

Annex C - Table of Feedback

Feedback	Clarification	Summary
<p>in my opinion any future fare increases would be better received by the trade and public if the fares were not having coppers as part of the fare , all fares should be in multiples of 10 to save having to deal in 1ps , 2ps and 5p coins as part of the fare , so any increases should be having 10p as its lowest coin denomination</p>	<p>Do you have any views on the current tariff & the effects of the last increase? Would you say it has been positive or negative for the trade?</p> <p>As with any price increase , there will be a slowing up of trade until the public gets used to it , but being in an area that has been historically lower in wages than the rest of the country , we have to remember that we have to keep prices in line with the public's ability and willingness to pay more to get into a taxi before adding another price increase to the cards , as I have said in the past , people need food , water and power no matter what the cost is , but taxis are not something that's needed except in an emergency , but to make a living as taxi drivers we have to keep the fares in the area where the public still prefer to take a taxi than walk or take a bus</p>	<p>Fare increases should be in multiples of 10p.</p> <p>Increase should be in line with cost of living for area.</p>
<p>Good afternoon,</p> <p>Attached is a tariff sheet for another Welsh County.</p> <p>It shows an enhanced rate for larger vehicles which is good, we often get asked for a minibus, regularly for less than 5 passengers.</p> <p>I think when a bus or MPV is requested, customers should pay a bus or MPV rate, they are more expensive to buy, maintain and run after all.</p>		<p>Tariff should include provisions for Minibuses.</p> <p>Tariff should be:</p> <p>TARIFF 1 £4 Start for the 1st mile then 24p for each 10th of a mile</p> <p>TARIFF 2 Between Midnight and 6am £5 Start for the 1st mile then 36p for each 10th of a mile</p> <p>TARIFF 3 Minibus/MPV £5 Start for the 1st mile then</p>

<p>I find it almost impossible to get a driver to use a minibus because they must deal with more passengers, wheelchair users, parents with prams and finally 28mpg instead of 55mpg.</p> <p>Night-time driver's often say it's bad enough taking 4 passengers who have been drinking never mind 8!</p> <p>All these extra issues for no extra gain!</p> <p>TARIFF 1 £4 Start for the 1st mile then 24p for each 10th of a mile</p> <p>TARIFF 2 Between Midnight and 6am £5 Start for the 1st mile then 36p for each 10th of a mile</p> <p>TARIFF 3 Minibus/MPV £5 Start for the 1st mile then 30p for each 10th of a mile</p> <p>TARIFF 4 Minibus/MPV Between Midnight and 6am £6.25 Start for the 1st mile then 45p for each 10th of a mile</p> <p>In all the years I've been involved in taxis, I've never known a driver charge for luggage even though it states we can. I'd personally leave this off.</p> <p>These prices are my personal view of what we should be charging in Denbighshire.</p>		<p>30p for each 10th of a mile</p> <p>TARIFF 4 Minibus/MPV Between Midnight and 6am £6.25 Start for the 1st mile then 45p for each 10th of a mile</p>
<p>Over the last nearly 4 years since i got my taxi licence I had not seen a fare increase</p>	<p>Has the increase implemented earlier this year helped with these</p>	<p>Cost of living and doing trade has increased.</p>

<p>up until June 2022. In that time the price of everything I need to do that job as an owner driver has increased. Some things have increased 3 or 4 times the rate of inflation others even more but mainly fuel which has almost doubled in price. Also during this time mainly due to the pandemic the amount of drivers has reduced significantly, some left to do delivery driving and haven't returned, others retired and some unfortunately simply had to sell off their cars and get different jobs. I hung in by the skin of my teeth and managed to come out the other side. I understand that increasing fares too much would harm the industry but to put that into perspective shops don't stop passing wholesale price increases on to the consumer for fear of them not coming back to the shop, they have no choice, they have to remain profitable. The main times customers can't get a taxi is evenings but especially weekend evenings and this is down to the fact that a driver can earn a similar amount doing 8/9 hours during the daytime as they would for 7/8 hours in the evening/night and deal with no or little abuse from drunks and druggies. I don't agree tarrif 2 should start at midnight but also 6pm is too early as it punishes commuters on their way home. I would suggest 8pm or even 9pm. There must be a way of making the job a more appealing to new and existing drivers or the driver pool will continue to shrink. I look forward to the</p>	<p>costs?</p> <p>You mentioned that the driver pool has decreased, has this had a positive or negative effect on drivers? How often would you say that you have to turn jobs away?</p> <p>Regarding Tariff Two, I understand that you feel an adjustment to the hours would be reasonable, but the actual timings need to be examined.</p> <p>In your opinion, would the implementation of another tariff (ie. An antisocial hours tariff) for normal days, not including bank holidays/Christmas etc. be practical?</p> <p>No response.</p>	<p>Tariff 2 should start at 8/9pm.</p>
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consultants input		
<p>My views on the taxi trade in Denbighshire are,</p> <p>1 The increase on the tariff did not need to go up, I think you actually need to take a journey in the taxi to experience the cost and not from behind a desk.</p> <p>2. There are no new people coming into the trade because of the cost to set up which is on average about 17k , as the Denbighshire rule is that a new to fleet car has to be less than 5 years old, but you can have it on the road until its 12 years old and my argument is why can't we by a 8 year old car and it will have 4 Years to work.</p> <p>3. The point system on our own personal driving license allows us to drive upto 12 points by law, but Denbighshire taxi rule is 6/7 points on your driving licence and they won't renew your badge and so your out of a job, in my eyes that's ridiculous.</p>	<p>Clarification sought on meaning of “experience the cost”</p> <p>Experience the cost, is you need to actually sit in the taxi yourself and watch the meter rise to experience the cost of what the public have to pay, as just looking at numbers behind a desk doesn't give you the real experience of what it costs, I'd be willing to take you out on a few journeys to see what you think.</p>	<p>Tariff should not increase in price.</p> <p>Cost of setting up is too high, so to support lower fares rules on vehicles should be relaxed.</p>
<p>Before our recent tariff increase a fare from Rhyl Town to Robin Hood caravan park was £6.00 after our increase the same journey cost..wait for it yes £6.00</p> <p>I suggest that the starting fare is increased from £3.50 to £4.00 and all the other fares stays the same. A small increase I'm sure you would agree but would make a difference to the trade</p>		<p>Starting fare should increase from £3.50 to £4.00.</p>