

HC FARE CONSULTATION

	Agree?	Comments made....	Officer Responses
<b>Proposed Tariff 1 (Between 6am and midnight)</b>			
£3.60 Flag fall for the first 440 yds or part thereof			
£0.20 Drop at 440 yds and every 167.62 yards or part thereof:			
£0.20 Waiting time for each period of 37.36 seconds or part thereof:			
DRIVER 1	Yes	The tariff charges are probably as affordable as the good folk of Selby will be willing to pay, but I do believe a T1 drop flag of £4 should be implemented.	
DRIVER 2	Yes	No comments against tariff 1 only tariff 2	
DRIVER 3	Yes	No comments against tariff 1 only tariff 2	
DRIVER 4	NO	Based on a current ten mile journey on tariff 1/2, including the flag, the cost would be £20/£23.60 respectively, on what you propose, that will inflate to £23.60/£35.60 respectively, I personally think that would contribute in killing the night trade, and make more people use the illegal taxis/lift cars that float around SDC still. The tariff time should remain at 07.00	No representations have been received from the public who would be paying the fare and this is the maximum fare so does not need to be charged.
DRIVER 5	Yes	No comments against tariff 1 only tariff 2	
DRIVER 6	No	Good morning just to say that the new changes you want to make is ridiculous for many reasons 1 changing the tariff times 2 a fare which would cost £20 now would be £30 with new charges people will not pay an extra £10 for the same journey the day before	Varying of the times for tariff 2 is an option for members  No representations have been received from the public who would be paying the fare, and this is the maximum fare so does not need to be charged
Driver 9	No	Unfortunately, I am against of the new fares you are implementing, It is not feasible on our behalf.	No representations have been received from the public who would be paying the fare and this is the maximum fare so does not need to be charged.

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		<p>We are struggling now as we have been for a few years, not just business but also living expenses, I do believe we all need a meeting to discuss and compromise as this is our lively hood.</p> <p>Our diesel and petrol is astonishing amount the fares does not even cover the eco friendly disabled friendly as a business and employee we still have not profited in any way. The licensing, servicing, mots, checks we need to charge more.</p> <p>Please reconsider the fares your proposing.</p> <p>Customers do understand we need to put fares up like anything else</p>	
Driver 10	Yes	<p>I am happy with the costing of the new price increase, but I think it needs to increase every ¼ mile not every ½ a mile.</p> <p>Also, you need to work out what per mile after not just in yards but in miles too as everyone is getting confused.</p> <p>In my opinion we should receive a pay increase every year to coincide with the Councils increase on badges, plates and tests etc. and also the rising cost of living.</p>	There is no requirement to amend the fare to miles. The proposed fare in this form is already up and running in another district.
Driver 11	Yes	<p>I am happy with the costing of the new price increase, but I think it needs to increase every ¼ mile not every ½ a mile.</p> <p>Also, you need to work out what per mile after not just in yards but in miles too as everyone is getting confused.</p> <p>In my opinion we should receive a pay increase every year to coincide with the Councils increase on badges, plates and tests etc. and also the rising cost of living.</p>	There is no requirement to amend the fare to miles. The proposed fare in this form is already up and running in another district
Driver 12	No	<p>I strongly appose the fare structure proposed within your email.</p> <p>This proposal is against public interest &amp; can destroy the night-time taxi trade , increasing a flag fare at present of £3.60 to £5 40: 50 percent is ridiculous &amp; will cause outrage from customers.</p> <p>Also missed off are Tariffs 4 5 &amp;6.</p>	<p>Tariffs 4, 5 and 6 have been replaced in the proposal under additional charges.</p> <p>The proposal put forward by this driver was considered on 1 September Executive committee and dismissed.</p>
Driver 13	No	<p>I strongly object to these proposed changes for many reasons which I will set out.</p> <p>Changing the times of operation of tariffs 1 and 2 means the busiest hour of the day (23:00-00:00) will see a reduction in earnings. This is also grossly unfair.</p> <p>The terminology used (yards instead of whole miles) means it's very complex to calculate fares for customers. The current fare table is so simple to read and customers can calculate at a glance whether they're being charged the correct fare. The proposed changes will make it very difficult and could potentially cause conflict between driver and passenger. This should be avoided at all costs.</p>	This proposal is already in use in Harrogate and working well without the need to amend to miles.

