

## Consultation Responses

Names and email addresses have been redacted.

\*Option 1 and 4 in my opinion.

\*Just to confirm I would prefer to maintain the current fare structure this year. I feel strongly the current review process remains in place.

\*Tariff 1

\*My preferred option would be number 2. I think number 3 needs to be avoided at all costs.

With regards to an additional fee after a certain time I'm not entirely sure the increased fare would help early on in the evening, most drivers stay out until 2100 anyway (in my experience). This could also prove confusing to the customer.

I think the increased fare would be more helpful later on in the evening but maybe bring the time and a half rate forward to say 2200. This would be easier for the customer to understand and would have the same effect.

\*Leave the fares and tariffs as they are but allow card payments to be surcharged as the vendor ie taxi proprietor is charged by the card companies as much as 2% of the fare this can amount up depending how many transactions per month!

\*I like option 4 as this makes sense with the shortage of drivers at night.

\*I'd prefer option 2.

\*I cannot believe how the members come up with ridiculous other options, the taxi trade has been affected greatly by government and you the council subsidising a private company named STAGECOACH. Your members are probably not aware that all taxis and private hire vehicles are privately owned and self-employed. Secondly Lancaster as a night out is nothing compared to what it used to be ,you only have to look at the amount of pubs and clubs have been closed and replaced with accommodation, making Lancaster a residential area .Thirdly the amount of taxi licences being approved for people who don't live in the area, who have no KNOWLEDGE of the area, sat navs are a poor excuse for giving licences. Fourth and final point UBER, you the council say uber are legal to pick up in Lancaster yet you have said we are not allowed to join them, why?

\* My response to the fare review is that it should stay as it is and no changes are required.

1. No changes, keep fares as they are.

2. No additional fares post 21.00 hrs.

\*I would go with no tariff increase this year. I personally think an increase could have a bad effect in the current climate.

Please could I ask why the tariff 3 rolls into the next day For example tariff 3 starts at 00:01 on the 1st of January but doesn't end till 07:00 on the 2nd of January same as happens over the Christmas holidays etc Surely the tariff should return to tariff 2 at 00:01 on the 2nd January. I feel this has a effect on the public who rely on taxis in the early hours for getting to or from work etc Doesn't seem fair to the public.

\*A combination of proposals 2 and 5.

\*My preferred option & opinion is option 1

The present fare prices are adequate and in my opinion I wouldn't want any increase has this may stop people from using taxis because the cost is getting to expensive and due to the cost of living crisis they may use taxis less which would have a detrimental effect on the taxi trade.

Also putting an additional fare for journeys after 21.00 is a terrible option. By adding an extra charge would in my opinion discourage customers. Also if more taxis came out at night what effect would that have on daytime taxi availability.?

Also what evidence shows that by adding an extra charge will increase taxi numbers, Also bearing in mind that after midnight the fare price increases anyway already.!

Are the council going to offer more taxi ranks to cope with any potential increase in taxis, We presently have issues with Taxis over ranking outside Bella Italia which is resulting in problems with traffic issues when Taxis and food delivery drivers are trying to work.!

Once again option 1 is my preferred choice &

No additional charge should be applied after a certain time.

\*Option 2 thank you.

\*I have reviewed your email and As a driver I believe option 5 would be the best option, it is a good balance between not having a huge impact on the local and smaller trips but being just enough that over longer trips and multiple trips the drivers would see the increase in daily takings and would align with the national average.

I don't believe a extra charge in an evening is a good idea , in my experience there is always a rush before 00.00am to get a taxi or PH before the changeover to tariff 2, it's a fine balance between creating a fair service for the consumers and discouraging customers from using taxis I understand it may appear at times we are short of night drivers but as somebody that is actively working nights I know that this isn't the case and yes at times it may get busy but as overall night shift there is enough drivers, an evening increase would create confusion , as a driver I want people encouraged into the town centre and not looking for alternative transport or choosing not to go to town because we are creating higher prices I spoke to my customers this evening about the potential increase and the feedback I got was it feels greedy and just another way to keep charging more in a ever inflated crisis, a small simple increase that is in line with RPI without creating extra charges is fair for both passengers and drivers, if we out price our service we will lose customers and then nobody wins we transport thousands of people round the local area every year by creating extra charges we risk our local economy suffering due to people choosing to stay home we have to fair to all of Lancaster businesses.

Sorry I forgot to add , letting each taxi dictate fare price in an awful idea and would create carnage between drivers and passengers, we need stability and each passenger should know that regardless of taxi or operator all fares are equal.

\*I would like to object to any fare increase for the year 2024. The fare structure at the present time is ample.

\*Having read the email put out by licensing and processed the options I feel that option 2 would be best (RPI).

The addition of a charge after 21:00 etc I feel would have a negative impact on trade. From the conversions I've had with customers on this, it is mirrored as they would look more to using buses or try to look for other options like Uber.

I feel the message that this is giving from police to licensing is wrong. The main issue IMO is not the charge or the lack of drivers as you only have to do a shift now to see there is an abundance of drivers. I.E. Some monday afternoons there are 30 drivers logged on just for coastal and only a handful of jobs and nighttimes are getting the same until certain times or events. So a shortage I believe there isn't. The real reason is the fact drivers won't work nights due the lack of protection and recourse for any offenders. Having worked in the night-time economy at a local level liaising with different authorities for nearly 15 years, I know both sides and the lack of policing after 12 is mostly non existent unless there is extra funding allocated for operations(night safe etc). This has an impact on customers willing to wait at local bases and also workers who work in them, hence local closures with lack of staff. Obviously this will never be agreed by police as this can't be the narrative to admit lack of resource etc(IMO).

I speak with all ages/sex of driver and this is the constant theme.

So to sum it up I believe option 2 is the best for the driver and for the customers to try to maintain a balance. The other direction would be to look at the overall protection or response for any distressed driver or recourse for any assaults. To maybe also try to add more presence in the Morecambe economy regularly as they do in Lancaster near 32090. Morecambe is sometimes like the "forgotten Cousin".

Thank you for reading this email and I hope it helps to go toward creating a better snapshot of the bigger picture.

\*I prefer option 2, and I vote for applying an additional charge for fares taken after 20.00 hours to encourage drivers to work nights and reduce the drivers shortage.

\*Option 4

\*1) He prefers option (1). - maintain the current table of fares

2) He believes that there are more than enough taxis at night and that there is no need to apply an additional fare after 21:00.

\*I do not think a fair increase this year is appropriate.

\*I would be happy with

Option 2.

Option 4.

Option 3. Proprietors settings their own fares seems a step closer to Uber. Which I'm absolutely against. If the towns interest is keeping fares lower they need to control the number of taxis/PH. The more vehicles on the road makes owning a vechicle less reasonable. Going back to pre Covid numbers would be crippling to trade the only way to solve that would be keep increasing the fares.

\*I would leave the fares as is, and as i don't work evenings as I work days only, i don't feel I should say one way or the other.

\*Option 1 - It's hard enough at the moment getting work during the week,ok the weekends are busier but the feed back I get from customers & especially over the Christmas period was the price of taxis.To just introduce a higher charge from 9pm will just kill us more,when it goes to time & half on week nights the work drops by 75%,the buses are doing this £1 thing after 7pm.. why would anybody think putting the taxi fares up would be a good idea?.

\*My view is people are struggling and we don't want to price ourselves out. We have had a couple of tariff changes lately. Just leave everything the same. With regards to 2100 leave it at 12 I will deter customers from using taxis thanks.

\*I would like to respond to your email and choose option 1 to keep the fare as it is and not change it at 21:00.