

HC FARE CONSULTATION

	Agree?	Comments made....	Officer Responses
Proposed Tariff 1 (Between 6am and midnight)			
Flag fall for the first 440 yds or part thereof			
Drop at 440 yds and every 167.62 yards or part thereof:			
Waiting time for each period of 37.36 seconds or part thereof:			
DRIVER 1	YES	<ul style="list-style-type: none"> • Times will need to change as currently we are BETWEEN 7AM AND 11PM, this needs to be kept the same, as there won't be any drivers working after midnight otherwise, I certainly won't extend my current day if the proposed hours change. • Apart from that I feel that the pricing is correct moving forward into 2023 	<ul style="list-style-type: none"> • Drivers are free to work the hours they wish as a business. They may choose to work around the higher tariff periods or not • Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation
DRIVER 2	NO	<ul style="list-style-type: none"> • The tariff time change should remain at 07:00 • 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 • Suggested: • See Appendix H 	<ul style="list-style-type: none"> • Drivers are free to work the hours they wish as a business. They may choose to work around the higher tariff periods or not • Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation • As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future,

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			without the need for the Council to look at increasing fares again this year
DRIVER 3	NO	<ul style="list-style-type: none"> The simple solution, if you actually wanted to help drivers and the public, is to keep the current structure and increase the fares in a sensible way. 	<ul style="list-style-type: none"> This proposal aligns with Local government reorganisation, and is a fuel cap, which the driver can charge below. This will effectively create a free market, (an economic system in which prices are determined by unrestricted competition between privately owned businesses, up to the fuel cap price). As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year
DRIVER 4	NO	<ul style="list-style-type: none"> Suggested: See Appendix G 	<ul style="list-style-type: none"> As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year Drivers are free to work the hours they wish as a business. They may choose to work around the higher tariff periods or not Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation
DRIVER 5	NO	<ul style="list-style-type: none"> The proposed price for the daytime tariff of £3.60 is fair and reasonable but such a large increase from 11.00pm to £5.40 is rather excessive, I personally think that a tariff of £4.30 would be more reasonable. 	<ul style="list-style-type: none"> As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares

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			<p>and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year</p> <ul style="list-style-type: none"> • Drivers are free to work the hours they wish as a business. They may choose to work around the higher tariff periods or not • Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation
DRIVER 6	Yes	<ul style="list-style-type: none"> • I personally think that the daytime tariff of £3.60 is highly appropriate 	<ul style="list-style-type: none"> • As per all the officer comments above. The driver / business can charge below the maximum fare. • The comments are incorrect regarding times, the higher rate refers to midnight in the new proposal
Chase up consultation			
DRIVER 7	No	<ul style="list-style-type: none"> • Call out to be charge at full rate from James Street 	<ul style="list-style-type: none"> • Call out charge only comes into effect if a driver takes a call for a booking and must drive to the destination. The drivers need to inform the potential customer of this whole or part charge. • This charge cannot be used when picking up from any taxi rank or hailing in the street etc.
DRIVER 8	Yes	<ul style="list-style-type: none"> • Yes, I agree that the fares should go up 	No comment
DRIVER 9	Yes	<ul style="list-style-type: none"> • We agree with these proposed prices. 	No comment
DRIVER 10	Yes	<ul style="list-style-type: none"> • I agree with the changes 	No comment
DRIVER 11	No	<ul style="list-style-type: none"> • It's impossible to compare prices with York City Harrogate City Leeds City and any City • We are a small town with villages surrounding us, not a high living prices that people will pay it could destroy the local taxi's which we do not want but we would like to be reasonable. • This is irresponsible as you have set the maximum price we charge so we will need to change meter, as of all taxi drivers start charging less it will cause a lot of arguments with customers and taxi firms there should be a half way agreement to satisfy Selby people and Selby taxis on a set price, its hard enough dealing with customers who are uncontrollable and angry now you have given them more ammunition to fire at us drivers. 	<ul style="list-style-type: none"> • The legislation already permits drivers to charge a lower fare than that shown on the meter (the Councils maximum rate of fares). • The meters would only be required by law to show the maximum fare but will need to be set to this rate.

