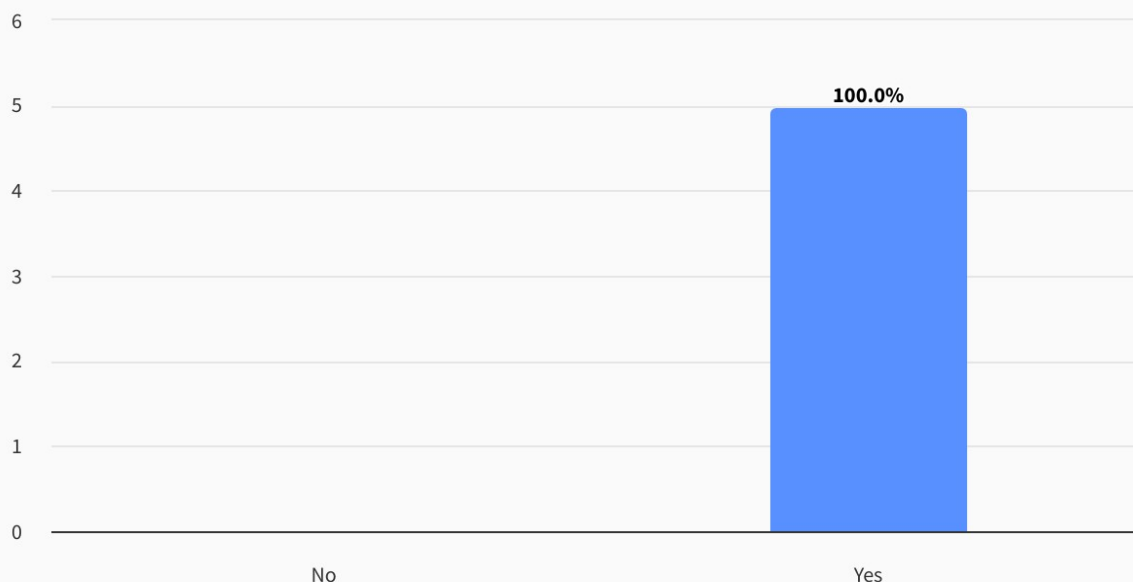
Question:

38. East Devon's current fee for a 1-year hackney carriage vehicle licence is £262. Do you think this should be included as a cost factor?

East Devon's current fee for a 1-year hackney carriage vehicle licence is £262.

Responses received:

38. East Devon's current fee for a 1-year hackney carriage vehicle licence is £262. Do you think this should be included as a cost factor?



Cost of vehicle compliance tests

Question:

39. Please let us know whether you think £75 is an accurate estimate for the cost of vehicle compliance tests?

All taxis in East Devon have regular vehicle compliance tests and this is a relevant cost factor involved with running a taxi in the district.

We have estimated the average annual cost of vehicle compliance tests to be £75.

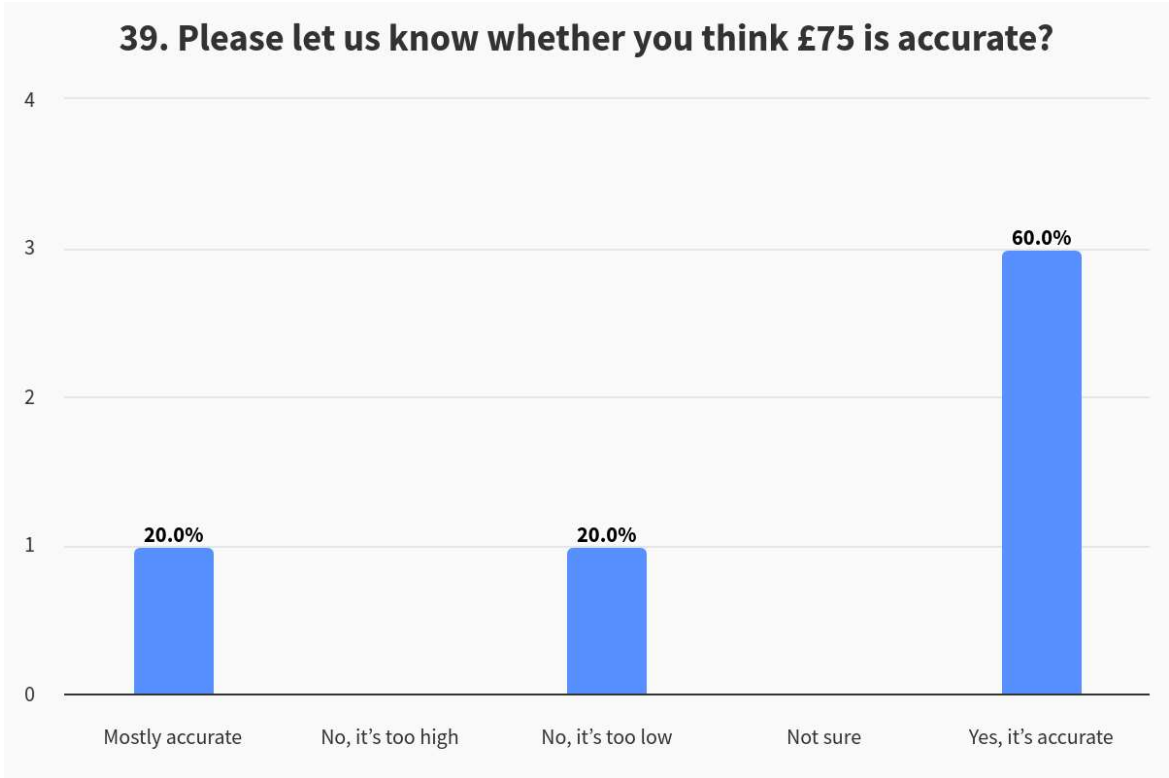
Calculation information for vehicle compliance test fees

We have estimated the average cost of an East Devon vehicle compliance test (completed by an MOT registered garage) to be £50 per test.

East Devon taxis that are under the age of 8 years old generally undergo one vehicle compliance test each year. East Devon taxis that are over the age of 8 years old (less than 50% of the fleet) generally undergo two vehicle compliance tests each year.

We therefore intend to include an average cost of £75 for vehicle compliance tests each year.

Responses received:



Question:

40. How much did your most recent vehicle compliance test cost?

Please provide us with a figure for this and provide any evidence you have available to support this (garage invoices etc).

Responses received:

- “£75”
- “N/a”
- “£54.85, however loss of earnings whilst off road. Also older vehicles you require to have 2 tests a year”
- “£62”

Cost of hackney carriage driver licence

Question:

41. Do you think the cost of a hackney carriage driver licence should be included in the cost calculations?

All taxi drivers must hold a valid hackney carriage driver licence, and this is a relevant cost factor involved in running a taxi in East Devon.

We intend to use the 1-year hackney carriage driver licence fee of £104 per year when estimating the cost of this.

Calculation information for annual hackney carriage driver licence fee

East Devon’s current fee for a 1-year hackney carriage driver licence is £104.

