

Representation 1

We do not want taxi fare to be increase - as the bigger firms are under cutting the small business so by increasing the fare you are pushing the public e.g. elderly residents away.

Representation 2

I still think that the rate 2 should apply from 1800 but at least 20.00 hrs of an evening as it is very slow then which is why there are so few taxis out and it would bring more out as with rate 3 that covers the unsocial hours and lack of custom and although some moan about the price if they don't use taxis regular a lot more are glad we are there to get them home when there are no buses and rate 3 covers the lack of custom i tell them only university towns are not double at night due to their constant trade so rate 2 from 1800 would be nice but from 2000 is realistic that's inline too with the police forces.

Representation 3

Dear Licensing Review Board.

As a owner and operator of two Taxi firms incorporating three Hackney Carriages I would like to encourage you to increase the table of fares for the Isle of Wight Authority. We have, in the last ten years had only one increase being in 2013. At present the Isle of Wight stands at 183 out of 370 in the table of fares with most of the popular tourist based authorities way above us.

I as an operator am experiencing great problems in trying to recruit drivers to our trade as the amount of money that they are likely to earn (as a percentage of takings) is not enough to cover even the minimum wage. Now I am not a believer in doing things in such a way that is considered the norm or because "it has always been done this way" and as such am having to consider paying drivers on a PAYE basis, however it must be able to be affordable thus enabling everyone in the process to make a profit and with the current fares that we are able to charge this is sadly not the case.

As an example a fare from Ventnor to Newport (hospital) is £24.00. I pay my drivers 45% commission 5% over the normal rate but I have to pay this to retain the drivers I currently have. This leaves me with £13.00 of which £4.00 is a fuel cost, £3.00 per day for insurance plus the other running costs I have to endure. Of course if the driver/vehicle were to busy doing work during the whole of their shift this would be acceptable but the harsh reality is that they are waiting around for the telephone to ring. All of this coupled with the capital outlay for vehicles leaves very little left as a profit margin, and let's be honest we don't go to work to lose money!

There are a lot of owner/drivers that operate on a part-time basis and for them the current tariff is probably sufficient to make a bit of extra pocket money, but for those of us who operate our Taxis as a business it is woefully cheap.

Of course we could all go electric having to spend £25000 on an electric car but we have only six public charging points for a population of 140,000. I buying an electric vehicle but find it very difficult to be able to afford the outlay, if the tariff was in increased at the next Review and we all went electric, maybe it could be decreased in future reviews.