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DRIVER 12	No	<ul style="list-style-type: none"> I am against these proposals Harrogate fares are too high for the Selby people who use taxis Harrogate fares would kill the taxi trade in Selby 	<ul style="list-style-type: none"> The drivers do not have to charge the maximum rate shown on the meter at the end of a job. If the fuel price permits the driver can request a lesser charge than that showing on the meter which is the maximum
DRIVER 13	No	<ul style="list-style-type: none"> I do think the tariffs need to be raised but not to the extent you suggest, I believe that will kill the taxi trade in Selby. Driver 4 has proposed a fare increase which he has done in the past, I think this will be a fairer option 	<ul style="list-style-type: none"> The drivers do not have to charge the maximum rate shown on the meter at the end of a job. If the fuel price permits the driver can request a lesser charge than that showing on the meter which is the maximum
DRIVER 14	No	<ul style="list-style-type: none"> I think the proposed change would be more damaging than good to our business we are in a financial crisis and think it could scare consumers away from the taxi ranks with fuel prices now decreasing a 50p increase to the flag would be enough and a review in 6 months. 	<ul style="list-style-type: none"> The drivers do not have to charge the maximum rate shown on the meter at the end of a job. If the fuel price permits the driver can request a lesser charge than that showing on the meter which is the maximum. As fuel prices go down at the pump the final fare requested by a driver can reduce also so long as under the maximum fare
DRIVER 15	No	<ul style="list-style-type: none"> I think you shouldn't change the price of the taxi; I think that if you increase the price, it will be unfeasible for many people to use the taxi, my point of view is that the current price is fair for taxi drivers and customers! 	<ul style="list-style-type: none"> The drivers do not have to charge the maximum rate shown on the meter at the end of a job. If the fuel price permits the driver can request a lesser charge than that showing on the meter which is the maximum. As fuel prices go down at the pump the final fare requested by a driver can reduce also so long as under the maximum fare
DRIVER 16	Yes	<ul style="list-style-type: none"> I agree with the proposal to increase the Selby District Hackney Carriage tariffs in line with Harrogate Hackney Carriage tariffs. 	No Comment
DRIVER 17	Yes	<ul style="list-style-type: none"> Agree, can you please implement asap! Tariff 4 (Double Tariff 2) would be ideal for Christmas and bank hols in line with current policy too. 	No comment
DRIVER 18	Yes	<ul style="list-style-type: none"> In regards the proposal I do accept the increase 	No Comment

	Agree?	Comments made....	Officer Comments
Tariff 2 (Between midnight and 6am) + (Public holidays)			
Flag fall for the first 440 yds or part thereof			

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Drop at 440 yds and every 167.62 yards or part thereof:			
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.			
DRIVER 1	YES	<ul style="list-style-type: none"> A flag of £5.40 for 1st 1/4 mile will initially upset a few customers, but these will be the late night party goers and pub crawlers that just want to get home and I'm guessing from experience it will be ignored and paid, it might be an issue on bank holiday, but I welcome the increase to bring SDC HCV in line with HBC, who have a thriving network of HCV drivers in a similar sized territory. The £3 a mile post flag will certainly be welcomed especially for those drivers that have older gas guzzling vehicles. 	<ul style="list-style-type: none"> A positive response. Drivers should be aware that they are able to charge a lower rate than the maximum fare, to give the customer a fair price according to the cost of fuel at the pump at the time.
DRIVER 2	NO	<ul style="list-style-type: none"> T2 should start at 22:00, instead of 00:00 as you suggest. Suggested: See Appendix H 	<ul style="list-style-type: none"> Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation. Selby's current fares begin at 11 PM
DRIVER 3	NO		<ul style="list-style-type: none"> No comment required
DRIVER 4	NO	<ul style="list-style-type: none"> Suggested: See Appendix G 	<ul style="list-style-type: none"> The proposal for Tariff 2 is a £5.40 cap As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year

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			<ul style="list-style-type: none"> • Therefore, if driver 4 wishes to use their proposal, which is under the proposed maximum fare they can do so • Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation • Waiting time currently is £20 per hour – current proposal takes this to £28.90
DRIVER 5	NO	<ul style="list-style-type: none"> • There is the safety aspect after 11.00pm as passengers will not want to pay the proposed price therefore drivers will face abuse, some passengers will refuse to pay and run. • There is also the point of view from the police to consider, when there is trouble within the town and they wish to get it cleared as quickly as possible if Hackney Carriage Vehicles are overpriced this may not happen as many drivers may find it is not economical to work at these times. • With such a large increase as some areas surrounding Selby are quite rural, people who would as a rule use a HCV to take them home may decide to walk putting themselves in what could be a dangerous situation. 	<ul style="list-style-type: none"> • Right now, in Selby passengers are paying a higher rate from 23.00 hours onward. Tariff 2 on this new proposal begins at midnight, so this is a benefit to the customers • As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year
DRIVER 6	NO	<ul style="list-style-type: none"> • 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. • Customers say it is only fair that there should be an increase but when they are informed about the 11-00pm onwards tariff many have said that they will not be able to pay the proposed price to get home as many live in quite rural villages. • 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. 	<ul style="list-style-type: none"> • The proposed tariff 2 begins at midnight not 2300 hours. • As this is a fuel cap, the driver does not have to charge them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving the customer value for money • Therefore, if driver 4 wishes to use their proposal, which is under the proposed maximum fare they can do so

