

# Proposed Taxi Tariff for Vale of White Horse

## 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

Vale of White Horse District Council consulted taxi drivers, proprietors, residents, and businesses on a revised hackney carriage (taxi) tariff for Vale of White Horse 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 206 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 26 completed responses were received.
- The full results to the consultation are included in this report, alongside an officer response.
- One comment included inappropriate language which has been redacted from the report.
- 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](#).

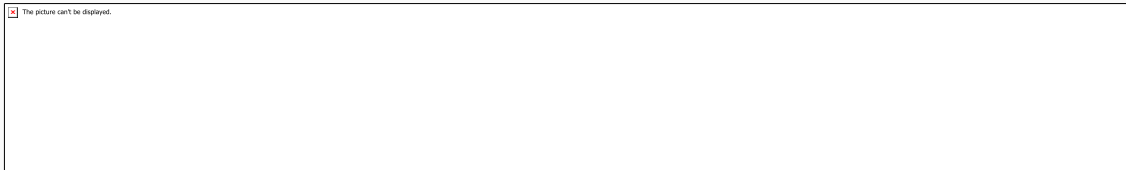
**Note:** When stating percentages in the analysis, we are referring to the percentage of respondents that answered the specific question, rather than the total number of responses to the overall survey. Response percentages may not add up to 100% due to rounding up over .5 and rounding down under .5. 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 Vale of White Horse



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.**

## 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 Vale of White Horse 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.unit@whitehorsedc.gov.uk](mailto:Licensing.unit@whitehorsedc.gov.uk) or call 01235 422556.

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.

### **Personal Details?**

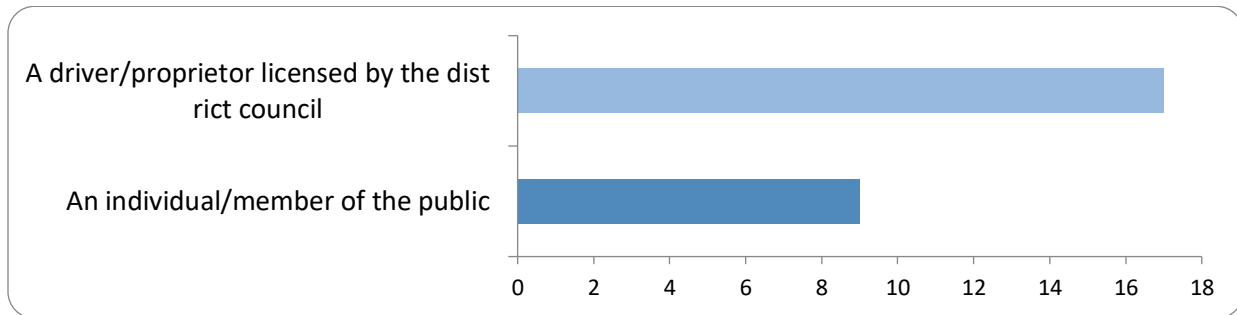
If you are responding as a driver or proprietor you are required to provide either your name, or trading name and email address to ensure we can contact you if we require any further clarification on your comments.

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:

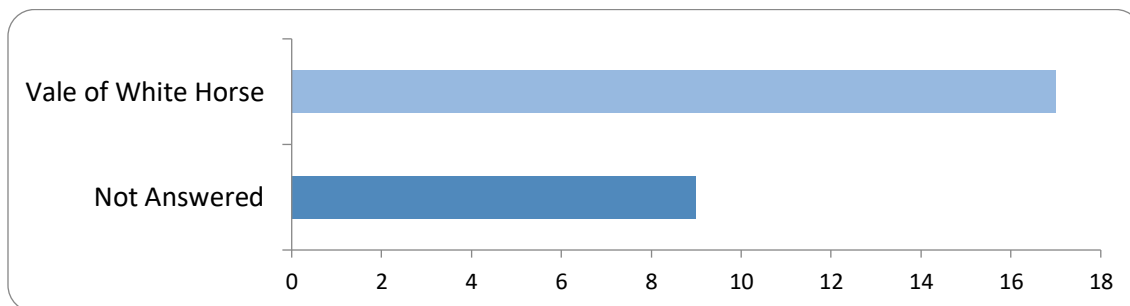
The majority of respondents, responded on behalf of a driver/proprietor licensed by Vale of White Horse District Council (65%). The remaining responses were received from individuals/members of the public (35%).



Option	Total	Percent
A driver/proprietor licensed by the district council	17	65.38%
An individual/member of the public	9	34.62%
Other - please specify below	0	0.00%
Not Answered	0	0.00%

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

65% of respondents are licensed by the Vale of White Horse.



