

APPENDIX 4

Hackney Carriage Tariff Consultation 2021

Your Views

1. What is your view on the proposed hackney carriage tariff?			Response Percent	Response Total
1	Open-Ended Question		100.00%	6
1	02/10/2021 07:12 AM ID: 175708347	If the town is going to move forward we need the availability of both private hire and Licensed Hackney Carriage to support the infrastructure		
2	02/10/2021 22:27 PM ID: 175737833	Greedy money grabbing. No proof of increased costs submitted, no idea why this is being considered again. Taxis in Barnsley ranks are incredibly unreliable, expensive and increasing fares further would hurt those reliant on them		
3	04/10/2021 13:14 PM ID: 175805095	I think it's been set too high all it will do is push prices up .We need to get more passengers .and this will have a adverse effect on passenger numbers .		
4	05/10/2021 19:57 PM ID: 175929075	It should rise. These guys have been hit by fuel rises, insurance rises, inflation rises and no work die to covid.		
5	05/10/2021 21:25 PM ID: 175933507	Sensible tariff increase that will improve traveller safety and ease noise caused by revellers		
6	13/10/2021 10:57 AM ID: 176523300	<p>I object to this proposed rise and change in tariff structure.</p> <p>In their submission to the committee the Barnsley Hackney Carriage Association (BHCA) made the following statement.</p> <p>"The history of our fares in Barnsley is those of being competitive and we stand equal 295 out of 365 councils 1 being the highest fares. A 40p increase as we are proposing only takes us up to 236 which is still in the bottom third of the UK table." The comparison with other council's hackney carriage fares is available from a monthly table published by Private Hire & Taxi Monthly (PHTM), the official newspaper of the National Private Hire Association. This chart shows the cost of an example 2 mile hackney taxi fare on Tariff 1 nationally every month and ranks them in a league table of 364 councils(rather than the 365 the BHCA state)</p> <p>Please note that five councils on the list don't impose a compulsory fare and that councils that share the same fare are ranked in alphabetical order with a separate rank number allocated rather than equal ranking.</p> <p>Using this chart it shows that Barnsley is place in the following positions:</p> <p>September 2021: 281 August 2021: 282 July 2021: 282 June 2021: 282 May 2021: 284 April 2021: 284 March 2021: 283 February 2021: 283 January 2021: 283</p> <p>I then examined Barnsley's position in this 'league table' back in 2019, the last time tariffs were changed in September 2019, showing clearly Barnsley's rise 'up the table'.</p> <p>October 2019: 272 September 2019: 287 August 2019: 286</p> <p>If we are examining the submission from the BHCA I cannot see reference to Barnsley ever being ranked in position 295, at least in 2021, and a glance at when fares last rose on 2019 indicates that Barnsley rose to th272 position. Of course the BHCA may have access to different tables, if so it would be handy to share them to the committee.</p>		

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<p>Secondly the BHCA statement: "A 40p increase as we are proposing only takes us up to 236 which is still in the bottom third of the UK table" is also an inaccurate. Based on the table available for September from the PHTM there is an alphabetical ranking error inbuilt into the table a 40p increase on the Tariff 1 fare in Barnsley, would take the fare to £5.60, a fare shared by 14 other local councils. There are then ranked alphabetically, each with a different rank number rather than an equal rank. Source: PHTM: https://www.phtm.co.uk/taxi-fares-league-tables/2021-10</p> <p>252 Breckland 253 Denbighshire 254 Gopost 255 Hinkley & Bosworth 256 Liverpool 257 Newport 258 North West Leicester 259 Richmonshire 260 Rushcliffe 261 Sandwell 262 Sunderland 263 West Lothian 264 Wolverhampton 265 Wrexham</p> <p>Barnsley would be at the top position on this table (position 251) by virtue of the alphabet rather than ranking. I therefore suggest that the BHCA evidence supplied in this submission is both inaccurate and statistically flawed. We should not make any decisions based on where Barnsley sits in the alphabet. Source: PHTM https://www.phtm.co.uk/taxi-fares-league-tables/2021-06</p> <p>I'd also argue that comparison with other local authorities may lead to skewed results. Each local authority is different, with different demographics and trading patterns. To compare the £5.60 tariff in Barnsley to a £5.60 tariff in Liverpool on purely economic grounds would be wrong. It makes more sense to compare Barnsley tariffs with similar boroughs with a similar socio-economic make up and semi rural nature; say other ex-mining and heavy industry areas.</p> <p>In their submission the BHCA make reference to increased costs of maintaining and running a vehicle. "Fuel has been on a rollercoaster over the last 2 years and now stands at £1.36 p/litre a big increase from £1.12 pre pandemic equating to over £1.08 per gallon more. Insurance for Public Hire Vehicles have risen by over 12% in the last year alone. Maintenance of our vehicles are coming under increasing costs due to shortage of certain oils and parts due to imports and rising costs."</p> <p>The BHCA also stated in their submission: "Councillor Kevin Osbourne (sic) reportedly said "I did a quick internet search and found evidence that insurance and fuel prices have only risen a small amount "</p> <p>Fuel may have been on a 'rollercoaster' but I'd argue it's been a gentle ride rather than white knuckles. I have used diesel prices as an example simply because the bulk of the Barnsley hackney carriage fleet remains fuelled by diesel. Fuel prices fell sharply during the pandemic with diesel reaching a low of £1.11 per litre in June 2020 (Source RAC Foundation). I agree, they have risen but not to much more than the price was when the last Hackney Carriage fares were increased. I have examined several sources of diesel price indices available on the Internet.</p> <p>Fuel Prices 15 September 2019: 131.39p per litre 15 September 2021: 136.78p per litre Increase = 4.01% (Source: diesel prices from RAC Foundation: https://www.racfoundation.org/data/uk-pump-prices-over-time)</p> <p>August 2019: 131.5p per litre August 2021: 136.2p per litre Increase = 3.57% Source Yorkshire & Humber Figures from AA: https://www.theaa.com/driving-advice/driving-costs/fuel-prices 16 September 2019: 131.35p per litre 13 September 2021: 137.19p per litre Increase = 4.44%</p>		

