

# Proposed Taxi Tariff for South Oxfordshire

## APPENDIX D: REPORT ON CONSULTATION

FEBRUARY 2024



This report includes the following:

BACKGROUND TO THE ENGAGEMENT  
METHODOLOGY  
ENGAGEMENT COMMUNICATION  
SURVEY AND FULL RESULTS

*If you require this report in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages) please email [jointheconversation@southandvale.gov.uk](mailto:jointheconversation@southandvale.gov.uk) or call 01235 422425.*

## BACKGROUND TO THE ENGAGEMENT

South Oxfordshire District Council consulted taxi drivers, proprietors, residents and businesses on a new hackney carriage (taxi) tariff for South Oxfordshire in June 2022. Following the feedback received, the tariff was adopted and introduced in October 2022.

The tariff is being reviewed at the request of the trade, to ensure it remains fair and reasonable for both passengers and hackney carriage proprietors and drivers.

In January 2024, we consulted on a proposed new revised tariff using the 'Guildford model', a nationally recognised method to calculate taxi tariffs which takes a number of different factors into account including local average earnings and the costs associated with running a taxi.

# METHODOLOGY

## Public notice

The legislation for reviewing and setting a taxi tariff states that we must publish a notice showing the proposed rates in a local newspaper for a period of two weeks to allow any objections to be made. Notices were published in the Henley Standard, Oxford Times, Oxfordshire Herald and Wiltshire Gazette and Herald between 31 January and 2 February with an initial proposed date of 20 February for the tariff to come into force. We must make a final decision within two months of the initial proposed date.

## Additional engagement

For additional transparency and accountability, we chose to take the extra step of engaging with licence holders to hear their views, which took place primarily via an online survey entitled the Proposed Taxi Tariff Consultation.

We sent 344 email notifications to drivers and proprietors providing a link to the proposed tariff, online survey, and details on how to take part. A copy of the email notification can be found in this report. A link to the survey was also included in the newsletter sent to all taxi licence holders on 12 February 2024.

We also issued 850 email notifications to consultees registered on the council's consultation database.

Wider publicity of the consultation took place on social media with posts placed on the council's Facebook, Instagram, and Twitter accounts. The Oxford Mail also ran a story about the consultation.

Details of the consultation, documentation including the proposed tariff and links to the survey were published on the council's website.

The online survey offered drivers and proprietors the opportunity to provide their views on the proposed revised tariff. If respondents disagreed overall with the tariff, they then had the chance to state which parts of the tariff they disagreed with. A free text box was provided.

The survey was aimed at drivers and proprietors who were licensed by the district council. However, individuals and members of the public could also make general comments if they wished.

Drivers and proprietors had the opportunity to attend a drop-in session at the District Community Centre in Didcot on Tuesday 6 February between 1pm and 3pm to discuss the tariff with licensing officers before providing comments.

The consultation period was open for responses from Wednesday 31 January until midnight on Monday 19 February 2024.

## Reporting methodology

- A total of 53 completed responses were received.
- The full results to the consultation are included in this report, alongside an officer response.
- Please note, ten duplicate responses were received using the same IP address which may bias the results.
- Any personal information supplied to us within the comments that could identify anyone has been redacted and will not be shared or published in the report. Further information on data protection is available in our general consultation's [privacy statement on our website](#).

**Note:** When stating percentages in the analysis, we are referring to the percentage of respondents that answered the specific question, rather than the total number of responses to the overall survey. Response percentages may not add up to 100% due to rounding up over .5 and rounding down under .5. Words that appear in italics are quotes taken from comments received.

# ENGAGEMENT COMMUNICATION

A copy of the email notification sent to drivers and proprietors is provided below.



## Have your say - revised Taxi Tariff for South Oxfordshire



Dear <<First Name >>

You may recall that in June 2022 we consulted you on our current tariff which was adopted and introduced in October 2022.

We are now asking for your comments on our proposed new revised tariff using the 'Guildford model', a nationally recognised method to calculate taxi tariffs.

You can find out more information about this consultation and have your say by clicking on the link below.

**This consultation runs from Wednesday 31 January until 11:59pm on Monday 19 February 2024.**

[Click here to take part in the consultation](#)

If you would like to discuss the tariff with one of our licensing officers before providing your comments, please come along to our drop-in session at the District Community Centre, Didcot on **Tuesday 6 February between 1pm and 3pm.**

If you have any questions about the proposed tariff or require the documents in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages), please email [licensing@southoxon.gov.uk](mailto:licensing@southoxon.gov.uk) or call 01235 422556.

#### **Data protection**

Please view our Privacy Notice regarding how your personal data is used for this consultation, available on our websites: [South Oxfordshire webpage](#) and [Vale of White Horse webpage](#).

#### **Want to unsubscribe or change your preferences?**

Please click on the links below. Please note, we may still need to contact you for certain consultations if we have a legal obligation to do so. [update your preferences](#) or [unsubscribe](#)

## SURVEY AND FULL RESULTS

A copy of the survey is provided below which includes the full results alongside an officer response.

**This survey is primarily aimed at taxi drivers and proprietors licensed by the district council. However, if you're a member of the public and would like to comment on the proposed tariff, you can do so by completing the general comments box.**



Our [current tariff](#) was introduced in October 2022. We are now proposing a new revised tariff using the '[Guildford model](#)', a nationally recognised method to calculate taxi tariffs.

In addition to changing the amounts charged for each hiring, we are proposing to start Tariff 2 from 10pm, rather than 11pm.

We would now like to know what you think of the **new proposed tariff**.

You can view the [proposed tariff document here](#).

To find out more information about how the proposed tariff was set, [please click here](#).

If you do not agree with the figures used to calculate the tariff, please ensure you explain why, and provide documentary evidence to support your comments. A file upload button is available in the survey.

**This consultation runs from Wednesday 31 January until 11.59pm on Monday 19 February 2024.**

### **Want to discuss the proposed tariff with an officer?**

If you would like to discuss the tariff with one of our licensing officers before providing your comments, please come along to our drop-in session at the [District Community Centre](#) on Tuesday 6 February between 1pm and 3pm.

### **Why your views matter**

Once the consultation period ends, we will collate and review all the responses. The process for adopting the tariff is as follows:

If we receive any objections to the tariff, we will need to refer the matter to Cabinet for review. This would take place in April 2024 and we could not adopt the new tariff until after that meeting has taken place.

If we do not receive any objections, the new tariff will take effect in South Oxfordshire from 20 February 2024.

Once the new tariff comes into place, you will need to update your taxi meter with your meter company representative and have the meter checked and sealed by one of our authorised garages. We will allow a period of 1 month for this to be done.

We will publish the tariff, along with the consultation statement and a consultation summary report on our website.

### **Queries?**

If you have any questions about the proposed tariff or require the documents in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages), please email [licensing@southoxon.gov.uk](mailto:licensing@southoxon.gov.uk) or call **01235 422556**.

### **Personal Details?**

If you are responding as a driver or proprietor you are required to provide either your name, or trading name and email address to ensure we can contact you if we require any further clarification on your comments.