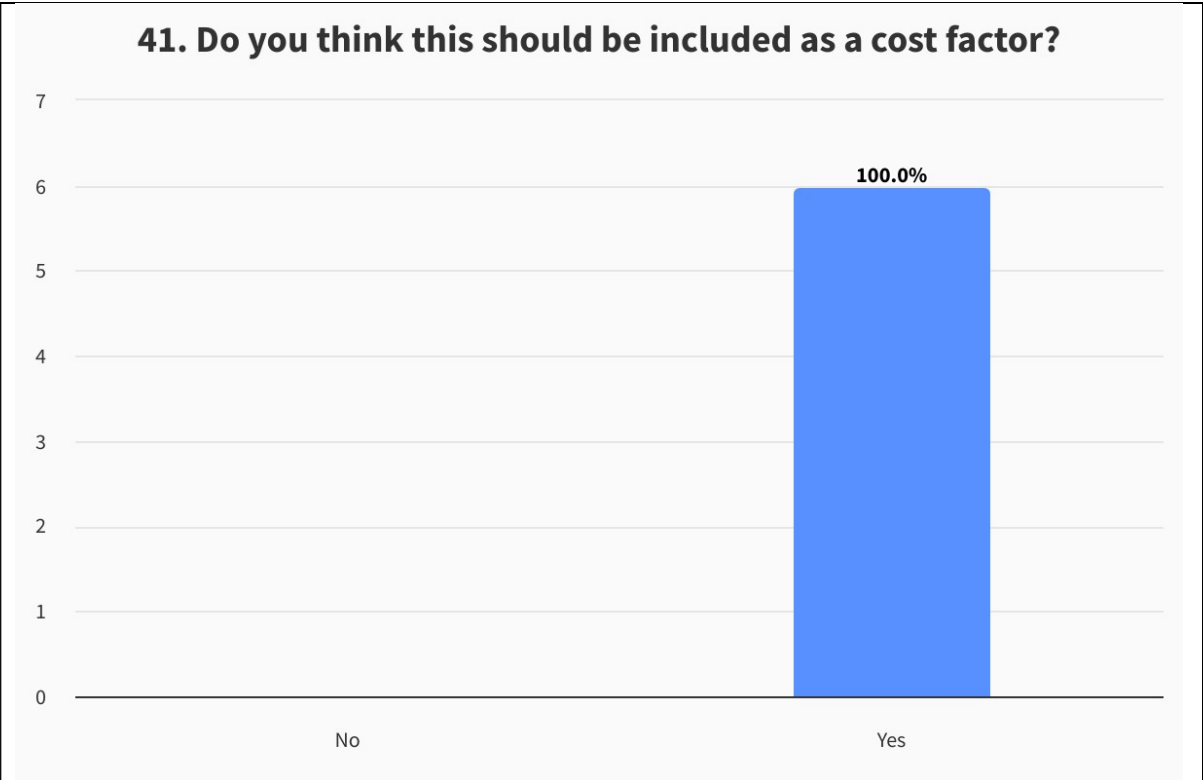
East Devon’s current fee for a 3-year hackney carriage driver licence is £229.

There is also a £15 fee on initial licensing to cover the cost of the badge.

We intend to use the 1-year hackney carriage driver licence fee to calculate the annual cost of a hackney carriage driver licence as most East Devon drivers renew annually.

This would give a figure of £104 per year.

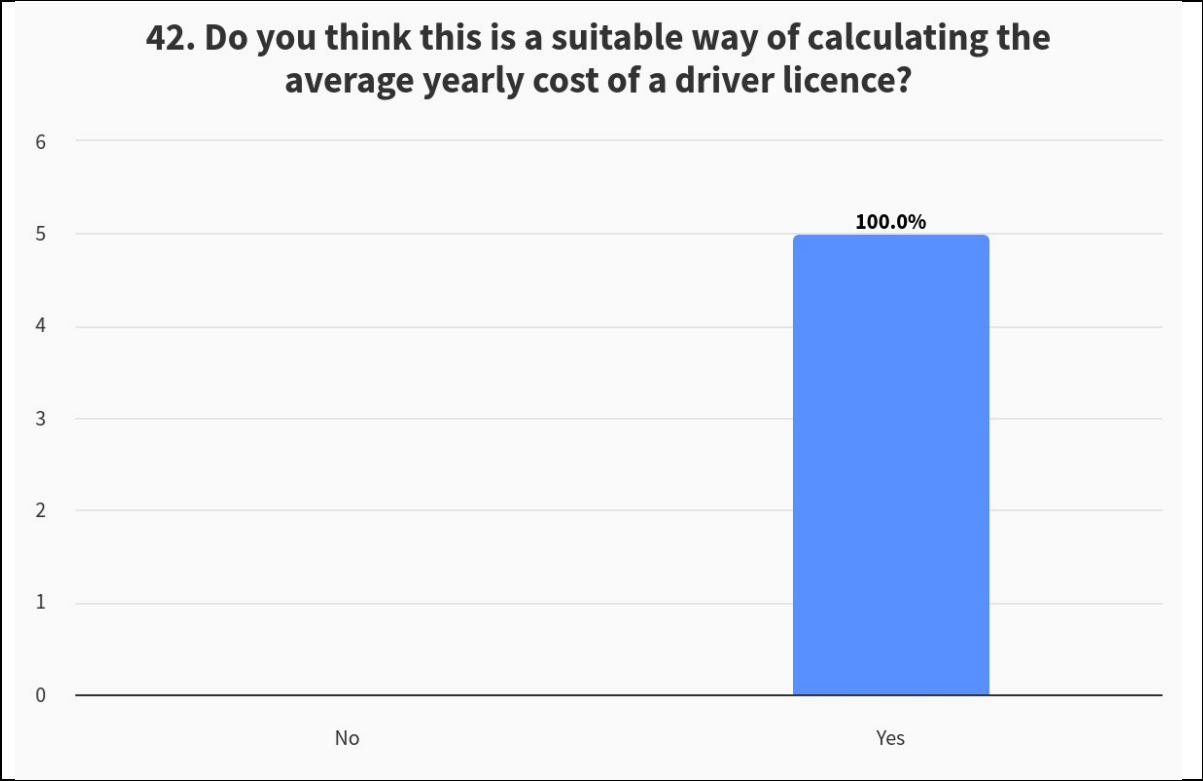
Responses received:



Question:

42. Do you think this is a suitable way of calculating the annual cost of a hackney carriage driver licence?

Responses received:



Cost of providing a roof sign and meter

Question:

43. Do you think the cost of providing a roof sign and meter should be included as a cost factor?

All taxis in East Devon must display a roof sign and have a taximeter fitted. The purchase, installation, and maintenance charges for the roof sign and meter are relevant cost factors involved with running a taxi in the district. We have estimated the average annual cost to be £63.50.

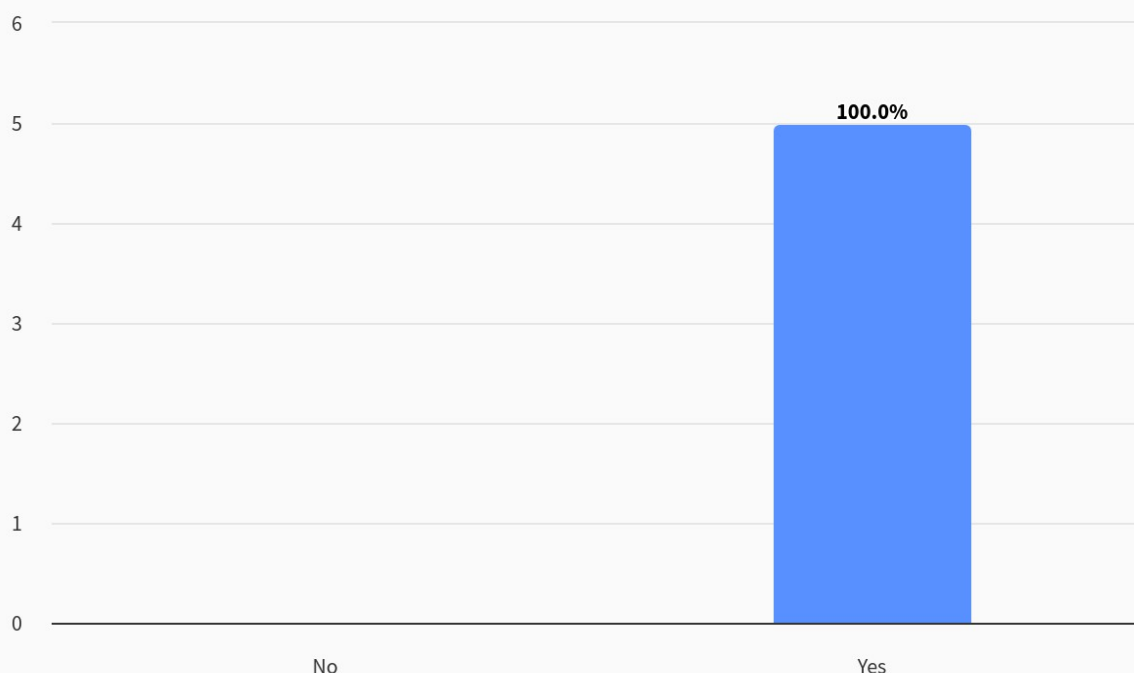
Calculation information cost of providing a roof sign and meter

We have researched the cost of obtaining a roof sign through a council approved meter engineer and have used these figures to calculate an estimated cost of a roof sign as being £60. We have researched the cost of obtaining a meter through a council approved meter engineer and have used these figures to calculate an estimated cost of a taximeter as being £325.

