

Appendix D

From: [REDACTED]
Sent: 29 August 2018 12:32
To: Cook, Daniel <Daniel.Cook2@cardiff.gov.uk>
Subject: Re: FW: Maesteg Taxi Fares

Yer as we don't use meters anyway so no change for me

Sent from my Samsung device

.....
From: [REDACTED]
Sent: 22 August 2018 11:30
To: licensing
Subject: Proposed Tariff Increase

Good Morning Yvonne
I would like to vote for proposal 1 for obvious reasons.
Proposal 2 is too complicated over Christmas Proposal 3 will kill the trade on a Sunday Proposal 4 will cause problems for drivers working overnight where tariffs change at 3am.

Kind Regards
[REDACTED]

Sent from my iPhone

.....
From: [REDACTED]
Sent: 24 August 2018 08:20
To: licensing
Subject: Tariff Proposal

Good Morning
Having read the proposed changes to the tariff charges i would be happy with proposal 3 to be used.

Best Regards

[REDACTED] (Badge No [REDACTED])

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From: [REDACTED] [mailto:[REDACTED]]

Sent: 26 August 2018 16:49

To: licensing

Subject: Re: Requests to increase the current hackney Carriage tariff (My Ref: [REDACTED] /Your Ref: YW

Dear Sir/Madam,

I acknowledge receipt of your letter dated as Postmark in regard to the above subject. However I have concerns for objecting such request for the benefit of both hackney carriage operators and service users during these economic upheavals. My objection is based on the following reasons => Increasing tariffs for hackney carriage sooner will exert more pressure to the families with low income who are mostly depended on using our service. You may be aware that about more than 60% of our custom is from low and middle income groups.

=> Increasing tariffs will directly have a negative impact on our business as it will now create an opportunity to our competitors and thus forcing our service users to use more affordable means of transport as some have already started to use family, friends, uber and other means of transport after night outs or even traveling to airports.

=> It is clear that requesting for such increases during this times has a motive to kill the hackney carriage business in order to boost private hire operators, who can keep their prices down until the economy picks up, and by then the Hackney carriage operators would have lost business, which will be hard to get back.

My views pertaining to tariff increase should be based on the current economy and other factors such as drastic increases on operating cost such as car parts and fuel cost. For example when the fuel cost reaches an average of £1.45 per litre, only then tariff review may be considered.

Increasing Tariffs at this point or near future will not benefit any.

Thank you for your communication and to be allowed to express my views and I hope my opinion will be taken to consideration.

Yours sincerely,

[REDACTED]
Badge Number [REDACTED]

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From: [REDACTED] [mailto:[REDACTED]]

Sent: 30 August 2018 17:52

To: licensing

Subject: Hackney carriage tariff

I propose
Hackney carriage proposal 1

Thank you.

.....
From: [REDACTED] [mailto:[REDACTED]@hotmail.co.uk]

Sent: 30 August 2018 17:55

To: licensing

Subject: Hackney carriage tariff

I propose the Hackney carriage proposal 1
Thankyou.

.....
From: [REDACTED] [mailto:[REDACTED]@gmail.com]

Sent: 01 September 2018 14:58

To: licensing

Subject: Proposed tariff rate changes - my vote

Hello.

Firstly I would like to thank the council (specifically licensing) for being proactive and thinking of drivers in Bridgend with the current state of play for making the change to make gaining a liveable wage more possible.

I have taken the option to vote by email for the proposals for the taxi fare rise.

I would like to vote for proposal 4.

I base this opinion on both my current perspective of what is fair and through research, having spent time viewing the current fares throughout the UK and what appears to be working well for drivers and public alike.

County Position.

According to PHTM we in Bridgend are 329th of 366 currently in the county tariff ratings of the whole of the UK. Tarriff proposals 1, 2 & 3 would mean that we would be in the region of 200th at best for the 2 mile fare comparison. Quite a few in that price region haven't had a price increase for some time and so may well be probably due. Those in line with proposal 4 appear to have had a recent tariff change and also list currently a high amount of 21 other counties in that group. Charging this rate when compared to the rest of the UK would place us around the 100 position currently. (August 2018 PHTM website) (more recent edition edited today 01/09/18 there are 24 other counties in that group and 93 counties or 25.5% of all the counties are within a 2% price radius of this pricing showing it is currently the most popular price throughout the UK.

Fuel Price.

Whilst the price of fuel has dropped since its peaks of April 2012 and March 2013 when the average price of diesel was £1.45 a litre (something which could not have been foreseen in 2011 when the latest tariff fare was introduced). The fuel is now considerably higher at £1.33 a litre for diesel compared to £119.5 as an average taken for the 12 months preceeding the tariff increase for 2011.