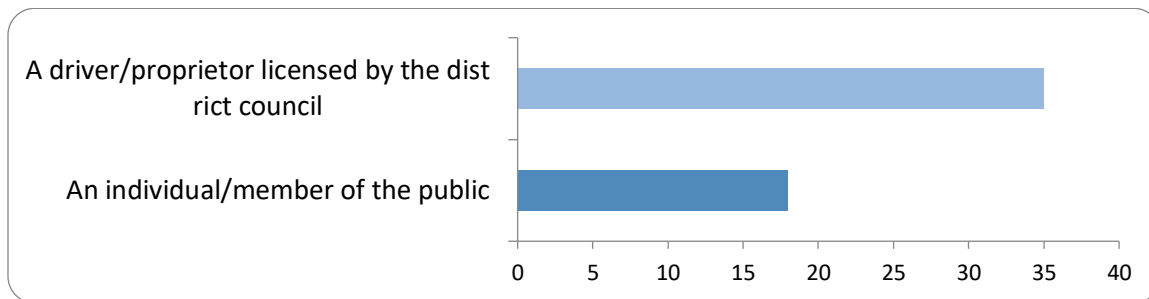
If you are responding as a individual/member of the public, or other you do not need to provide this information but can do so if you wish. Any personal information you provide to the council within your comments that could identify you will not be published in the consultation report. Further information on data protection is available in our [privacy statement](#).

For those that have provided personal data, if you are happy for the councils to use your personal and equality questions data for this consultation, please click the link in the box below to provide your response.



### 1. Are you responding as:

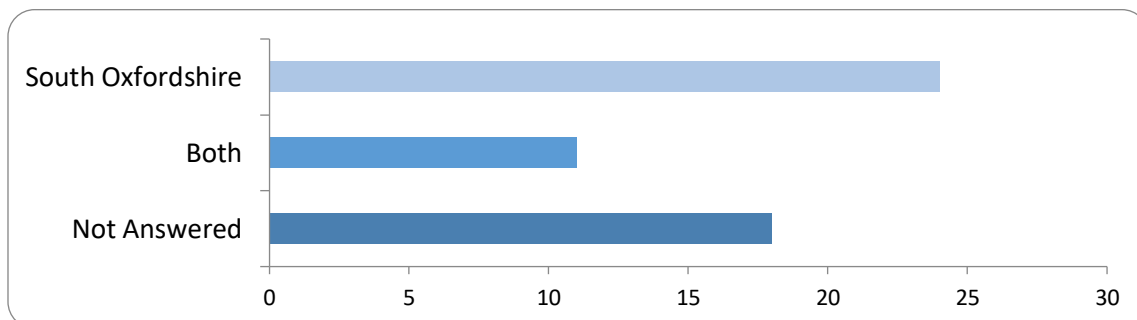
The majority of respondents, responded on behalf of a driver/proprietor licensed by South Oxfordshire District Council (66%). The remaining responses were received from individuals/members of the public (34%).



Option	Total	Percent
A driver/proprietor licensed by the district council	35	66.04%
An individual/member of the public	18	33.96%
Other - please specify below	0	0.00%
Not Answered	0	0.00%

### 2. Which district council are you licensed by?

45% of respondents are licensed by South Oxfordshire, whilst 11% are licensed by both South Oxfordshire and Vale of White Horse.



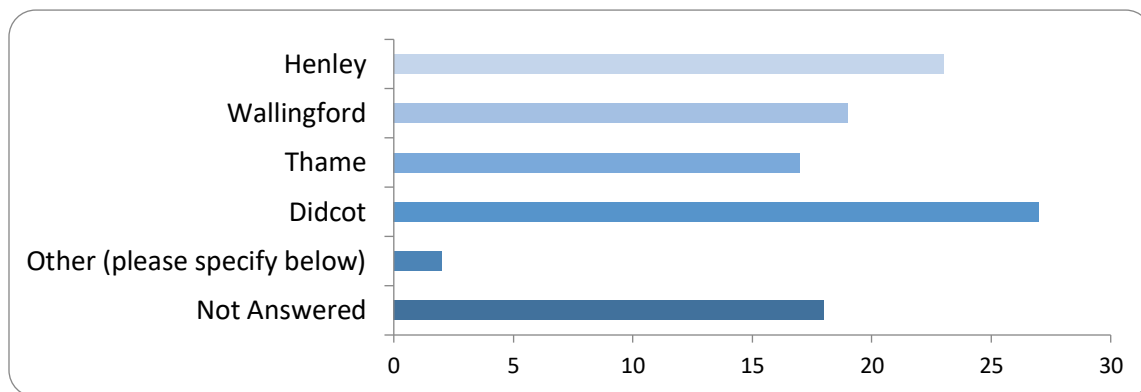
Option	Total	Percent
South Oxfordshire	24	45.28%
Vale of White Horse	0	0.00%
Both	11	20.75%
Another council	0	0.00%
Not Answered	18	33.96%

### 3. Please provide either your name or trading name below.

Please note, taxi drivers/proprietor's names, email addresses etc have been removed from this report.

#### 4. Which town(s) do you predominantly work from? Tick all that apply.

The majority (51%) predominantly work from Didcot, followed by Henley (43%), Wallingford (36%) and Thame (32%).



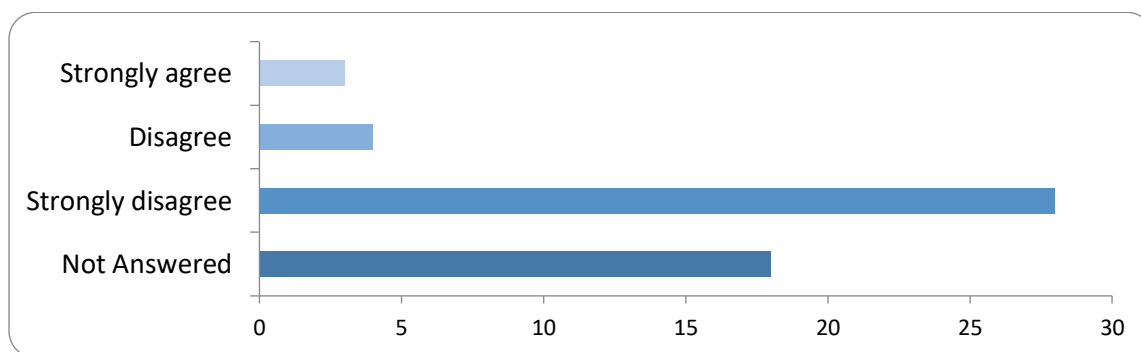
Option	Total	Percent
Henley	23	43.40%
Wallingford	19	35.85%
Thame	17	32.08%
Didcot	27	50.94%
Other (please specify below)	2	3.77%
Not Answered	18	33.96%

#### Other (please specify below):

- Other is quite a bit of private work
- Oxford

#### 5. Overall, how far do you agree or disagree with the proposed tariff?

Most respondents (60%) disagree with the proposed tariff, more specifically 53% strongly disagree and 8% disagree. Whilst 6% expressed strong agreement with the proposed tariff.



Option	Total	Percent
Strongly agree	3	5.66%
Agree	0	0.00%
Neither agree nor disagree	0	0.00%
Disagree	4	7.55%
Strongly disagree	28	52.83%

I don't know	0	0.00%
No comment	0	0.00%
Not Answered	18	33.96%

The survey separated the respondents by their level of agreement to the proposed tariff overall. All the comments that expressed agreement or disagreement have been sectioned out below.

## Agreement with the proposed tariff for South Oxfordshire

### 6. You have agreed with the proposed tariff for South Oxfordshire. To help us understand your reason(s) why, please provide your comments below.

2 comments were received to this question. The comments received alongside an officer response are provided below.

