

Representations

1. Mr Hallett – 5 Star Taxis

As with last year I think the time and half rate should start earlier about 19.00hrs as it is very quiet from then onwards and the buses are still running, it is only the maximum rate, so it doesn't have to be charged.

2. Mr Younie – Rick Taxis

As chief licensing officer you have written and asked for views of proprietors, regarding the Island's Taxi fare structure, I strongly believe that both tariffs 3 and 4 should be scrapped, and replaced with the old style 50p extra per head.

Since de zoning and deregulation there has been a change in the type of person owning Taxis, gone are the days of Taxi owners being part of a public transport system, there has been an influx of people only interested in how much money (with the help of the council via these tariffs) can be [comment redacted] of the general public, and it is no surprise that this has happened.

For example, using the councils own figures of a Taxi working 20000 miles, and assuming the average Job is 4 miles

Anyone with a multi seater working nights and working Tariff 4 will take a minimum of £105,000

Anyone with a multi seater working nights and working Tariff 3 will take £86,000

Anyone with a multi seater working nights and working Tariff 2 will take £64,000

Anyone with any vehicle just working tariff 1 will still take a minimum of £46,000

Clearly no one is going to work all on Tariff 4 but an average of the councils own figures still gives a minimum of £75,375

These are minimum figures and do not include any extras or waiting times etc.

It is no wonder that overcharging has become endemic on the Island with some drivers, particularly when the jobs they get fall short of their expectations.

Almost all other councils in Britain have scrapped or dismissed double time as not fit for purpose, and it is now time for this council to follow suit.

3. Mrs & Mrs Gange – Cowes Taxis

Thank you for forwarding the above letter from Mr Winchcombe.

As usual, we would like to raise the point that the existing rates do not account for the fact that the minimum wage has now been raised again, by Government Decree, to £6.50 an hour from October 2014. With the large number of licences issued by the Isle of Wight Council the amount of work available is proportionately reduced for each driver forcing them to either work even longer hours to make a living or have a second job to supplement takings.

We note that all Council employees, even part time cleaners, are now to be paid a 'living' wage - talk about double standards.

The lower 'out of hours' rate imposed by the Council has resulted, in Cowes particularly, in the public complaining that they are unable to get taxis in the early mornings and late evenings, even to and from the Red Jets. The majority of taxis seen in Cowes 9-5 are based out of town; nobody knows who they are or how to get hold of them - another consequence of the Council's decision to dezone. Local firms are selling up or retiring, we personally have sold two of our 8-seaters due to the fact that the rates for these were reduced and there was no longer any profit for ourselves or our drivers in keeping them. Both are now operated out of Cowes, so are another loss to the town's facilities.

The Council may mistakenly think that they are helping the public by keeping taxi fares lower than bus fares charged by Southern Vectis, but they are actually stifling local businesses and encouraging a black economy. You would find that if you also insisted on the taxi meters being calendar locked there would be more complaints from operators who would no longer be able to charge tariffs 2 or 3 for daytime local fares.