

		Representation Type	Consultation comments (verbatim/anonymised)	HDC response
1	Driver	Objection	<p>The increase of fare is bare minimum compare to fuel price and cost of living. As you know Hart is one of the expensive places to live too.</p> <p>For my personal opinion I would like to get a dissent increase at least 40 to 50% from current fare.</p> <p>At the moment we keep rejecting booking which is bit far away. Also, could you allow us to charge customer a bit extra if we pick up from far away. Like if someone like to book a taxi from Odiham to Basingstoke. From Fleet to Odiham is already about 7.5 miles.</p> <p>Multiple passengers should be charged over 1 passenger.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p> <p>The driver of a hackney carriage that is standing for hire (that is at a taxi rank or elsewhere on the highway) can only refuse a hiring for a journey within the district if they have a reasonable excuse (section 53 Town Police Clauses Act 1847 ("the 1847 Act" outside London; section 35 London Hackney Carriage Act 1831 and section 7 London Hackney Carriage Act 1853 in London)). In those circumstances (standing for hire) a driver can legitimately refuse to take any hiring which would be for a destination outside the district (unless there are local exemptions to that).</p> <p>There is no requirement placed upon a hackney carriage driver who is plying for hire (i.e. cruising) to respond to any hailing by a</p>

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				prospective passenger (see Hunt v Morgan [1948] 2 All ER 1065 QBD).
2	Driver	Objection	<p>I object to the proposals laid down below. This was not one of the proposals (A, B, C, D, E) that were initially laid out. Having checked Appendix C, proposal B had the most votes out of all five options, which is what I also voted for.</p> <p>The cost of living has increased extra-ordinarily - with RPI and additional rise in fuel prices which directly affect the margins attained in running a Hackney Carriage.</p> <p>I believe the fares should increase according to inflation since 2014 when the rates were last set, and the proposal below falls far below that especially given recent fuel price rise considerations.</p> <p>Please could you outline how you came about to the proposal below? Once more, I object to it.</p>	<p>Proposals B from the trade would make Hart the most expensive tariff in the country not including Heathrow and is not supported by officers fearing this would be likely to discourage consumer use and have an overall detrimental impact on taxi trade custom levels.</p> <p>The RPI has shown a steady increase over the last eight year, yet the majority of wages have not increased at the same rate resulting in your customers having less disposable income to use to access the trade.</p> <p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>
3	Driver	Objection	<p>Ref. the Hackney Carriage Fare Increase Consultation for Hart District Council I would like to objections, due to current increase of diesel and cost of living I don't agree with this tariff, so my advice is to re consider with new tariff.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>

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4	Driver	Objection	<p>I am sending this email to confirm that I am totally not agree with only %15 increase per mile from £2.60 to £3 in tariff 1 which not match the increase in the Diesel prices and cost of living nowadays! As I am operating a taxi firm in Fleet, I am suffering to find a driver to cover a booking because of the cheap fare and passengers suffering too to find a taxi to their destination.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>
5	Driver	Objection	<p>I'm refusing this price as this is not good enough for us as fuel price going up every day. Thank you</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>
6	Driver	Objection	<p>When I first started as a taxi driver in November 2015 fuel was 109.9p per litre. It is currently 190.90 per litre and still rising. A 73% rise in fuel costs - our biggest expense. It is good to see the proposed fares are to be increased by about 15% but sadly it is not enough!</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>
7	Driver	Objection	<p>I'm quite disappointed with the slight increase in the price with less than 50 pence. With petrol price soon will be double - from next week 2£ per litre. Everything connected to the cars increased their price with 5-25%. (tyres £45 more than</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living cost increases and are likely to have less disposable income too.</p>