This gives a total cost of the meter and roof sign of £385. Over a 10 year period this is an approximate cost of £38.50 per year. In addition, an annual meter recalibration costs approximately £25 which gives a total yearly cost for a meter and roof sign of £63.50 per year.

Responses received:

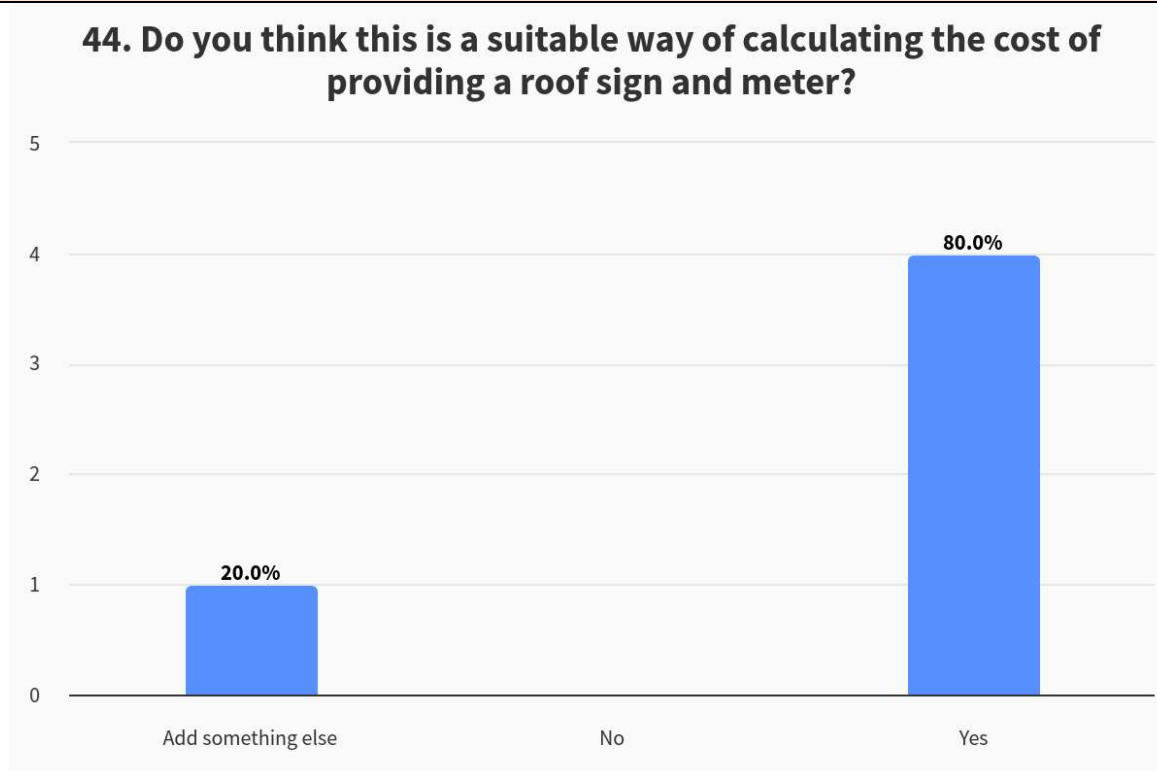
43. Do you think this should be included as a cost factor?



Question:

44. Do you think this is a suitable way of calculating the cost of providing a roof sign and meter?

Responses received:



The respondent who chose to add something else made the following comment:

- “Think it should be more - especially when also paying for meter updates.”

Cost of medical report

Question:

45. Do you think the cost of a medical report form should be included as a cost factor?

All taxi drivers must have regular medicals to make sure they are fit to drive, and this is a relevant cost factor involved in running a taxi in East Devon.

We have estimated the average yearly cost of medicals to be £20.

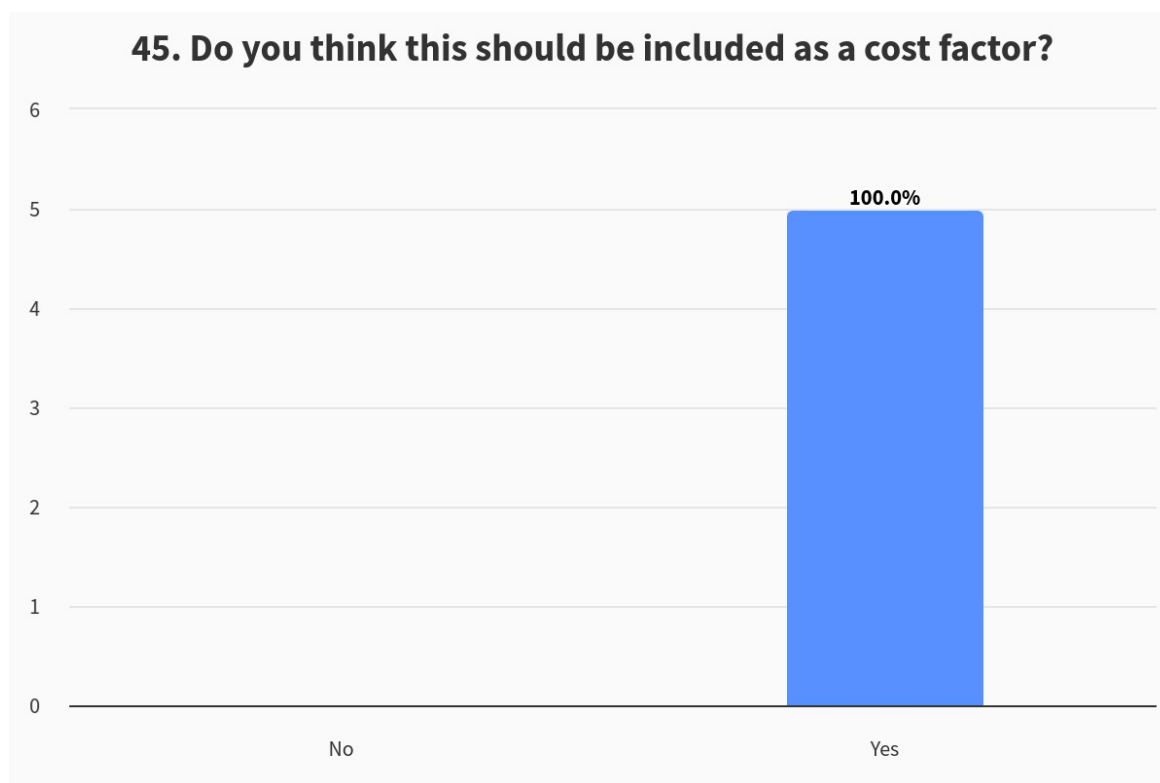
Calculation information for cost of medical report

All East Devon hackney carriage drivers are required to undergo regular medicals at differing frequencies.

