

Appendix 6: objections

No.	Name	Capacity	Reasons for objecting
1	Victor Falaus	I am a licensed taxi driver and/or taxi owner	Leave the tables of fares as they are.
2	Marius Marton	I am a licensed taxi driver and/or taxi owner	The fares are expensive enough as they are. People are always complaining about the price for longer journeys. Also there will be no incentive for taxi drivers to have multiseaters.
3	Florin Sabou	I am a licensed taxi driver and/or taxi owner	It's going to reduce the amount of work for the licensed taxi drivers and might increase the demand of "fake", uninsured and unlicensed "taxis".
4	Barry clark	I am a licensed taxi driver and/or taxi owner	I object to extra person charge as no where near covers the cost of a 8 seate at £90,000
5	Chris Tregale	I am a licensed taxi driver and/or taxi owner	Saturday single rate is unfair and will cause Taunton to have less drivers as no one will want to work. £2 per passenger over 4 is also not enough. On a long journey the cost in fuel is more the £8. This will also cause Taunton to have less MPV vehicles which again is already a high demand.
6	anita fouracre	I am a licensed taxi driver and/or taxi owner	This would mean a reduction in income, at a time when all drivers are struggling with increased costs on fuel, insurances and maintenance. The proposed costs for vehicles over 4 passengers does not cover the increased fuel costs of running multi passenger vehicles. At present the proposal to drop time and a half on Saturdays when most drivers can make up their income, will result in no taxis available on a Saturday. These proposals are disgraceful and ridiculous.
7	Jonathan Dyer	I am a licensed taxi driver and/or taxi owner	I'm not objecting
8	steven toon	I am a licensed taxi driver and/or taxi owner	Why should we loose time and a half on a sat or time and a half on all multi seater work havent we already objected against this

9	Chris Whewell	I am a licensed taxi driver and/or taxi owner	<p>The taxi drivers of Sedgemoor are still operating on 2019 rates. In 2019, the minimum wage for an adult was £8.21 an hour. In 2024, it rises to £11.44 - around 40% higher.</p> <p>However, the costs of driving have increased by even more than that in the corresponding period.</p> <p>Why should taxi drivers, having suffered all the impact of the pandemic, and massive cost of living rises. and having waited patiently while all around were going on strike for massive pay rises, be fobbed off by this paltry increase which represents, in real terms, a decrease over the five years since?</p> <p>To my mind, the minimum fare should be set at £5 to cover the first half mile, and 40p per 1/10th should then be charged. All other percentage increases for unsociable hours should increase as per the proposals.</p>
10	Stephen Andrews	I am a licensed taxi driver and/or taxi owner	<p>I drive a vehicle that can carry up to 8 passengers. Looking at the new table if I was to carry a full load of passengers that would put the minimum flg up from £3.60 currently tariff 2 to 11.60. I appreciate this is new Maximum fare, and can be negotiated. But as I understand it taxi meters are set by council at maximum rate.</p> <p>Currently Tarriff 1 £2.40 Tarriff 2 £3.60 Tarriff 3 £4.80</p> <p>It is not clear to me is the £2 per customer per journey or per mile.</p>
11	Paul Spoirs	I am a licensed taxi driver and/or taxi owner	<p>Difficult enough to earn a living as it is without removing the 50% Saturday tariff</p>
12	David Regan	I am a licensed taxi driver and/or taxi owner	<p>I have no objection to the proposed table of fares. However, I believe the omission of a 'booking fee' currently adopted by Sedgemoor DC will potentially disadvantage members of the public living in more remote or rural areas. It will, for example, not be financially viable for a taxi to drive from Burnham to Blackford to collect a passenger and take them on to Wedmore. There are probably better examples!. I would encourage the committee to consider including a booking fee of £20 maximum which would cover dead mileage and make these journeys viable.</p>

13	Nouar Hannachi	I am a licensed taxi driver and/or taxi owner	Not fair to work on Saturday on a single time
14	Peter goble	I am a licensed taxi driver and/or taxi owner	I will lose money
15	Jared colclough	I am a licensed taxi driver and/or taxi owner	<p>I have several objections to this proposal I shall list them below.</p> <p>1 - removing the ability to charge 50% on Saturdays is going to have a huge effect on drivers that use Saturdays to earn money to cover weekly cost when those vehicles are used in the weekdays for contract school runs, runs that might I add, are no way near meter rate due to the council awarding runs to the lowest tender price.</p> <p>2 - changing 22:00 to 23:00 for 50% extra is a compleat insult to the drivers, we had had Tarif 2 from 22:00 for years, and now you want to take away more money from the drivers of Taunton. The enhanced rate of pay is an anti social time enhancement, 22:00 is classed as anti social ours. Supermarkets pay more, some from 20:00!</p> <p>The above 2 points will have such a huge effect on the ability for drivers to earn, I can promise you - they won't bother working - customers won't be able to get a taxi, people will be left waiting for cars, do the council want that?</p> <p>3 £2 extra per passenger for any over 4, have any of the licensing team ever looked into the costs of purchasing a 8 seater taxi? Or even running one? I'll answer that with a NO, it's disgusting you think that £2 extra is a fair price, I own 3 taxis, my next logical one would be a multi seater, not now, why would I bother? They cost so so so much more to run than a 5 seater car, it wouldn't be profitable, and companies will get rid of them, so customers will end up spending more of multiple vehicles, and they will be told it's the councils fault.</p> <p>We understand what the council is offering also includes a fare increase, but quite frankly we don't need it in Taunton, the prices we charge now are perfect, and the system works! The increase doesn't cover the £1400 a year you are going to loose us! Trust me, the council will notice more drivers leaving and claiming benefits and council tax benefit.</p>