ID number	Comments	Officer response
ANON-Z9BE-K891-7	<i>This tariff for our area is good I hope everyone agreed,</i>	No comments – driver/proprietor agrees with tariff
ANON-Z9BE-K89M-3	<i>Before looking I was thinking it be good for t2 to come in earlier and thats been suggested  Also t3 is nearly in line with double time for those day which was the case before tariffs</i>	No comments – driver/proprietor agrees with tariff

## Disagreement with the proposed tariff for South Oxfordshire

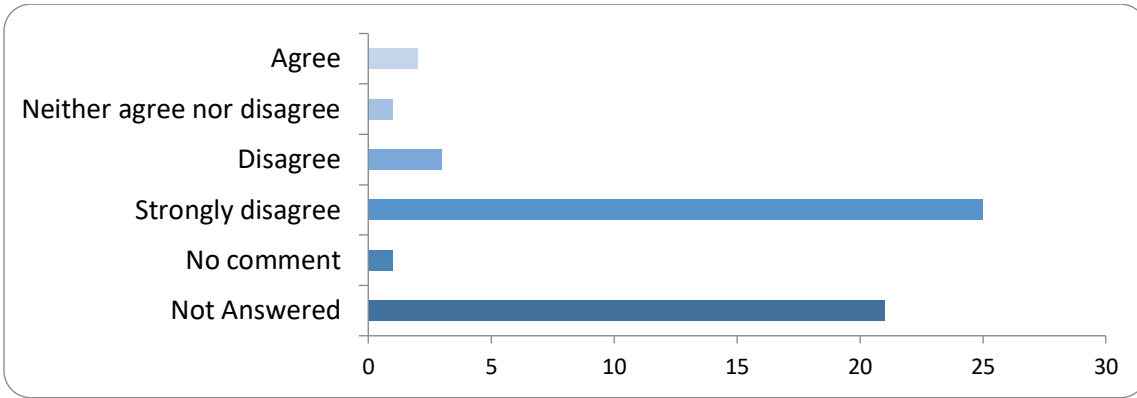
### 7. You have disagreed with the proposed tariff for South Oxfordshire. To help us understand your reason(s) why, please answer the following statement:

**If you wish to upload supporting documents to support your comments, please attach them below.**

25 respondents provided a file upload to support their comments. The attachments can be viewed at the end of this report.

#### ○ Proposed tariff times, days and dates

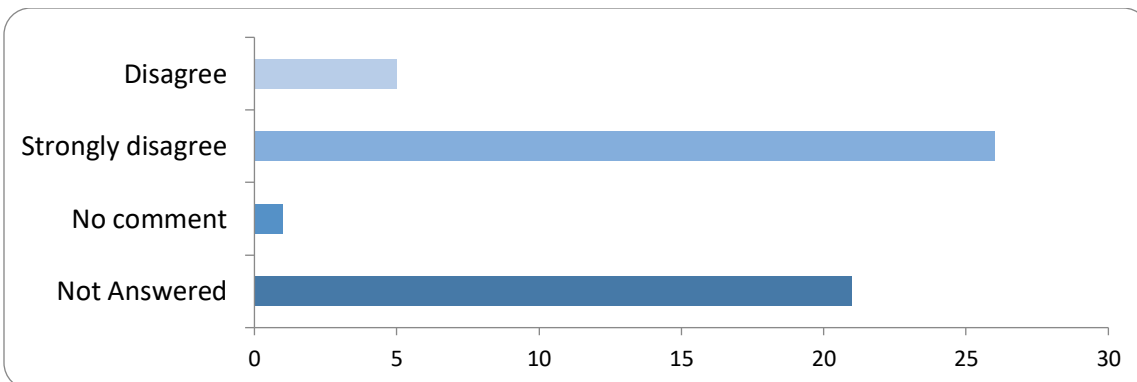
Of the respondents that expressed disagreement with the overall tariff, 53% also strongly disagree and disagree with the proposed tariff times, days and dates, whilst 4% agree.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	2	3.77%
Neither agree nor disagree	1	1.89%
Disagree	3	5.66%
Strongly disagree	25	47.17%
I don't know	0	0.00%
No comment	1	1.89%
Not Answered	21	39.62%

○ **Minimum charge ('flag fall') for each tariff**

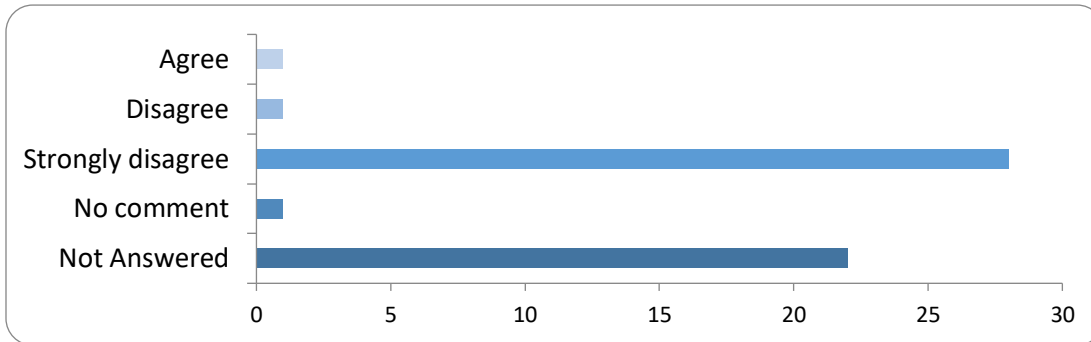
Of the respondents that expressed disagreement with the overall tariff, 58% also strongly disagree and disagree with the minimum charge ('flag fall') for each tariff.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	0	0.00%
Disagree	5	9.43%
Strongly disagree	26	49.06%
I don't know	0	0.00%
No comment	1	1.89%
Not Answered	21	39.62%

○ **Subsequent distance charge**

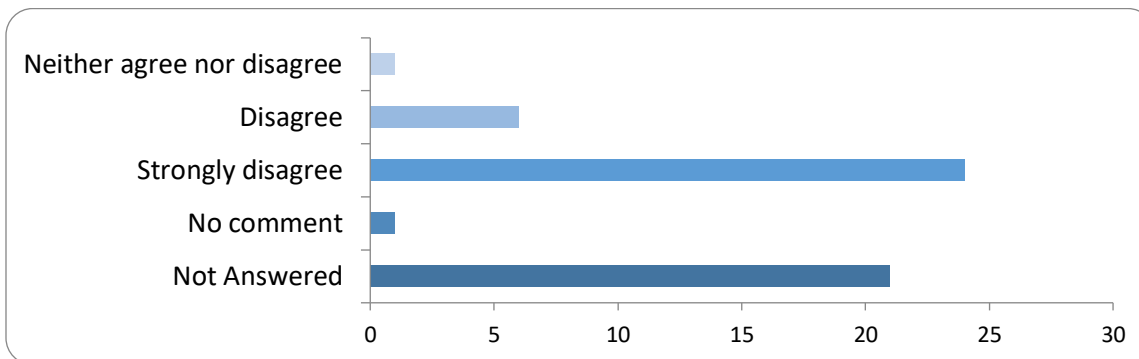
Of the respondents that expressed disagreement with the overall tariff, 55% also strongly disagree and disagree with the subsequent distance charge, whilst the 2% agree with it.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	1	1.89%
Neither agree nor disagree	0	0.00%
Disagree	1	1.89%
Strongly disagree	28	52.83%
I don't know	0	0.00%
No comment	1	1.89%
Not Answered	22	41.51%