That is 11.3% higher and I understand that the fuel forecast is set to continue to increase. If we look at the price of fuel at its peak when diesel was nearly £1.50 a litre it was 25% higher than the average price of diesel for the 12 months preceding the last tariff rate rise and that was less than a year after the rise.

Figures above quoted from the RAC fuel history price website:

<https://www.racfoundation.org/data/uk-pump-prices-over-time>

Vehicle price.

Having looked at the Skoda pricing for the Octavia which is a car that has been consistently a taxi driver's favourite since 2011 due to its durability and solid build and will allow for a like for like comparison. In 2011 it was available at a retail price of £16,800 for the 2L model. In today's terms the same model that has the same power but with a 1.6L engine is available for £25,000 and if you wanted the 2L version to keep exactly the same it would cost another £2000. This means that a car is roughly 50% more to purchase outright and the financing deals available according to cabs direct and the taxi centre are roughly the same increase.

Insurance.

I have spoken to Swinton, Fensure and Insure taxi agents and brokers. They have all reported significant increases for new taxi drivers over the last decade and more so since 2011. They have also reported a rise in general for insurance on the taxi trade so those with fleet insurance and those that have a very long no claims bonus have been affected in some cases to a 100% increase since 2011.

Cost of living.

Having viewed the retail price index and consumer price index I can interpret an average cost of living increase of between 23% to 27% for the essential living whilst certain luxuries and house prices and rent have gone up in excess of this.

Other wage increases and changes.

When I look at private companies who have a predetermined salary rise structure it can be seen that there is a minimum rise increase of 3% per year or in line with inflation... whichever is the greatest. Over the last 7 years on a compound scale of just normal inflationary rise of a maximum of 3% that is a 22.9% increase. I can see that some public sector pay scales have had a pay freeze and even a pay cut during this time and so those on the lower rungs of the ladder that have been frozen must also be feeling the pinch also.

In conclusion.

Since 2011 the amount of taxi drivers on the road has increased meaning an average downturn of work for each driver. The cost of living has increased by roughly 25% for the essentials. The cost of insurance has in some cases doubled (100% increase) for those who have been in it a long time. The

cost of running the car from a fuel perspective has at its peak gone up 25% and it is set to continue to rise ahead of inflation according to the FT projections. The cost of buying a car like for like has gone up 50%. In real terms a taxi driver's costs have risen above the rate of inflation whilst the amount of work per driver available has dropped. This has meant a significant drop in wages if we look at it on an hourly basis or the equivalent pay cut in the region of 30% over that time period.

With the above in mind, if we looked to increase the current tariff so that is in line with at least the compound inflationary rates whilst also considered the effect on the price of transport in terms of fuel and the price of owning and running a vehicle. With the above minimum being in the region of 25% we need a taxi fare rate increase that is also in line with this. If we look at the prices on the proposals the only one that comes close is the proposal number 4 at 26% for a 2 mile trip on tariff 1 and 25% for a 10 mile trip on the same tariff. On tariff 2 the increases are 17.4% and 22.9% respectively.

All other proposals are significantly further away from this proposed rise.

Further to this, if we look at Cardiff who had a tariff rate rise just a little over half a year ago and compare the industry standard of the 2 mile trip on tariff 1 we can see that they are very similar to the proposal number 4 recommendation. This is also the case for the Vale of Glamorgan who have had a tariff change also in 2018. (And since the first draft of this email I have just realised that Swansea had an increase in the last couple of days that is again in line with the proposal 4 so please ignore the information below which states Swansea's name!) In numerical terms the difference between these councils and ours a 2% difference and 3% respectively for the proposed tariff 4 rate as opposed to the current difference of 20% and 18.5% again respectively. I haven't shown the new tariff vs the other local councils which include Swansea, RCT and NPT because their latest tariff rate changes were around the time of our current tariff change and were in line with our current one. I dare say as ripples in a pond they will soon follow suit and raise in line as other councils listed here have. (Again for Swansea the numbers are a current difference of 15% and a proposed difference of only 7%).

I look forwards to hearing back from licensing and sincerely hope that the above is taken into consideration and is of help when trying to decide a way forwards following the voting period and any period or time of reflection or consultation.

Regards

[REDACTED].

[REDACTED]
[REDACTED]
[REDACTED]

Bridgend.

[REDACTED]

Mobile [REDACTED]

[REDACTED] @gmail.com

.....

From: [mailto:[redacted]@hotmail.co.uk]
Sent: 03 September 2018 20:26
To: licensing
Subject: Consultation questionnaire on the proposals to amend the hackney carriage tariff

Dear Sir/Madam,

I would like to choose proposal 4 for the taxi fare rates/ hackney carriage tariff in Bridgend.
Thank you.