16	Ziauddin khan	I am a licensed taxi driver and/or taxi owner	My strong opinion is to keep Saturday and Sunday all day 50% extra not only Sunday
17	Daniel Langwost	I am a licensed taxi driver and/or taxi owner	<p>I object to 2 parts:</p> <p>1.) Bank holiday 100% should be 50% as it always has been. The reason for it is that as you do far less jobs on a Sunday or bank holiday because people know its too expensive with 50% if you would increase it to a general 100% on bank holidays I think the trade wouldnt survive the bank holidays.</p> <p>For example a fare from Shepton to bath is on normal rate around £50 on bank holidays £75 and with the new proposed fare would be £100 personally I rather earn the £75 then no calls from customers as no one will be willing to pay £100 to go to bath.</p> <p>2.) The more then 4 people should stay on one tarif higher then it is for normal sized taxis. If you only charge extra £2 extra per person it becomes financially unviable for investing in 6 or 8 seaters in the future as with the bigger cars are higher maintenace costs attached.</p> <p>If you go with your current model I would propose extra 50% from current tarif.</p> <p>Looking forward to hear back or I would be happy to attend the meeting.</p> <p>Kind regards Daniel</p>
18	M sarwar hossain mia	I am a licensed taxi driver and/or taxi owner	<p>I agree with the fare but I am objecting fare on Saturday. Most off Hackney carriage drivers are depending on Saturday income which is +50%. Now if council changing fare on Saturday normal fare. It will impact our income. Because everything is goes up including house rent and food shopping in this circumstance this is gonna be impact our income and our family. Most of us already struggling. So fare is ok but only Saturday all day fare should be like Sunday.</p> <p>Thanks.</p>
19	Robin Colclough	I am a licensed taxi driver and/or taxi owner	<p>I wish to object to more than one element of the proposed new tariff but the main objection will be to the loss of one hour of time and a half for each evening and for all day Saturday. If this goes ahead then the loss to both drivers and owners would be catastrophic. We would not only lose the increases proposed but also a considerable amount of our last increase , which we waited for over 11 years to receive</p>

20	DAVID KING	I am a licensed taxi driver and/or taxi owner	Happy with the new rates. I think it needs to show that a booking charge can be made when the company has to travel outside its area and has dead mileage to cover.
21	Tony Hardie	I am a licensed taxi driver and/or taxi owner	<p>After having spoken to many licensed drivers in Taunton, the general consensus is that, there will be very few, or no hackney vehicles working on any Saturday daytime due to the removal of the +50% tariff. Most, if not all MPV type vehicles are likely to be relicensed as PH vehicles, also due to the removal of the ability to charge +50% in excess of 4 passengers. This will also remove many wheelchair accessible vehicles, as PH vehicles are not required to be wheelchair accessible. In short, before long, most "Taxis" in the Taunton area will become Private Hire vehicles, which, in fact, seems to be occurring already. This will also negate the proposed fares, as again, they are not binding to PH vehicles that have their meters removed. With many readily available driver apps, prices for fares will be calculated in real time at current, or even higher, rates.</p> <p>Also, if all Somerset licensing areas are to operate on identical tariffs, there will be no valid reason remaining to stop drivers working different areas. Disallowing this, could lead to legal action, as it could be seen as inhibiting a drivers ability to earn a living. Especially as this new tariff will effectively kill off the Hackney trade in this town.</p>
22	Marco Aurelio Pinheiro Pereira	I am a licensed taxi driver and/or taxi owner	Life is expensive for everyone this proposal is not good at all for Taxi Drivers is already a struggle to be a Taxi Driver in Taunton area with the proposal will be a loss probably will see less Taxis on as can't afford to be out,as Cars industry is going very high after 31April . Sow from is a big (NO).
23	Samuel Garrett	I am a licensed taxi driver and/or taxi owner	Nothing against the new fare proposal, but is there any chance we could look into excluding taxis in paying clean air charges around the UK. Adding £9 to a journey to Bristol and £12.50 to heathrow every trip makes it a lot of money the customer is paying on top of the usual fare.
24	Martin Bright	I am a licensed taxi driver and/or taxi owner	<p>I am not objecting in its entirety, just expressing a view . I believe that the evening rate should remain at 10.00 pm as prior .</p> <p>The soiling charge should be at the discretion of the driver to an extent and should state Soiling Charge 100.00 or as invoiced for extreme soiling. For instance, in an extreme case, if dashboards or seating needs to be removed, 100.00 would be inadequate .</p> <p>I feel that it is unfair to the taxi rank drivers to state that rates could be negotiated down as</p>