Option	Total	Percent
Vale of White Horse	17	65.38%
South Oxfordshire	0	0.00%
Both	0	0.00%
Another council	0	0.00%
Not Answered	9	34.62%

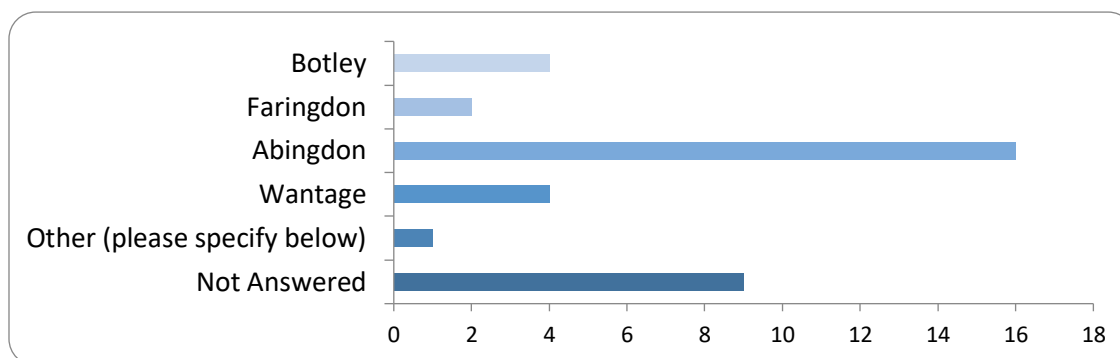
### 3. Please provide either your name or trading name below.

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



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

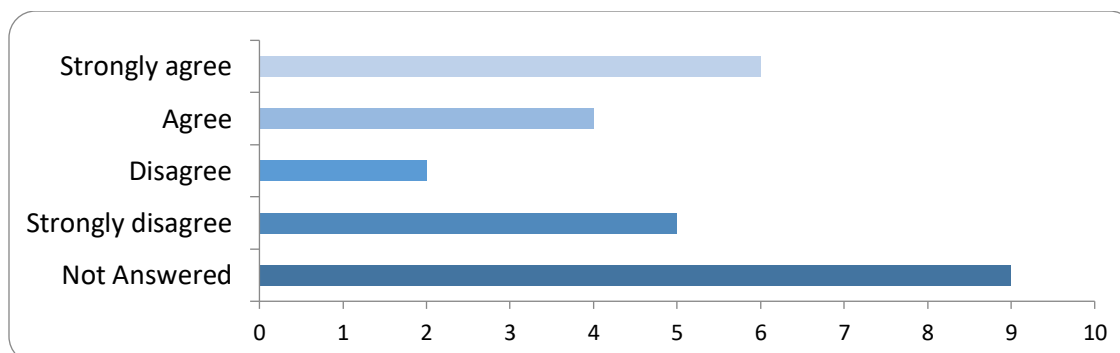
The majority (62%) predominantly work from Abingdon, followed by Botley (15%) and Wantage (15%). 8% selected Faringdon. 8% selected Faringdon.



Option	Total	Percent
Botley	4	15.38%
Faringdon	2	7.69%
Abingdon	16	61.54%
Wantage	4	15.38%
Other (please specify below)	1	3.85%
Not Answered	9	34.62%

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

Most respondents (38%) agree with the proposed tariff, more specifically 23% strongly agree and 15% agree. Whilst 27% expressed disagreement, 19% stating they strongly disagree and 8% disagree with the proposed tariff.



Option	Total	Percent
Strongly agree	6	23.08%
Agree	4	15.38%
Neither agree nor disagree	0	0.00%
Disagree	2	7.69%
Strongly disagree	5	19.23%
I don't know	0	0.00%
No comment	0	0.00%
Not Answered	9	34.62%

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 Vale of White Horse

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

7 comments were received for this question. 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 in separate sections of the survey, so these have been grouped for ease of reference and response.

