

## Regulation and Licensing Committee

Conference Rooms 2/3 (FHWGF.007/FHWGF.008), Ground Floor, Fife House, North Street, Glenrothes



Tuesday, 10 March, 2026 - 9.30 a.m.

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### AGENDA

Page Nos.

1. **APOLOGIES**
  2. **DECLARATIONS OF INTEREST** – In terms of Section 5 of the Code of Conduct, members of the Committee are asked to declare any interest in particular items on the agenda and the nature of the interest(s) at this stage.
  3. **MINUTE** – Meeting of Regulation and Licensing Committee of 10<sup>th</sup> February 2026. 5-6
  4. **TAXI FARE SCALE REVIEW** – Report by Head of Legal and Democratic Services. 7- 86
  5. **POLICE REPRESENTATION - MUHAMMAD SALEEM - TAXI DRIVER-(NEW APPLICATION) - 3 YEARS** 87-89  

Consideration of a new application for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland ) Act 1982.
  6. **POLICE REPRESENTATION - CHRISTINE PATERSON – (NEW APPLICATION) - 1 YEAR** 90-93  

Consideration of a new application for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland ) Act 1982.
  7. **POLICE REPRESENTATION - ADALET RYUSTEM - TAXI DRIVER (RENEWAL) - 3 YEARS** 94-97  

Consideration of a renewal application for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland ) Act 1982.
- The Committee is asked to resolve, under Section 50(a)(4) of the Local Government (Scotland) Act 1973, as amended, to exclude the public and press from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph(s) 4 and 13 of part 1 of schedule 7a of the Act.
8. **CONSIDERATION OF POSSIBLE SUSPENSION - ADALET RYUSTEM** 98-104  

The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard.

- 9. CONSIDERATION OF POSSIBLE SUSPENSION - TWANA AMIN** 105-119
- The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard.
- 10. CONSIDERATION OF POSSIBLE SUSPENSION - ROBERT MORGAN** 120-127
- The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard.
- 11. CONSIDERATION OF POSSIBLE SUSPENSION - ADAM PARK** 128-134
- The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard.
- 12. CONSIDERATION OF POSSIBLE SUSPENSION - ANTONY BARBER** 135-138
- The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard. The representative for Police Scotland (Fife Division) will report.
- 13. CONSIDERATION OF POSSIBLE SUSPENSION - JAMES GLEN** 139-146
- The committee is asked to consider exercising power of suspension under paragraph 11 to the Civic Government (Scotland) Act 1982 in respect of the undernoted licence, and in terms of sub paragraph (7) of said paragraph11 to afford the licenceholder an opportunity to be heard.
- 14. SYNOPSIS OF MEETING WITH TAXI TRADE - 3RD FEBRUARY 2026** 147-148

**Members are reminded that should they have queries on the detail of a report they should, where possible, contact the report authors in advance of the meeting to seek clarification.**

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3 March, 2026

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## **BLENDED MEETING NOTICE**

This is a formal meeting of the Committee and the required standards of behaviour and discussion are the same as in a face to face meeting. Unless otherwise agreed, Standing Orders will apply to the proceedings and the terms of the Councillors' Code of Conduct will apply in the normal way

For those members who have joined the meeting remotely, if they need to leave the meeting for any reason, they should use the Meeting Chat to advise of this. If a member loses their connection during the meeting, they should make every effort to rejoin the meeting but, if this is not possible, the Committee Officer will note their absence for the remainder of the meeting. If a member must leave the meeting due to a declaration of interest, they should remain out of the meeting until invited back in by the Committee Officer.

If a member wishes to ask a question, speak on any item or move a motion or amendment, they should indicate this by raising their hand at the appropriate time and will then be invited to speak. Those joining remotely should use the "Raise hand" function in Teams.

All decisions taken during this meeting, will be done so by means of a Roll Call vote.

Where items are for noting or where there has been no dissent or contrary view expressed during any debate, either verbally or by the member indicating they wish to speak, the Convener will assume the matter has been agreed.

There will be a short break in proceedings after approximately 90 minutes.

Members joining remotely are reminded to have cameras switched on during meetings and mute microphones when not speaking. During any breaks or adjournments please switch cameras off.

Conference Rooms 2/3 (FHWGF.007/FHWGF.008), Ground Floor, Fife House, North Street, Glenrothes

10 February, 2026

9.30 am - 12.00 pm

**PRESENT:** Councillors Tom Adams (Convenor), Patrick Browne, Anne Marie Caldwell, Margaret Kennedy, Louise Kennedy-Dalby, Carol Lindsay, Donald Lothian, David MacDiarmid, Nicola Patrick, Gordon Pryde, Jonny Tepp

**ATTENDING:** Tom Brown, Lead Officer, Craig Ritchie, Enforcement Officer, Kimberley Langley, Solicitor, Sergeant Neil Ewing, Police Scotland.

**APOLOGIES FOR ABSENCE:** Councillors Alistair Cameron, John OBrien, Darren Watt

**279. DECLARATIONS OF INTEREST**

No Declarations of Interest were submitted in terms of Standing Order No 22.

**280. MINUTE**

The committee considered the minute of the meeting of the Regulation and Licensing Committee of 13<sup>th</sup> January 2026.

**Decision**

The committee approved the minute.

**281. OPPOSED APPLICATION - LAWRENCE EDGAR - TAXI DRIVER (RENEWAL) 1 YEAR**

The committee considered an application for a taxi drivers' licence for which Police comments had been made. The applicant did not attend.

**Decision**

The committee agreed to refuse the licence on the grounds that the applicant was not considered a fit and proper person to hold the licence due to the information received.

**282. CONSIDERATION OF POSSIBLE SUSPENSION - LEE ROBERT GILMOUR**

The committee considered exercising power of suspension under paragraph 11 of the schedule 1 of the Civic Government (Scotland) Act 1982 having heard the representative for Police Scotland (Fife Division) and the applicant.

**Decision**

## 2026 RL 196

The committee agreed to suspend the licence unanimously and agreed to suspend the licence for the unexpired portion of the licence.

### **283. OPPOSED APPLICATION - RADOSOSLAW PYCHOWSKI - TAXI DRIVER (NEW APPLICATION) - 1 YEAR**

The committee considered an application for a taxi drivers' licence for which Police comments had been made. Representations were heard from the Police Representative and the applicant.

#### **Decision**

The committee refused the application on the basis that the applicant was not a fit and proper person to be the holder of a licence.

10<sup>th</sup> March 2026

Agenda Item No. 4

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## TAXI FARE SCALE REVIEW

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Report by: Head of Legal and Democratic Services

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Wards Affected: All

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### Purpose

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This report relates to the current review of the taxi fare structure for Fife. The purpose of this report is to advise and inform the Committee of the outcome of the public consultation undertaken in connection with the statutory review of the current scale of taxi fares.

### Recommendation(s)

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It is recommended that the Committee:-

- (1) further considers the taxi fare review representations received from taxi operators contained in Appendix 1 to this report, previously considered by the Committee on 9<sup>th</sup> September 2025;
- (2) further considers the table illustrating the current operational taxi fare scales effective from 3<sup>rd</sup> June 2024 contained in Appendix 2 previously considered by Committee on 9<sup>th</sup> September 2025;
- (3) further considers the table illustrating the taxi fare scales proposed by Committee on 9<sup>th</sup> September 2025 contained in Appendix 3;
- (4) considers the written representations received following the public consultation on the proposed taxi fare scales proposed by Committee contained in Appendix 4;
- (5) considers the tables illustrating the taxi fare scales proposed by taxi operators/association following public consultation contained in Appendix 5;
- (6) fix the taxi fare scales (including waiting charges) either by choosing from the illustrated options within Appendices 3 and/or 5 respectively or otherwise;
- (7) delegates authority/powers to the Head of Legal and Democratic Services to implement the fixed taxi fare scales following section 17(4D), 4( E) and (5) of the Civic Government (Scotland) Act 1982 as amended;
- (8) notes that the fare scales represent the maximum fares chargeable by taxi operators/drivers and are not compulsory fares;
- (9) notes the requirements in terms of taxi meter changes within the body of the report and determines to follow the process currently used in the event of any taxi meter change; and

- (10) determines the implementation date of the new taxi fare scales coming into effect in terms of section 18A(1) of the Civic Government (Scotland) Act 1982 as amended.