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		<p>Now the fares themselves: I've calculated the increase for multiple journeys for both tariff 1 and 2. It's frankly stupid.</p> <p>Monday lunchtime journey:</p> <p>1 mile - increase of 18.18%                  2 miles - increase of 19.67%                  5 miles - increase of 21.42%                  10 miles - increase of 22.33%</p> <p>Is this really sensible? An increase of over 50% is bonkers. You must not go ahead with this. The impact on the pub trade in Selby will be horrendous.</p> <p>Drivers NEED an increase. Of that there is no doubt. A 50% increase will destroy their business and that of others in the town whose customers rely on taxis.</p> <p>What Selby needs is a sensible approach to fare changes. In the current climate every price increase will be damaging. I would propose a increase of around 15-20% across the board</p>	
Driver 14	Yes	I personally think that the daytime tariff of £3.60 is highly appropriate	
Driver 15	Yes	I do not agree with new proposed fare variation increase. I think the proposed price for the daytime tariff of £3.60 is fair and reasonable	Although stated that they do not agree overall to the proposal the driver has confirmed that they are happy with tariff 1

	Agree?	Comments made....	Officer Comments
<b>Tariff 2 (Between midnight and 6am) + (Public holidays)</b>			
£5.40 Flag fall for the first 440 yds or part thereof			
£0.30 Drop at 440 yds and every 167.62 yards or part thereof:			
£0.30 Waiting time for each period of 37.36 seconds or part thereof:			
*All public holidays other than those listed in tariff 3 tariff 2 applies throughout the 24 hour period.			

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DRIVER 1	Yes and no to times	Disagrees with Tariff 2 beginning at midnight and starting at 0600 hours. Driver recommends tariff 2 commencing at 2200 hours and finishing at 0700 hours	Varying of the times for tariff 2 is an option for members
DRIVER 2	Yes and no yes to times	In regards to the Tariff Variation Fares I only don't agree with the starting time for tariff 2. In my opinion it should start at 10pm. The initial variation offers us drivers, only 6 hours to earn a bit extra. Taking into consideration that hardly any driver will public personnel will be out at this time of the day giving a more realistic 4 hours window for a bit extra for working late hours. I understand it's our choice to work as HCD's but in any private company you work for, they will pay night shift allowance for working late nights starting from 6 or 8 pm. I believe we could consider this as a night shift allowance for us drivers.	Varying of the times for tariff 2 is an option for members
DRIVER 3	Yes and no to times	Tariff two should start at 10pm as that is what nearly every other business starts its unsociable hour pay google describes anything after 5pm as unsociable the Taxi industry it the only place I have worked that doesn't and that needs to change.	Varying of the times for tariff 2 is an option for members
DRIVER 4	No	Based on a current ten mile journey on tariff 1/2, including the flag, the cost would be £20/£23.60 respectively, on what you propose, that will inflate to £23.60/£35.60 respectively, I personally think that would contribute in killing the night trade, and make more people use the illegal taxis/lift cars that float around SDC still.  T2 should start at 22:00, instead of 00:00 as you suggest?	No representations have been received from the public who would be paying the fare and this is the maximum fare so does not need to be charged.  Varying of the times for tariff 2 is an option for members
DRIVER 5	No	Tariff two proposed is very expensive, the price proposed could reduce the amount of passengers we have at the moment, bear in mind it's not as busy as it was before the pandemic, war, Brexit, etc.. I would suggest: £4.50 + 2.60 per mile.  Tariff two to keep starting at 11pm like it is now, as that is what nearly every other business starts its unsociable hour pay.	No representations have been received from the public who would be paying the fare and this is the maximum fare so does not need to be charged.  No representations have been received from the public who would be paying the fare, and this is the maximum fare so does not need to be charged.
DRIVER 6	No	Good morning just to say that the new changes you want to make is ridiculous for many reasons 1 changing the tariff times 2 a fare which would cost £20 now would be £30 with new charges people will not pay an extra £10 for the same journey the day before	Varying of the times for tariff 2 is an option for members