ID number	Comments	Officer response
ANON-U6KU-HW3T-H	<i>As a driver that has been on the edge of giving up so many times due to bad pay, everything else has tripled in price and it gets to the point where my time is not valued</i>	No comments – driver/proprietor agrees with tariff
	<i>Still to low but a steep in the right direction</i>	
ANON-U6KU-HWRQ-D	<i>Because everywhere is same only vele different</i>	No comments – driver/proprietor agrees with tariff
ANON-U6KU-HWRJ-6	<i>I agree the tariff has to rise to keep up with the cost of fuel, insurance ect and this proposal seems to be a reasonable compromise without going to far to push a taxi service out of the reach of people that rely on it</i>	No comments – driver/proprietor agrees with tariff
	<i>I think also the tariff change at 10pm to rate 2 is a good idea and will help to get more taxis available at at that time and beyond</i>	
ANON-U6KU-HWRD-Z	<i>I strongly agree on this because cost of living is high now house rent, gas and electricity are high now as well</i>	No comments – driver/proprietor agrees with tariff
ANON-U6KU-HWRZ-P	<i>It should be raised as everything else is getting more and more expensive day by day.</i>	No comments – driver/proprietor agrees with tariff
ANON-U6KU-HWRT-G	<i>This tariff should have been introduced in October 2022, £6 flag fall and £3 a mile is what we asked for back then</i>	We note that the proprietor agrees with the tariff.
ANON-U6KU-HWRF-2	<i>Tariff 1,2 are ok but Tariff 3 looks bit extra because there are many elderly people in Abingdon area not all of them be happy to pay £11.70 I think £10 looks fair price</i>	We note the concern from this proprietor that Tariff 3 is too high and will be unaffordable for the elderly

	<p><i>I think when we carrying more than 4 passengers locally 1.50 per person is ok but to go out of town should be bit extra</i></p>	<p>in particular. The tariff is a maximum so the proprietor can charge less if they wish to do so. The comment on the additional passenger supplement is noted, it is unclear if this refers to journeys going outside of the district which would not be subject to this tariff in any case.</p>
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### Disagreement with the proposed tariff for Vale of White Horse

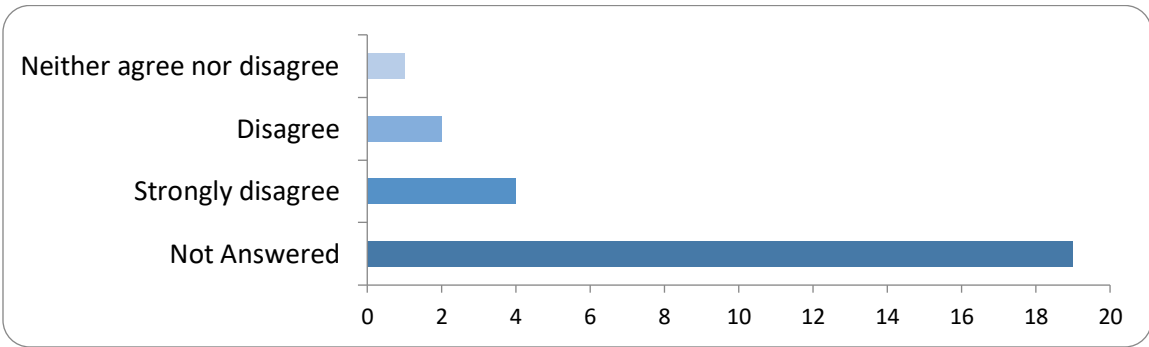
7. You have disagreed with the proposed tariff for Vale of White Horse. To help us understand your reason(s) why, please answer the following statement:

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

3 respondents provided a file upload to support their comments, and this can be viewed at the end of this report.

- **Proposed tariff times, days and dates**

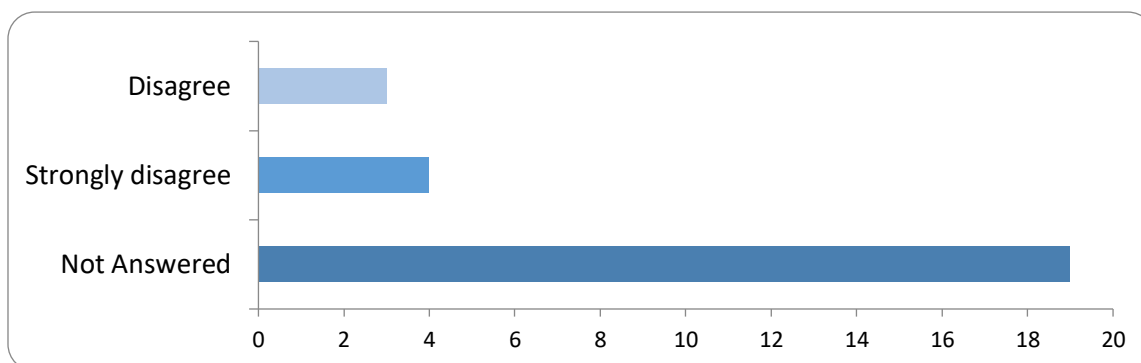
Of the respondents that expressed disagreement with the overall tariff, 23% also strongly disagree and disagree with the proposed tariff times, days and dates.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	1	3.85%
Disagree	2	7.69%
Strongly disagree	4	15.38%
I don't know	0	0.00%
No comment	0	0.00%
Not Answered	19	73.08%