## **Resource Implications**

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There will be no financial implications to the Council arising from this report. In the event of the fare scales being changed requiring meter recalibration, there will be an associated cost to taxi operators.

## **Legal & Risk Implications**

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There are no direct risk implications arising from the recommendations of the report.

There is a statutory requirement to complete the review within Eighteen (18) months of the previous review undertaken on 3<sup>rd</sup> June 2024.

This current review has not met the required timescales set out within the Civic Government (Scotland) Act 1982 as amended due to a delay which was reflected by the operational pressures associated therewith.

Following thereon, the legal implication arising from the report recommendations is that the Council continues to fulfil its duty to fix taxi fare scales at regular intervals in terms of section 17(2) of the Civic Government (Scotland) Act 1982 as amended.

Notwithstanding the current delay in fixing the taxi fare scales, it is important and of necessity to continue to conclude the cycle/process to ensure taxi operators are not disadvantaged.

## **Impact Assessment**

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Given the current economic climate, any fare increases could be perceived as being disproportionately prejudicial to those most affected by the cost of living crisis. This could consequently have a negative impact and result in those members of society being denied the use of taxi services due to increased costs.

## **Consultation**

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In terms of initiating the current review, the Licensing Section has consulted directly with every holder of a taxi vehicle licence and has considered the practices and tariffs of several local authorities within Scotland for benchmarking purposes.

Following the Committee decision of 9<sup>th</sup> September 2025 and conform to the provisions of section 17(4A)( c) of the Act, the proposed fare scales were published in the Dundee Courier and Advertiser, the Council's website and social media platforms. The publication stipulated that any person could make written representations regarding the proposals until 10<sup>th</sup> November 2025.

## 1.0 Background

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- 1.1 In terms of section 17 of the Civic Government (Scotland) Act 1982 as amended (the “Act”), the licencing authority must fix scales for the fares and other charges in connection with the hire or with the arrangements for the hire of a taxi, within 18 months, beginning on the date on which the scales came into effect. The current scales came into effect on 3<sup>rd</sup> June 2024. The current review was initiated on 12<sup>th</sup> August 2025 and as such, this exercise technically required to be completed by 3<sup>rd</sup> December 2025.
- 1.2 In fixing scales, the licensing authority may alter fares or other charges or fix fares or other charges at the same rates as they were previously. It should be noted that this exercise applies only to taxis and not to private hire cars.
- 1.3 Before fixing fares or other charges, the licensing authority must review the scale in accordance with section 17(4A) of the Act. In carrying out a review, the licensing authority must consult with persons or organisations appearing to be, or to be representative of, the operators of taxis operation within its area and, following such consultation, review the existing scales and propose new scales (whether at altered rates or the same rates). The proposed scales must then be published in a newspaper circulating in the area with an explanation of their effect and an indication of the proposed date on which they are to come into effect. The advertisement must also invite written representations by the relevant date from anyone wishing to make them. Finally, the Committee are required to consider any such representations received before finalising the scales and introducing them.
- 1.4 Reference is made to the minute of the meeting of this Committee of 9<sup>th</sup> September 2025 (2025 RL 174 refers), whereat the Committee, amongst other things, agreed an increase to the existing scale of 5% on Stage 1 fares and 10% on Stage 2 fares only with no uplift in respect of the fees for Extra Charges.
- 1.5 Authority was further delegated to the Head of Legal and Democratic Services to publish the proposed scales and invited further representations thereon subject to the requirement to prepare a further report outlining any such representations received within the designated timescales. The relevant background to the further consultation is set out within the Consultation section of this report.
- 1.6 Given that further representations were subsequently received within the designated timescales, this report is respectfully submitted in the discharge of that remit.

## 2.0 Issues and Options

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- 2.1 The setting of taxi fares is not an exact science, however, guidance given to Councils by the Traffic Commissioner states that Councils should attempt to calculate the charges and costs that taxi operators face. The current edition of the Best Practice Guidance issued by the Scottish Government in May 2023 endorses guidance issued by the Secretary of State in 1982, which in turn notes that “public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return, rather than by depressing fares for social reasons, however understandable.
- 2.2 In response to the public consultation on the proposed scales suggested and endorsed by the Committee, and as at the closing date of 10<sup>th</sup> November 2025, a total of Thirty eight (38) representations were timeously received, of which figure, Thirty seven (37) comprised objections to the level of fare scale uplift proposed by the Committee as set

out at paragraph 1.4 of this report. The above representations form Appendix 4 to this report and are respectfully referred to for their particular terms.

- 2.3 By way of a breakdown and consequent analysis of the representations received, two (2) objections were received from individual operators; one (1) objection was received from a taxi association; and Thirty four (34) objections were received from individual members or other associated with the aforementioned association utilising a pro forma style response. The remaining representation was received from a company specialising in taxi meter recalibration.
- 2.4 It is further observed and noted that whilst in relation to the public consultation requirement the majority of objections received and referred to, conform to paragraph 2.3 above, were submitted by operators/associations located in the East Zone it is, however, properly and fairly recognised and acknowledged that parties/taxi operators elsewhere In Fife responded under cover of the EFTA pro forma response. No direct representations were received from operators/associations located primarily in the other four zones. Notwithstanding the foregoing, however, the representations previously submitted and considered following the commencement/initiation of the current review form Appendix 1 to this report and are respectfully referred to for their particular terms.
- 2.5 The consensus views/opinions expressed by the operators and association support an uplift in relation to the Stage 1 and Stage 2 fare levels proposed and agreed by the Committee on 9<sup>th</sup> September 2025.
- 2.6 A further breakdown/analysis of the representations concludes that whilst the two individual taxi operators propose a modest/moderate uplift to round up the suggested fares to even amounts in respect of Stage 1 and Stage 2, the association are proposing an uplift of 20% on Stage 1; 30% on Stage 2; and 10% on sundry charges. It is noted that the pro forma responses from individual members of the association simply endorse and support that association's position and do not proffer any alternative/further views.
- 2.7 In terms of the rationale/explanation to support the proposed level of fare uplift, the representations disclose attendant impacts arising from increased costs and outlays arising from vehicle/fleet maintenance; vehicle/fleet purchase and replacement with specific reference to the 5 year vehicle age limit; insurance, fuel and other operational compliance costs (including local authority licensing fees); driver standard of living/continued occupation viability; and impacts on taxi meter recalibration.
- 2.8 Following the setting/fixing of fares, a date must be set for the new fares to come into effect in terms of section 18A(1) of the Act. This date will require to be notified to operators and thereafter published once the 14 day appeal period has expired. The effective date must also be at least 7 days after publishing before the new fares come into effect.
- 2.9 Committee are respectfully requested to note that the current procedure is for all taxi meters to be updated and recalibrated at a qualified garage to reflect any change in fare scales.

## 3.0 Conclusions

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- 3.1 **It is recommended that Committee notes all representations received and considered by Committee on 9<sup>th</sup> September 2025 in respect of the taxi scale review and those subsequently received in response to the public consultation period following on the Committee's decision on the proposed fares.**
- 3.2 **It is recommended that Committee fix the scales by adopting one of the proposed options from Appendix 3 (option proposed by the Committee) or Appendix 5**

(option proposed by taxi operators/associations) or an alternative option; and subsequently fix a date on which the revised fares come into effect.