			<p>there would be regular dutch auctions at the rank with clients trawling the cabs to get a cheaper rate for a £6.00 fare . For longer distances yes . So the fair rates need to be set so that the customer and driver are both happy for journeys under say 10 miles .</p> <p>Saturdays could be either left as +50% as prior or +25% as a happy medium .</p> <p>As one of the few mobility drivers, I feel that at least onboarding should be included in the fair as a lot of time is lost for the driver. I do not believe that this is discrimination, rather factual.</p>
25	Ionut Postolachi	I am a licensed taxi driver and/or taxi owner	<p>The main reason is that I mostly work weekends and nights due to family commitments. If tariff 2 work hours will be changed starting from 11pm instead of 10pm as it is at the moment and also all day on Saturday will also be charged at tarrif 1 instead of tarrif 2 as it is at the moment then my earning will substantially decrease although I have same expenses, or maybe more looking at inflation, service, insurance, car wash prices which are only going up.</p>
26	David	I am a licensed taxi driver and/or taxi owner	<p>A) minimum fare increase for my older passengers which only have short journeys that would be a 30% increase as I do quite a few that only go £3:40 £3:60</p> <p>B) you will end up with no one driving multi seaters due to cost (I already know 3 drivers that got rid of multi seaters due to this being looked at). Just the fuel differce alone is substantial.</p> <p>C) if the time rate on a Saturday is dropped then I certainly won't be working it. Saturdays in the town are now dead. Ask for a set of foot fall statistics from gwr then you have some data to work with (Love to see how many people would work weekends as additional to their normal hours within the council for normal rate of pay)</p> <p>D) funny how we were all told a unity council wouldn't have an effect on taxi rates, oh here we are now.</p> <p>E) how is the waiting time going to work if you have to do a full two minutes then agin that will run us at a loss as opposed to the current time.setups</p> <p>F) this is now the 3rd torrid change and this also incurred a charge each time.</p>
27	Daniel Postolachi	I am a licensed taxi driver and/or taxi owner	<p>I object to this proposal because is affecting my earnings. Taunton during the week is very quiet.. For me Saturday tariff 2 and during the week tariff 2 starting from 10 pm works very good.</p> <p>Also people already comment and sometimes get off the taxi when they see a starting price of 3.6£..this is happening after I wait 1 h at the taxi rank.. Imagine the new tariff standard starts 4.6£ tariff 2-6.9£ and bank holiday tariff 3-9.2£</p>

			<p>This new tariff will be a trigger for bad behavior.. Even though that at the end of the journey price will be similar with what it is now.</p> <p>Many aspects that the meter to start from 0 if is possible.. Sometimes with the new tariff will start from 9.2£</p> <p>You will say that this is maximum you can charge.. You can go for a lower price. Indeed.. But as I said above, each journey will be similar price or lower(each day 22:00 to 23:00 or on a Saturday) and we already struggling with prices expenses (diesel, insurance, car service).</p>
28	John Essex	I am a licensed taxi driver and/or taxi owner	<p>Starting the fare at £4.60 would stop a lot of people using a taxi, it is to expensive to start the journey at that cost.</p> <p>Having over 4 passengers and only being able to charge £2.00 per extra passenger is unfair. Vehicles that carry more than 4 passengers a mini bus as an example, cost more to run.</p> <p>Saturday is not part of a normal working week and as such should be normal fare + 50%, it should not be standard fare.</p> <p>I do not agree with the new fares being proposed.</p>
29	Gary Marshall	I am a licensed taxi driver and/or taxi owner	The omission of a booking fee fir remote fares
30	Chris Reading	I am a licensed taxi driver and/or taxi owner	<p>Utter disgrace,its not like we get no complaints about the cost already in taunton,starting at 4:60 will surely put off a few of our customers who only travel shorter distances,whether elderly or disabled.</p> <p>Changing rate 2 not an issue,I been in the job almost 30 years,and that's how it was before. Times hard for everyone,and I believe raising starting rate will make it much harder for all us drivers,when it's already a struggle.</p>
31	Aaron Young	I am a licensed taxi driver and/or taxi owner	<p>As an owner of an 8 seater taxi I must seriously object to the new fare proposals. A lot of my work comes from group bookings of more than 4 people, but not necessarily 8. Looking at the new fares I can give two examples where I am worse off. I charge £50 to go to Castle Cary Station for more than 4 people. If I take 5 plus luggage (which requires an 8 seater) I can charge a maximum of 42.60.</p> <p>If I go to bristol airport with 5 plus luggage (again, needs an 8 seater) I charge £85 plus</p>