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

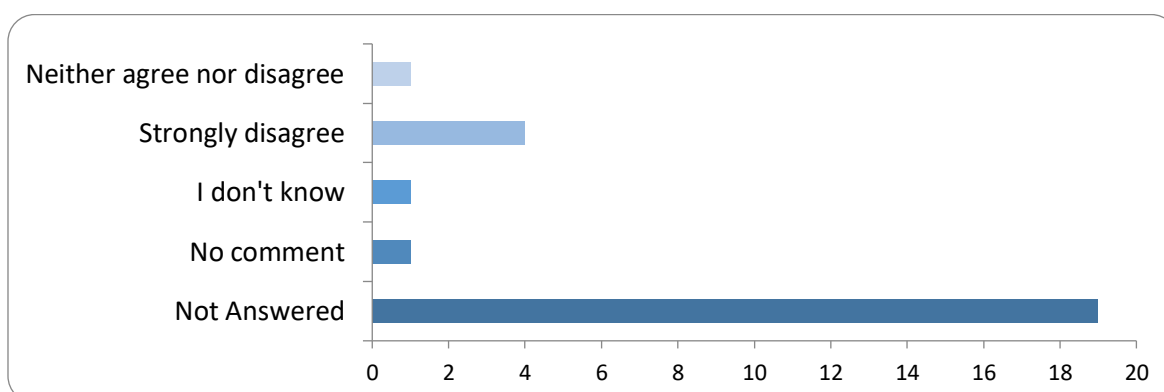
Of the respondents that expressed disagreement with the overall tariff, 27% also strongly disagree and disagree with the minimum charge ('flag fall') for each tariff.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	0	0.00%
Disagree	3	11.54%
Strongly disagree	4	15.38%
I don't know	0	0.00%
No comment	0	0.00%
Not Answered	19	73.08%

- **Subsequent distance charge**

Of the respondents that expressed disagreement with the overall tariff, 15% also disagree with the subsequent distance charge.

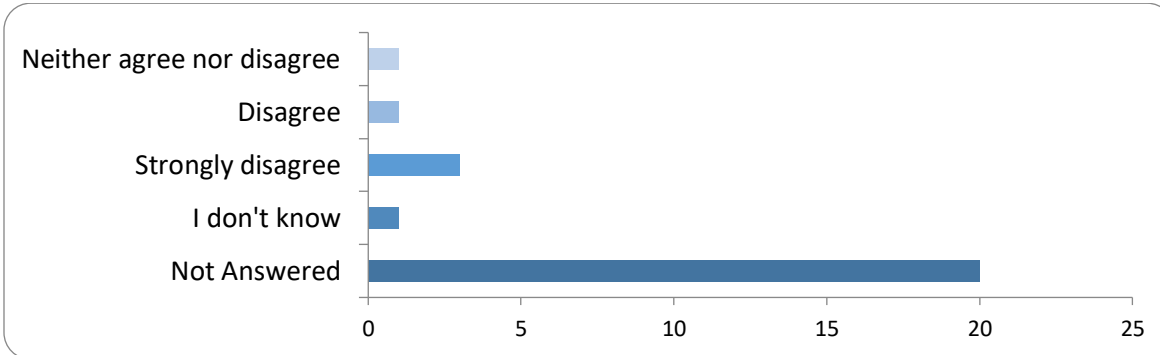


Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	1	3.85%
Disagree	0	0.00%
Strongly disagree	4	15.38%
I don't know	1	3.85%

No comment	1	3.85%
Not Answered	19	73.08%

○ **Waiting time charge**

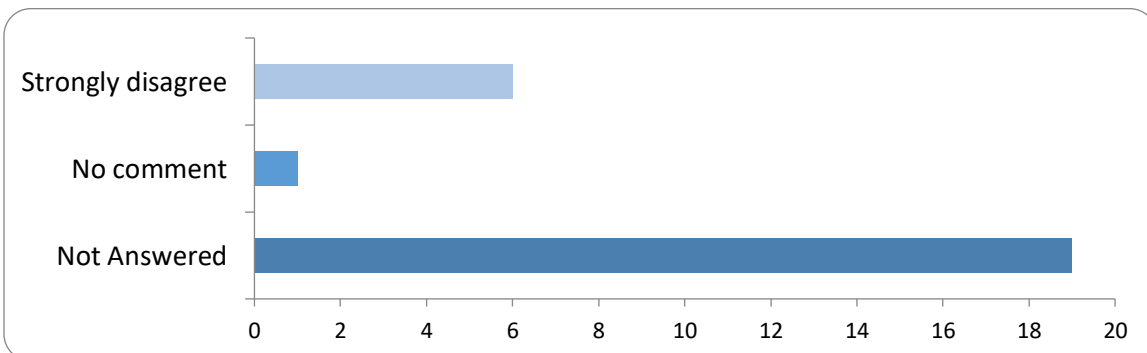
Of the respondents that expressed disagreement with the overall tariff, 15% also strongly disagree and disagree with the waiting time charge.