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Chase up consultation			
DRIVER 7	No	<ul style="list-style-type: none"> Tariff 2 needs to be 10pm like other business start night rate at 10 it seems to only be taxi trade that does not 	No comment
DRIVER 8	Yes	<ul style="list-style-type: none"> Yes I agree that the fares should go up 	No comment
DRIVER 9	Yes	<ul style="list-style-type: none"> We agree with these proposed prices. 	No Comment
DRIVER 10	Yes	<ul style="list-style-type: none"> I agree with the changes 	No Comment
DRIVER 11	No		
DRIVER 12	No		
DRIVER 13	No		
DRIVER 14	No		
DRIVER 15	No		
DRIVER 16	Yes		
DRIVER 17	Yes		
DRIVER 18	Yes		

	Agree?	Comments made....	Officer Comments
Tariff 3 (Christmas and New Year) *			
Flag fall for the first 440 yds or part thereof:			
Drop at 440 yds and every 167.62 or part thereof:			

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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 1	YES	<p>My only concern with this is the times, currently SDC xmas and New Year tariff is 1800 Xmas Eve to 0700 27th December (I think) and 1800 NYE to 0700 2nd January (again I think)</p> <p>This really needs to be kept in line with what we have currently certainly for Xmas and New Year 2022</p>	<ul style="list-style-type: none"> Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation Changing the tariff 3 proposal to cover boxing day, as per the comment, would mean that tariff 3 would end at 0600 hours on the 27th December
DRIVER 2	NO	<ul style="list-style-type: none"> Suggested: See Appendix H Where has tariff 4, 5 & 6 gone? 	<ul style="list-style-type: none"> As this is a fuel cap, the driver does not have to charge the full amount on the meter. They are therefore as a business able to make the decision to charge at a lower rate, depending on the fuel price at the pump, giving them flexibility to give the customer good value for money whilst still making a profit. The current taxi fares and the proposal ('the fare range') should see the drivers through any fuel increases in the foreseeable future, without the need for the Council to look at increasing fares again this year Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation As above tariffs in the proposal are the same as Harrogate, some have gone but Tariff 5 still exists in the form of an extra charge of 0.50 pence per head which can be charged for all passengers when carrying 5 or more
DRIVER 3	NO		<ul style="list-style-type: none"> No comment
DRIVER 4	NO	<ul style="list-style-type: none"> Suggested: See Appendix G 	<ul style="list-style-type: none"> Aligning the tariffs between the districts helps with our move to one Council under local government reorganisation

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			<ul style="list-style-type: none"> Basic comment is that the driver does not agree, and no additional proposal put forward as the suggestion is the current fare
DRIVER 5	NO		<ul style="list-style-type: none"> No comment
DRIVER 6	UNKNOWN		<ul style="list-style-type: none"> No Comments
Chase up consultation			
DRIVER 7	No	<ul style="list-style-type: none"> need a tariff 5 for bus rate 50p per head will take away all minibuses when they finish their current licence, we need to charge more coz they cost more to buy and run as they mpg foul charge needs to be £100 as that is the cost, I found to call out on a Sunday which is the most likely time to need it. 	<ul style="list-style-type: none"> Tariff 5 has been removed in the proposal to an additional cost
DRIVER 8	Yes	<ul style="list-style-type: none"> Yes, I agree that the fares should go up 	No comment
DRIVER 9	Yes	<ul style="list-style-type: none"> We agree with these proposed prices. 	No Comment
DRIVER 10	Yes	<ul style="list-style-type: none"> I agree with the changes 	No comment
DRIVER 11	No	No comment provided	
DRIVER 12	No	No comment provided	
DRIVER 13	No	No comment provided	
DRIVER 14	No	No comment provided	
DRIVER 15	No	No comment provided	
DRIVER 16	Yes	No comment provided	
DRIVER 17	Yes	No comment provided	
DRIVER 18	Yes	No comment provided	

Looking at the consultation responses, there are 2 common areas, where drivers have shown the same opinion. These 2 areas are:

- Times should remain the same for Tariff 1 & Tariff 2 – 4 drivers shared the same opinion – this does not help us move forward to one council under LGR
- Two drivers believe that £4.30 is more reasonable for Tariff 2 – though under the current proposal (fuel cap) they can charge this
- £3.60 for the daytime tariff 1 is fair and reasonable – 3 drivers shared the same opinion – this is the proposal put forward