- 3.3 The Committee is thereafter requested to formally instruct the Head of Legal and Democratic Services to implement the adopted option, conform to section 17(4D), (4E) and (5) of the Act.**
- 3.4 It is further requested that Committee endorse the current process for meter change/recalibration referred to at paragraph 2.9 above.**

### **List of Appendices**

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1. Written representations from various taxi operators/taxi associations following the initiation of the taxi fare scales review process.
2. Current Fife Scale of Taxi Fares from 3<sup>rd</sup> June 2026.
3. Illustration/Table of Fares proposed by Committee 9<sup>th</sup> September 2025.
4. Written representations from various taxi operators/association/other following publication of proposed scale of taxi fares.
5. Options/fare scales proposed by operators/association following publication of Committee's proposed scale of taxi fares

### **Background Papers**

The following papers were relied on in the preparation of this report in terms of the Local Government (Scotland) Act, 1973:-

- . The Civic Government (Scotland) Act 1982, as amended
- . The current Taxi Fare Scale with effect from 3<sup>rd</sup> June 2024

#### Report Contact

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**Representations from vehicle operators and taxi trade associations proposing changes to the fare scale tariffs from 1<sup>st</sup> December 2025:**

1. Representation received from Sam Green, Magnum Taxis on 25<sup>th</sup> August 2025 (Appendix A):

Summarised as follows:

**5.5% increase on the flag across all stages**

**50% increase on additional yardage rates across all stages**

2. Representation received from Tony Beattie and Alistair McLelland on 1<sup>st</sup> September 2025 (Appendix B):

**Generally opposed to an increase but if increases are made they would like to see raising either the flag by 40p or yardage cost to 25p at stage 1, not both at once, and distance should remain unchanged.**

3. Representation received from James Glen and Linda Holt acting as the East Fife Taxi association on 1<sup>st</sup> September 2025 with results of a survey of the operators they represent (Appendix C) and proposals for increases received on 2<sup>nd</sup> September 2025 (Appendix D):

**1. Increase in Flag Fare (Stage/Rate 1 & 2)**

**a. Stage/Rate 1 (daytime): increase to £5.50**

**b. Stage/Rate 2 (evening/night): increase to £6.00**

**Rationale: Reflects fixed overheads such as insurance, licensing fees, and compliance costs that apply regardless of mileage.**

**2. Earlier Start for Stage/Rate 2**

**a. Change start time from 10:00pm to 8:00pm**

**Rationale: Evening operating costs (staffing, safety, and demand patterns) justify applying the higher rate earlier, bringing Fife into line with many other authorities.**

**3. Adjustment to Yardage**

**a. Reduce the yardage increment by 20 yards**

**Rationale: Maintains fare value in line with increased fuel and maintenance costs. The ONS shows vehicle maintenance and repair costs rose by 7.3% year-on-year (June 2024–2025).**

#### 4. Tariff Increase for Minibuses

##### a. Apply a 25% uplift on all tariffs for minibuses

**Rationale: Minibuses are more expensive to buy, insure, fuel, and maintain. Recent data shows suitable vehicles are £3,000–£6,000 more expensive than three years ago, and Fife Council’s 5-year rule forces operators into newer, higher-cost purchases.**

4. Representation received from Sean Murphy and Lauren Scott, Taxi Centre, Leven on 1<sup>st</sup> September 2025 (Appendix E):

Summarised as follows:

**Increase in the flag to £5.00  
Shorten the yardage by 10 yards.  
25% increase in fare for 5 or more seats.  
Add an incentive for the weekend.**

5. Representation received from William Laing, Prompt Taxis, Glenrothes and West Fife, on 1<sup>st</sup> September 2025 (Appendix F):

Summarised as follows:

**Increase flag to £5  
Yardage for 20p reduced by 10 yards.  
6pm Friday to 6am Monday extra 10 per cent  
5 plus seats extra 25per cent**

6. Representation received from Muhammad Ul-Haq, Ash Cabs, West Fife, on 2<sup>nd</sup> September 2025 (Appendix G):

Summarised as follows:

**an increment of 35% overall will be better instead of increasing the flag and additional yardage separately.  
For the 5+ passengers I would suggest that the fares should be set as stage 3 & Stage 4 prices.**



Dear Committee

As always, we are for small annual increases and although it was decided that there should be no increase last year I now believe that we need a substantial fare increase this year to get us back on track and hopefully next year we can get back into a routine of minimal increases which have always been better suited to the operators and the public.

Our customers are not silly, they know prices have to go up, they see supermarket, bus and train fares going up and like everyone they may have an opinion but on the whole they are very understanding.

I will reiterate my comments from previous years that operating taxis is not all about fuel costs! Fuel accounts for between 10 and 13% of an operators costs and although increases affect our profit levels our main concerns, as a fleet company employing staff, are the wages. This may not be the same for the single owner/driver businesses but for us and many other fleet owners it's the ever increasing motor insurance costs, motor maintenance costs, council licensing costs, but the biggest increase to our business's are the staff wages.

As councillors you are continually asking us to improve our standards so it's up to you to provide us with a reasonable fare structure that will allow us to continue to reinvest in our businesses. In my opinion you can not expect higher standards without giving us a decent fare increase.

price of cars has risen dramatically and yet the standard of new cars had decreased. In the past I could buy a 6 seater Berlingo for 10k plus VAT now the same car is 22k. we need help!

I Have made up a graph with the current fares and a proposal for the new one.

Yours Truly

Sam Green

	ards peirmile yar ds to first charge	first charge upto & 00	each additional vard after & 00	charge for each 150 after & 00	FARE PBR IMILE	
1st Mile	1760	£3.16	150	£0.20	£5.15	STAGE 1L:
E1Jerymile after 1st	1760		150	£0.20	£2.35	
1st Mile	1760	£4.50	150	£0.25	£6.43	STAGE 2:
Ellyermile after 1st	1760		150	£0.25	£2.93	2.5% increase on stage 1
1st Mile	1760	£5.40	150	£0.50	£7.72	STAGE 3:
Ellyermile after 1st	1760		150	£0.50	£3.52	50% increase on stage 1
1st Mile	1760	£6.75	150	£0.55	£9.65	STAGE 4:
E1Jery mile after 1st	1760		150	£0.58	£4.40	50% increase on stage 2

	ards per mile	yards to first charge	first charge upto 800	each additional vard after 800	charge for each 150 after 800	FARE PBR MILE	
1st Mile	1760	1600	£3.80	150	£0.30	£6.12	STAGE 1:
E1Jerymile after 1st	1760			150	£0.30	£3.52	
1st Mile	1760	1600	£4.75	150	£0.38	£1.65	STAGE 2:
Every mile after 1st	1760			150	£0.38	£4.40	25% increase on stage 1
1st Mile	1760	1600	£5.70	150	£0.45	£1.98	STAGE 3:
E1Jerymile after 1st	1760			150	£0.45	£5.28	50% increase on stage 1
1st Mile	1760	1600	£7.13	150	£0.56	£11.48	STAGE 4:
E1Jerymile after 1st	1760			150	£0.56	£6.60	50% increase on stage 2

TONY BEATTIE

ALISTER MCLELLAND

TONYS TAXIS

ALI'S TAXIS

31/08/2025

To all member of the committee.

Firstly, I would like to thank those committee members that attended the taxi fare review, and for giving us operators a little leeway to discuss other issues that are affecting the taxi trade. I personal felt you listened to our concerns and did an excellent job engaging with us thank you.

Again, for the record I would not support an increase in the taxi fares, yes us operators are struggling but then so are most people in the country with the cost of living and by increasing cost we run a big risk of pricing ourselves out the market. I often transport elderly passengers who use taxi services because mobility difficulties make buses less accessible for them. As these individuals have limited financial resources, fare increases could adversely affect their ability to travel.

While I know many operators want a price increase, I would only support raising either the flag by 40p or yardage cost to 25p at stage 1, not both at once, and distance should remain unchanged. But again, I would not like to see any fare increases.

Let's look our main competitors and how they charger, I obtained this information from <https://www.phtm.co.uk/taxi-fares-league-tables/2025-08&filter=F>.

These figures are for a 2-mile fare

16 of 251	EDINBURGH	£9.00
124 of 251	FIFE	£7.60
107 of 251	DUNDEE CITY	£7.72

These amounts may fluctuate, as certain providers apply supplementary charges for additional passengers and/or luggage.

Edinburgh tends to have higher costs; however, Fife experiences reduced foot traffic due to its status as a non-tourist centre. Taxi demand I believe in Edinburgh has declined as more individuals choose Uber, which frequently provides rides at lower costs.

Dundee's rates are closer to Fife, but weekend tariffs and extra passenger fees make it more expensive. With Uber now operating there, Dundee risks pricing itself out of the market. See table below to see what they charge for.



