

## **Response 1**

After consideration I believe it is high time for a fare increase?

1. It is currently cheaper to hire a taxi than a bus for a local journey with only two passengers.
2. For longer journeys the fares are still cheaper with four passengers.
3. Taxi's provide a door to door service unlike the bus.
4. Six years without an increase is far too long with cost of repairs, new vehicles, fuel and living go up.

I would suggest a £4.00 drop for three quarter of a mile, and 50pence thereafter for a quarter of a mile.

## **Response 2**

I believe the existing taxi fares are ok as they are except for tariff 1 - particularly for short journeys. I suggest that the initial fare for tariff 1 should be increased to £4.50 with an increase to 55p per subsequent quarter mile. Living expenses are increasing and the cost of diesel has risen significantly since 2016. Moreover, cars are increasingly complex and this is reflected in the cost of servicing, parts, maintenance and repairs.

I also believe that Sundays should be on a higher tariff. Clients often complain that it is difficult to get a taxi on a Sunday and an increase in Sunday tariffs would tend to improve this.

Thank you for your consideration!

## **Response 3**

As fuel prices, insurance costs and other charges related to licences etc for taxis have soared over recent months, I feel there is a definite need for a review of the fares.

Daytime rates are a particular issue as there is less profit margin, particularly in view of the fact that there are often many miles covered without fares (to return to the rank etc).

Rates 2 and 3 allow for a profit, but for rate 1 this is now very slim. I would like to see some adjustment in fares please!

## **Response 4**

With reference to the Table of Fares for 2019/2020 I believe that the tariff should increase. I run a small firm of two taxis in Ventnor and costs are increasing rapidly, fuel is by far my largest overhead and it has increased by over 20% in the last year, this along with an increase in all my other overheads which include driver commission, telephones, insurance and vehicle replacement. Also I have found that trying to recruit drivers has been very difficult due to the pay levels that we can afford to offer and continues to be a problem.

My proposal would be to increase (for rate 1) the moving off fee to £3.50 and increase the quarter mileage cost to 50 pence. I believe that the current tariffs for rate 2 and 3 are sufficient. The Isle of Wight is currently sitting at number 206 out of 367 local authorities (the Isle of Man sits at 92) so there is plenty of leeway to increase.

## **Response 5**

further to your email requesting input ahead of a fare revision meeting we would like to make a brief but succinct reply.

Yes we do need a fare increase after what is effectively 6 years of zero increase, we all know the cost of living has increased and will continue to do so. This fare revision will have to see the trade through the next one to two years at least, which takes us to 2020. We

suggest an increase from the current level to a £5.00 flag fall over an increased distance and a mileage rate increase to £2.00 a mile. We hope you will look favourably on our suggestion.

**Response 6**

As I have said every year the rate 2 needs to be implemented earlier after the so-called rush hour at 1900hrs.

I used to start my night shift at around 6p.m but now I don't start until 19.30-20.00 this is due to lack of customers and as it is day rate 1 not worth working those hours I don't see a need to increase the fares themselves, just move the time even if it was to 21.00 it would be better than 22.00, but ideally 19.00.

**Response 7**

Thank you for your email of 10 October 2018. I would like to suggest that the fares remain the same given the ongoing austere financial climate. I feel any rise at this particular time could be counterproductive to driver/owner's earnings as well as putting further financial burden on our regular taxi users.