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<p>Source Ultra low Sulphur diesel prices from Office of National Statistics: https://www.gov.uk/government/statistical-data-sets/oil-and-petroleum-products-weekly-statistics Average increase of diesel fuel price over the given time period is a fraction over 4.00%</p> <p>I also examined several sources of information regarding the costs of maintaining a vehicle in the UK. These sources are the same as used by Transport for London (and others) when examining proposed tariff increases for the 21,000 black cabs in London, licensed by their Public Carriage Office.</p> <p>Motoring Expenditure (Car tax and Insurance) August 2019 index: 869.8 August 2021 index: 929.9 Increase 6.9% Source: Office of National statistics: https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/docv/mm23</p> <p>Motoring Expenditure (Maintenance) August 2019 index: 455.4 August 2019 index: 484.2 Increase 6.36% Source Office of National Statistics: https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/doct/mm23</p> <p>General inflation August 2019 to August 2021 Inflation from August 2019 to August 2021 based on RPI is 5.38%. Inflation from August 2019 to August 2021 based on CPI is 5.38%. Inflation from August 2019 to August 2021 based on SALARY INDEX is 7.04%.</p> <p>Averaged out equates to 5.93% Source: https://niceareas.co.uk/inflation-calculator/ I have a great deal of sympathy for anyone who has suffered economically during the pandemic. The nighttime economy in Barnsley collapsed and the regular trade hackney carriage drivers in Barnsley could rely on disappeared overnight. However, I don't believe increasing the fares and changing the hours is the answer. Based on the information available I cannot see a justification for a 10% increase in the tariff 1 flag</p> <p>While I appreciate the costs of operating a Hackney Carriage taxi in Barnsley have increased, I also believe we need to consider the passenger impact of the increase, in addition to the perception that taxi fares are expensive and becoming unaffordable. Taxis are heavily used by disabled and elderly passengers, unable or unwilling to access mainstream public transport. These groups would be affected by any increases to taxi fares, especially if these increases were above inflation and applied to all of the tariffs.</p> <p>I also object to any change in the tariff structure, bringing in a premium rate earlier into the evening and the early hours. Clearly taxi drivers offer a vital subsidiary industry to the night time business of bars and clubs within Barnsley. They offer safe and reliable transport home when other transport options are not available. Notwithstanding revellers, workers all over the district who work in bars and restaurants rely on taxis to get home. I thoroughly understand the importance of supporting Barnsley's new and vibrant night time economy, given our magnificent new town centre, but I'd also argue that there needs to be a mix of public transport available to residents and workers that not only includes taxis but also late trains and buses. I therefore believe there should be no changes to Tariff 2 and 3 hours. In my view the way to encourage drivers to work unsociable hours is to increase the trade, not to increase the price.</p> <p>Perhaps, given changes to the structure of Barnsley town centre, some thought should go toward the creation of a new rank? Let's make Hackney Carriage taxis easier to catch and taking a longer term view lets make passengers feel safe and</p>		

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	<p>secure by introducing in-cab video; but that's for the future.</p> <p>Perhaps as a committee we can look to put in place a yearly review of fares and tariffs, similar to other local authorities that take into account readily available data such as fuel prices, inflation and the true cost of maintaining a vehicle. The trade will then be assured that they are getting a fair deal on fares and an opportunity to make a decent living from running a taxi.</p> <p>Hackney Carriage drivers are true ambassadors for Barnsley; often the first interaction a visitor to Barnsley will have is with a taxi driver. The trade needs support, the town needs a viable public transport offer to match our magnificent new town centre but changing the tariff hours is not the answer. I also believe a 10% increase on the Tariff 1 flag is too high and increases on the other tariffs cannot currently be justified. As for a counter offer I defer to my colleagues on the licensing committee but I urge my friends and colleagues to think that we have an opportunity here to support the public and our town centre economy as we emerge from the pandemic. Now is not the time to increase or change tariffs. The residents of Barnsley and our taxi trade deserve a fair fare.</p>		
		answered	6
		skipped	0

2. Please provide an email address. This may be used for further communication relating to this consultation.

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		answered	6
		skipped	0

From: [REDACTED]

Sent: 13 October 2021 18:52

To: Licensing <Licensing@barnsley.gov.uk>

Subject: Hackney Tariff 2021

To whomever it concerns

I do not think Hackney fares should increase because most people are having to tighten their belts and cannot afford the price for a Taxi as it is. What with the increase in energy prices and petrol etc, people are already having to pay more out. Wages are not increasing to keep up with the cost of living.

I also think it will put off potential passengers from using Hackney Taxies if a price increase goes through, they might also lose some regular customers.

regards

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