Option	Total	Percent
Strongly agree	0	0.00%
Agree	0	0.00%
Neither agree nor disagree	1	3.85%
Disagree	1	3.85%
Strongly disagree	3	11.54%
I don't know	1	3.85%
No comment	0	0.00%
Not Answered	20	76.92%

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

Of the respondents that expressed disagreement with the overall tariff, 23% also strongly 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	0	0.00%

Disagree	0	0.00%
Strongly disagree	6	23.08%
I don't know	0	0.00%
No comment	1	3.85%
Not Answered	19	73.08%

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

5 respondents who disagreed with the tariff provided comments. The comments received alongside an officer response has 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.

<b>ID number</b>	<b>Comments</b>	<b>Officer response</b>
ANON-U6KU-HWRY-N	<i>Tariff 3 flag fall or starting price is seriously too high and the £1.50 per passenger charge after 4 passengers causing problems with passengers.</i>	We note the concern from this proprietor that the whole tariff, but specifically Tariff 3 and the proposed additional passenger supplement, is too high and will be unaffordable for the public. The tariff is a maximum so the proprietor can charge less if they wish to do so.
	<i>The whole tariff seems to be abit steep and unaffordable for the general public especially in this living crisis</i>	
ANON-U6KU-HW3Q-E	<i>I spent months trying to obtain the taxi licence, at my expense, my driving was assessed to be able to drive the public I have to do a knowledge test and safeguarding and have to present myself with a very high standard that the council expect however I get paid minimum wage because my employer can't afford to pay me more due to insufficient increases in the tariff- I believe after everything I have to go through and the high standard of professionalism that is held over me by the council I am worth more than this- therefore I have taken apart in a survey with the taxi drivers association and I support the tariff proposed by them which I have enclosed a copy of.</i>	The costs of testing and training are included within the model. 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 & Vale Taxi Drivers Association ('SVTDA').

<p>ANON-U6KU-HW3G-4</p>	<p><i>This council yet again has decided the tariff MY BUSINESS should charge instead of consulting with the trade as to what we need.</i></p> <p><i>I am appalled at this behaviour having increased licence fees by 280% for low emission vehicles then justify these low tariff increases(2022 now this)</i></p> <p><i>The trade has decided on a tariff supported by a large majority that is close to that that charged by Guildford in 2022.</i></p> <p><i>When will these people open their eyes to the real world outside their office window and the true cost of living pressures facing our drivers and businesses.</i></p> <p><i>The job of the council is to set the MAXIMUM TARIFF NOT THE LOWEST.</i></p> <p><i>I should not have to run my business based on the overheads of solo operators .</i></p> <p><i>Minimum wage has gone up by 20% in ONE YEAR as of April we have to pass these costs to our customers THAT IS NORMAL BUSINESS PROCEDURE.</i></p> <p><i>I wish the council to adopt the preferred tariff as voted for by members of the drivers association, a copy will be attached.</i></p> <p><b>DO NOT IGNORE THE TRADE AGAIN PATIENCE IS RUNNING THIN AND MORE EXTREME MEASURES WILL BE CONSIDERED TO GET A FAIR RETURN FOR OUR WORK. LEGAL ACTION WILL BE CONSIDERED I HOPE THE COUNCIL DOES NOT WANT TO GO THIS ROUTE.</b></p>	<p>As many survey respondents remain anonymous, excluding some on the basis of where they work would not be possible. 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 and uses a model established by Guildford Borough Council and is considered to be legally robust. It takes into account a number of factors including up to date average annual earnings for the district and the costs associated with running a taxi.</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>
	<p><i>You must dismiss all drivers working for Oxford and Reading based companies as well as drivers from go green who are now solely private hire as they are NOT using the tariff so have no desire to participate in this survey</i></p>	