We have calculated the percentage of our drivers that will not require a further medical until 45 years of age, the percentage of our drivers who undertake 5-yearly medicals and the percentage of our drivers that undertake yearly medicals.

We have used these calculations to estimate a mean annual cost for this. While we are aware of the fees D4Drivers charge for carrying out a medical examination, we have less data on the fees charged by GPs.

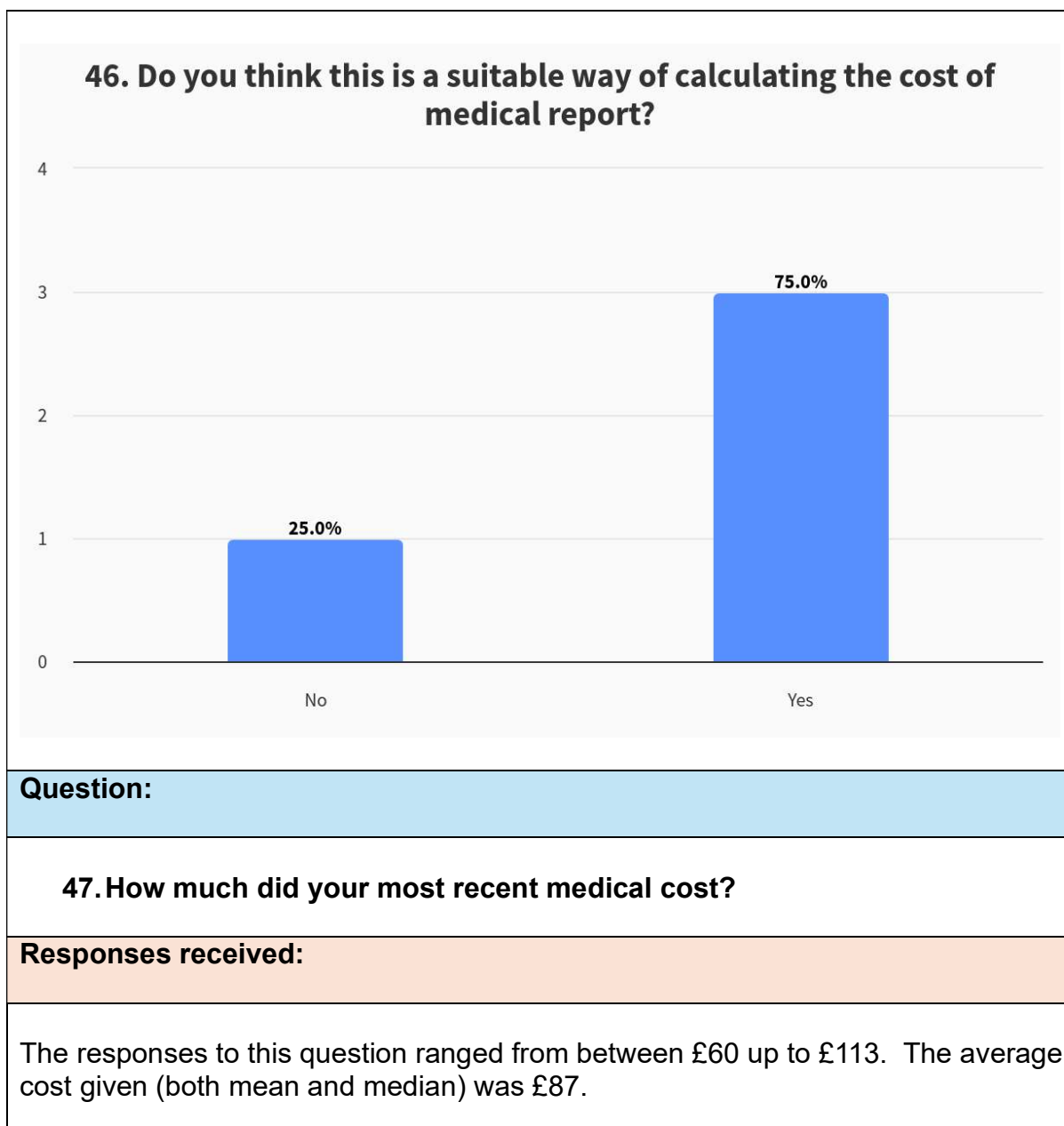
Responses received:



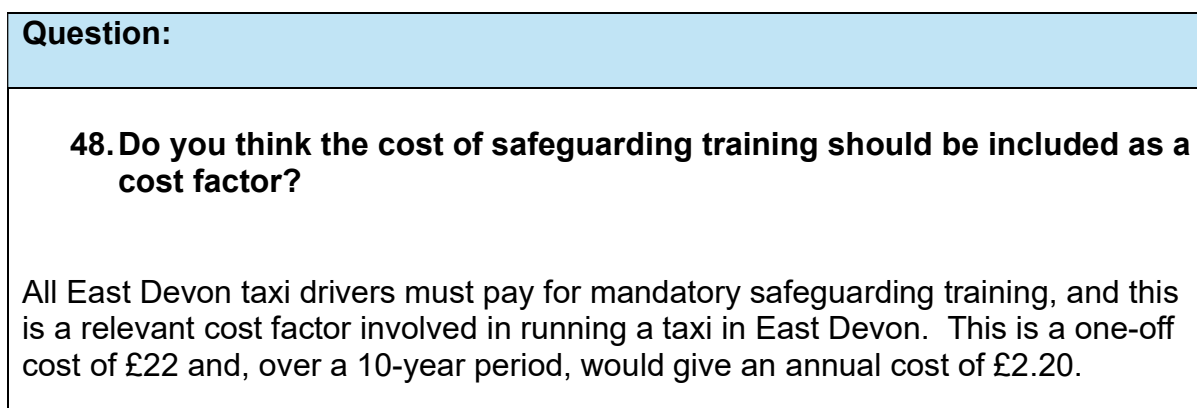
Question:

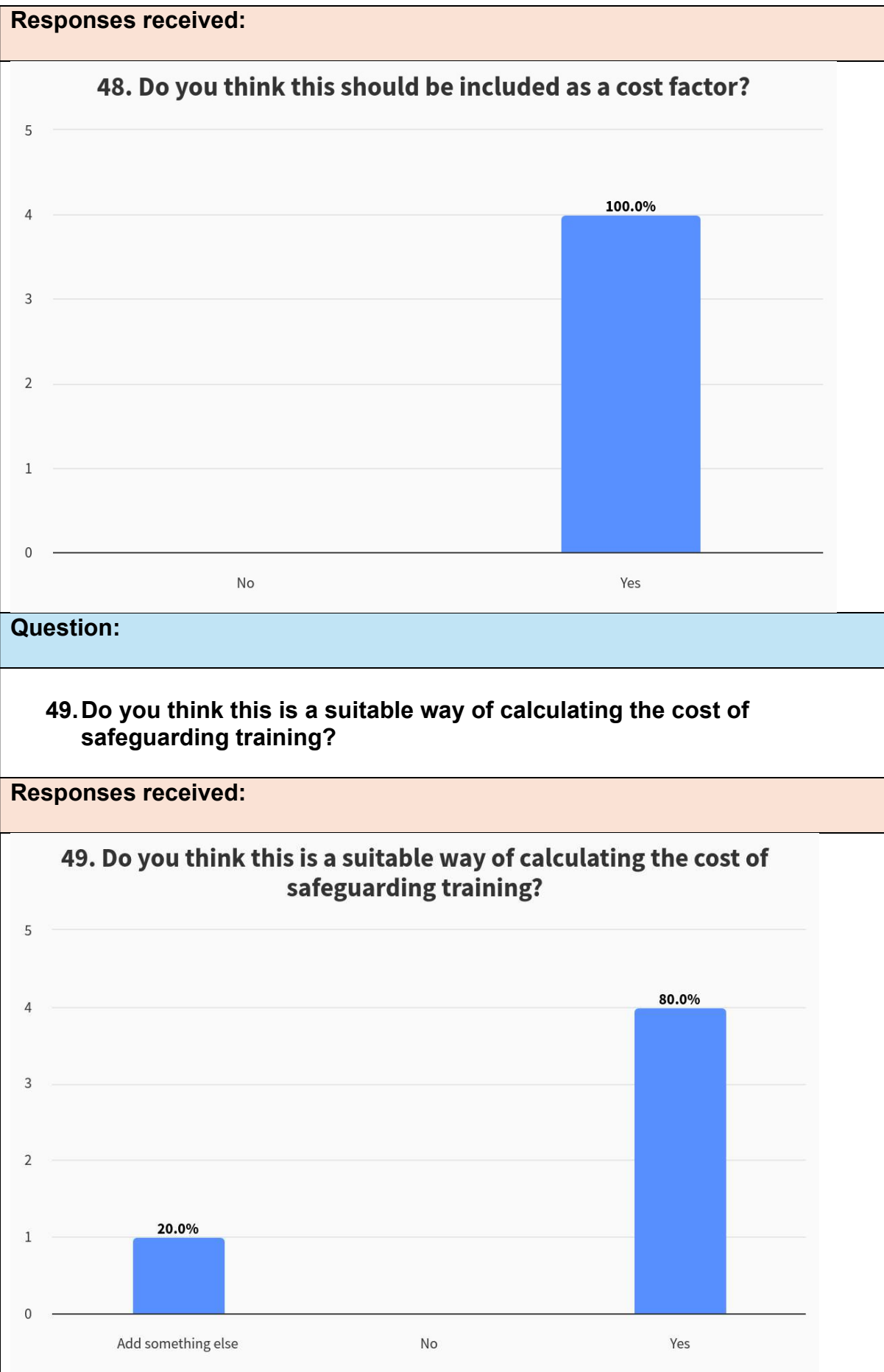
46. Do you think this is a suitable way of calculating the cost of the medical report?

Responses received:



Cost of safeguarding training





The respondent who chose to add something else made the following comment:

- “Also the time I could be working instead of online training.”

Cost of DBS update service subscription

Question:

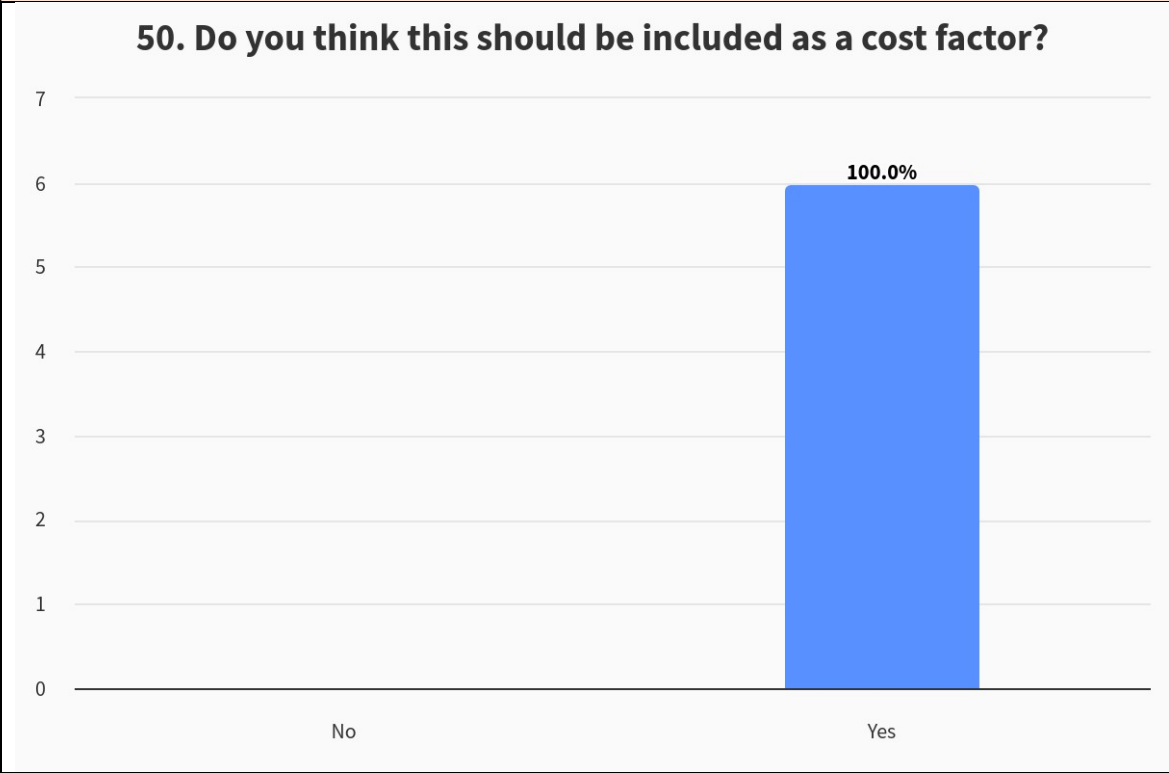
50. Do you think the cost of the DBS update service subscription should be included as a cost factor?

All taxi drivers must undergo six-monthly DBS checks, and this is a relevant cost factor involved in running a taxi in East Devon. We have estimated the cost to be £16 a year.

Calculation information for annual cost of DBS update service subscription

The current annual cost of a subscription to the DBS update service is £16. We recommend that all of our drivers register their enhanced DBS certificate with the DBS update service to allow 6 monthly DBS status checks to be carried out. We will be assuming that all of our drivers have signed up to the DBS update service after their initial DBS when calculating these figures.

Responses received:

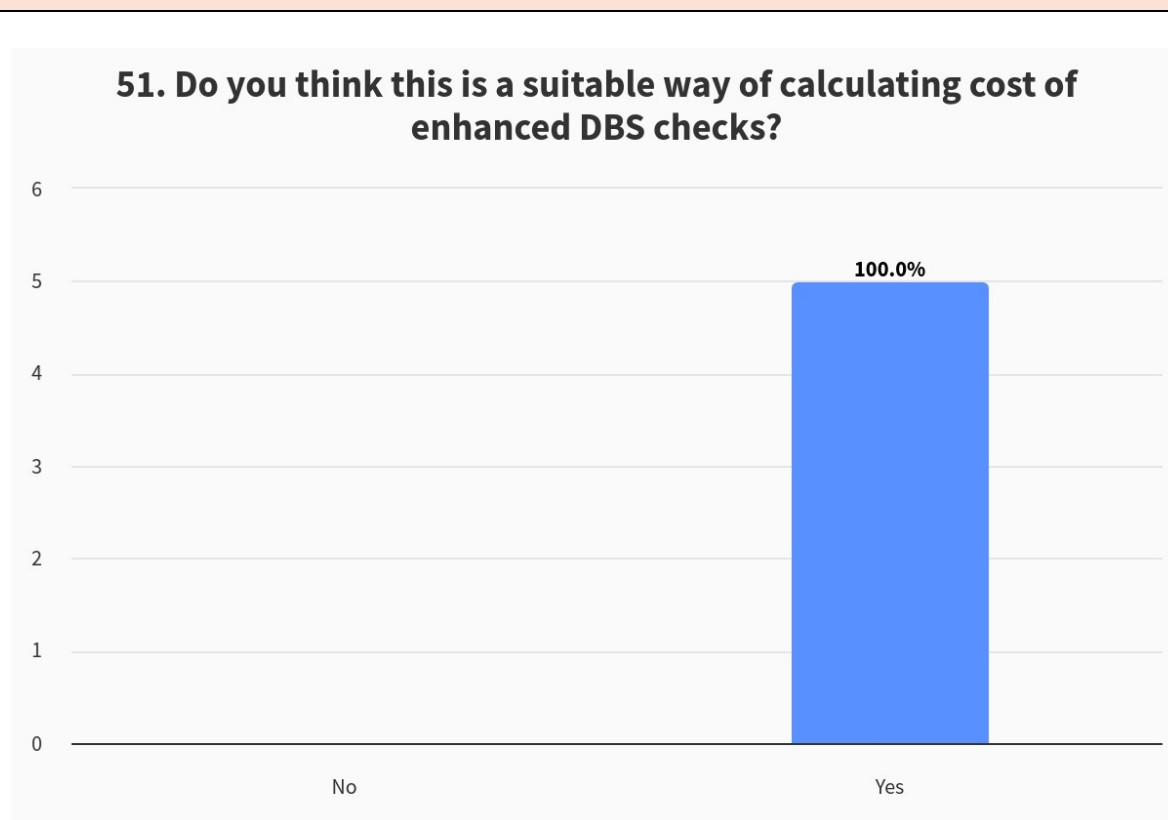


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Question:

51. Do you think this is a suitable way of calculating the cost of enhanced DBS checks?

Responses received:

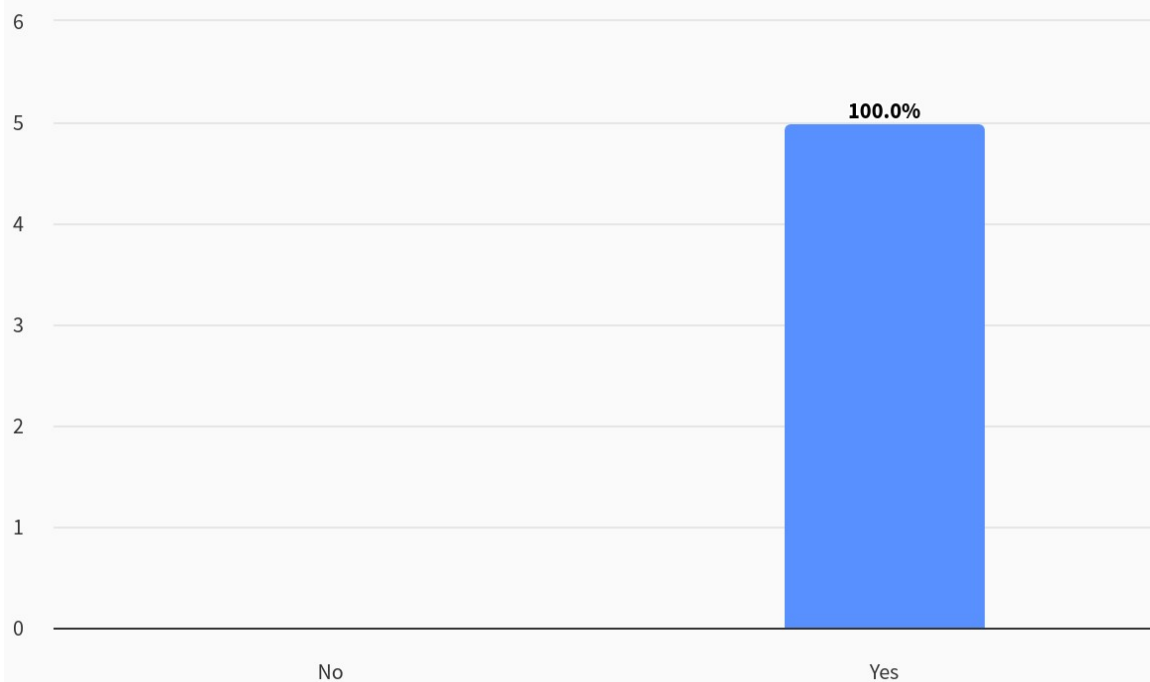


Cost of card payment terminal

Question:

52. Do you think the cost of a card payment terminal should be included as a cost factor?

Response received:

52. Do you think this should be included as a cost factor?**Question:****53. Do you have a card payment terminal in your taxi? If so, how much did it cost initially and are there any ongoing running costs?**

The cost of a card payment terminal may be a relevant cost factor involved in running a taxi in East Devon. We don't know how many East Devon drivers have a card payment terminal in their vehicle or, the yearly cost of these terminals and we need your help to calculate this.

Responses received:

- "1.69% of transactions. 70% of customers pay by card. £80000 a year takings. £946.40 a year goes to the card company. £75 to but the machine to start with."
- "Can't recall the initial cost but fairly low. 1.5% fee on transactions but frankly, we try not to use it as there is such poor 4G coverage in the area."
- "£69.00 to purchase the unit + 0.125% every transaction."
- "£72/month rental cost for 4 terminals one per vehicle. Also a % is taken from each transaction depending on card type plus a 3p per transaction. this can vary month to month depending on usage but somewhere in the region of £40- £65 a month."
- "Yes 1.69% of the fare."

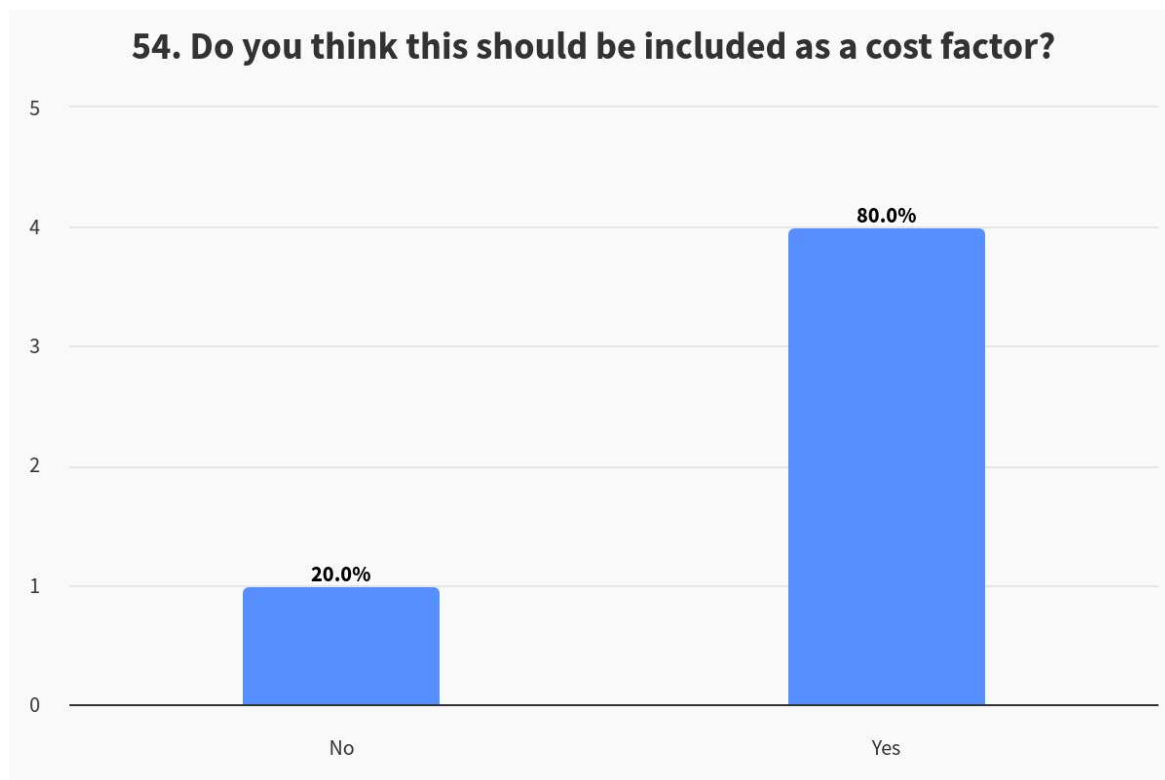
Cost of CCTV

Question:

54. Do you think the cost of CCTV should be included as a cost factor?

CCTV is not a mandatory requirement for East Devon taxis but is encouraged and we know some East Devon taxis have CCTV systems fitted so this may be a relevant cost factor involved in running a taxi in East Devon. We have estimated the cost of an approved CCTV system to be £500 using data held on record about the price of CCTV systems used by drivers in our district. An allowance of £80 per year (over a 10-year period) to cover the cost of the unit together with any servicing costs is considered reasonable.