○ **Waiting time charge**

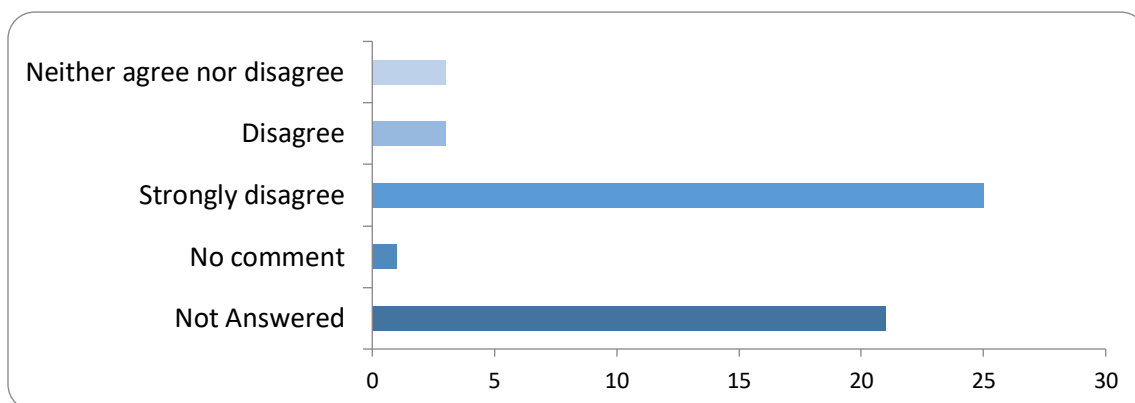
Of the respondents that expressed disagreement with the overall tariff, 57% also strongly disagree and disagree with the waiting time charge.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	1	1.89%
Disagree	6	11.32%
Strongly disagree	24	45.28%
I don't know	0	0.00%
No comment	1	1.89%
Not Answered	21	39.62%

○ **Charge per additional passenger when carrying 5+ passengers**

Of the respondents that expressed disagreement with the overall tariff, 53% also strongly disagree and disagree with the charge per additional passenger when carrying 5+ passengers.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	3	5.66%
Disagree	3	5.66%
Strongly disagree	25	47.17%
I don't know	0	0.00%
No comment	1	1.89%
Not Answered	21	39.62%

**If you have any comments, please provide them below.**

32 respondents who disagreed with the tariff provided comments. The comments received alongside an officer response have been provided below.

Please note, where there are two comments against the same ID number, this indicates they provided multiple comments in separate sections of the survey, so these have been grouped for ease of reference and response.

ID number	Comments	Officer response
ANON-Z9BE-K89N-4	<i>Would it be possible if i was to stay on the current tariff which is cheaper than proposed tariff especially tarriff 3 which has jumped from.£7.50 to nrly £12.00 for flag as alot of customers to complain goin on med to long journernys. The current tarriff would.be cheaper than the.propsed new tarriff and therefore i would like to stay on it pls</i>	We note this proprietor feels the proposed tariff is too high and will result in more people booking private hire vehicles instead. The proposed tariff is a maximum and any driver can charge a lower amount if they wish.
	<i>The higher tarriff will make abit more money for us but once we give a potential customer an approx quote for a journey they say too much and ring a local private hire firm thus hackney drivers lose money</i>	

ANON-Z9BE-K8EU-Q	<p><i>Proposed tariff is not right in the present time of inflation and how other salaries increase. Minimum fare tariff one is even less then bus fare for 4 people travelling on bus. Guildford current tariff that is 18 months old is much righer then this proposed tariff and our area if work is expensive then guilford and 3 compliance in a year can not be justified how expensive our vehicle licence is to maintain. All area of work are very rural and not much and continuous work available like guilford, reading or Wokingham. There is no heckney carriage vehicle licence cap and with less work there are huge number of hackney carriage licenses.</i></p>	<p>The policy that older vehicles require more frequent testing has been in place for many years and recognises that older vehicles are more prone to mechanical defects. The Guildford model takes into account the costs of running a taxi including compliance tests.</p> <p>The information on how the tariff was calculated using the Guildford model was provided with the survey link, this includes average salary data from the ONS.</p> <p>The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from the South &amp; Vale Taxi Drivers Association ('SVTDA').</p>
ANON-Z9BE-K8T6-7	<p><i>I do NOT accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough. I have Attached a tariff we want thanks</i></p> <p><i>I want this tariff that the association is putting forward as it has been voted for by the trade and had over 75% of the votes. This tariff is fare and I want it and I do not want the tariff proposed by licensing.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8T1-2	<p><i>I do NOT accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the</p>

	<p><i>and it is not good enough. I have Attached a tariff we want thanks</i></p> <p><i>I want this tariff that the association is putting forward as it has been voted for by the trade and had over 75% of the votes. This tariff is fare and I want it and I do not want the tariff proposed by licensing.</i></p>	<p>proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8TN-Y	<p><i>I propose Tariff 1 should be £6.35 first mile and £3.50 per mile thereafter from 06:00-21:59 Monday to Saturday. It is to wide of a gap compare to Tariff 2</i></p>	<p>Using these figures would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country.</p>
ANON-Z9BE-K8TX-9	<p><i>Has to minm tariff is too low need to increase</i></p> <p><i>Need to increase minimum charges please</i></p>	<p>The alternative tariff proposed in the upload would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8TZ-B	<p><i>Attched file</i></p> <p><i>(Please note, you can view the attachment at the end of this report).</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>



ANON-Z9BE-K8TF-Q	<p><i>I think your proposed tariff is far from reflecting the inflation of the last 18 months.</i></p> <p><i>My suggestion is to apply the tariff attached below.</i></p>	<p>The tariff has not been calculated using inflation, but the model originally suggested by SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8T2-3	<p><i>I do not accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough.</i></p> <p><i>I want this tariff that the association is putting forward as it has been vote for by the trade and had over 75% of the votes. This tariff is fare and I want it and I do not want the tariff proposed by licensing.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8ZD-U	<p><i>We consulted colleagues and customers and agreed with a different taxi tariff.</i></p> <p><i>Please find attached our proposed taxi tariff.</i></p> <p><i>We strongly hope that our proposal will be implemented.</i></p> <p><i>Best wishes</i></p>	<p>The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8T4-5	<p><i>I do NOT accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough. I have attached the tariff we want</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the</p>

	<i>I want this tariff that the association is putting forward as it has been voted for by the trade and had over 75% of the votes. This tariff is fair and I want it and I do not want the tariff proposed by licensing.</i>	<p>proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8TK-V	<p><i>I refuse to agree with the proposed tariff by licensing authorities because they failed to engage in discussions with the trade or association prior to submitting it for consultation, and it does not meet acceptable standards.</i></p> <p><i>I support the tariff proposed by the association because it has been endorsed by the trade with over 75% of the votes. This tariff is fair, and I strongly prefer it over the licensing proposed tariff</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8Z6-D	<p><i>I do not accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough.</i></p> <p><i>I want this tariff that the association is putting forward as it has been vote for by the trade and had over 75% of the votes. This tariff is fair and I want it and I do not want the tariff proposed by licensing.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to</p>

		reflect the suggestions from SVTDA.
ANON-Z9BE-K8T9-A	<i>I do not accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough.</i>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
	<i>I want this tariff that the association is putting forward as it has been vote for by the trade and had over 75% of the votes. This tariff is fare and I want it and I do not want the tariff proposed by licensing.</i>	
ANON-Z9BE-K8Z5-C	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as I cannot attach the document using the other 2 submission.</i>		