			<p>parking. This would drop to £75.60 plus parking.</p> <p>According to the new fares a meter rate for less than 4 people is £73.60 plus parking. For me to drive around in a vehicle that does at least 25% less fuel economy and is more expensive to run with tyres, maintenance, insurance and tax, this is completely unacceptable.</p> <p>If you were to visit Glastonbury and see the state of some of the taxis there, and then I pay £33,000 for a nice 8 seater, what is the point in working if I can only charge £2 extra per person per journey?</p> <p>The fares are stating a £10 journey would then cost £18 for 8 people.....and a £100 journey would then be £108 for 8 people, where is the logic in that? This is based on having 8 in the taxi, for 5 or 6 it is almost like saying there is no extra charge for a bigger vehicle which incurs so many extra costs.</p> <p>I understand that the council are trying to bring a one fare for all of Somerset but the increases across day rates for the mendip area will lead to less people using taxis. This will mean even though drivers of 4 seaters can charge more, they will overall be worse off. I will be a lot worse that is for certain, to the point that I will sell the 8 seater or go private hire. In Mendip area, there is struggles for Hackney taxi drivers and this will only make the situation worse.</p> <p>I requested a quote for uber today from Bristol airport to Glastonbury, the cheapest quote from them I received was £36. The most expensive was £54.75. This is a ridiculous price and the new fare proposals will only lead to more people using uber or even unlicensed taxis.</p>
32	Edward Gander	I am a licensed taxi driver and/or taxi owner	I think they are too expensive, representing an increase of over 30% on existing fares in Sedgemoor and will deter people, especially the less well off
33	Max bishop	I am a licensed taxi driver and/or taxi owner	<p>The proposed fare at weekends will have a dramatic decrease in the number of Hackney carriage drivers available for hire. As well as night drivers, the fares in Taunton should remain as they are but I suggest you increase the flag drop.</p> <p>One fare across the entire county is mind boggling. The cost of living in Sedgemoor & Taunton for example is different (you only need look at the house prices for starters). Zone pricing would be a much better idea (as it is now).</p> <p>It is no secret that Take Me formally A1 ACE Taxis are moving towards a private hire fleet, which we will be in control of our own pricing. However we still have Hackney carriage vehicles.</p>

			<p>The proposal for MPV vehicles is an absolute insult, these purpose built vehicles are in excess of £45,000 - they cost a lot more in fuel averaging around 34mpg in comparison to a saloon vehicle which are around £28,000 for a Skoda Octavia and averaging over 60mpg.</p> <p>The nighttime trade for taxis across the UK has taken a massive hit since we've come out of COVID. We are approximately 38% down on our night trade, the proposal for a 2300 tariff 2 will have a significant impact on drivers.</p>
34	Rebecca Lee	Office manager for Fiancé's taxi company	<p>The main reason I'm objecting is the loss of time and a half on a Saturday, due to the fact that it will lose us potentially upto £2,000 a year! For a small family run business this would be a huge hit when we already pay out so much on running and maintaining the cars and business.</p> <p>Our business was hoping to buy a multi seater in a years time, but with the proposed changes it wouldn't be financially viable to run due to the higher purchasing and running costs. This would be a shame, not to be able to go ahead with getting a multi seater as we often have calls for bookings for larger parties that dont want to pay double to travel across two vehicles.</p> <p>I think there is a high possibility there will be a reduction to the amount of drivers/ taxis as our drivers have already voiced concerns and intentions on carrying on working Saturday daytime. As time and half currently, only made it just viable.</p> <p>I feel this would be a huge set back for all drivers - who seem to be getting the raw end of the deal.</p>
35	Chris haskins	I am a licensed taxi driver and/or taxi owner	<p>I'm a taxi driver in Taunton, during the week I'm occupied doing contract work and school runs and currently use Saturday daytime and evening to earn money to cover fuel and living cost and by loosing this additional income that time and a half pays it would severely impact the ability to feed my family and inturn impact my ability to fuel my taxi leaving me unable to fulfil my contract schools runs. I don't think the council should proceed with this proposal as it is going to severely hit our yearly income to the tune of nearly £1600+ when factoring in the proposed increase on the meter price, this doesn't even begin to cover our costs. As a new driver myself, I am currently paying over £4400 a year for insurance, happy to provide evidence of that, the weekend is my only chance to earn any profit and something of a living wage. Take away time and a half and you will ensure more drivers claiming universal credit.</p>