**DUNDEE CITY COUNCIL - FARES FOR THE HIRE OF TAXIS**  
**FARES 1<sup>st</sup> DECEMBER 2024**

For the first passenger carried:-

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4
	DAYTIME	WEEKDAY EVENINGS	WEEKEND EVENINGS	FESTIVE PERIOD
Initial hire not exceeding 4/10th of a mile (704 yards) or 169 seconds of waiting time or a combination of both time and distance	Monday to Sunday 6am to 10pm  <b>£4.20</b>	Monday to Thursday 10pm to 6am  <b>£4.62</b>	Friday to Sunday 10pm to 6am  <b>£5.04</b>	Throughout period  <b>£5.88</b>
Each additional 1/10th of a mile (176 yards) or part thereof, or 42 seconds of waiting time or part thereof, or a combination of both time and distance	<b>22p</b>	<b>24p</b>	<b>26p</b>	<b>31p</b>
EXTRAS - ALL TARIFFS	For each passenger in excess of the first passenger			<b>50p</b>
	For each parcel carried in the luggage compartment, boot or rack			<b>50p</b>
FESTIVE PERIOD	Between 6pm on 24th December until 6am on 27th December and between 6pm on 31st December until 6am on 3rd January			

**NB** No charge shall be made for a child's perambulator or carriage, any items designed to assist the mobility of users such as wheelchairs or walkers, a bag or bags containing loose groceries or shopping carried in a taxi, whether in the luggage compartment or inside the taxi.

**SOILING CHARGE** (which results in the vehicle being taken off service for any period of time) Minimum - £25, Maximum - £50

1st December 2024

And yes, Uber operates in Dundee, with the company granted a license to operate in the city by the local council in June 2024. You can use the Uber app to hail a ride for transportation around Dundee.

You can see in both my responses to Edinburgh and Dundee I mention uber why is this? Well, uber do routinely undercut taxi prices affecting the taxi trade, to be frank at times they have a far less than stellar reputation, I believe it is every one's interest to keep them out of fife and by increasing prices we may just price our self out of the market and invite them into fife.

Thank you for taking time to read this.

Tony Beattie Alister McLelland

Tonys Taxis Ali's Taxis

### **Introduction and Methodology**

The East Fife Taxi Association (EFTA) carried out a survey of licensed taxi drivers and operators in Zone E to gather views on the 2025 Fife Council Taxi Fare Review. The purpose was to provide Councillors with clear, evidence-based feedback from the trade to inform their decision-making.

The survey was hosted on Google Forms and was live from 15 August 2025 until 1 September 2025 at 00:01. It was promoted via the EFTA website ([www.eastfife.scot](http://www.eastfife.scot)), the official EFTA Facebook page, and through WhatsApp groups used by drivers and operators across East Fife.

In total, 44 responses were received. Respondents included both drivers and operators, with a mix of vehicle owners and non-owners. The survey asked about support for a fare increase, preferred levels of increase, reasons for opposition, key cost pressures, and provided space for additional comments.

The responses have been compiled and are presented in full in the following document. They give a strong indication of the pressures facing the trade, the overwhelming support for a fare increase, and the range of views on how best to structure any adjustment.

### **Key findings:**

- 84.1% of respondents support a fare increase in the 2025 review.
- The most common preference is for a 20% increase, with others supporting 30% or 10%, and/or suggesting structural changes (e.g. adjusting the flag, yardage, or moving to a per-mile system).
- 9.1% opposed an increase, mainly citing affordability concerns for passengers or fears of losing business.
- Respondents consistently reported cost pressures: higher insurance, rising maintenance and repair bills, vehicle purchase challenges under the 5-year rule, increasing council fees, fuel prices, and staffing costs.
- Written comments show frustration that drivers' earnings are unsustainable, that licensing fees continue to climb, and that the current fare system leaves operators unable to keep pace with inflation and costs.

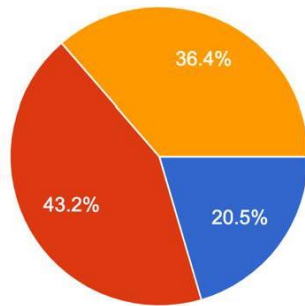
### **Conclusion:**

The survey demonstrates clear support within the East Fife trade for a fare rise. While some concerns about passenger affordability remain, the majority view is that without an increase, drivers will continue to struggle to cover their costs and many may leave the trade.



### What is your role?

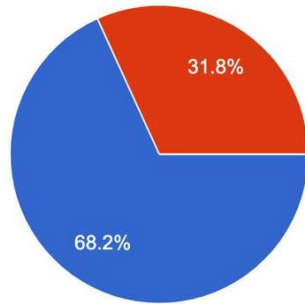
44 responses



- Taxi Operator
- Taxi Driver
- Both

### Do you own your own vehicle?

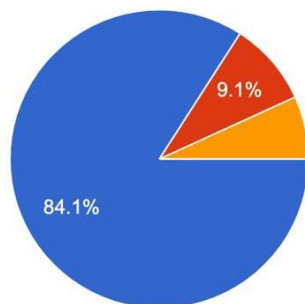
44 responses



- Yes
- No

### Do you support a fare increase in the 2025 review?

44 responses

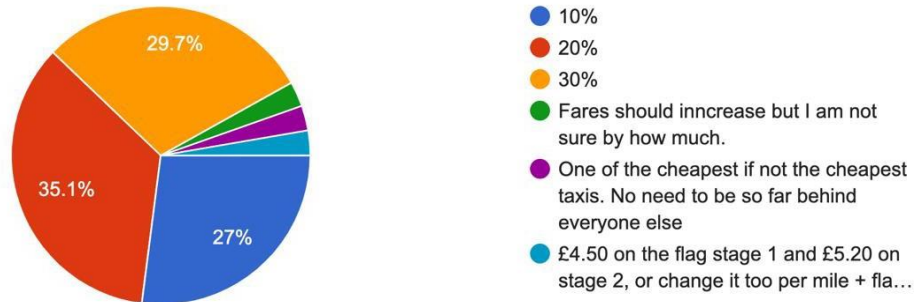


- Yes
- No
- Unsure



### If you answered yes, what should the fare increase by?

37 responses



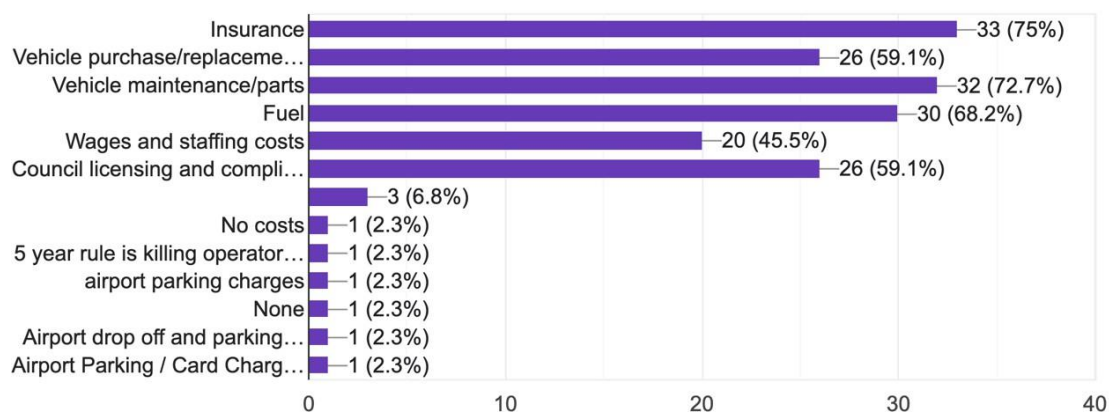
### If no, please tell us your main reason

7 responses

- Driving for 2 years earn 60 most days for 8 hours this is bellow basic wage
- People donot have the same disposable income the used to have. Under 22s having free transport from bus companies across Fife and Scotland
- Cost of living crisis
- Inflation, rising maintenace, vehicle purchase, insurance costs, employers' NI rises, minimum wage rise, rise in Council fees, rise in airport parking charges - and there was no rise in the last taxi fares review
- Too much hassle with meters
- Fares are high enough
- Looks like there has only been one increase since 2019. Costs have rises significantly since the last rise. Vehicle parts +29% labour +21%. Average new vehicle prices up 2018 avg was £27k by 2023 it's £39k. All making it more difficult to maintain income