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			No representations have been received from the public who would be paying the fare, and this is the maximum fare so does not need to be charged.
Driver 7	Yes and no to times	I believe tariff 2 should start at 10pm and not 12pm	Varying of the times for tariff 2 is an option for members
Driver 9	No	<p>Unfortunately, I am against of the new fares you are implementing, It is not feasible on our behalf.</p> <p>We are struggling now as we have been for a few years, not just business but also living expenses, I do believe we all need a meeting to discuss and compromise as this is our lively hood.</p> <p>Our diesel and petrol is astonishing amount the fares does not even cover the eco friendly disabled friendly as a business and employee we still have not profited in any way. The licensing, servicing, mots, checks we need to charge more.</p> <p>Please reconsider the fares your proposing.</p> <p>Customers do understand we need to put fares up like anything else</p>	No representations have been received from the public who would be paying the fare and this is the maximum fare so does not need to be charged.
Driver 10	Yes	See Driver 10 comment above, Tariff 1	
Driver 11	Yes	See Driver 11 Comment above Tariff 1	
Driver 13	No	<p>I strongly object to these proposed changes for many reasons which I will set out.</p> <p>Changing the times of operation of tariffs 1 and 2 means the busiest hour of the day (23:00-00:00) will see a reduction in earnings. This is also grossly unfair.</p> <p>The terminology used (yards instead of whole miles) means it's very complex to calculate fares for customers. The current fare table is so simple to read and customers can calculate at a glance whether they're being charged the correct fare. The proposed changes will make it very difficult and could potentially cause conflict between driver and passenger. This should be avoided at all costs.</p> <p>Saturday midnight journey (this is eye watering)</p> <p>1 mile - increase of 52.94%</p> <p>2 miles - increase of 54.92%</p> <p>5 miles - increase of 55.72%</p> <p>10 miles - increase of 56.7%</p>	

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		<p>Is this really sensible? An increase of over 50% is bonkers. You must not go ahead with this. The impact on the pub trade in Selby will be horrendous.</p> <p>Drivers NEED an increase. Of that there is no doubt. A 50% increase will destroy their business and that of others in the town whose customers rely on taxis.</p> <p>What Selby needs is a sensible approach to fare changes. In the current climate every price increase will be damaging. I would propose a increase of around 15-20% across the board</p>	
Driver 14	No	<p>such a large increase to £5.40 after 11.00pm would be a disadvantage to passengers and drivers I would like to put forward a price of £4.30 as I think this may be more reasonable. Selby is a small town compared to Harrogate and many other towns that come within North Yorkshire to which these are also proposed increases. This was from part of the original email that I replied to that was sent out on the 26/05/2022 when proposed time changes had not even been mentioned in original email.</p> <p>(The time change)in my view even if it due to human error a major misjudgement of what is needed to keep HCD drivers in business and Customers using the Taxi rank.</p>	The Executive has already reviewed responses to the soft consultation and agreed on the Appendix A proposal
Driver 15	No	<p>I do not agree with new proposed fare variation increase. a large increase <u>from midnight to 6am</u> to £5.40 is rather excessive, As Selby is only a small town compared to some of the other towns and Districts in North Yorkshire for which the prices were originally proposed in the email dated 26/05/2022, from a passenger and driver's point of view it would seem an excessive increase from £3.60 on tariff 2 to £5.40 which in relative terms is a large increase to the passenger and will have a detrimental impact to self employed driver's such as myself and many others.</p> <p>There are also other aspects to consider with such a large increase as nearly all the areas surrounding Selby are quite rural, people who would as a rule use a HCV to take then home will make the decision to walk therefore putting themselves in what could be a harmful and dangerous situation.</p> <p>There is also the other safety aspect to consider regarding the driver, as some passengers when reaching their destination will although seeing the amount that is reading on the meter will refuse to pay and run and in some cases may intimidate verbally and as we know is some cases physically abuse the driver.</p>	Drivers are legally able to charge under the maximum meter rate. There is no requirement to charge the maximum fare.