<p>ANON-Z9BE-K8Z7-E</p>	<p><i>We strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>The taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I am the chairman of the taxi drivers association and I am having to use the drivers part of this consultation as one can not attach the document if you use the other 2 submission.</i></p> <p><i>It is clear that this consultation is determined to prevent a clear representation of what the trade and those that use the trade actually want for the trade.</i></p> <p><i>I have advised people that if they want to submit anything to this consultation that they will need to do it via the drivers response as this is the only way they can.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8Z9-G</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I am very upset when I see what Licensing is trying to do.</i></p> <p><i>Licensing are behaving like dictators just telling us what they say we can charge without properly listening to the trade.</i></p> <p><i>Not all the drivers or operators have been informed of the consultation so I have to presume that licensing is trying to prevent the trade from responding to the consultation.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided. The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>Links were sent directly to all proprietors, and were also included in a trade newsletter. In addition there was a drop in session and visits to the ranks at least</p>

	<p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><b>I WANT THE TRADE CHOSEN TARIFF</b></p>	<p>twice over the consultation period.</p> <p>It is also the case that private hire operators can charge any fare that they agree with a passenger, which they are lawfully entitled to do.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
	<p><i>I am very concerned that Licensing will try and say as they did on the last consultation, that as the majority of the trade had not objected to the tariff in the consultation that they had put forward. "The trade must be in agreement with the tariff"</i></p> <p><i>This I have to say is totally wrong as the majority of (South and Vale) badge holding drivers, work as private hire drivers for 001, Royal Cars, Go Green and Reading Taxis. And therefore they do not care what the tariff is set at as they predominately do not work within the licensing area.</i></p> <p><i>Private Hire can charge what they want and ARE RIPPING THE CUSTOMERS OFF. Because the hackney drivers can not charge a tariff that means the can earn a living.</i></p> <p><b>NO HACKNEY DRIVERS = PRIVATE HIRE RIPPING OFF CUSTOMERS</b></p> <p><i>This Licensing department are more concerned about what position the council is on a league table rather than giving the drivers a tariff that is good for the trade.</i></p> <p><i>It is time that Licensing and the Council listen to the trade and work with the trade before the trade disappears because this is likely to happen if they do not listen.</i></p>	



<p>ANON-Z9BE-K8ZA-R</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <hr/> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8ZB-S</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to</p>

	<p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission.</i></p> <p><i>It is clear that this consultation is determined to prevent a clear representation of what the trade and those that use the trade actually want for the trade.</i></p> <p><i>I am totally dismayed that the council would behave like this</i></p>	<p>the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8ZC-T</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <hr/> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission.</i></p> <p><i>Give the drivers a good wage</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>

<p>ANON-Z9BE-K8ZE-V</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8ZG-X</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to</p>



	<i>the drivers should have as you cannot attach the document using the other 2 submission.</i>	reflect the suggestions from SVTDA.
ANON-Z9BE-K8ZH-Y	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as I cannot attach the document using the other 2 submission.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
ANON-Z9BE-K8ZM-4	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p>

	<p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission.</i></p>	<p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8ZT-B</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><i>This is the ONLY professional trade that someone else tells them what they can charge. THIS IS TOTALLY WRONG.</i></p> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission.</i></p> <p><i>It is clear that this consultation is determined to prevent a clear representation of what the trade and those that use the trade actually want for the trade.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>

<p>ANON-Z9BE-K8ZW-E</p>	<p><i>I strongly disagree with the tariff that the Licensing has proposed as there has been no consultation with the trade or the drivers to negotiate a mutually agreeable tariff.</i></p> <p><i>I use taxis often, so I am really angry when I see what Licensing is trying to do.</i></p> <p><i>Licensing has just said this is what you are going to charge and the trade disagrees.</i></p> <p><i>Licensing has only given 20 day (not even 3 weeks) consultation. This is not enough time (The last consultation that licensing gave to the previous taxi tariff was 36 days)</i></p> <p><i>I know that the taxi association gave to the trade 3 tariff's and the trade voted by over 75% that the wanted the tariff that is attached to this submission. This was not to just the members of the association but also to drivers that were not in the association.</i></p> <p><i>I agree with the tariff that the trade has chosen as I think it is fair and good for the drivers.</i></p> <p><i>If you employ drivers the national minimum wage has gone up by nearly 20% since the last tariff was imposed on the trade.</i></p> <p><i>It is a total injustice for the council to prevent the trade to charge a tariff they feel that is required by them to provide a professional quality service.</i></p> <p><i>I have been advised to use the driver's part of this consultation so I can enclose the tariff that I think the drivers should have as you cannot attach the document using the other 2 submission.</i></p> <p><i>It is clear that this consultation is determined to prevent a clear representation of what the trade and those that use the trade actually want for the trade.</i></p> <p><i>You probably have these comments before but unless we say it time after time maybe then you will actually listen to the general public and the trade.</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the proposed tariff were provided.</p> <p>The legal requirement is for fares to be published in a local newspaper with a 14 day period for comments to be made.</p> <p>The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-Z9BE-K8ZV-D</p>	<p><i>Tariff 2 flag is to much</i></p>	<p>We note this proprietor feels the proposed tariff 2 is too high. The proposed tariff is a maximum and any driver can charge a lower amount if they wish.</p>

<p>ANON-Z9BE-K8TW-8</p>	<p><i>If I carry 5+ passengers , we donot get apt correct fares for 8 passengers I carry in a taxi when compared to other district council fares</i></p> <p><i>Minibus charges needs to be revised and at par with normal car tariff when compared to benefits of 8 passengers travelling in a minibus</i></p>	<p>The supplement for additional passengers is with a view to subsidising the higher cost of running larger vehicles and it is felt this is set at a reasonable rate to balance between the higher costs of running a larger vehicle and the need for fares to be reasonable for those using taxis.</p>
<p>ANON-Z9BE-K8TD-N</p>	<p><i>That tariff 2 on sunday is not right, I understand to be more expensive after 22:00, but Monday-Sunday daytime has to be the same, tariff 1.</i></p> <p><i>On that proposed tariff is a big difference between tariff 1 with £0.30/100yards and tariff 2 £0.40/100yards.</i></p> <p><i>In my opinion has to be: tariff 1 £6 first mile and £0.32/100yards Monday-Sunday daytime 06:00-21:59</i></p> <p style="text-align: center;"><i>and tariff 2 £8 first mile and £0.35/100yards Night time after 22:00-01:59</i></p> <p><i>And an update on tariff every year on April.</i></p> <p><i>This tariff has to be a maximum we can run with, to give the freedom to chose a tariff under this limit, to lift up the price in steps, but with the tariff so low how we can do that?</i></p> <p><i>When a tariff is proposed we have to think in the future,this one will be ok for the next year? What I can see the renewal process is not happening every 12 months. Even when the minimum wage goes up, prices goes up, car parts and service goes up, tyres are more expensive. Trains tickets prices goes up at the beginning of the year, every year.</i></p>	<p>It is noted this driver feels that Sunday daytime charges should be lower, which corresponds to some of the public comments.</p> <p>The suggestion to review the tariff in April each year is also noted.</p> <p>Looking at the specific figures proposed, there is a proposal for the fare to increase every 100 yards, which is far more frequent than the current 176 yards. Using the figures provided would therefore result in a 2 mile tariff 1 fare of £11.63 which would make us the second most expensive area in the country. There are no tables for comparison in respect of the Tariff 2 proposal but the figure for a two mile journey would be £14.16.</p>
<p>ANON-Z9BE-K8TC-M</p>	<p><i>I do NOT accept the tariff that licensing has proposed as they did not speak to the trade or association before submitting it for consultation and it is not good enough. I have Attached a tariff we want thanks</i></p>	<p>A meeting was held with SVTDA on Friday 12 January where details of the proposals and the dates for the consultation on the</p>