### Which of the following have increased your operating costs in the last year? (Tick all that apply)

44 responses





## Any other comments for the fare review

14 responses

- Our running costs have increased across the board. A moderate rise will help cover expenses while still keeping taxis accessible to customers
- Yellow Plates are too expensive, in Belfast the plates are couple of 100, personal licence 1000pounds
- People already moan about prices. If fares jump again, they'll phone a pal or just not bother
- Please scrap the 5 year rule or taxis in Fife will sadly disappear.
- The night time economy is evaporating and our drivers are commissioned based. This results in part time drivers leaving the back shift and I am finding it very difficult to get replacement drivers as the money isn't there any more
- Costs just keep going up but the fares haven't matched it. Insurance is sky high, fuel prices never seem to drop proper, and parts n repairs are dearer than ever. Council fees n tests dinnae help either. We need a fair rise or it's no worth sittin on the rank half the time
- It's fine
- New car cost 10k more than last vehicle. My 8k miles servicing has doubled in price!
- Other businesses can increase and decrease their pricing structures in line with inflation yet we are at the mercy of a slow bureaucratic system
- If fares don't go up proper folk will pack it in.
- Licencing introduced a range of fees because their skint yet we aren't allowed to raise prices!
- I run three taxis and although they pay for themselves they do not generate any profit so I am very concerned that if I have a major repair I will not be able to afford the maintenance. I do think fares should increase but I worry that a fare increase could further chase customers away
- I see both sides. Costs are up, but passengers are stretched too. We need to balance it carefully so we don't lose work
- The 5 year rule is out dated and unfair as other councils have scrapped this but we get told every time the councillors don't want to change it. The rule should just be straight no taxi can be older than 10 years as long as it passes its taxi test. An Introduction of maintenance sheets that must be submitted to the council annually would also prove the cars are maintained to a high standard throughout the year



## Introduction

St Andrews Taxis welcomes the opportunity to contribute to the statutory review of taxi fares. Since the last fare scale took effect in June 2024, operators and drivers have faced sustained increases in costs, documented by official UK statistics and trade bodies. In addition, there is now a crisis in driver recruitment and retention across Fife. Operators are struggling to attract and keep drivers because low fares make the trade less competitive than other forms of employment.

## Proposals

1. Increase in Flag Fare (Stage/Rate 1 & 2)
  - a. Stage/Rate 1 (daytime): increase to £5.50
  - b. Stage/Rate 2 (evening/night): increase to £6.00

**Rationale:** Reflects fixed overheads such as insurance, licensing fees, and compliance costs that apply regardless of mileage.

2. Earlier Start for Stage/Rate 2
  - a. Change start time from 10:00pm to 8:00pm

**Rationale:** Evening operating costs (staffing, safety, and demand patterns) justify applying the higher rate earlier, bringing Fife into line with many other authorities.

3. Adjustment to Yardage
  - a. Reduce the yardage increment by 20 yards

**Rationale:** Maintains fare value in line with increased fuel and maintenance costs. The ONS shows vehicle maintenance and repair costs rose by 7.3% year-on-year (June 2024–2025).

4. Tariff Increase for Minibuses
  - a. Apply a 25% uplift on all tariffs for minibuses

**Rationale:** Minibuses are more expensive to buy, insure, fuel, and maintain. Recent data shows suitable vehicles are £3,000–£6,000 more expensive than three years ago, and Fife Council's 5-year rule forces operators into newer, higher-cost purchases.

## Supporting Evidence

- ONS CPI – Maintenance & Repairs of Personal Transport Equipment (Series D7ED): +7.3% (year to June 2025).
- ONS CPI – Motor Vehicle Insurance (Series L7JE): Still ~42% higher than 2022 baseline despite small easing in 2025.
- Association of British Insurers (ABI): Q2 2025 motor premium tracker – average premiums £562, down 9–10% year-on-year but historically high.
- DESNZ Weekly Fuel Prices: Petrol 134.39p/litre and diesel 142.49p/litre (Aug 2025), down 7–9% year-on-year but still elevated compared to pre-2022.
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- Fife Council Fees (effective April 2025): Operator licence £254, driver licence £76, plus new charges (missed test £15, meter reseal £15, substitutions £30).

## References (Full URLs)

- ONS CPI datasets: <https://www.ons.gov.uk/datasets/cpih01/editions/time-series/versions/5>
- Gov.uk – Weekly Road Fuel Prices (DESNZ): <https://www.gov.uk/government/statistics/weekly-road-fuel-prices>

- Gov.uk – National Minimum and Living Wage rates: <https://www.gov.uk/national-minimum-wage-rates>
- UK Parliament briefing – NIC changes (April 2025): <https://commonslibrary.parliament.uk/research-briefings/cbp-9798/>
- ABI Motor Insurance Premium Tracker (Q2 2025): <https://www.abi.org.uk/data-and-resources/industry-data/average-motor-insurance-premium-tracker/>
- Aftermarket Online – Garage business performance data (Jan 2025): [https://www.aftermarketonline.net/news/fullstory.php/aid/8004/Garage\\_business\\_performance\\_data.html](https://www.aftermarketonline.net/news/fullstory.php/aid/8004/Garage_business_performance_data.html)
- Fife Council – Fees Schedule 2025 (as circulated to operators).

**From:** [lauren.scott](#)  
**To:** [EnforcementOfficer](#)  
**Subject:** Fares  
**Date:** 01 September 2025 16:20:00

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Hi Craig,

Here are our proposals;

Increase in the flag to £5.00

Shorten the yardage by 10 yards.

25% for 5 or more seats.

Add an incentive for the weekend.

Kind regards,

Sean & Lauren

Sent from [Outlook for iOS](#)

This email was scanned by Fife Council

**From:** [Prompt Taxis](#)  
**To:** [EnforcementOfficer](#)  
**Subject:** Re: Taxi Fares Review - proposals  
**Date:** 01 September 2025 17:44:28

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Hi  
I propose flag to £5  
Yardage for 20p reduced by 10 yards.  
6pm Friday to 6am Monday extra 10 per cent  
5 plus seats extra 25per cent  
Thanks  
William

On Thu, Aug 28, 2025, 4:29 PM EnforcementOfficer <[EnforcementOfficer@fife.gov.uk](mailto:EnforcementOfficer@fife.gov.uk)>  
wrote:

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**From:** [Ash Cabs](#)  
**To:** [EnforcementOfficer](#)  
**Subject:** Re: Taxi Fares Review - proposals  
**Date:** 02 September 2025 16:46:43

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Hello Craig

Sorry for responding at the last minute but following are my proposals.

I'm my opinion an increment of 35% overall will be better instead of increasing the flag and additional yardage separately.

For the 5+ passengers I would suggest that the fares should be set as stage 3 & Stage 4 prices.

Rest I will go with the suggestions has been made by St Andrews Taxi Operators Representatives, Magnum Taxis and Taxi Centre representatives.

I hope council will take good measures to help the Taxi Operators grow and keep serving our local communities in best possible way.

Regards,

Muhammad Anwar-Ul-Haq



Civic Government (Scotland) Act 1982  
**FARE PLATE FOR TAXIS AND PRIVATE HIRE CARS  
 FITTED WITH A TAXI METER**



<b>Stage 1</b>		<b>Extra Charges</b>	
<b>For hirings between 6.00am and 10.00pm</b>		<b>Christmas/New Year</b>	Plus 50% on Stage 1 rate
Up to 600 yards (549 metres)	<b>£3.60</b>	For hirings between 6.00am and 10.00pm on 25th and 26th December and 1st and 2nd January and for hirings between 6.00pm and 10.00pm on 24th and 31st December	
For each additional 150 yards (137 metres) or uncompleted part thereof	<b>£0.20</b>		
<b>Stage 2</b>			
<b>For hirings between 10.00pm and 6.00am or where the hire extends beyond Fife's boundary</b>			
Up to 600 yards (549 metres)	<b>£4.50</b>	For hirings between 10.00pm and 6.00am on 24th, 25th and 31st December and 1st January	Plus 50% on Stage 2 rate
For each additional 150 yards (137 metres) or uncompleted part thereof	<b>£0.25</b>		
<b>Waiting Time</b>	<b>£0.20</b>	<b>Excess Load</b> - Excess or abnormal luggage or load	Maximum charge £5.00
Each period of 48 seconds	(£15 per hr)	<b>Soiling Charge</b> - anyone soiling a taxi is liable to this charge	£60.00

N.B. The approved scale of fares are deemed by the Customs and Excise to be V.A.T. inclusive for the purposes of V.A.T. registered taxi operators.