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		There is also the view from the police to consider especially on weekends and bank holidays, when there is trouble which frequently happens in small towns they know that by sending people to the Taxi rank we will clear the town as quickly as possible. if Hackney Carriage Vehicles are over priced this may not happen as many drivers may find it is not economical to work at these times	
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	Agree?	Comments made....	Officer Comments
<b>Tariff 3 (Christmas and New Year) *</b>			
£7.20 Flag fall for the first 440 yds or part thereof:			
£0.40 Drop at 440 yds and every 167.62 or part thereof:			
£0.40 Waiting time for each period of 37.36 seconds or part thereof:			
*From 18:00 hrs 24th December to 06:00 hrs 26th December and 18:00 hrs 31st December to 06:00 hrs 2nd January.			
Driver 9	No	See Driver 9 comment above under tariff 1	
Driver 10	Yes	See Driver 10 comment above under tariff 1	
Driver 11	Yes	See Driver 11 comment above under tariff 1	
Driver 13	No	Christmas tariff excludes Boxing Day which is currently double fare. I can almost guarantee that what is one of the busiest nights of the year for pubs, will have very few or no taxis at all working. Would you work on Boxing Day for standard pay?	The Executive may want to consider amending the proposal to include boxing day for Tariff 3.
<b>Fouling Charge</b>			
Maximum Charge £80			
Driver 1	No	Fouling charge needs to be a maximum of £250 at drivers discretion, it is deemed that a puker that can contain in a bag might cost the driver £40-60 to clean, whereas someone who just hurls (and it happens) might cost the driver £250 on a sunday morning to get a specialist team in, even more so now that diseases like, HIV, Hepatitis and Norovirus, EColi and Gastro viruses.	Selby's current table of fares states a fouling charge of £50. So there is a significant increase in this proposal

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Driver 3	No	Foul charge after ringing round and getting prices the best solution i have found after also speaking to drivers is £200 charge that can drop 50% after 1am this amount is to cover not only the drivers charge of cleaning but loss of earnings unless the council is happy to cover loss of earnings.	Selby's current table of fares states a fouling charge of £50. So, there is a significant increase in this proposal
Driver 5	No	Foul charge should be at least £150. This amount is to cover not only the charge of cleaning but also loss of earnings.	As above
Driver 7	No	Foul charge should be 200-300 to cover loss of earnings and a professional clean.	As above
<b>Extra Charges</b>			
Extra charge per head which can be charged for ALL PASSENGERS when carrying 5 or more - £0.50			
Driver 1	unknown	Where is Tariff 5	Tariff 5 no longer exists in this proposal and is replaced as an extra charge
Driver 3	No	Mini bus rate needs to come back and would be happy to work out a price for you. without it there will be no more minibus after their license runs out the cost to buy and run is more expensive than a car with very little to no reward on the new tariff not to mention the environmental factor having to run more cars around to move people then busses it is not very green of the council.	
Driver 13	No	The changing of the tariff structure to eliminate a tariff for vehicles of 5+ passengers is grossly unfair. It would not make business sense to run these vehicles without the current tariff. Having spoken to one of my customers today, a lady with 4 children, that regularly uses taxis, she is terrified she'll find herself unable to get home. She said that without larger taxis her days out with the children will be impossible.	The current minibus fare is replaced by additional charges on the proposed table of fares. Drivers are also able to charge under the table of fares, and do not need to charge the maximum rate.
<b>Call out or summing charge</b>			
Maximum additional rate of charge per mile for call outs over 1 mile - £1.00 To be used for any part of the district (one way only) This is the maximum rate of charge, the whole or part of which is to be agreed with the hirer as an extra at the time of booking before the hire is accepted or the journey commenced and is to be included on the taxi meter as an extra.			
Driver 1	Yes	I am happy with the call out charge, but surely this should be from James St, if as passengers do on occasions, walk up to James St and ask for a taxi to go to the front of Morrisons or Farmfoods, then we should be allowed to start the meter from there, even if the passenger isn't travelling	The call out charge is to be used where the vehicle has to travel to a destination to pick up a passenger. It must be agreed in advance of accepting the fare and taking the booking.