<p>ANON-U6KU-HWR3-F</p>	<p><i>Times should still be tarrif 2 at 11pm and tarrif 3 at 1am</i></p> <p><i>5+ passengers should be a bigger rate as wouldn't be fair to the driver</i></p>	<p>It is noted that this driver would prefer Tariff 2 to start later and Tariff 3 to start earlier. 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. Some changes have been made to the proposed tariff timings to reflect the suggestions from SVTDA.</p>
<p>ANON-U6KU-HWRU-H</p>	<p><i>The proposed Tariff when in my humble opinion should be at least £6.7. Or any figure between £6 and £ 6.7 In my opinion, tariff one is more than 16 hour, from 6 am to 10 pm and its the day shift time when most drivers work. The Vale of white horse covering areas are not busy during the day, which means that drivers can stand in the ranks for more than one hour, and sometimes longer, before we get a fare! The proposed tariff 1 is not going to be beneficiary keeping in mind the long day shift hours and the high cost of living and petrol, insurance etc. Therefore, It would be appreciated if you could re-consider the proposed Tariff one!</i></p>	<p>The larger increases proposed for the unsociable hours are with a view to increasing taxi provision at these times, rather than drivers sitting idle on the ranks during the day when they state there is less work. Using the higher starting figure provided of £6.70 would result in a 2 mile tariff 1 fare of £9.70 which would place us 5th highest in the country.</p>



## Individuals/members of the public responses

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

8 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 in the survey, so these have been grouped for ease of reference and response.

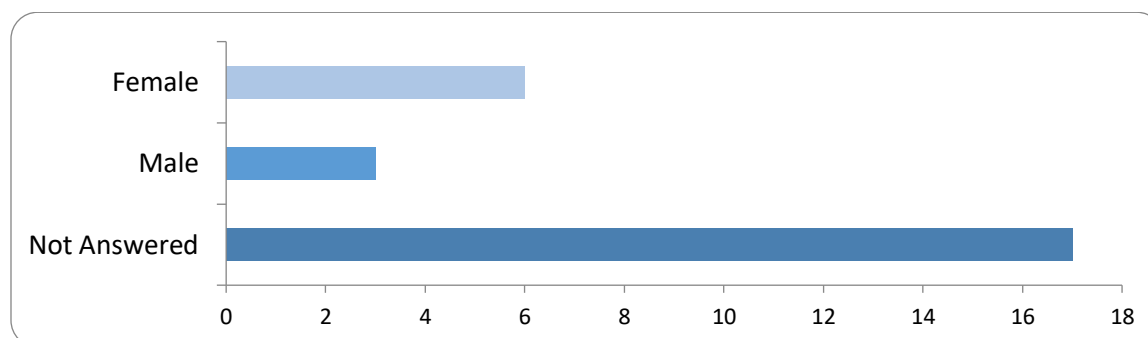
ID number	Comments	Officer response
ANON-U6KU-HWR4-G	<i>I use taxis on regular basis think the tariff to high for older customers. I get a taxi 2-3 times per week and this would be another three pounds which would stop a lot of people having taxis.</i>	We note the concern that the proposed tariff is too high and would stop people taking taxis
ANON-U6KU-HWR8-M	<i>Seems reasonable</i>	No comments - member of public agrees with tariff
ANON-U6KU-HWRE-1	<i>Whilst I don't object to an increase in tariffs they are not truly reflective of what is being charged. In wantage I am regularly charged over £15 for a 2 mile journey irrespective of the time of day. My concern is changing the tariff will cause these prices to raise as well, even though they are already well over the current and proposed tariff rates</i>	This tariff applies to all work carried out by hackney carriages within the district - including pre-booked work. The tariff 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. The tariff does not apply to private hire vehicles.
ANON-U6KU-HWRG-3	<i>These seem extremely fair and probably an increase is overdue.</i>	No comments - member of public agrees with tariff
ANON-U6KU-HWRM-9	<i>Tariff prices in Oxfordshire are ridiculous. Uber is required</i>	We note the concern that the proposed tariff is too high. We have not prevented Uber from operating in our area, that would be a decision for them as a firm.
	<i>One of the most expensive regions for taxi services and a disgrace a consumer does not have a choice to use Uber</i>	