36	Abdullah Faruk	I am a licensed taxi driver and/or taxi owner	<p>Saturday and Sunday and every night from 10pm till 7am price should be tariff 2. Also regarding more than 4 passengers should be 1 tariff up.</p> <p>Rest of the proposed tables ok.</p> <p>Thank you</p>
37	Judith Terry	I am someone who uses taxis	I am no longer able to drive and depend on taxis which I use several times a week. I find the present costs exorbitant and if they are increased again it will affect my life enormously as I will no longer be able to afford to go out. I cannot use buses because of mobility problems.
38	Lorraine Hansard	I am a licensed taxi driver and/or taxi owner	People on low income and the elderly will not be able to pay these proposed rates and those who can afford it will complain. The drivers will get grief and I expect abuse and as is the case now will be called a rip off merchant. There is enough competition with fares as is it in Burnham at the moment let alone making this kind of an increase..
39	Sarah markham	I am a licensed taxi driver and/or taxi owner	You will have no taxis on a Saturday i will not be working for that rate on a Saturday and will Not be running my licence. At this rate it wont be worth it
40	Matt Woodford	I am a licensed taxi driver and/or taxi owner	<p>Proposed rates versus current rates:</p> <p>On the standard tariff over 10 miles the customer will pay £3.60 more than currently, £36 more over 100 miles, this is a 11.5% increase. For waiting time, the customer now pays just under 50% more, from circa £20 an hour to £30 an hour. An outrageous raise!</p> <p>Removing Tariff 2 in SWT on a Saturday day time will dramatically reduce the number of taxis on the road until later that evening. This will result in demand outweighing supply and it was for this reason that Tariff 2 was introduced to the trade to increase the number of vehicles on the road for the customer.</p> <p>Sundays / Bank holidays, no change, no issues.</p> <p>Christmas Eve and New Years Eve proposed to go from 50% between 1800 and 0000 to 100%... Why? Neither day is a bank holiday, both are already busy evenings, why should the customer be penalised? 50% is sufficient enough.</p>

Proposed that in excess of 4 pax, £2 per passenger to the metered fare. Lets do the maths (tariff 3 would not be effected)

Tariff 1

running 10 miles currently for 8 pax (max load) £42 - proposed table of rates £36, that is a decrease in earnings of circa 15%

running 30 miles currently for 8 pax (max load) £120 - proposed table of rates £88, that is a decrease in earnings of circa 27%.

The licensing of MPV's is to provide a cost effective method of transport for between 5 and 8 passengers. Currently the customer saves by only having one vehicle rather than two and effectively the saving is 50% of the other vehicle. The proposed table of rates reduces the fare even more to the customer but the knock on effect to the vehicle owner is less money to pay the running costs. A new MPV costs circa £40k to £50k. The running costs are more than a 4 seater vehicle i.e. lower MPG, higher insurance due to the possibility of a life changing accident involving more casualties and more.

By reducing the income to the vehicle owner the result is easy to foresee, no operator will purchase MPV's moving forward due to the cost versus income. All current MPV's will be run to the end of their life or if an owner does purchase one moving forward it will be an older vehicle.

The upshot is that operators will be running older, less safe, less environmentally friendly vehicles and the customer will have less selection to the point when they will have no selection and they suffer in the long term with having to pay more for two cars. I believe there is a lack of foresight reference MPV's.

I do understand that the council are trying to level the playing field between four former districts into a unitary table however I do not agree with the proposed table of rates. And yes, I know that these are maximum fares that can be charged and anyone can charge below.

I believe that the council are out of touch with ground level. Why were drivers / operators not engaged other than by emailed surveys. As a proprietor of over 20 years I am disappointed that operators like myself were not asked for our opinions from the start. We have the working knowledge and operators like myself do not try and gain personal advantage but care for the trade as a whole as any decision / issue effects us all.

To further prove the point that operators like myself are not in it for personal gain, I operate PH vehicles, so for me, I can charge whatever I want as long as it is agreed upfront, but I still feel

			<p>strongly about the proposed rates. I could keep quiet or support them in the hope that the raised prices are accepted and use that to my advantage to under cut my competitors and increase my workload but these raises are not about me, it is the trade as a whole and the effect it has on the customer.</p> <p>In summary, I do not agree with the proposed table of rates for SWT drivers and operators.</p> <p>The whole country is facing a hard year financially and the proposed unitary table increases fares for customers on the SWT tariff except MPV's. Taxi fares do not need to increase! It wasn't that long ago that we received an uplift for fuel due to sudden oil price increases, the pump prices have reduced but all drivers are still benefitting from the uplift!</p>
41	Kevin Manning	I am a licensed taxi driver and/or taxi owner	<p>Why should us as a town lower our fare prices to match other towns (Bridgwater) why can't ours stay the same. Or Bridgwater match our prices.</p> <p>I feel that the taxi trade will die down if the prices change as no driver will want to come out on a Saturday for single time, when most or some use the Saturday to bump up the Monday-Friday work if we have had a day poorly.</p> <p>That's 16 hrs at single rate and 8 hrs at time and a half, I can see taxi drivers refusing the new tariff.</p> <p>The thing is most drivers will then want to do the 23.00-07.00 shift to get the money and hardly any drivers will want to stay out any longer to get very little</p>
42	Nicholas Wickham	I am a licensed taxi driver and/or taxi owner	<p>All cost like insurance and services have gone up. Fuel is still high. You will lose the multi seater's. Across the board it amounts to a decrease when rate 2 is hour later every day and not till 6 pm on a Saturday. No taxis will come out on a Saturday day at rate 1. In the week you are making it more expensive for the old people to use a taxi to go to supermarket. We only just had an increase for the 1st time in 11 years and now you want to take it away and we will need to pay for our meters to be adjusted.</p>
43	Lee Buller	I am a licensed taxi driver and/or taxi owner	<p>Whoever created the fares table simply has no idea what it's like to be a taxi driver. You're shortening the Tariff 2 hours, so you can say goodbye to getting a taxi on a Saturday. Taunton has run well for years, now you're trying to change it and run it like the others. This council is</p>