	<i>I want this tariff that the association is putting forward as it has been voted for by the trade and had over 75% of the votes. This tariff is fare and I want it and I do not want the tariff proposed by licensing.</i>	proposed tariff were provided.  The method used to calculate the fares is the one originally requested by the SVTDA. The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.
ANON-Z9BE-K8ZS-A	<i>The proposed tariff does not reflect the inflation at all  My suggestion, for a fair tariff is attached</i>	The alternative tariff proposed would result in a 2 mile tariff 1 fare of £9.85 which would place us 5th highest in the country. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.
ANON-Z9BE-K8TP-1	<i>I think that the tariff 3 should start from 9pm and tariff 3 from midnight onwards</i>	This comment is unclear as it refers to Tariff 3 twice. The times set for the tariff changes are deemed to be reasonable to compensate drivers for working during more unsociable hours.

## Individuals/members of the public responses

### 8. If you have any comments on the proposed tariff, please provide them below.

15 comments were received from individuals/members of the public. The comments received alongside an officer response are provided below.

Please note, where there are two comments against the same ID number, this indicates they provided multiple comments across separate sections, so these have been grouped for ease of reference and response.

ID number	Comments	Officer comment
ANON-Z9BE-K8TB-K	<i>I think the proposed tariff rates are perfectly reasonable</i>	No comments - member of public agrees with proposed tariff



<p>ANON-Z9BE-K8ZP-7</p>	<p><i>The cost per mile seems extremely high given modern vehicles have much better fuel efficiency that in the past and servicing costs can be minimised (e.g. by buying a second hand Tesla Model 3 which are now available for &lt;£20k).</i></p> <p><i>You can fly halfway across Europe for the cost of a 10 mile taxi in tariff 2... If this is the way the industry is going then autonomous cars will destroy this industry and the jobs with it.</i></p>	<p>We note the concern that the proposed tariff is too high and the longer term impact on the use of taxis</p>
<p>ANON-Z9BE-K8TS-4</p>	<p><i>I use taxis all the time as I do not drive. I use them for business and leisure, I use them in the morning, afternoon, evening and at night.</i></p> <p><i>I do not agree with the tariff that the council has proposed as they have not spoke to the drivers they have just tried to impose a tariff on them.</i></p> <p><i>I have spoken to some of the drivers and they have a tariff that they want to have. They told me that the tariff has been voted on by the drivers and over 75% of the drivers voted for this tariff.</i></p> <p><i>I have seen the tariff and I support the tariff that the taxi drivers want.</i></p> <p><i>I wanted to upload the tariff but I cannot do this.</i></p> <p><i>So I want to make this clear I am voting for the tariff that the taxi drivers are asking for and not the tariff that the licensing is trying to force on them</i></p>	<p>No comments - member of public supports tariff proposed by SVTDA</p>
<p>ANON-Z9BE-K89V-C</p>	<p><i>As a disabled non-driver, the local taxi service is a vital method of transport for me, used for leisure purposes during the day. Like all aspects of the cost of living, I expect and grudgingly accept that all prices increase. This proposed tariff at least applies a structured and fair degree of pricing. However, will it apply to taxi services across the whole spectrum of availability? When I book in advance, I have the choice of what I perceive to be a reputable business. If I need a taxi at the railway station, I must take the next in line. Are they all covered by the same pricing structure? I have been charged exorbitant amounts by seemingly 'one-off' drivers, way above the proposed new tariff prices. How can I be sure of a correctly applied fare?</i></p>	<p>This tariff applies to all work carried out by hackney carriages within the district - including pre-booked work. It is a maximum and any driver can charge a lower amount if they wish. Meters are checked at the time of their compliance test and any concerns about individual fares perceived as being too high should be reported to us for investigation.</p>
<p>ANON-Z9BE-K89K-1</p>	<p><i>I don't understand why there is a different rate for working on a Sunday. Supermarket workers don't get paid a different rate for this.</i></p>	<p>It is common for tariffs to include a higher rate for Sundays as it was traditionally a rest day and it was felt reasonable for drivers to receive a higher fare for</p>

		working on this day of the week.
ANON-Z9BE-K8TV-7	<p><i>Average cost per mile to run a car - 40p. Even allowing for wages etc a cost of £3per mile can only be described as extortionate and massive council sanctioned profiteering.</i></p> <p><i>However as the county and local councils have an overt agenda to drive cars off the road it doesn't surprise me that you're acting in this way.</i></p> <p><i>This is an unnecessary increase which will only hit the pockets of the hard up residents even more - but as with your war on cars you clearly don't care about the effect on residents and business.</i></p>	We note the concern that the proposed tariff is too high and will impact on residents in the district.
ANON-Z9BE-K89E-U	<p><i>Although I understand that taxi drivers are 'feeling the pinch' just like everyone else I do not feel that the tariffs proposed are likely to do anything to encourage the general public to use them instead of using their own vehicles. This should be encouraged as much as possible to reduce drink driving.</i></p> <p><i>The use of taxi's should be only encouraged where there is no, or limited, public transport. Surely if we are trying to reduce greenhouse gases we should be promoting the use of public transport.</i></p> <p><i>Living close to Wallingford the bus services provided does little to help this and should be improved significantly.</i></p>	We cannot comment on the availability of bus services but note the comment that the proposed fares are too high and may dissuade the use of taxis and a potential increase in drink-driving.
ANON-Z9BE-K89P-6	<p><i>Fees are too high for additional passengers. Should be encouraged to take more people if anything a single person supplement.</i></p> <p><i>Should be cheaper 2-3 miles as under 2 people could walk.</i></p>	The supplement for additional passengers is with a view to subsidising the higher cost of running larger vehicles. If passengers wish to group together for journeys that is perfectly acceptable, but we recognise that single persons may not feel comfortable doing this and we would not wish to deter any lone person taking a taxi for public safety reasons.
ANON-Z9BE-K8Z2-9	<p><i>Tariffs are reasonable providing they are matched with a quality of service. Too often taxis are late or don't turn up at all, and many do not take direct routes in order to charge you more.</i></p>	This comment about the quality of taxi provision is noted; we would encourage anyone with such concerns to contact us with details so we can investigate.
ANON-Z9BE-K89H-X	<p><i>I use taxis because I am too old to drive. I use them mainly during the day, occasionally late in the evening.</i></p> <p><i>I like the fact that as far as possible GoGreen tell me the fare when I book.</i></p> <p><i>I have the impression that the taxis caught at the</i></p>	This tariff applies to all work carried out by hackney carriages within the district - including pre-booked work. It is a maximum and any driver can