**These fares are effective from 3<sup>rd</sup> June 2024**

THIS PLATE TO BE DISPLAYED IN THE TAXI OR PRIVATE HIRE CAR IF FITTED WITH A TAXIMETER



Civic Government (Scotland) Act 1982  
**FARE PLATE FOR TAXIS AND PRIVATE HIRE CARS  
 FITTED WITH A TAXI METER**



<b>Stage 1</b>		<b>Extra Charges</b>	
<b>For hirings between 6.00am and 10.00pm</b>		<b>Christmas/New Year</b>	Plus 50% on Stage 1 rate
Up to 600 yards (549 metres)	<b>£3.78</b>	For hirings between 6.00am and 10.00pm on 25th and 26th December and 1st and 2nd January and for hirings between 6.00pm and 10.00pm on 24th and 31st December	
For each additional 150 yards (137 metres) or uncompleted part thereof	<b>£0.21</b>		
<b>Stage 2</b>			
<b>For hirings between 10.00pm and 6.00am or where the hire extends beyond Fife's boundary</b>			
Up to 600 yards (549 metres)	<b>£4.95</b>	For hirings between 10.00pm and 6.00am on 24th, 25th and 31st December and 1st January	Plus 50% on Stage 2 rate
For each additional 150 yards (137 metres) or uncompleted part thereof	<b>£0.28</b>		
<b>Waiting Time</b>	<b>£0.20</b>	<b>Excess Load</b> - Excess or abnormal luggage or load	Maximum charge £5.00
Each period of 48 seconds	(£15 per hr)	<b>Soiling Charge</b> - anyone soiling a taxi is liable to this charge	£60.00

N.B. The approved scale of fares are deemed by the Customs and Excise to be V.A.T. inclusive for the purposes of V.A.T. registered taxi operators.

**These fares are effective from ??????**

THIS PLATE TO BE DISPLAYED IN THE TAXI OR PRIVATE HIRE CAR IF FITTED WITH A TAXIMETER

## STEVEN PATERSON

**From:**  
**Sent:** 13 October 2025 19:31  
**To:** STEVEN PATERSON  
**Subject:** Objection to Proposed Taxi Fare Scale 2025/2026

CUPAR TAXIS

Steven Paterson  
Regulation Team  
Fife House, North Street  
Glenrothes KY7 5LT

Dear Mr Paterson,

I am writing to make representations regarding the proposed taxi fare scale for 2025/2026. While I acknowledge the Council's efforts to review fares, I must raise serious concerns that the proposed changes are not sustainable for operators and are impractical in several key areas.

Firstly, the increases do not adequately reflect the genuine cost pressures facing the trade. Vehicle maintenance, insurance, parts, and fuel have all risen sharply in recent years, and drivers are struggling to maintain a reasonable standard of living. The proposed fares do not go far enough to ensure that taxi driving remains a viable occupation.

Secondly, the proposed figures — such as £3.78 for the first 600 yards, 21p or 28p for each additional increment — are unnecessarily awkward and not practical for either drivers or passengers. These non-rounded amounts make calculating fares and giving change more complicated, especially when dealing with cash payments. Round, even figures (for example, £3.80, 20p, or 30p increments) would be far more suitable and would simplify transactions for all involved.

In addition, the waiting time rate of £15 per hour is inadequate and no longer reflects the operational realities drivers face. The waiting time charge should be increased accordingly — ideally to at least £18–£20 per hour — to ensure drivers are properly compensated.

Furthermore, the soiling charge of £60 does not begin to cover the true cost and inconvenience caused when a vehicle is fouled and taken out of service. Cleaning fees, lost income, and the time required to return the vehicle to a usable state all far exceed this amount. This charge should be increased substantially to reflect current cleaning costs and to act as a proper deterrent — a minimum of £100 would be more appropriate.

In summary, I urge the Council to reconsider the proposed fare structure to ensure it:

- Reflects the real and rising costs faced by operators;
- Uses rounded figures to simplify fare calculations and cash handling;
- Increases the waiting time rate to a fair and sustainable level; and
- Raises the soiling charge to reflect the genuine costs of vehicle cleaning and downtime.

Thank you for taking these concerns into consideration as part of the consultation.

Yours sincerely,  
Cameron & David Knox (Directors)  
Cupar Taxis



## STEVEN PATERSON

**From:** BRIAN BUCHANAN  
**Sent:** 19 October 2025 10:37  
**To:** STEVEN PATERSON  
**Subject:** Taxi meters

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Dear Stephen

I was to raise concerns over the taxi fare increase.

I was wondering if there had been any consultation with taxi operators to see whether there meters are capable of going up in 21 pence some may not be able to accommodate this .  
Stage 3 would incur half pence meters would definitely struggle with this.

All taxi meters would be able to adjust the yardage by 5 an 10 percent this would take out the need for the taximeters to go up in 21 pence etc.and drivers would no longer need a larger amount of coins 2p and 1p

Regards  
Brian  
Digitax Taximeters Fife



## STEVEN PATERSON

---

**From:** East Fife Taxi Association  
**Sent:** 31 October 2025 14:32  
**To:** STEVEN PATERSON; Cllr Tom Adams  
**Subject:** East Fife Taxi Association  
**Attachments:** EFTA-Fare-Submission.docx

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

---

Dear Committee Members,

Please find attached the updated **East Fife Taxi Association (EFTA)** representation on the proposed 2025/26 taxi fare scale.

The Association objects to the current proposal on the grounds that the increase is too small to reflect real operating costs or sustain the taxi trade across Fife. Our submission includes findings from the EFTA driver and operator survey, references the ongoing petition, and highlights the need for a more substantial fare adjustment to maintain safety, viability, and service availability.

We ask that the Committee give this evidence full consideration when reviewing the proposed fare scale.

Kind regards,

Linda Holt

EFTA Spokesperson

## East Fife Taxi Association

### *Representation on the Proposed 2025/26 Taxi Fare Scale*

The East Fife Taxi Association (EFTA) has reviewed Fife Council's proposed 2025/26 taxi fare scale. The increases are insufficient to reflect current operating costs or to maintain a viable taxi service across Fife.

The proposal focuses heavily on passenger affordability and does not properly consider the economic sustainability of operators. A taxi service cannot be delivered to the public without a workforce that can cover its costs and earn a fair living.

### **Evidence from the Trade**

Between **15 August and 1 September 2025**, EFTA surveyed licensed drivers and operators in East Fife. The survey, promoted via the EFTA website, Facebook and WhatsApp groups, received **44 responses**.

Key findings:

- **84.1% support a fare increase** in the 2025 review
- **20% uplift** was the most preferred level, followed by 30%, then 10%
- The most commonly cited financial pressures were:
  - insurance costs
  - repairs and maintenance
  - vehicle replacement driven by the 5-year age rule
  - fuel and council fees

Representative driver statements included:

*"Driving for 2 years earn 60 most days for 8 hours... below basic wage."*

*"Costs keep going up but fares haven't matched it. We need a fair rise."*

*"If fares don't go up, proper folk will pack it in."*

These findings show overwhelming support for a **meaningful** adjustment, not the minimal increase proposed by the Council.

### **Cost and Compliance Pressures**

Independent data confirms rapidly rising running costs:

- Maintenance and repairs: **+7.3%** year-on-year (ONS)
- Insurance premiums: **~40% higher** than 2022 (ABI)
- Fuel remains well above pre-2020 prices (DESNZ)
- National Living Wage: **+6.7%** since April 2025
- Fife Council licensing fees **increased in April 2025**, including new test-related charges

Additionally, the **5-year vehicle age** rule forces operators to purchase newer vehicles, increasing capital costs by **£10,000–£15,000** compared with 2019.