			nearly bankrupt, can't fix simple things in the town and yet still continuing to ruin other things the taxi has pride within. I know someone who owns an 8 seater, who now will be forced to sell it if these proposed fares come in because its stupid. Stop sitting behind your desk, get out and actually ask the drivers what they think! Stop ruining our careers, just because you still get paid regardless!
44	Justin Miller	I am a licensed taxi driver and/or taxi owner	This is not an objection but an observation. Even though in some 30 years of operation I've only been asked a handful of times for disabled transport this rate does not encourage me to invest in multi seat or disabled friendly vehicle. No consideration has be given to the extra time it takes to aloft and alight disabled passengers considering the average fare. I.e a short journey might take an hour with 20 minutes loading and 20 minutes off loading with a journey time of a few minutes the driver can only change perhaps the flag fare. How is a driver supposed to pay themselves the minimum wage? It is also worth noting that you've not allowed for luggage, only £2 per passenger on multi seat vehicles.
45	Katie Dyer	I am someone who uses taxis	I use a taxi weekly, making a journey to or from work at least twice a week. After doing a lot of math to work out how many yards is in my usual fare. Converting it to miles. Then working out what the new fare would be. This is definitely going to make my usual journey more expensive. As everything is done in miles I feel like having the fares broke down into miles is better. I do not agree with my journey becoming more expensive. I agree with making the initial fare for a longer distance and for it to be £4.60, absolutely. But the additional 1/10 mile should not be as high at 30p. Please consider this charge being less to keep these services being accessible. This would increase my monthly, minimum, taxi costs by over £15 per month.
46	Joel Allen	I am someone who uses taxis	<p>Although South Somerset would see a reduction in average taxi prices, other areas I believe would see an increase.</p> <p>Taxi providers will use the table as a bench mark which will then likely increase annually with inflation making taxi prices far higher overall.</p> <p>The proposed bench should be much closer to the lower areas. Cost of living doesn't vary over the county enough to warrant the difference in prices. Taxi companies in South somerset in particular are gouging! People would use taxis more regularly and go into Somerset towns (leisure, tourism) if it wasn't so expensive.</p>

47	Christopher Nurton	I am a licensed taxi driver and/or taxi owner	with the cost of living as it is people who need to use a taxi as their only way of travel will not be able to afford it and so we will be losing customers.
48	Sally Wyatt	I am a licensed taxi driver and/or taxi owner	As an owner driver of a 6 seater vehicle the changes your are proposing will effect me greatly. I do a lot of 6 seater work and pay greatly for the insurance. These people would then have to book 2 vehicles which means putting 2 vehicles on the road that one could have done. If this comes into force I will be looking to cut costs and go back to a salon.
49	Luke Anderson-byrne	I am a licensed taxi driver and/or taxi owner	<p>I drive MPV and personally this won't benifit me, especially on longer drives, earning an extra £8 really won't make a journey worth it considering it'll cost more with fuel then a normal 4 seater job.</p> <p>So I may aswell get a 4 seater car instead taking an 8 seater of the road and I'm sure any mpv driver will feel the same.</p> <p>I also prioritise working a Saturday at the moment over any other day but that will not be happening if it isn't worth it! With Saturday being the busiest day of the week and having to put more hours in to make the time worth it.</p> <p>Due to mid week not being great allot of the time Saturdays tend to give us the extra boost in wages to cover the hours to get even an hourly minimum wage as most days this is hard to get except Saturdays.</p>
50	Marco Pereira	I am a licensed taxi driver and/or taxi owner	<p>Hi to all I come here to disagree to the proposal so for me is a (No) .</p> <p>My reason for that is we can't not compare Country Taxis Driver whit City Taxis or Bigger Towns Taxis as the amount of work in that's places is much higher then in our areas .sow means in the time with do a bigger Job come back and sit down waiting for other costumer, in busy places they are in the go sow their earning is much bigger till if we 2 long journey exemple to Cullompton and come back.</p> <p>And also this area see better day's the now the Town is much less busier then before and all the prices and cost of living is higher for everyone.</p> <p>And where we Taxi Drivers break even is on Saturday as is the busy day of the week. And cand bring our wages to better level.</p> <p>This how I see, now from experience.</p> <p>Thanks</p> <p>And from me is (No) thank you</p>