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From: [mailto:[redacted]@gmail.com]
Sent: 04 September 2018 10:51
To: licensing
Subject: Tariff

[redacted]
[redacted]
[redacted]
[redacted]
Bridgend,
[redacted]
[redacted]
[redacted]
Tel [redacted].
[redacted]@gmail.com

Driver No. [redacted]

I'd like too see proposal 3 in operation.
Thank you

[redacted]
.....

From: [mailto:[redacted]]
Sent: 04 September 2018 12:43
To: licensing
Subject: Proposals to amend the hackney carriage tariff

Considering the 4 enclosed proposals to amend the hackney carriage tariff, I prefer PROPOSAL 4 option.

Thank you,

Red: [redacted]

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From: [REDACTED] [mailto:[REDACTED]]
Sent: 06 September 2018 22:54
To: licensing
Subject: Proposal

Hi, as a response to the letter that we received regarding the increase of the hackney carriage tariff I personally vote for the proposal 3, considering that is the most appropriate.

Thank you,
[REDACTED]

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From: [REDACTED] [mailto:[REDACTED]hotmail.com]
Sent: 07 September 2018 05:08 **To:**
licensing
Subject: Consultation Proposal

Hello I would like to explain my views on the proposed tariff. Proposal 3 equates roughly to an increase in distance of about 13% which is only minimal so won't effect trade. The other proposals want an increase in distance on tariff 1 of 25% which is too much of an increase in one go and will effect trade in a negative way. Also Proposal 1 wants an increase in distance of 25% tariff 1 but only a 10% increase in tariff 2. I don't think it's fair for a driver who works unsociable hours on tariff 2, picking up drunk and sometimes abusive people to be on roughly the same as a driver who works tariff 1 picking up shoppers and the elderly. So the 40p a mile difference should stay the same for the headache. I think it would be a good idea to keep the tariff times and start off price the same so it will cause less disruption for the public.

Also the Xmas tariff needs to be changed as shown in Proposal 2. The public are expecting it to be tariff 5 on Xmas eve 6pm until the 27th December 6am. They are also expecting it on New Year's Eve 6pm- 6am New Year's Day. So why isn't it?? Any driver who gives up that time of year to work should be getting tariff 5 not normal rate, come on guys!!

Sent from my iPhone

.....

From: [REDACTED] [mailto:[REDACTED]]
Sent: 07 September 2018 12:51
To: licensing
Subject: Hackney Carriage Tariff Proposal

Proposal 3.

Ref: [REDACTED]
Regards
[REDACTED]

.....

From: [REDACTED] [mailto:[REDACTED]]
Sent: 07 September 2018 13:33
To: licensing
Subject: Taxi Tariff option 4 submission

Good afternoon

It's sunny here in these here parts.

[REDACTED] was sent a letter recently and asked to choose from 4 tariffs

Bridgend taxi driver [REDACTED] chooses number 4

Comments as to why:

1. It is a tariff already used in Wales and Carmarthenshire for up to 4 passengers.
2. It moves the tariff 2 to 22:00 a later time more in keeping with the rest of the trade.
5. Between 20:00 and 22:00 passengers will see the half mile distance cheaper
4. If you just apply basic economics to the current fare tariff that was created in 2011 and apply only 3% year on year then you will get a figure that is very close (only 3p out on a 2 mile journey) to option 4. Also it would bring us to within a 2% difference to over 25% of the rest of the uk with another 10% being charged more and over 70% of the uk would have less than a 10% deviation. If you compare it to the minimum wage then the increase is exactly the same. I'm sorry but I don't think it is fare for taxi drivers to have less pay compared to nearly 8 years ago and those on minimum wage to have much more. Even if the wage of a driver went up so have fuel and cost of car and insurance. Other options are not as good.

Option 4 is the right choice for Bridgend as a maximum fare.

5. We have stated previously that the calculations to run a cab fall at option 4 as the bare minimum.

Please confirm you would add this vote for number 4 as requested in your recent letter.

An email of acknowledged will I have?

Yours sincerely

[REDACTED]

[REDACTED]

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From: [REDACTED] [mailto:[REDACTED]@hotmail.com]

Sent: 07 September 2018 13:24

To: licensing

Subject: Questionaire

No change/keep current tsriff

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From: [REDACTED] [mailto:[REDACTED]@hotmail.com]

Sent: 07 September 2018 16:25

To: licensing

Subject: Proposal for tariffs.

[REDACTED]
Badge number [REDACTED]

HC [REDACTED]

As the expenses increased sharply in last few years I think it's time to increase the tarriff I would like to go ahead with proposal 4.

Thank you.

Sent from my Samsung Galaxy smartphone.