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Driver 3	No	Call out charge should be charged at full rate from James Street or the location of the driver. no one will be interested on a call out at £1 a mile I would rather sit on the rank than do an in-between job for less. in this day and age, it has to be some sort of location discrimination to ask us to charge people less for the same mile done. you bring in new policy and vehicle requirements that cost a fortune to what we use to spend we cant do miles for less than the actual price we are sick of taking a financial hit due your policy	As above There is no call out charge in Selby's current table of fares, so this is a new charge that drivers are able to charge if they need to travel to collect a passenger.
Driver 5	No	Call out charge should be charged at full rate from the rank at James street. A call out at £1 a mile does not interest the drivers that are already paying almost the double for the fuel. I would rather stay on the rank than do an in-between job for this rate. This will also affect the passengers that need taxi on the outskirts of Selby.	As above.
Driver 7	No	Call out charge should be full rate or why go out of your way for less money no business would choose to operate at a loss	As above
Driver 13	Yes	I do welcome the call out charge. I think this is important and will help customers who are travelling village to village, be able to actually get a taxi. Under the current rules it makes no sense for a driver to travel to Riccall for a journey to Escrick for example.	
<b>Additional Comments to consultation</b>			
I also believe that SDC need to be more on the ball when fuel prices shoot up. For us as drivers to still be on 2018 tariff has been difficult to swallow, as a member of the taxi association practically every other licensing authority on mainland UK increased their drivers rates within just a few weeks of the fuel hike. And the National Transport Authority suggested in March that fares must rise with immediate effect by 12.5%, This is the link from the original article in the Taxi trade Press <a href="https://www.thejournal.ie/taxi-fare-rise-5746867-Apr2022/">https://www.thejournal.ie/taxi-fare-rise-5746867-Apr2022/</a>			The process for increasing fares began in April, with the Executive approving a soft consultation with the trade. It should be noted that there is no requirement for a soft consultation with the trade but it is deemed to be good practice.
We need an emergency agreement that if fuel goes up at a significant rate we have an emergency meeting to sort out a new tariff , to stop us taking a massive hit for months like this time you as a council have been shocking in your complete lack of support.			As above a soft consultation was carried out with the trade in order to feed back the results of this to the Executive. The proposed tariff is the maximum fare and therefore should see the trade over a long period of time without the need to request another fuel increase if adopted.
Instead of just copying and pasting Harrogate Councils taxi tariff sheet, a bit more thought to the economic climate of our own borough should have been applied, or a bi-annual increase prior might have made your proposal an easier pill to swallow. SDC taxi customers will not use the taxi's if we imply a price hike as steeply as you suggest, which will have a negative impact on the trade as a whole.			

