

## Appendix 8 Responses to Fares Consultation

1

On the subject of the fare increases.

I do not think they are sufficient. However, because you are also proposing to allow drivers to charge what they want below tariff price, as a small business the bigger ones are going to price me out.

The truth is our expenses have risen greatly and with Russia moving into Ukraine fuel is going to sky rocket.

I would like to suggest that the Council remove the option to negotiate price within its boundaries and make it a requirement to use the meter.

That way our businesses are on a fair footing.

The general public will either pay the increase or not....but I cannot keep absorbing all the costs and remain in business. At least it would create a more level playing field.

Can you please make sure this gets seen by the appropriate members of the Council.

2

To whom it may concern

I am writing to you again to further my objection to this tariff. Since you have sent this email out for our point of view, I have watched fuel increase a further 20 pence per litre. As I understand you are trying to give your license holders a living wage increase, but by giving us an extra 80p of a mile or over for trips just isn't going to work when fuel has increased by 20p per litre with no sign of stopping increasing.

Regards

Excel Taxis Wareham

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having had a look at the proposed taxi fare change I feel it is very sustainable, especially in today's climate so would love you to go ahead with this!!

The one thing I would like to know is whether we will keep the bank holiday and Sunday rate which was rate 2 in north Dorset?

Many Thanks

Owner

Blandford Travel

4

I'd like to voice my view regarding the new Dorset Tariff which is proposed to come into force soon.

I noticed that Tariff 2 is not going to be anymore on a Sunday and also starts at 2300 weekdays. Personally, I feel that unsociable hours should start at 2200 on Tariff 2, and that Sunday should stay as Tariff 2.

I believe, that if the changes come in, there will have less drivers available for Sunday work, as being on T2 for the day makes it worth while to work.

As well as the price increase from fuel both, for vehicles and home bills, always on the increase, I personally think that cutting the T2 out on Sunday and making T2 start later on weekdays, is going to have a detrimental effect on all the drivers living costs.

5

I am strongly against the pathetic taxi Tariff change for the Purbeck area.

If I recall the last meter rise was 8 years ago.

If we only go back 6 years my diesel cost 99p per litre and today it is £1.54 per litre.

THIS IS OVER 50% RISE

The Hackney licence has gone up considerably during this time

The drivers badge cost has risen during this time

Insurance costs for running just two taxis is now over £3000 per year to pay and that's with full no claims

The local council rank costs have risen during that time

In addition DCC have taken away our Main Street rank in Swanage so we have no working area in the main pub/restaurant area causing us to just slowly drive round the street until flagged down using excess fuel and also adding to the air pollution! This rank in the square Swanage is now a loading bay 7am to 7 pm so we can't use it and taxi rank from 7pm to 7 am where it is blocked by illegally parked vehicles and there are no wardens through the night in Swanage so again we can't use it!!

In real terms taxi profits in Purbeck are less per annum now than in 2016!!

The pull off should be at least £3.60

The additional miles should be £3.40

Even then we would still not be back to 2016 earnings!!

Respectfully submitted

Swanage and Purbeck Taxi

6

I write further to your recent correspondence regarding the Tariff and Fee increase.

I believe that the increase in the HC vehicle renewal charge cannot possibly be justified by the Council in any way. The increase is completely disproportionate and in my opinion unfairly burdens drivers and operators so close the Covid 19 outbreak when drivers are still not returning to the levels of work they saw previously.

Furthermore could you clarify, as your letter is unclear, that Tariff 2 would come into affect for Sundays and Bank / Holidays as it is currently in the North Dorset Zone.

I also believe that Tariff 2 should commence at 22.30 hours as it does currently in the North Dorset Zone.

Could you please also confirm that the Local Authorities approved Taxi Meter Installers are aware of your intentions and have enough time to write the relevant programs etc in order to handle the influx of requests they will be subjected to in order to re-program taxi meters.

Also, I feel as you are now a unitary authority, Weymouth should be included in this matter. How can a unitary authority be so when there are clear distinctions between Weymouth and the rest of the County.

Futhermore, am I correct is assuming that all plates HC will be one color and PH will be an alternative colour throughout all the zones.

Thank you for your time and assistance with this matter and I gratefully look forward to receiving your response at your earliest convenicne.

Yours sincerely;

Eric's Taxis

7

I am writing to clarify that there is no mention of Sunday rates a T2 on the new proposal for prices? I strongly object to this if this is the case and you will probably find no one will be available to work as everybody gets paid extra for Sunday's.

Also I object to the to rather large rise in fees for new licenses on an industry that is already struggling with price rises on everything. It seem to you are giving with one hand and taking away with the other.

Please consider my points

Thank you

8

Well this seems strange after receiving your letter it seems the council are not listening to any of us here in Weymouth.

Point 1

The hackney association of Weymouth sent you are proposal for the fare increase that apparently you agreed in principle then decided to change it why !!

Point 2

How can you justify an increase in license fee for are cars by such an amount when we now have to pay for a mot at your registered garage's who will no doubt charge a premium just because it's a taxi.

Point 3

Meter test for a mot what is the point in having a certified meter fitted by a qualified technicians then a certificate issued only to be over ridden by a mot mechanic who isn't even qualified to even fit it let alone know how to use it.

I would like my objections to be noted on these points as no consideration has been made in how this policy has made without proper conciliation with anyone from the hackney association just bulldozed through without proper thought

As you are aware there is a rapidly increasing hike in fuel costs, therefore I object to the tariff proposed by Dorset Council. The tariff emailed to us means until the following tariff change after this one, we would be taking an extra 80p on fares 1 mile or over. I would be more happy to see a 20p per subsequent mile increase proposed on our current Purbeck Zone tariff of £3.60 Initial, £2.80 subsequent. Based on this we would earn an extra £2 for a trip to Swanage, rather than 80p. If the initial mile is to raise by 80p, it isn't worth us paying a minimum of £15 per meter to have it updated.

