

APPENDIX 3

Representation 1

In response to your email I feel that taxi fares should increase this year. I, along with many other firms on the Isle of Wight have found it very difficult to recruit new drivers due to low rates of pay. I pay my drivers 45% commission (which is over the industry average). Once this is taken out of income it does not leave a lot left to finance the car, fuel, insurance, maintenance, they are all increasing but income is not. If the fares do not increase I am seriously thinking of selling one of my vehicles and working on my own (to the detriment of a needy but unknowing public)

We have people using Taxis in Ventnor because they are cheaper than using the bus!

Representation 2

I am writing in reply to your email. I am a self employed hackney taxi driver working for Ryde taxis. I am finding it increasingly difficult to make a fair living. The cost of running the taxi, keeping the car in a roadworthy condition, complying with council licensing guidelines, having fully comprehensive insurance and public liability all of which increase year on year. On top of all these running costs there is the commission of 20 and 25% payable to Ryde taxi.

I would like to see an increase in the tariffs to reflect the good service which is offered by taxis across the Isle of Wight.

My main worry is that if there is an increase the operators are not going to insure that it will be passed on to drivers who are still made to offer 10% discount on fares to customers.

Representation 3

With reference to a conversation I had with Councillor Alan Hollands, he informed me of a proposal to change the speed limits for residential areas on the Island will reduce to 20 mph. This then would increase the time it will take to do jobs, on average a third, thus reducing the potential earning by a third per hour. I feel that an increase in the fares would have to happen if 20 mph limit came into effect.

Increase in spending i.e. fuel costs £1.14.99 per litre diesel as of today (18.10.16)
Morrisons as opposed to 99.99p in 2015, cost of living in general have increased.

Representation 4

Hackney Carriage Tariff is being abused by some of the drivers .This can be stopped by reviewing the tariff.

(1) The waiting time element is too high-£24 per hour.Waiting time starts as soon as the meter is engaged, drivers often engage the meter as soon as they are approached. They then load the taxi and spend time finding out where the passenger is going and waiting for a large gap before pulling off the rank. If this takes 3 minutes it has added £1.20 to the fare.

(2) I have only recently changed my car and meter as a result my new meter is programmed with the waiting time at 45pence per minute and I am very aware of the effect it has on the fare. The initial distance is reduced by almost half and every red light increases the fare by at lest 45pence. As I don't work night time I can only imagine the effect of double waiting time.

(3) Waiting time should be fixed throughout the complete tariff at the same rate about ten pound per hour.Those of us with regular customer tend to charge a fixed price for their jouneys or stop the waiting time when held up.

(4) Drivers will sometime use the wrong tariff by pressing the tariff change button as soon as the meter is engaged. If the meters were all calender controlled so that drivers could not change the tariff and an passenger charge was used, this would stop this.

(5) Since we have been DE-zoned we can only charge door to door. However. To my knowledge this fact has never been made clear to the trade .

I would recommend that the tariff should be reviewed the following way

The meter should start at £2 for 90yards (1/4 mile)

Each Subsequent 40 yards for 20 pence this would equate to the present tariff 1

Tariff 2. £3 for 90 yards .40 yards for 30 pence

Tariff 3 £4 for 90 yards. 40 yards for 40 pence.

Waiting time be fixed at £10 per hour .

Extra passengers after 4 £1 per person(children under 14 count as

1/2 passenger).

This would be good for the public and as a result would be good for the trade. By starting the meter at a lower rate it would be possible to get the public to flag taxis down. By increasing the passengers it will help to stop the drivers from overcharging. By using a start figure of £2 it would increase taxi useage by 200percent at least in two years. I have studied this over many years and has been proved in other areas.