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			<p>last year, labour cost in local garage is £80+VAT for one hour).</p> <p>I was hoping that you can make start journey button at least £5-£6 because now many people call for taxi “just behind the corner“ (Fleet ,Branksomewood Road taxi rank to McDonalds, 250-300 yards) only because they know that we can’t refuse any jobs.</p> <p>September when is time for my insurance renewal (last year was £1,400) I will decide to continue with taxi or selling my car and find something else to work. After 7 years of doing taxi I think that with this price of fuel and maintenance is very difficult for individuals to survive.</p> <p>That is my opinion ONLY.</p>	
8	Public Body	Objection	<p>Hook Parish Council would like to see some dispensation in the Hackney carriage tariff for disabled members of the community or those without any other means of transport.</p>	<p>The Taxi and private hire (Disabled Persons) Act 2022 section 167A sets out that a disabled person should be charged the same as a non-disabled person, incurring no extra charges for wheelchairs. Thus, result in no positive or negative discrimination occurring. To provide a discount for those with no other means of transport is not enforceable and would discriminate against car owners who are paying for both.</p>
9	Driver	Objection	<p>I would like to register my objection with regards to the taxi fare proposal. Please consider the inflation rate and price of fuel. I strongly believe that the accepted proposal would not be sufficient.</p>	<p>The licensing authority needs to ensure a careful balance between the need for drivers to make a living and the ability of the public to afford to travel safely needs to be met. Taxi users are also subject to their own living</p>

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				cost increases and are likely to have less disposable income too.
10	Driver	Representation	Please could you register my response to the taxi fare increase as a voting resident of the borough of Hart I am in favour of this fare increase	No response required
11	Driver	Representation	<p>I am writing to inform you that I support the rise in taxi fares locally and why.</p> <p>As a resident of the Hart District who lives outside of Fleet, I know it's almost impossible to get any taxis to service rural Hart.</p> <p>Living in rural Hart we lost our bus services about 10-12 years ago so now our only form of transport is driving your own car, cycling, walking or book a private hire vehicle. If you are lucky enough to live near Winchfield or Hook Stations, then they are an added bonus for the few.</p> <p>Taxis are needed to service areas such as Heckfield, South Warnborough, Bramshill, Winchfield, Blouce, Dora's Green etc unless the Council is going to provide huge subsidies to bus providers to do so, which I very much doubt.</p> <p>If drivers receive a fair return on investment, then once more they may be able to afford to</p>	No response required

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			<p>service the whole of the Hart District instead of the majority of drivers refusing to pick up and drop off outside of Fleet.</p> <p>This would provide a service for all not just the few that live within 2 miles of Hart District Councils offices.</p>	
12	Driver	Representation	<p>I would like to add my support for the taxi meter rise, as a resident of Hart I think everyone deserves a decent wage for a decent day's work.</p> <p>As I live in Winchfield and fuel being so expensive now, it is sometimes very difficult to get a taxi as no one is prepared to travel to come and collect me.</p>	No response required
13	Driver	Representation	<p>I support any increase to the meter rate. I hope the council will consider another increase soon after to take into account the continuing increase in fuel costs.</p>	No response required
14	Driver	Representation	<p>I am in subject fare increase</p>	No response required
15	Driver	Representation	<p>I am on favour of Taxi fare increase.</p>	No response required
16	Driver	Representation	<p>I am favour of taxi fare increase.</p>	No response required
17	Driver	Representation	<p>I'm in favour of the proposed faire increase</p>	No response required
18	Driver	Representation	<p>I do support the proposed new hart taxi fare tariff.</p>	No response required

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19	Driver	Representation	I fully support the proposal to increase the taxi fares as proposed by HDC Approximately 8 years ago when HDC last increased the tariff, petrol was around 104p per litre today it is on average 189p per litre! Along with the cost of the HDC Licensing increases over the same period. It only seems reasonable and fair for a price increase to be put in place ASAP.	No response required
20	Driver	Representation	I am happy with the increase.	No response required
21	Driver	Representation	I am happy with the proposed new hackney carriage tariff.	No response required
22	Driver	Representation	I wish to convey my support for the proposed new Hart Hackney Carriage increase.	No response required
23	Driver	Representation	I am favour on taxi fare increase.	No response required
24	Driver	Representation	I am om favour of Taxi Fare increase and happy with new tariff which shall start from 2 nd July 2022.	No response required
25	Driver	Representation	I am in full agreement with the proposed taxi fare increase.	No response required
26	Driver	Representation	I am favour of taxi fare increase.	No response required
27	Driver	Representation	I am supporting the new taxi fare tariff.	No response required
28	Driver	Representation	I'm agree to new fare	No response required
29	Driver	Representation	I would like to accept the tariff increase from 01 July.	No response required
30	Driver	Representation	I am on favour of Taxi fare increase.	No response required

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31	Driver	Representation	I am on favour of Taxi fare increase.	No response required
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