## Public Transport Context

Taxi services are increasingly filling gaps left by cuts to other local transport, particularly **withdrawn bus routes** affecting rural and late-night travel.

If taxis are to function as an essential public transport provider, they must either:

- be **subsidised** as a public service, or
- be **allowed to recover costs** through a realistic fare structure

The current proposal achieves neither.

## Petition Representation

A separate **Fife-wide petition** of drivers and operators has been launched calling for a more substantial increase. As of **31 October 2025**, it has **40 signatories**, with active promotion ongoing.

The petition states clearly that the proposed fares:

- risk lower vehicle safety due to reduced maintenance
- threaten driver livelihoods
- worsen recruitment and retention
- reduce service availability for passengers across Fife

These concerns align with the findings of our survey.

## Recommendations based on survey results

EFTA respectfully requests that the Committee:

1. Reject the current proposed fare scale
2. Adopt a substantial uplift aligned with the clear majority preference in the trade
3. Ensure a fare structure that keeps experienced drivers in work and maintains vehicle safety standards

## Conclusion

The Council's proposal represents only a marginal increase and does not address the economic reality of operating a taxi in 2025. Without a more meaningful rise, Fife risks losing drivers, losing vehicles, and losing essential transport capacity for the public.

The taxi trade stands willing to support the needs of passengers across Fife. We now ask the Committee to support the viability of the trade in return.



## STEVEN PATERSON

**From:** St Andrews Taxis  
**Sent:** 31 October 2025 05:07  
**To:** STEVEN PATERSON; Cllr Tom Adams  
**Subject:** Objection to Current Fare Proposals  
**Attachments:** StAndrewsTaxis-Response.pdf

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Committee Members,

On behalf of St Andrews Taxis, I am writing to formally object to the current taxi fare proposals published by Fife Council for 2025/26.

The increases being considered are insufficient to reflect the sharp and sustained rise in operating costs faced by drivers and operators across Fife. As outlined in our earlier submission (attached), the present proposal does not address the realities of inflation, higher fuel, insurance, and maintenance costs, nor the growing crisis in driver recruitment and retention.

We wish to reiterate the recommendations set out in our original response, including:

- A more substantial increase in the Stage 1 and Stage 2 flag fares;
- An earlier start time for Stage 2 at 8 p.m.;
- A shortened yardage increment; and
- A 25% tariff uplift for minibuses to reflect their higher operational costs.

Our original submission provides supporting data from the Office for National Statistics (ONS), the Association of British Insurers (ABI), and other verified industry sources.

We ask that the Committee give full consideration to this evidence and ensure that the final fare scale recognises the true cost of operating within the trade in 2025, allowing operators to maintain safety, compliance, and fair pay.

Kind regards,  
James Glen

## Introduction

St Andrews Taxis welcomes the opportunity to contribute to the statutory review of taxi fares. Since the last fare scale took effect in June 2024, operators and drivers have faced sustained increases in costs, documented by official UK statistics and trade bodies. In addition, there is now a crisis in driver recruitment and retention across Fife. Operators are struggling to attract and keep drivers because low fares make the trade less competitive than other forms of employment.

## Proposals

1. Increase in Flag Fare (Stage/Rate 1 & 2)
  - a. Stage/Rate 1 (daytime): increase to £5.50
  - b. Stage/Rate 2 (evening/night): increase to £6.00

**Rationale:** Reflects fixed overheads such as insurance, licensing fees, and compliance costs that apply regardless of mileage.

2. Earlier Start for Stage/Rate 2
  - a. Change start time from 10:00pm to 8:00pm

**Rationale:** Evening operating costs (staffing, safety, and demand patterns) justify applying the higher rate earlier, bringing Fife into line with many other authorities.

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  - a. Reduce the yardage increment by 20 yards

**Rationale:** Maintains fare value in line with increased fuel and maintenance costs. The ONS shows vehicle maintenance and repair costs rose by 7.3% year-on-year (June 2024–2025).

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  - a. Apply a 25% uplift on all tariffs for minibuses

**Rationale:** Minibuses are more expensive to buy, insure, fuel, and maintain. Recent data shows suitable vehicles are £3,000–£6,000 more expensive than three years ago, and Fife Council's 5-year rule forces operators into newer, higher-cost purchases.

## Supporting Evidence

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- 🔍 Association of British Insurers (ABI): Q2 2025 motor premium tracker – average premiums £562, down 9–10% year-on-year but historically high.
- 🔍 DESNZ Weekly Fuel Prices: Petrol 134.39p/litre and diesel 142.49p/litre (Aug 2025), down 7–9% year-on-year but still elevated compared to pre-2022.
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- 🔍 Aftermarket Online (Jan 2025): Garage labour +2.5%, invoice values +5%+.
- 🔍 Fife Council Fees (effective April 2025): Operator licence £254, driver licence £76, plus new charges (missed test £15, meter reseal £15, substitutions £30).

## References (Full URLs)

- ⑦ ONS CPI datasets: <https://www.ons.gov.uk/datasets/cpih01/editions/time-series/versions/5>
- ⑦ Gov.uk – Weekly Road Fuel Prices (DESNZ): <https://www.gov.uk/government/statistics/weekly-roadfuel-prices>
- ⑦ Gov.uk – National Minimum and Living Wage rates: <https://www.gov.uk/national-minimum-wagerates>
- ⑦ UK Parliament briefing – NIC changes (April 2025): <https://commonslibrary.parliament.uk/researchbriefings/cbp-9798/>
- ⑦ ABI Motor Insurance Premium Tracker (Q2 2025): <https://www.abi.org.uk/data-andresources/industry-data/average-motor-insurance-premium-tracker/> ⑦ Aftermarket Online – Garage business performance data (Jan 2025): [https://www.aftermarketonline.net/news/fullstory.php/aid/8004/Garage\\_business\\_performance\\_data.html](https://www.aftermarketonline.net/news/fullstory.php/aid/8004/Garage_business_performance_data.html)
- ⑦ Fife Council – Fees Schedule 2025 (as circulated to operators).



## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 08:11  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
- > *Maintenance and repair costs, as garages and parts become more expensive.*
- > *Insurance premiums, fuel, and compliance costs.*
- > *Council licensing and administration fees, which have increased again in 2025.*

If these low fare levels are approved:

- > *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*
- > *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*
- > *Recruitment of new drivers will fall further, worsening service availability for passengers across Fife.*

We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Ms. Linda Holt

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 20 October 2025 09:51  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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---

Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
- > *Maintenance and repair costs, as garages and parts become more expensive.*
- > *Insurance premiums, fuel, and compliance costs.*
- > *Council licensing and administration fees, which have increased again in 2025.*

If these low fare levels are approved:

- > *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*
- > *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*
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We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. James Gilmour

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 10:29  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
- > *Maintenance and repair costs, as garages and parts become more expensive.*
- > *Insurance premiums, fuel, and compliance costs.*
- > *Council licensing and administration fees, which have increased again in 2025.*

If these low fare levels are approved:

- > *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*
- > *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*
- > *Recruitment of new drivers will fall further, worsening service availability for passengers across Fife.*

We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Mark Richardson  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 10:10  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
- > *Maintenance and repair costs, as garages and parts become more expensive.*
- > *Insurance premiums, fuel, and compliance costs.*
- > *Council licensing and administration fees, which have increased again in 2025.*

If these low fare levels are approved:

- > *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*
- > *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*
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We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Michael Cunningham

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 10:09  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. John Hutchison

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 10:02  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
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- > *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*
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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Scot Burnett

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 09:42  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

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> *Maintenance and repair costs, as garages and parts become more expensive.*

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If these low fare levels are approved:

> *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*

> *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*

> *Recruitment of new drivers will fall further, worsening service availability for passengers across Fife.*

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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Ryan Anderson  
[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 08:18  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

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Mr. Abdullah Kamer

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 08:17  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

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In the past year alone, operators have faced sharp rises in:

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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Brian Mead

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 09:30  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

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In the past year alone, operators have faced sharp rises in:

- > *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*
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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Ms. Brian Buchanan

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 13:48  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

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We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. WILLIAM MACDONALD  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 13:25  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

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Mr. Adam Park  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 12:04  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. Gordon Goodsir

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 11:18  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Ms. Lorraine Bridges

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 10:34  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. WILLIAM ALLAN

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 22 October 2025 14:07  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

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We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Mr. Lindsey Page  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 21 October 2025 12:36  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Dear Committee

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The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

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Mr. Jonathan Smith  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 21 October 2025 14:32  
**To:** STEVEN PATERSON  
**Cc:** Cliff Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. Barry Murray

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 20:50  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

---

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---

Dear Committee

We, the undersigned taxi drivers and operators across Fife, object to the taxi fare scale proposed by Fife Council for 2025/26.