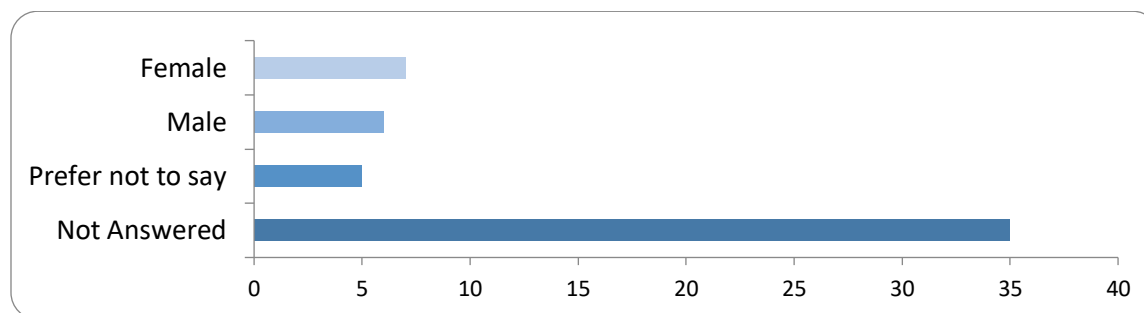
	<p><i>Didcot Parkway rank vary from owner to owner, but I have not kept a record. I would be happier if the fare from the rank to my address was always the same for the time of day.</i></p> <p><i>The proposed tariff looks sensible to me.</i></p>	<p>charge a lower amount if they wish.</p> <p>We have recently been provided anecdotal evidence of issues regarding discrepancies with the fares charged from Didcot Parkway rank and these are being investigated.</p>
ANON-Z9BE-K8TT-5	<p><i>Sundays should be charged the same as Saturdays as for many years now, both weekend days have had shops open and business as normal etc so Sundays shouldn't be treated any differently</i></p> <p><i>Taxi rates are already very high for short journeys and the increase will just prevent people using them as much</i></p>	<p>It is common for tariffs to include a higher rate for Sundays as it was traditionally more of a rest day and it was felt reasonable for a higher fare for working on this day of the week. We note the concern that the proposed tariff is too high and will dissuade people from using taxis.</p>
ANON-Z9BE-K8ZU-C	<p><i>I use taxis all the time.</i></p> <p><i>day and night</i></p> <p><i>I think tariff from council not good.</i></p> <p><i>Tariff from drivers good. Is good for drivers.</i></p> <p><i>Give drivers tariff they want.</i></p>	<p>No comments - member of public supports tariff proposed by SVTDA</p>
ANON-Z9BE-K89Q-7	<p>I have to say I am astonished that these services are not subsidised at least as much as buses. Taxis come to where you wish to start your journey and take you directly to your destination. This is the ideal model for people who have no regular need of a private vehicle. Buses, however do not start from where you want them too or indeed take you to your destination. Mass public transport is OK for cities, we can all avoid them, but just do not work in rural areas.</p>	<p>District councils have no resource or budget to subsidise taxis or private hire vehicles but we recognise that they are an important part of local transport infrastructure which is why it is important to set a reasonable tariff. We will also feed this comment through to Oxfordshire County Council who are responsible for the Local Transport Plan.</p>
ANON-Z9BE-K8ZR-9	<p><i>I believe the tariff set is insufficient for the Taxis in the both district as that directly results with residents having to pay alot higher fares to Private Hire Companies, as they are allowed to charge whatever they like. Its unfair on the hackney trade as then there are less of them around to do the job as they can not afford to run due to cost of living and in turn we have to pay "call out charges built into the private hire fare, eg. Go Green on occassions charge double what a normal taxi should charge according to hackney tariff but if the hackney tariff was better for drivers then we wouldn't have to pay Extortionate prices</i></p>	<p>It is noted that this member of the public suggests the tariff should be higher.</p>



	<p><i>to get around locally, to us it would be 2-3 miles but private hire firms come from 10-15 plus miles out, so of course they will take advantage.</i></p> <p><i>If the Hackney drivers can't afford to run because of rising cost then we are left to pay the extortionate prices to private hire companies that have to travel 10-20 miles to get to us, who pays for that? as they not going to come all that way to charge only 2-3 trip..... are they?</i></p>	
ANON-Z9BE-K89R-8	<p><i>I mostly use the taxi service after the theatre which usually finishes after 10.00pm, but before 11.00pm. Why has the new tariff changed when this is a likely time for older people to need a taxi.?</i></p>	<p>The proposed change to Tariff 2 commencing at 22:00 aims to ensure drivers receive a reasonable fare for working at this time of night, but this concern is noted.</p>

## 9. What is your sex?

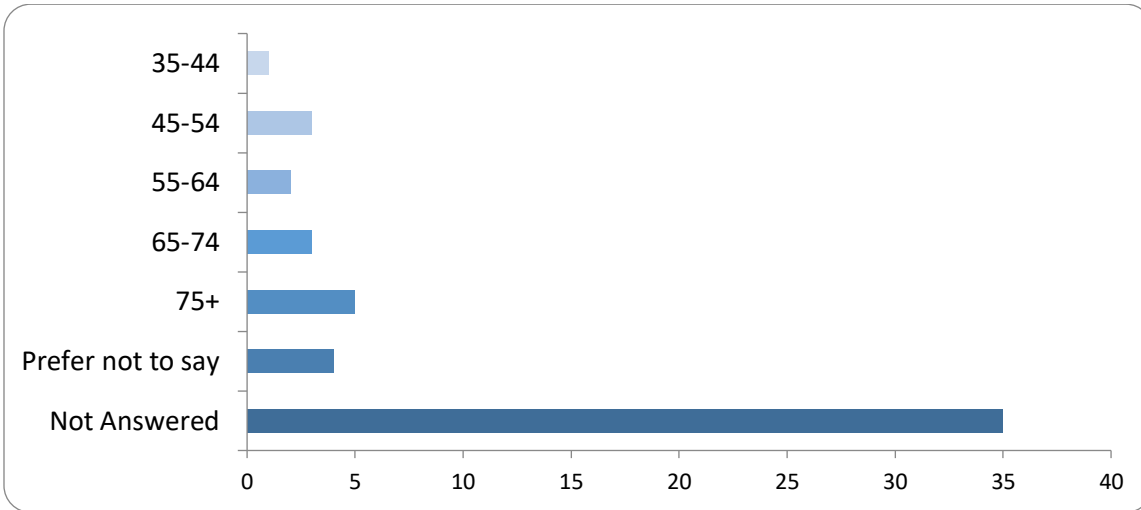
The majority of respondents (66%) preferred not to answer this question. Of the respondents that did, 1% are females and 11% are males.



Option	Total	Percent
Female	7	13.21%
Male	6	11.32%
Prefer not to say	5	9.43%
Other - specify below if you would like to	0	0.00%
Not Answered	35	66.04%

## 10. How old are you?

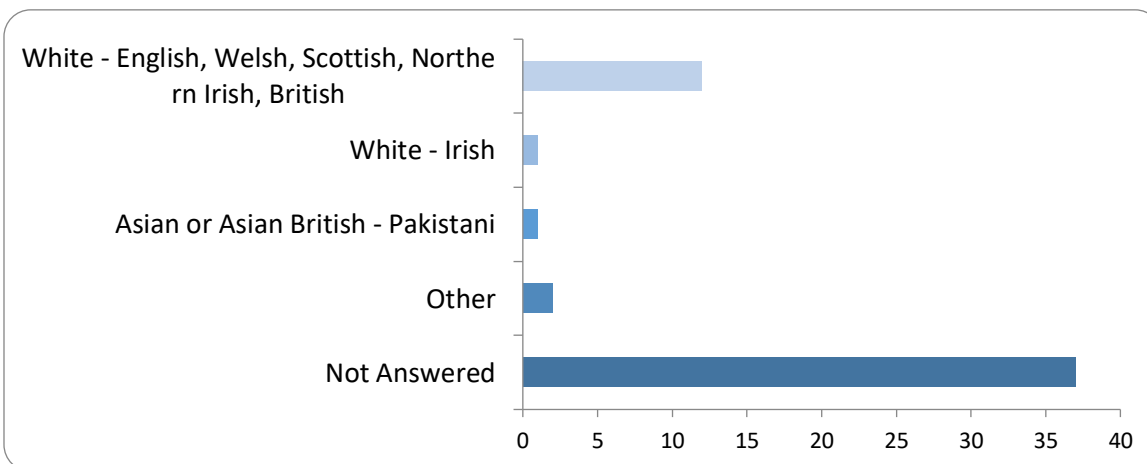
Most respondents (66%) preferred not to answer this question. Of the respondents that did, are aged between 35 to 75 years old (26%).