51	Richard Maya	I am a licensed taxi driver and/or taxi owner	<p>The 6 seater rates are not suitable for all the included economies at play. A 6 seater in a city like Taunton may make several small trips per day using their extra seats, making the proposed system appropriate and sufficiently rewarding. However, a more rurally based 6 seater in an area like Mendip will mostly run with 4 passengers or less, with occasional exceptions at weekends, in which case the proposed table will provide insufficient reward to cover the extra costs associated with running a more expensive, less fuel-economic vehicle. This will lead to a reduction in the number of available 6 seaters in such areas, resulting in the use of 2 cars to carry 5 or more in a party, rather than 1, which will be a bad result for the environment, and a bad outcome for customers, who will struggle to get around in large groups.</p> <p>Also, I believe that a 100% increase for all bank holidays is over the top, and a bit weird, because it puts all bank holidays in the same status category as Christmas Day and Boxing Day. If one can earn as much on an August bank holiday as one can at Christmas, where is the incentive to get cars out at Christmas?</p> <p>Thank you for taking the time to consider these views.</p>
52	Brian Fouracre	I am a licensed taxi driver and/or taxi owner	<p>I am writing to reject the proposed revisions to the tariff of fares. Its important to recognise that we have only had one increase in the tariff in approximately 12 years in Somerset West and Taunton. However, with respect to the proposed tariff changes a balance does need to be struck between the interests of the taxi service provider and the end consumer. My concerns with respect to the proposed tariff revisions are as follows:</p> <ol style="list-style-type: none"> 1. You have removed time and a half for fares on Saturday up and until 11pm, which is a substantial regression. It should remain time and a half all of Saturday as it is currently. 2. The alteration in the journey cost from £2.40 for the first 425-yards currently to £4.60 for the first mile will substantially disincentivise people taking short journeys. Old people doing shopping in particular will be frightened by the increase for short journeys - being presented with a cost of £4.60 as soon as the meter is switched on. There is clearly a psychological effect that needs to be taken into account, which will impact utilisation of taxis. The present arrangements under the existing Somerset West and Taunton tariff should be retained. 3. The proposed tariff reduces the amount paid for taxi vehicles carrying more than 4 passengers substantially except on Christmas Day or a Bank Holiday. For example, the

			<p>proposed comparison table highlights that 20 miles at 9am on a Monday will fall from £81.00 currently to £65.60 under the proposed tariff. This is whilst most of the costs of operating have increased significantly: taxi insurance (45% increase this year), fuel costs, public liability insurance etc. It costs more to buy and run a 6 or 8-seater vehicle than a 4-seater vehicle and the cost per passenger is also significantly less as more people are carried, making them much more affordable to the end consumers than 4-seater vehicles.</p> <p>4. Other forms of public transport under this authority are being subsidised, including private bus operators. We are not subsidised for the service we provide to the public and this needs to be taken into account with respect to the proposed reduction in fares given the aforementioned increase in costs. In addition, elderly passengers are entitled to free bus passes and if the fare structure for short journeys is altered so substantially, with an associated psychological effect, it make cause a significant fall in these passengers using taxis. We are struggling with increased costs and reduced profits as it is, without fares being cut on some journeys and without customers being put off using taxis by the proposed tariff structure.</p>
53	Aimee	I am someone who uses taxis	I think as the council propose using public transport more it should be cheaper yes the rising costs in this economy is bad however for people under the age of 25 it's not safe for people to walk home after a night out with all the knife crime so people use taxis and buses with bus strikes everyday that is not viable you are now isolating people who can't drive or even get buses in surrounding villages into towns of all hours of the day
54	Juliet	Other – Advocate for people with disabilities	There doesn't seem to be an equality impact assessment to reflect how people with disabilities and older persons are more reliant on taxis and therefore are disproportionately affected by the changes
55	Leanne Taylor	I am someone who uses taxis	The blanket 100% on BHs etc is very high. Suggest 65% - 75%.
56	Rosa Kell	I am someone who uses taxis	Since there are no bus on Sunday anybody wanting to go out for any distance has no choice but to book a taxi - doubling standard fare for Sunday is too heavy a burden to the travelling public
57	Chris Peters	I am a licensed taxi driver and/or taxi owner	West Somerset taxi drivers in Minehead who have signed below are objecting to the proposed changes to the tariffs on the following 5 grounds.