The proposed increases are **too small to reflect the real cost of running a licensed taxi** and fail to protect the long-term viability of the trade.

In the past year alone, operators have faced sharp rises in:

> *Vehicle purchase and replacement costs, made worse by the Council's restrictive 5-year vehicle age limit.*

> *Maintenance and repair costs, as garages and parts become more expensive.*

> *Insurance premiums, fuel, and compliance costs.*

> *Council licensing and administration fees, which have increased again in 2025.*

If these low fare levels are approved:

> *Operators will be forced to reduce maintenance spending, risking vehicle safety and test failures.*

> *Driver earnings will remain unsustainably low, leading to more drivers leaving the trade.*

> *Recruitment of new drivers will fall further, worsening service availability for passengers across Fife.*

We believe **Fife Council's proposal does not reflect the true economic pressures on the taxi industry** and risks further decline in vehicle standards, safety, and service provision.

We therefore call on Fife Council's Regulation and Licensing Committee to reject the current proposal and implement a **substantial fare increase** that sustains the local taxi industry, protects drivers' livelihoods, and ensures passenger safety.

Ms. Cameron Betts [REDACTED]

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 19:37  
**To:** STEVEN PATERSON [REDACTED]  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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In the past year alone, operators have faced sharp rises in:

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Mr. Ian Dunsire

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 19:27  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** ~~Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale~~

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Mr. Jed Solomon-O'Donnell

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025, 18:50  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Sarah Burnside

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 17:40  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. Edward Kane

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 17:40  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mrs. Patty Murray

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 19 October 2025 17:27  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. Stewart Murray  
  
[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 21 October 2025 15:33  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Zdenek Swaczyna

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 27 October 2025 12:00  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

---

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Mr. Richard Worrall

[REDACTED]

## STEVEN PATERSON

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**From:** EFTA [REDACTED]  
**Sent:** 24 October 2025 20:39  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Andrew Sweeney

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 27 October 2025 17:41  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. Aaron Dickson  
[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 27 October 2025 19:16  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. David Buckle

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 27 October 2025 21:07  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Mr. John Wilkie

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 28 October 2025 06:31  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Colin Yule

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 29 October 2025 11:34  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Helen Skinner

[REDACTED]

## STEVEN PATERSON

---

**From:** EFTA [REDACTED]  
**Sent:** 28 October 2025 18:01  
**To:** STEVEN PATERSON  
**Cc:** Cllr Tom Adams; Misc Licensing  
**Subject:** Objection to Fife Council's Proposed 2025/26 Taxi Fare Scale

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Ms. Graeme Deas

[REDACTED]

**Current June 2024 Farescale**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.14	£7.49	£14.53	26.27	£4.50	£6.44	£9.38	£18.18	£32.85

**1st proposal - Flag increased to £3.80 and £5.00 for initial 600 yards and additional yardage increases to 22p and 28p per 150 yards**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.80	£5.51	£8.08	£15.83	£28.73	£5.00	£7.16	£10.45	£20.31	£36.74

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.20	£0.37	£0.59	£1.50	£2.46	£0.50	£0.72	£1.07	£2.13	£3.89
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	5.55%	7.20%	7.88%	10.32%	9.37%	11.11%	11.18%	11.41%	11.72%	11.84%

### Current June 2024 Farescale

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.14	£7.49	£14.53	26.27	£4.50	£6.44	£9.38	£18.18	£32.85

### 2nd proposal - Flag increased to £3.80 and £5.00 for initial 600 yards and additional yardage reduced to 140 yards from 150 yards

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.80	£5.46	£7.97	£15.51	£28.09	£5.00	£7.07	£10.21	£19.64	£35.36

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.20	£0.32	£0.48	£0.98	£1.82	£0.50	£0.63	£0.83	£1.46	£2.51
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	5.55%	6.22%	6.41%	6.74%	6.93%	11.11%	9.78%	8.85%	8.03%	7.64%

### Current June 2024 Farescale

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.14	£7.49	£14.53	26.27	£4.50	£6.44	£9.38	£18.18	£32.85

### 3rd proposal - Flag and additional yardage increased by a flat 10%

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.96	£5.66	£8.24	£15.99	£28.90	£4.95	£7.09	£10.32	£20.00	£36.14

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.36	£0.52	£0.75	£1.46	£2.63	£0.45	£0.65	£0.94	£1.82	£3.29
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

**Current June 2024 Farescale**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.14	£7.49	£14.53	26.27	£4.50	£6.44	£9.38	£18.18	£32.85

**4th proposal - Flag and additional yardage increased by a flat 20%**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£4.32	£6.18	£9.00	£17.44	£31.52	£5.40	£7.74	£11.26	£21.82	£39.42

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.72	£1.04	£1.51	£2.91	£5.25	£0.90	£1.30	£1.88	£3.64	£6.57
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%

**Current June 2024 Farescale**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.14	£7.49	£14.53	26.27	£4.50	£6.44	£9.38	£18.18	£32.85

**5th proposal - Flag and additional yardage increased by a flat 30%**

	Stage 1					Stage 2				
	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£4.68	£6.68	£9.74	£18.90	£34.16	£5.85	£8.38	£12.20	£23.64	£42.70

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.72	£1.04	£1.51	£4.67	£8.41	£1.35	£1.94	£2.82	£5.46	£9.85
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%

### Current June 2024 Farescale

	Stage 1					Stage 2				
	Flag	1 Mile (8 increments)	2 Mile (20 incr)	5 Mile (55 incr)	10 Mile (114 incr)	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£3.60	£5.20	£7.60	£14.60	£26.40	£4.50	£6.50	£9.50	£18.25	£33.00

### 6th proposal - Flag increased to £4.00 and £5.00 for initial 600 yards and additional yardage increments at 20p and 30p

	Stage 1					Stage 2				
	Flag	1 Mile (8 increments)	2 Mile (20 incr)	5 Mile (55 incr)	10 Mile (114 incr)	Flag	1 Mile	2 Mile	5 Mile	10 Mile
Full cost of fare	£4.00	£5.60	£8.00	£15.00	£26.80	£5.00	£7.40	£11.00	£21.50	£39.20

Cumulative	Stage 1					Stage 2				
Cost Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	£0.40	£0.40	£0.40	£0.40	£0.40	£0.50	£0.90	£1.50	£3.25	£6.20
Cumulative	Stage 1					Stage 2				
Percentage Increases From Current	Flag	1 Mile	2 Mile	5 Mile	10 Mile	Flag	1 Mile	2 Mile	5 Mile	10 Mile
	11%	7.69%	5.26%	2.74%	1.52%	11.11%	13.85%	15.79%	17.8%	18.78%

10<sup>th</sup> March 2026

Agenda Item No. 5

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## **Police Representation – Muhammad Saleem - Taxi Driver (Renewal) – 3 Years**

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Consideration of a new application for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland ) Act 1982.

10<sup>th</sup> March 2026

Agenda Item No. 6

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## **Police Representation – Christine Paterson - Taxi Driver (Grant) – 1 Year**

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Consideration of a new application for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland ) Act 1982.



10<sup>th</sup> March 2026

Agenda Item No. 7

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## **Police Representation – Adalet Ryustem -Taxi Driver (Renewal) – 3 Years**

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Consideration of a renewal for a Taxi Driver Licence which representation has been made by Police Scotland in terms of Schedule 1 of the Civic Government (Scotland) Act 1982.

Has held a licence continuously since 04/12/2015.

Attended the Taxi Driver Training Course on 03/12/2015 and 06/02/2020.

He did not notify the Licensing Team at the time of the offence.