Responses received:

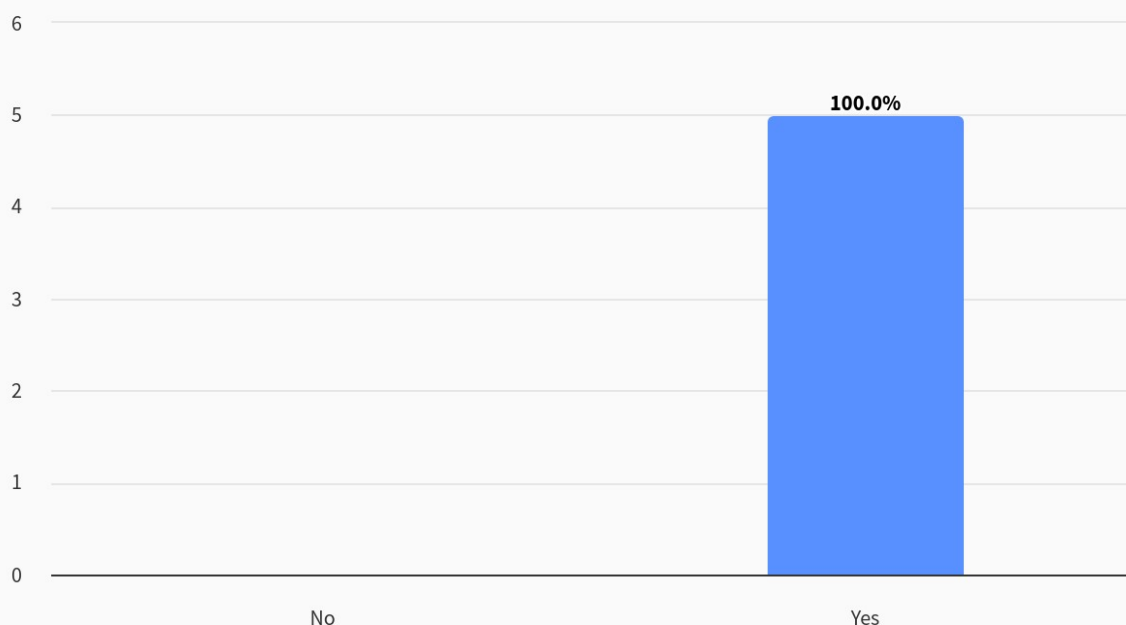


Question:

55. Do you think this is a suitable way of calculating the cost of CCTV (per year)?

Responses received:

55. Do you think this is a suitable way of calculating the cost of CCTV (per year)?



Question:

56. Do you have a CCTV system installed in your vehicle? If yes, what was the initial cost, and are there any ongoing expenses associated with it?

Responses received:

- "I do but I didn't have to so it shouldn't be included."
- "Initial cost was high, around £700."
- "£80 for the camera + £20 for SD card."
- "No."
- "No not yet."

Cost of first aid kit and fire extinguisher

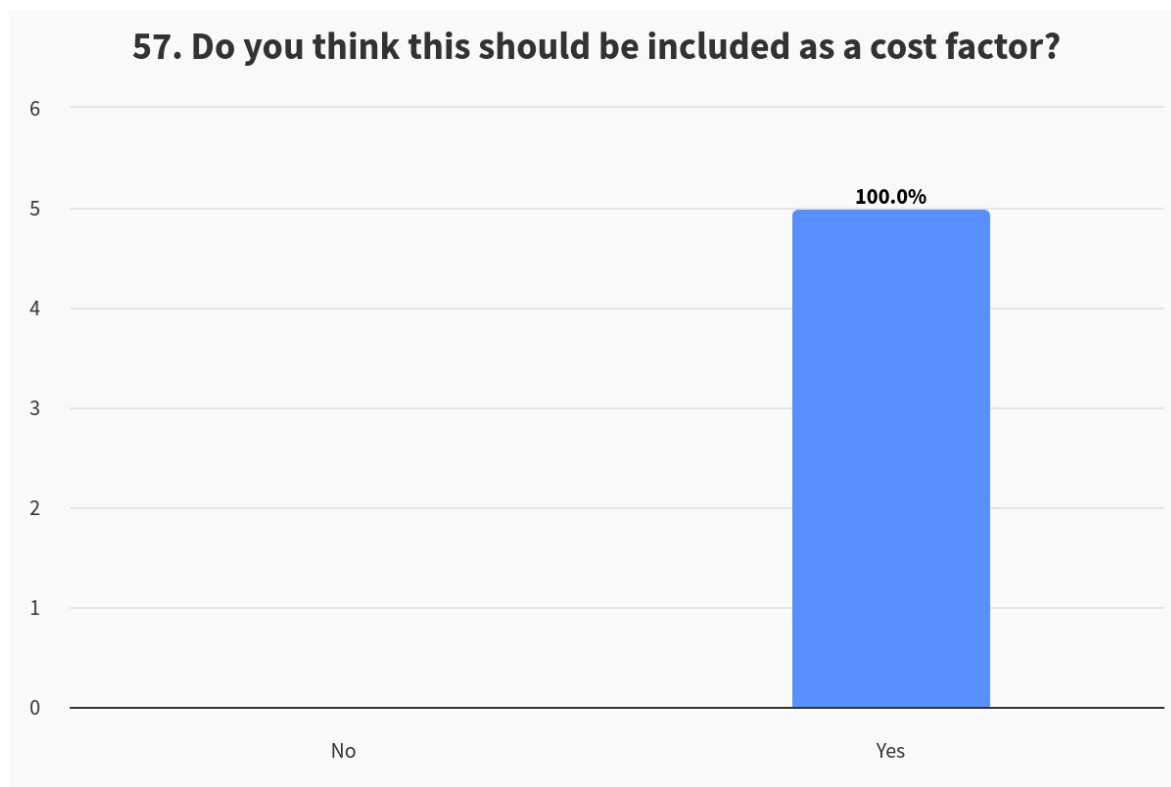
Question:

57. Do you think the cost of a first aid kit and fire extinguisher should be included as a cost factor?

All East Devon taxis must have a first aid kit and fire extinguisher in the vehicle.

We estimate the cost of a first aid kit to be £20 and the cost of a fire extinguisher to be £15. Over 10 years we have estimated that you would need to buy these at least twice and we therefore consider £10 per year to be a suitable allowance.