ANON-U6KU-HWRV-J	<i>Taxi tariffs are just too high. Unaffordable.</i>	We note the concern that the proposed tariff is too high.
ANON-U6KU-HWRS-F	<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>SVTDA Proposed Taxi Tariff</i>  <i>TARIFF 1</i>  <i>TARIFF 2</i>  <i>TARIFF 3</i></p> <p><i>MON - SUN</i>  <i>MON - SUN</i></p> <p><i>Daytime rates</i>  <i>Night and Bank Holiday Rate</i>  <i>Double Rate</i></p> <p><i>Hiring between 06:00 and 21:59 (except where Tariff 2 or 3 apply)</i>  <i>Hiring between 22:00 and 05:59 and national public holidays (except where Double Day Rate applies)</i>  <i>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</i></p> <p><i>Flag Fall First Mile</i>  <i>£6.35</i>  <i>£8.50</i>  <i>£12.00</i>  <i>Subsequent 176 yd or 161 m (1/10 mile)</i>  <i>£0.35</i>  <i>£0.50</i>  <i>£0.70</i></p> <p><i>Waiting time per minute or part thereof</i>  <i>£0.35</i>  <i>£0.50</i>  <i>£0.70</i>  <i>Carrying more than 4 passengers per extra passenger (regardless of distance)</i>  <i>£2.50</i>  <i>£2.50</i>  <i>£2.50</i></p> <p><i>Soiling Charge</i></p>	<p>A meeting was held with the 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>

	<p>£150.00 £150.00 £150.00</p> <p><i>Examples of journey costs</i> <i>2 Mile Journey Costs</i> £9.85 £13.50 £19.00</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>	
ANON-U6KU-HWRW-K	<p><i>There is already a big discrepancy between taxi fares in Oxford and in, for example, Nottingham. These increases to the changes will hit people who can't drive, some of whom are elderly or disabled. I also think the increases will drive up fares from all quarters of the taxi community, when charges are already high.</i></p>	<p>We note the concern that the proposed tariff is too high and will impact on residents in the district, including the elderly and disabled. The respondent does however mention Oxford, it is unclear whether they are commenting on the fares charged in Oxford City which are not within our control.</p>

## 9. What is your sex?

The majority of respondents (65%) preferred not to answer this question. Of the respondents that did, 23% are female and 12% are male.

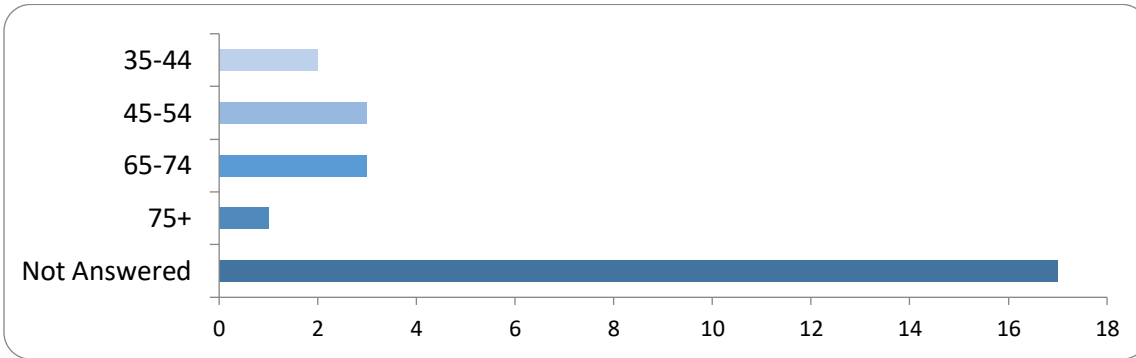


Option	Total	Percent
Female	6	23.08%
Male	3	11.54%
Prefer not to say	0	0.00%

Other - specify below if you would like to	0	0.00%
Not Answered	17	65.38%

### 10. How old are you?

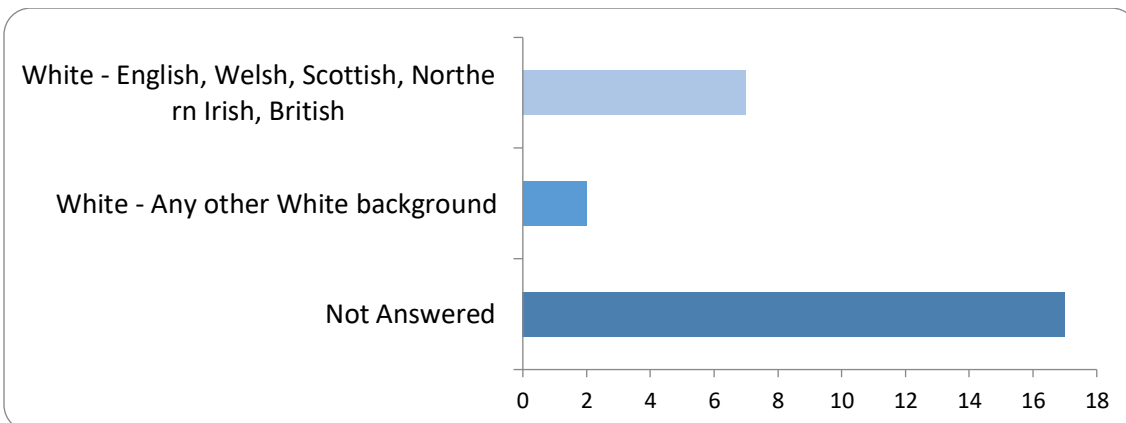
Most respondents (65%) preferred not to answer this question. Of the respondents that did, most are aged between 65 to 74 years old (12%) and 45 to 54 years old (12%).



