

PARATAXI!



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Focused transport services

- Transport design and control
- Flexibility in delivery (FTS/DRT)
- Taxi Regulation
- Parataxi

Transport needs / deficiencies

- Transport can act as a positive influence on local communities and economies.
- Limited transport creates a wider human impact, and may suggest a deeper issue of appropriateness of services.
- Local access deficiencies impact negatively on employment, and act to reinforce (exaggerate) significance of car ownership.

Current Responses

- Traditional bus transport has moved to smaller vehicle types
- DRT prompted by local authority intervention
- Most services remain variation on bus base
- Concept of parataxis to recognize and develop potential

Potential for Parataxi

- Parataxi, any service provided by taxis outside the traditional definition of taxi services.
- Taxibus, general DRT, and focused on demand services
- Some operations not well suited to existing regulation
- Potential benefit where 'Parataxi' seen as a new (intermediate) mode, distinct from the services from which it has evolved.

T2E - Parataxi to work

- T2E Parataxi developed as a method of overcoming barriers to access to work
- Targets access where other forms of transport unavailable
- Has developed cost models that reduce possibility of charges becoming a barrier to use
- Vehicle reverts to normal taxi use outwith parataxi requirement

T2E: evaluation of a parataxi

- T2E monitoring took place in the period June 2006 - May 2007
- Structured questionnaire and financial analysis
- Data from 60 users on 20 routes
- Multiple occupancy significant to cost recovery
- Level of support dropping, and currently lower per passenger than many traditional supported services.

Social Return On Investment (SROI)

- SROI captures economic and social benefit
- T2E benefits accrue to individual in increased earnings, and to state through reduced benefit payment, and increased taxation revenue
- T2E Net Present Value £658,014 measured over five years operation
- Present added value per client £4,540
- SROI ratio of 3.2 : 1

EMPLOYMENT	Year 1	Year 2	Year 3	Year 4	Year 5
Benefits to each new employee client					
Client Wages	8444.8	8614	8786	8962	9141
Less welfare lost	0	0	0	0	0
Less JSA lost (10% of all T2E users)	2756	2756	2756	2756	2756
Less increase in tax contribution	479	489	499	508	519
Less national insurance	391	399	407	415	423
Net benefit per client previously not receiving JSA	£7,574	£7,726	£7,880	£8,038	£8,199
Net benefit per client previously receiving JSA	£4,818	£4,970	£5,124	£5,282	£5,443
Benefits to the State (per new employee client)					
Welfare saved	0	0	0	0	0
JSA saved	2756	2756	2756	2756	2756
Increase in tax contribution	479	489	499	508	519
Increase in national insurance	847	863	881	898	916
Net benefit to state per client previously not receiving JSA	£1,326	£1,352	£1,379	£1,407	£1,435
Net benefit to state per client previously receiving JSA	£4,082	£4,108	£4,135	£4,163	£4,191
Combined Benefit	£8,900	£9,078	£9,260	£9,445	£9,634
Total number of T2E users	40	40	40	10	3
Drop-off (75%)	-30	-30	-30	-7	-2
Total	10	10	10	3	1
Replenishment (3 years funding gives 2 years replenishment)	+30	+30	0	0	0
Number of T2E users in Jobs excluding add-on	10	10	10	3	1
Add-on (former T2E users still in same job)	10	10+10	20+10	30+2	32+0
Total number of T2E users in jobs including add-on	20	30	40	35	33
50% adjustment to account for those in 'new jobs' only	10	15	20	17.5	16.5
Total annual benefits	89001	136171	185193	165284	158956

Parataxi: a future

- Mainstream transport control/licensing does not offer the flexibility that is required for innovative use of the taxi mode.
- Issues in the perception led by vehicle type and appearance
- Community needs, currently un-served by traditional (and existing flexible) transport may be better achieved through parataxis.

Parataxi: a conclusion

- Case for definition
- Concept and conflicting perceptions
- Potential
- Consistent definitions to result in consistent legislation