Option	Total	Percent
Under 16	0	0.00%
16-24	0	0.00%
25-34	0	0.00%
35-44	1	1.89%
45-54	3	5.66%
55-64	2	3.77%
65-74	3	5.66%
75+	5	9.43%
Prefer not to say	4	7.55%
Not Answered	35	66.04%

### 11. What is your ethnic group?

Most respondents (70%) preferred not to answer this question. Of the respondents that did, 23% are from a White British - English, Welsh, Scottish, Northern Irish’ ethnic group, followed by 2% from white Irish and 2% from Asian or Asian British – Pakistani background.

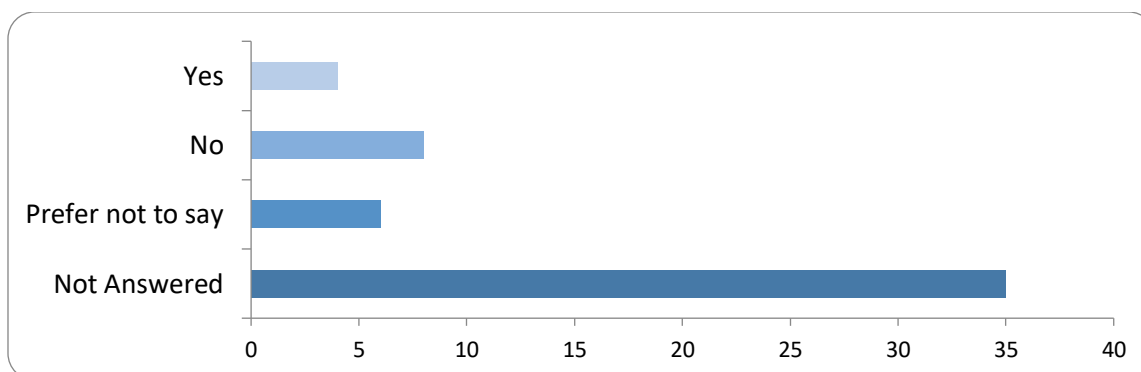


Option	Total	Percent
White - English, Welsh, Scottish, Northern Irish, British	12	22.64%

White - Irish	1	1.89%
White - Gypsy or Irish Traveller	0	0.00%
White - Roma	0	0.00%
White - Any other White background	0	0.00%
Asian or Asian British - Indian	0	0.00%
Asian or Asian British - Pakistani	1	1.89%
Asian or Asian British - Bangladeshi	0	0.00%
Asian or Asian British - Chinese	0	0.00%
Asian or Asian British - Any other Asian background	0	0.00%
Black, Black British, Caribbean or African - Caribbean	0	0.00%
Black, Black British, Caribbean or African - African	0	0.00%
Black, Black British, Caribbean or African - any other Asian background	0	0.00%
Mixed or Multiple Ethnic Groups - White and Black Caribbean background	0	0.00%
Mixed or Multiple Ethnic Groups - White and Black African	0	0.00%
Mixed or Multiple Ethnic Groups - White and Asian	0	0.00%
Mixed or Multiple Ethnic Groups - any other mixed or multiple background	0	0.00%
Other Ethnic Group - Arab	0	0.00%
Other	2	3.77%
Not Answered	37	69.81%

## 12. Do you have any physical or mental health conditions or illness lasting or expecting to last 12 months or more?

The majority of respondents (66%) preferred not to answer this question. Of the respondents that did, 15% do not have a physical or mental health condition, whilst 8% stated yes, they do.

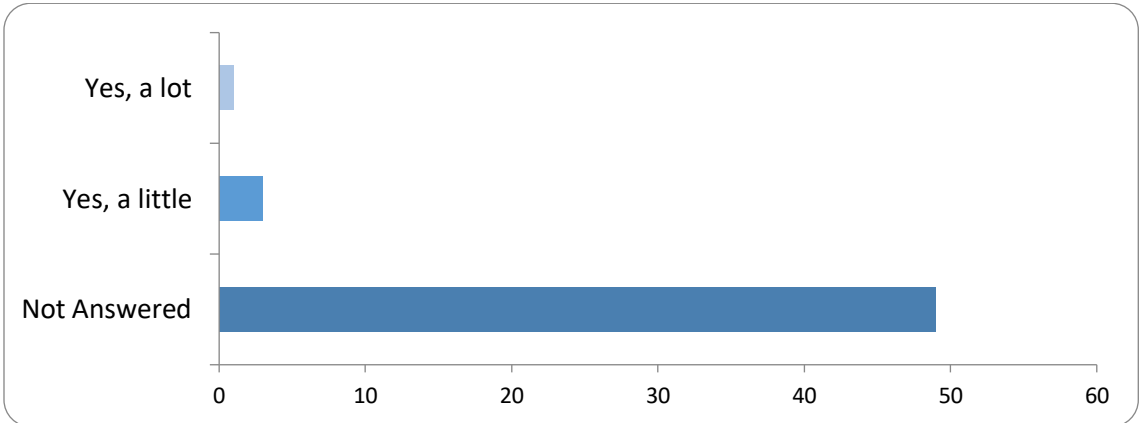


Option	Total	Percent
Yes	4	7.55%

No	8	15.09%
Prefer not to say	6	11.32%
Not Answered	35	66.04%

**13. Do any of your conditions or illnesses reduce your ability to carry out day to day activities?**

Of the 8% of respondents that said they have a physical or mental health condition or illness, 6% said the condition or illness has reduced their ability to carry out day to day activities by a little, whilst 2% feel it has reduced their ability by a lot.



Option	Total	Percent
Yes, a lot	1	1.89%
Yes, a little	3	5.66%
Not at all	0	0.00%
Not Answered	49	92.45%

## Consultees attachments

25 respondents attached documents to support their comments. All 25 attachments have been analysed and are the same upload and the document has been provided below.

### SVTDA Proposed Taxi Tariff

SVTDA Proposed Taxi Tariff	TARIFF 1	TARIFF 2	TARIFF 3
	MON - SUN	MON - SUN	
	Daytime rates	Night and Bank Holiday Rate	Double Rate
	Hiring between 06:00 and 21:59 (except where Tariff 2 or 3 apply)	Hiring between 22:00 and 05:59 and national public holidays (except where Double Day Rate applies)	Hiring between: 22:00 on Christmas Eve and 07:00 on 27 December and 22:00 on 31 December and 06:59 on 1 January
Flag Fall First Mile	£6.35	£8.50	£12.00
Subsequent 176 yd or 161 m (1/10 mile)	£0.35	£0.50	£0.70
Waiting time per minute or part thereof	£0.35	£0.50	£0.70
Carrying more than 4 passengers per extra passenger (regardless of distance)	£2.50	£2.50	£2.50
Soiling Charge	£150.00	£150.00	£150.00

Examples of journey costs

2 Mile Journey Costs	£9.85	£13.50	£19.00
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**END.**