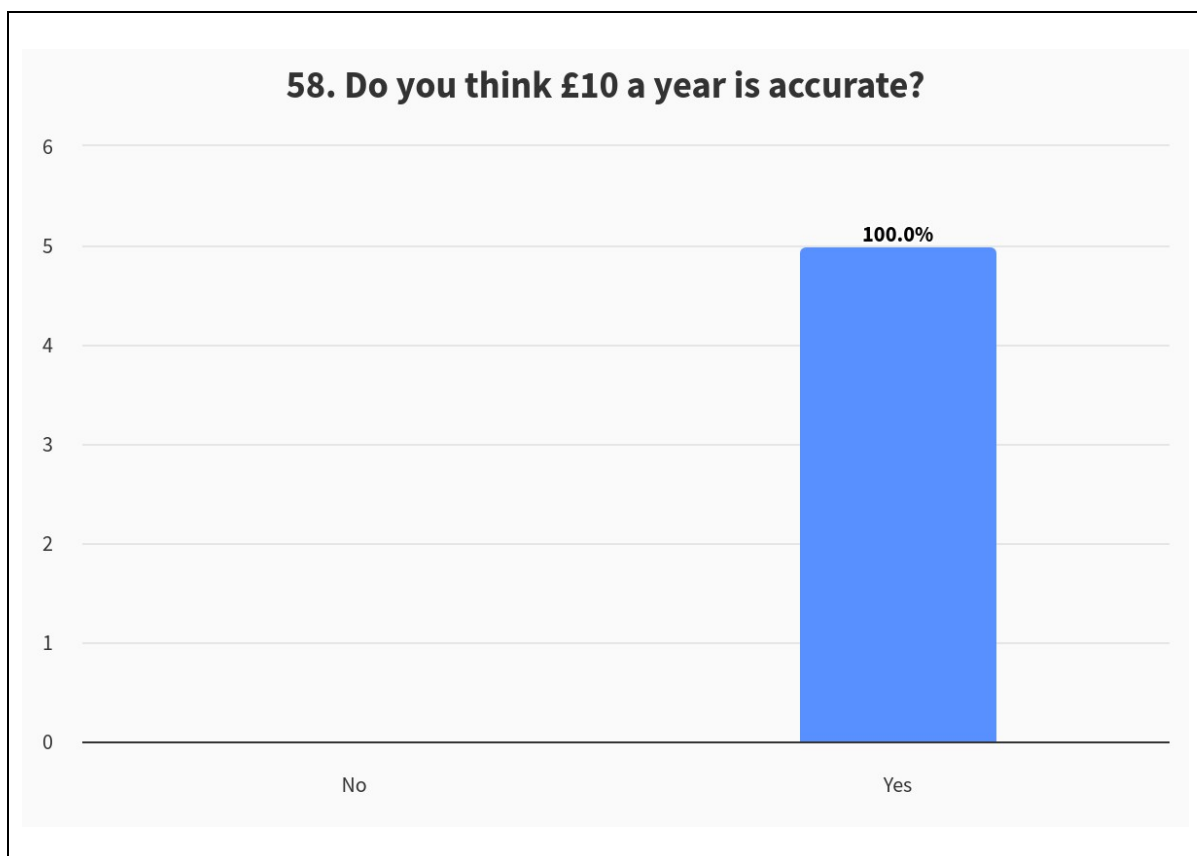
Responses received:



Question:

58. Do you think £10 a year is an accurate average cost of providing a first aid kit and fire extinguisher?

Responses received:



General questions relating to the fare review and existing fare tariff

Question:

59. Please let us have your comments on the existing fare tariff.

You can tell us what you think about the table of fares, what you think about the three separate tariffs and whether you have any comments about the chargeable extras:

Responses received:

- "I don't like the odd pence system and would be nicer for everybody involved if the fare ended in a nomination of 10p but I think the actual prices are fine and should be left alone. Everybody who has spoken to me regarding this doesn't want any change at all. We're all quite happy with how it is. I think this is why you haven't had any responses."
- "The additional fare for additional passengers seems rather low. T2 should cover Saturdays as well as Sundays. I also think T3 could be applied

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between midnight and 6 am, otherwise, what's the incentive to do a trip in the middle of the night? Otherwise I think the tariff is pretty fair.”

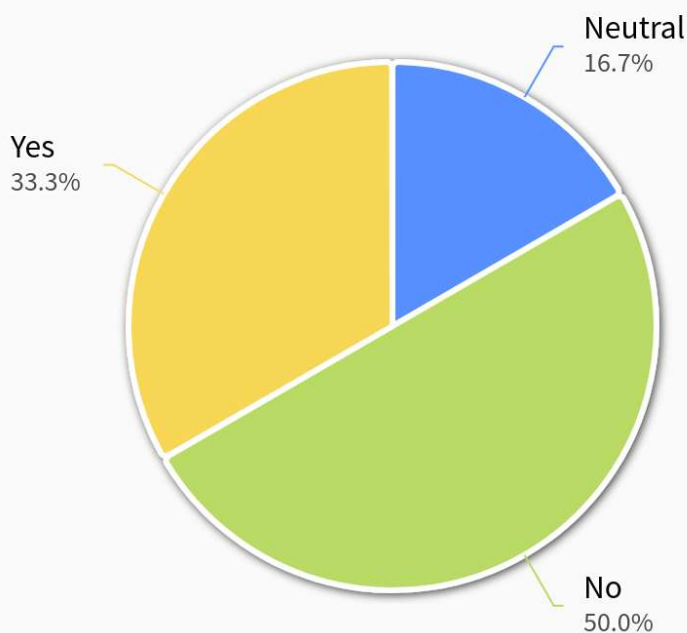
- “The 3 tariffs are reasonable, but I think that there should be an additional tariff for 6 & 8 seater vehicles and the additional tariff only accessible in these vehicles as not to let abuse in 4 seaters.”
- “Any fare increase would be good as everything relating to vehicles i.e. servicing costs. parts , insurance , fuel is on the increase but we are a service and in area that has an ageing population I would hate to think of people being housebound due to escalating taxi prices.”
- “Keep 3 tariffs, change the times, daytime to 8 am - 6pm, night rate to 6pm-8am”
- “I think the fare tariffs on all three levels at the present time are in my view a fair price for both taxi drivers and fare paying customers.”

Question:

60. Do you think a fare review is necessary at this time?

Responses received:

60. Do you think a fare review is necessary at this time



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Question:
61. Are there any other costs associated with running a taxi in East Devon that haven't been mentioned in the survey?
Responses received:
<ul style="list-style-type: none">• "Can't think of any."• "Office staff, labour costs vary due to demand and if its viable to pay staff. Accounting/Pay roll, National insurance up by £150 a month from April; Stationary, Bank charges, Telephone system, Garage rent. Loan/credit cards. VAT on voluntary rate, means we can charge contract work ie DCC the 20% rate but not fare customers. However we have to pay 10% of our takings in VAT but we can't claim any VAT back unless it's on new purchase over £5000."• "Needs reviewing every year."

Question:
62. Do you have any further views on any items relevant to taxi fares which would benefit both the licensed trade and passengers?
Responses received:
<ul style="list-style-type: none">• "I'm happy to bring down my invoices and costs to the office, but don't have these available to scan in."• "I think the main thing you've got wrong, certainly being based in Seaton, is that the dead mileage is a lot higher than you estimated. Nobody ever waits for taxis in the taxi bays and a minority of passengers want to go to or from Seaton itself. Often our live miles are one side of a three-sided triangle. The current fares are reasonable but the booking fee maximum could be higher in some instances given the dead mileage."

Question:

63. Please let us know whether you think a booking fee is necessary and any comments you have about this?

Booking fee

The existing East Devon hackney carriage fare tariff includes a maximum booking fee of £13.20 which can be charged only if customers have been informed of this at the time of booking. Guildford Borough Council do not include a booking fee in their fare tariff table as dead mileage has already been accounted for within the calculations.

Responses received:

- "Yes - for jobs that start and finish outside of town. For example if I'm in Exmouth and somebody wants a Sidmouth to Sidmouth job."
- "Yes, as our live miles are mostly one side of a three sided triangle. The current fares are reasonable but the booking fee maximum could be higher in some instances given the dead mileage. Our dispersed geography and population is very different to Guildford and this must be taken into account."
- "Still feel like it needs to stay as an option, so we as the trade if we need to add to a fare as on a new tariff it's not a financially viable we would have a way to recover the cost."
- "Yes because of the way East Devon is set out."