Option	Total	Percent
Under 16	0	0.00%
16-24	0	0.00%
25-34	0	0.00%
35-44	2	7.69%
45-54	3	11.54%
55-64	0	0.00%
65-74	3	11.54%
75+	1	3.85%
Prefer not to say	0	0.00%
Not Answered	17	65.38%

### 11. What is your ethnic group?

Most respondents (65%) preferred not to answer this question. Of the respondents that did, 27% are from a White British - English, Welsh, Scottish, Northern Irish' ethnic group, followed by 8% from any other White background.

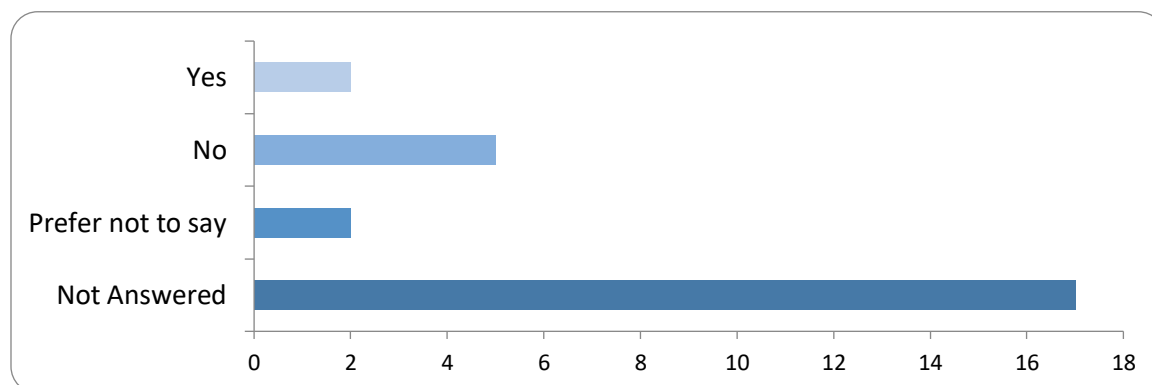


Option	Total	Percent
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White - English, Welsh, Scottish, Northern Irish, British	7	26.92%
White - Irish	0	0.00%
White - Gypsy or Irish Traveller	0	0.00%
White - Roma	0	0.00%
White - Any other White background	2	7.69%
Asian or Asian British - Indian	0	0.00%
Asian or Asian British - Pakistani	0	0.00%
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	0	0.00%
Not Answered	17	65.38%

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

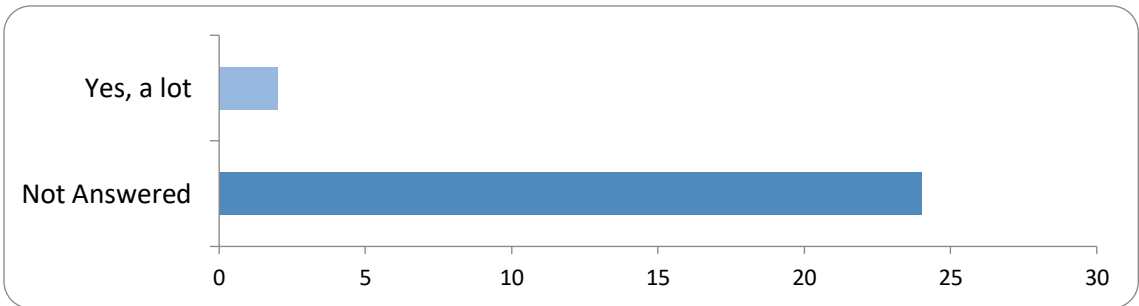
The majority of respondents (73%) preferred not to answer this question. Of the respondents that did, 19% do not have a physical or mental health condition, whilst 8% stated yes, they do.



Option	Total	Percent
Yes	2	7.69%
No	5	19.23%
Prefer not to say	2	7.69%
Not Answered	17	65.38%

**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, 8% said the condition or illness has reduced their ability to carry out day to day activities by a lot.



Option	Total	Percent
Yes, a lot	2	7.69%
Yes, a little	0	0.00%
Not at all	0	0.00%
Not Answered	24	92.31%

## Consultees attachments

3 respondents attached documents to support their comments. All 3 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.**