Also I find it highly unfair, baring in mind I have never agreed with the de-zoning that Weymouth & Portland should be charging a much reduced tariff to it's customers. This will actually cause us to continue losing custom from passengers in our zone to travel to Weymouth & Portland areas. Based on a trip from Durdle Door to Weymouth this would mean on meter rate we would charge approximately £43, yet on their tariff would be approximately £33. It appears to me there is a lot of favouritism with the Weymouth & Portland zone over other zone areas keeping their zone and own tariff to their selves, where as the rest of us have been forced against our decision to be de-zoned and share a tariff.

Under the new taxi policy for 2022, it clearly stated:

2.25. Dorset Council must balance the ability of drivers to earn a living with ensuring fair access to this

important mode of transport for all. Because there will be no zones, apart from the Weymouth and Portland Zone, there will be one maximum tariff set for all hackney carriages across the whole of the Council area. It is recognised that different areas may suit different tariffs and there is a need to allow an open market so there will only be a maximum limit set over which it will be an offence to charge. Vehicle proprietors are free to set their meters to a level that is equal or less than each element of the maximum allowed.

I emphasise to this part of the statement "Because there will be no zones, apart from the Weymouth and Portland Zone, there will be one maximum tariff set for all hackney carriages across the whole of the Council area."

This clearly states "there will be one maximum tariff", yet now Weymouth & Portland are going to get their own tariff?

Regards

Excel Taxis Network

Excel Taxis Wareham Xways Cars Durdle Door Cabs Corfe Castle Taxis Silver Cars

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I have a query on the proposed new tariff. There appears to be no extra charge for passengers over 1 as has been on previous tariff cards.

5.6.7.8 car loads can charge rate 2 but a 4 seater 4 passengers cannot charge any extra.

Can the 30p / passenger be added back in ?

Thank you

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I have seen the proposed changes to the Purbeck Taxi Tarriffs and feel that only changing the rolling rate for the first mile is totally inappropriate as the vast majority of our fares in Swanage (some 80%) are minimum fare which is £3.00 on tariff 1 which means we get little bene fit from rolling rate increases.

I would suggest a minimum pull away fare of £3.40 as we have waited for a fare increase for over five years so we have taken a fare cut every year in real terms.

All the drivers I have discussed this with agree, particularly as our industry and incomes have suffered greatly during COVID with the addition of massive fuel price increases. If drivers from other areas feel that they don't require an increase, they can be free to charge their original fares.

I hope that you can seriously consider this.

First of all, I'd like to say that an increase to the tariff charges is very welcome and long overdue after 10 years. Costs have increased exponentially in those 10 years and the industry has started to become unattractive to new & existing drivers. We must work in the only industry where costs have the potential to be unlimited but our income is limited & capped.

I have 3 objections to the proposed plans:

#### **Tariff 2 - Moving the time from 22:30 to 23:00**

- 22:30 at night is already too late to change Tariff 2, let alone even later. I believe 22:00 or even earlier to be much more acceptable and appropriate
- Increasing it to 23:00, when in rural North Dorset there is practically no work Monday - Thursday in those hours meaning this is a pay reduction on peak trade times – Friday & Saturday nights.
- Fridays and Saturday evenings are the most unsociable days & times to be working, so I don't agree that I should be out working at 22:45 at night and still on Tariff 1. The same money as working at midday!
- This will certainly result in a decrease of available drivers throughout the area – Lets take week days for example: Who would want work an evening to maybe only get 1 job at tariff 2, but they have to wait until almost midnight to get the higher rate, and then be up for school runs/work in the morning? Or Fridays & Saturdays: Peak times are between 10pm and 1am. This proposal means 33% of that peak time income will now be reduced to Tariff 1. Would you want to stay out until 1am on your Friday or Saturday night only to get 2 hours' worth of work at Tariff 2?
- Wiltshire Council have just lowered the start time of their Tariff 2 to 22:00

#### **I assume Tariff 2 remains on Sunday's & Bank Holidays all day? As it doesn't mention Sundays or Bank Holidays on the tariff sheet**

- Removal of Tariff 2 on Sunday's & Bank Holidays is completely unacceptable and will mean a severe lack of drivers available in the area. Hard enough to get a taxi on a Sunday at the moment, without drivers having their pay decreased further.

I don't believe the increase in Tariff 1 by £0.80 a mile comes close to covering the cost increases incurred over the last 10 years, let alone the proposed removal of tariff 2 on Sunday's, Bank Holidays and decreasing the start time to 11pm as laid out in the proposal letter. These proposals masquerade as a pay increase for drivers, but actually contribute to a pay reduction in drivers peak earning times. I realise prices need to be acceptable for the customer or they will find alternative means of transportation, but at the current Tariff 2 times (Friday/Saturday nights & Sundays), there is very high demand, zero or little other transportation options and a lack of taxi drivers already. We should not compound this further.

If Tariff 2 started at 22:00 or a maximum of 22:30, and remained on Sunday's and Bank Holidays, then I believe the proposals are acceptable.



### **Soiling charge increase**

- The soiling charge is too low even at £80.
- Wiltshire Council have increased theirs to £100
- A full car cleaning on a soiled vehicle is around £40 during the day using a mobile valet. Soiling tends to happen late at night, so cleaning is difficult or impossible. Heavy soiling not only renders a car completely unusable, meaning all ongoing work that late at night is lost, it also damages a company's reputation from the cancellations. £80 doesn't come close to covering that and it is not a deterrent.

### **Stag Taxis**