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<p>Where has tariff 4 5 &amp; 6 gone in your proposal?</p>	<p>The proposal agreed by the Executive to be consulted on is a new proposal with previous tariffs shown as additional charges.</p>
<p>I would like to suggest maybe a staggered approach to a price increase for the fares as follows.</p> <p>Year 1  T1 £3.30 Flag £2.00 pm  T2 £4.20 Flag £2.50 pm  T3 £6.60 Flag £4.00 pm  T4 £8.40 Flag £5.00pm  T5 £5.00 Flag £3.20pm  T6 £10.00 Flag £6.40pm</p> <p>Year 2  T1 £3.60 flag £2.00pm  T2 £4.60 flag £2.80pm  T3 £7.20 flag £4.00pm  T4 £9.20 flag £5.60pm  T5 £5.50 flag £3.50pm  T6 £11.00 flag £7.00pm</p> <p>Instead of just copying and pasting Harrogate Councils taxi tariff sheet, a bit more thought to the economic climate of our own borough should have been applied, or a bi-annual increase prior might have made your proposal an easier pill to swallow. SDC taxi customers will not use the taxi's if we imply a price hike as steeply as you suggest, which will have a negative impact on the trade as a whole.</p>	<p>This is the same consultation response from the driver as was put forward to the Executive as an option on the 1 September 2022. The Executive dismissed this option.</p> <p>No representations were received from the public who would be paying the fares.</p>
<p>Mini bus rate to be included in the new fare. The cost to buy and run is more expensive than a car with very little to no reward on the new tariff. I would suggest: £5.70 + £3.30 per mile (keeping the increase of 27.5% from tariff 2, same rate of the one we have currently.</p>	<p>The fare for this is included in the proposed table of fares as an additional charge.</p>
<p>We need an emergency agreement that if fuel goes up at a significant rate to avoid us from taking a massive hit for so long like we are having now.</p>	<p>As above a soft consultation was carried out with the trade to feed back the results of this to the Executive.  The proposed tariff is the maximum fare and therefore should see the trade over a long period of time without the need to request another fuel increase if adopted.</p>
<p>There should be a minibus rate or what is the point in buying and running one</p>	<p>This rate is now shown as Extra Charges and is covered in the proposed table of fares</p>
<p>We need some sort of agreement if fuel goes up more than 10p in a year we should have an emergency meeting.</p>	<p>As above a soft consultation was carried out with the trade to feed back the results of this to the Executive.  The proposed tariff is the maximum fare and therefore should see the trade over a long period of</p>

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	time without the need to request another fuel increase if adopted.
<p>The SDCC never cease to disappoint by implementing certain things like new fares and change of councils without any consultation or meeting's with the taxi trade or union          I'm totally shocked to see the decimation of the taxi trade all over Britain while councils sit back and hide behind their desks and phones whilst forcing more costs and red tape onto the drivers          Covid has now disappeared so please stop blaming everything on this subject and get back to talking and helping the taxi trade in selby          We need proper consultation on such important things like NEW FARES</p>	<p>A soft consultation was held with the trade in the summer on the agreed public consultation document Appendix A, this was due to no proposal; being put forward by the trade. During the soft consultation two additional proposals were received, all of the proposals were considered by the Executive on the 1 September and a decision made to consult on Appendix A</p>
<p>My proposals for the 2nd time are as follows.          Tarif 1 :flag at &amp;3.60 for the first 1/4 mile          Then £2 per mile Thereafter.          Tarif 2 flag at £4 40 for the first 1/4 mile          Then £2.40 per mile thereafter.          Tarif 3 &amp; 4 combine as one .          Flag at £7.60 first 1/4 mile then £8 per mile thereafter.          Tarif 2 to commence times as now ,from 11pm until 7 am.          Tarif 5 flag at £6 first 1/4 mile          Then £3.per mile thereafter.          Tarif 6 (Christmas) flag at £10 first 1/4 mile Then £10 per .mile thereafter.</p>	<p>This proposal was considered and dismissed by the Executive on the 1 September 2022. Additional Tariff have now been added to the proposal</p>
<p>When I have consulted passengers regarding the proposals dated 08/09/2022 and 13/09/2022 in the last 10 days many are in agreement that they prefer the first prices even if the starting daytime tariff is £4.00 as they agree that due to the cost of living and the price of fuel that it is only fair that there should be an increase but when they are informed about the midnight onwards tariff on original proposal many have said that they will not be able to pay those prices as this would be nearly a 50% increase to what they pay now and many of the passengers that use Taxis live in quite rural areas and villages, so many of these will not be able to go out and socialise therefore this will also have an effect on Selby's evening trade and economy, as you may be aware as a driver it can be difficult working evenings and weekends into the early hours of the morning and many of us face a lot of abuse from passengers and such a large increase may only exacerbate the situation by refusing to pay.</p>	<p>This is third party information and should be dismissed.          Members of the public are part of the consultation and are able to respond to it individually.</p>