58	Richard Glenn	I am a licensed taxi driver and/or taxi owner	<p>1. Losing the time and a half rate on Saturdays and extending the start time on weekdays to 23:00 hours. On our tariff from 2011 we had a 50% uplift from 7pm to 7am, but when the rates changed in 2022 (after 11 years of waiting for a fair increase) it went to 10pm to 7am with the extra 50% added to ALL DAY SATURDAY. Now you want to take this away! We the undersigned request that we keep the current tariff along with the current distances that we are operating under and to reinstate the 7pm uplift to 50%. Since this was removed there are few of us working evenings resulting in the public having trouble getting taxis. We also request to keep the Saturday 50% uplift as well. Example: One of the most frequent weekend trips we do is a trip from Butlins to top of town (Wetherspoons). This is 9/10ths of a mile and would be £4.60 under your proposed new rate on a Saturday compared to the current £6.00 on Saturdays. This will result in fewer taxis being on the road on Saturdays. Most of us can do 10 plus trips each and this would result in a loss of income of £14.00 per driver. We ask is this fair. Many of us only work weekends for the EXTRA 50%</p> <p>2. Minimum fare increase for our older customers represents approximately a 30% increase to the short journeys which we do many of during the week and we feel this will result in an income downturn as the older population of West Somerset (one of the highest areas population wise) will turn away from their current taxi usage to only minimal or essential use. But we would accept a new start rate of £3 leaving all the rest of the tariffs rates and distances the same.</p> <p>3. The cost of owning a larger taxi that can carry more than 4 Passengers comes with a cost of the extra fuel it takes to move up to 8 passengers along with higher insurance costs and we know that a £2 per extra passenger will result in loss of income as opposed to the current rate of 50% extra for any number of passengers over 4. Example: Under your proposed new rates, a Monday to Friday daytime trip from Minehead to Taunton with 6 passengers onboard would be £72.00/£74.00 approximately as opposed to the current rate of £90.00/£94.00, once again a loss of income!</p>
59	Michael Bovingdon	I am a licensed taxi driver and/or taxi owner	
60	Wayne Hickman	I am a licensed taxi driver and/or taxi owner	
61	Matthew Lyden	I am a licensed taxi driver and/or taxi owner	
62	Alan Carr	I am a licensed taxi driver and/or taxi owner	
63	Gary Kendell	I am a licensed taxi driver and/or taxi owner	
64	Mate Maroda	I am a licensed taxi driver and/or taxi owner	
65	Tim Fish	I am a licensed taxi driver and/or taxi owner	
66	Keith Griffiths	I am a licensed taxi driver and/or taxi owner	
67	Mark Heard	I am a licensed taxi driver and/or taxi owner	
68	Gary Griffiths	I am a licensed taxi driver and/or taxi owner	

69	Gary Miele	I am a licensed taxi driver and/or taxi owner	<ol style="list-style-type: none"> 4. We were told that the merger of the councils would not affect us but here it is! 5. The waiting time change could also lead to a downturn in income if we must wait 2 minutes before extra charges start, as we currently get 20p after the first 35 seconds
70	Rachel Cain	I am a licensed taxi driver and/or taxi owner	
71	Maureen Gough	I am a licensed taxi driver and/or taxi owner	
72	Michael Sheehan	I am a licensed taxi driver and/or taxi owner	
73	Nigel Roberts	I am a licensed taxi driver and/or taxi owner	
74	Paul Chequers	I am a licensed taxi driver and/or taxi owner	<ol style="list-style-type: none"> 1. Christmas day and New years day are not always bank holidays. The wording needs to include these days additionally to bank holidays. 2. I believe all districts previously had an additional 50% of the proper fare for over 4 passengers. This should be continued to allow for the extra expenses of running the larger vehicles. Customers are still making a saving by not having to pay for two 4 seaters also saving the driver adding "extras" to the meter, which is not always clear to passengers until the end of the journey. 3. Waiting time is suitable at £30 per hour but should be broken down to smaller increments, i.e., 25p for every 30 seconds. 4. The flag price is quite high. This could be reduced to £3.50 for the first 1200 yards without overly affecting the total on longer journeys but preventing higher prices for shorter journeys. 5. Sedgemoor previously had the ability to charge a booking fee. This was extremely useful allowing for out of town customers to still travel without the driver losing on "dead miles" I appreciate this can be abused but maybe the wording could include something along the lines of "a booking fee may be charged for a pre booked Hackney carriage

			<p>where the journey does not start/ finish or travel through the town limits and must not exceed £2.50 per mile from base/rank to pickup point. The customer should be made aware of this additional price at the time of booking" In many areas private hire vehicles not restricted by this maximum tariff would normally pick up this sort of work meaning the booking fee for hackneys is not required however Sedgemoor in particular operates mostly Hackney vehicles which necessitates the need for this booking fee allowing the most rural customers acessibility to travel. As a driver who has charged a booking fee on occasion, I have never received any negative feedback from the customer suggesting it was unreasonable.</p> <p>6. Taunton previously had 50% of the proper fare for night work from 10pm til 7am and on Saturdays. This should be included to allow as an incentive for drivers to work unsociable hours.</p> <p>I am more than happy to attend the meeting and explain further or answer any questions.</p>
75	Sandie Poole	Other – member of the public	This will affect people's pockets yet again and risk more people taking the chance and drink driving.