

**27TH NOVEMBER 2023**

**REPORT NO. OS2317**

**PROPOSED VARIATION TO THE  
SCHEME OF HACKNEY CARRIAGE FARES**

**SUMMARY AND RECOMMENDATIONS**

This report sets out a proposal to vary the current scheme of hackney carriage fares (last modified 01.05.22). The proposal is currently open to public consultation.

As a consultee, The Corporate Governance, Audit and Standards Committee is requested to –

- 1) consider the fare scheme proposal;
- 2) provide any comments in response to the consultation;

**1.0 INTRODUCTION**

- 1.1 Following a request from a member of the taxi trade, and in accordance with the scheme of delegation, the portfolio holder for Operational Services has determined that the proposed fare scheme given at **appendix A**, be subject to public consultation. For reference, the current scheme is given at **appendix B**.
- 1.2 Where following public consultation, there are any objections to the proposals, they must be brought back to the Portfolio Holder for consideration. Otherwise, the proposed scheme takes effect on expiry of any date specified in the consultation notice.

**2.0 BACKGROUND**

- 2.1. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (LGMPA76) gives the Council the power - not a duty (i.e. a discretionary ability), to fix the rates or fares in connection with the hire of a hackney carriage vehicle within its district by means of a scheme of fares. Historically, the Council has always established and set a scheme of fares and this has largely been subject to review in accordance with its taxi licensing policy.
- 2.2. **Policy and procedure**
- 2.3. The Council's Taxi Licensing Policy (see **appendix C**) states that the scheme of hackney carriage fares be subject to review a minimum of every 2 years,

and the fare scheme may be reviewed at any time where it is deemed appropriate. This review is prior to the 2-year deadline and has been instigated on request from a member of the taxi trade.

- 2.4. Given its role and responsibilities in other areas of taxi licensing work, the views of the Corporate, Governance Audit and Standards Committee are sought during the consultation period.

### **3.0 DETAILS OF THE PROPOSAL(S)**

#### **3.1. Proposed variation(s)**

- 3.2. The proposal is to vary the scheme by means of a reduction to the initial pull-off and running mile distances.

### **4.0 IMPLICATIONS OF THE PROPOSALS**

#### **4.1. Proposed fare changes**

- 4.2. The taxi fare implications inherent to the proposal can best be seen by comparing it against the current scheme of fares. These are outlined with additional commentary below.

#### **4.3. Comparison of benchmark taxi journeys**

- 4.4. The tables given at **appendix D** provide for a fare cost comparison of journeys at each mile mark (up to 15 miles) for both the current and proposed scheme. The tables given at **appendix E** similarly provide for a cost comparison of a number of local journey examples at different times of the day.

#### **4.5. League table of taxi fares**

- 4.6. Private Hire & Taxi Monthly magazine produce a national league table of all Hackney Carriage fares, based on a 2-mile journey at meter rate 1. The current league table (October 2023) is given at **appendix F**. Currently Rushmoor are placed at 84 with the fare being the same as those councils ranked between 78 and 89.

- 4.7. The proposed scheme, assuming no changes for others would move Rushmoor to the same as those authorities ranked 30 – 39 in the league table, one of which is Hart District Council, one of Rushmoor's neighbouring authorities.

- 4.8. In respect of other neighbouring authorities Guildford Borough Council is ranked number 4, Woking Council with those at 12 and 13 and Surrey Heath, Waverley and Bracknell Councils with those between 61 and 69.

#### **4.9. Commentary on proposal**

- 4.10. Whilst it varies dependent on the distance travelled and the meter rate that applies, on average the proposals would result in an increase of 4 – 5%.

## **5.0 OTHER RELEVANT CONSIDERATIONS**

### **5.1. Legal Implications**

5.2. By virtue of Section 65(2) LGMPA76 any revision to the scheme of fares must be published in a local newspaper and in a notice at the Council offices by way of public consultation on the proposals. In accordance with the Council's procedure the views of the Corporate, Governance and Audit Standards Committee are sought during any consultation period and fed back to the decision maker as may be appropriate. The last date for comments in respect of the consultation is 8<sup>th</sup> December 2023.

5.3. Sections 65(3) and 65(4) LGMP76 also provide that where following consultation, there are any objections to the proposals, these must be brought back to the decision maker for consideration. Otherwise, the proposed scheme will take effect on 1<sup>st</sup> January 2024.

### **5.4. Financial and Resource Implications**

5.5. There are no direct financial implications associated with this report.

### **5.6. Equalities Impact Implications**

5.7. Once established, a scheme of fares must be applied to journeys undertaken within the Borough. The scheme may also be and is often applied voluntarily for journeys going outside the borough. However, fares for out of borough journeys may be negotiated with the fare paying customer in advance. A scheme of fares as regulated by taximeter therefore provides for a consistent method of calculating a fare for any journey between point A to B. It is considered that this does not discriminate between those with protected characteristics.

5.8. However, while subject to minor ancillary income streams (e.g. vehicle advertisements), taxi fares are the main means by which drivers can recoup the costs of providing a taxi service and effecting an income / living. Conversely, fares must be reasonable and affordable for those that use and/or rely on such services. In essence then, there is a balance to be struck with reference to what is reasonable to expect people to pay but also to the need to give taxi drivers sufficient incentive to provide a service; particularly when it is needed (including at times involving anti-social hours). These and other relevant equality considerations are outlined at **appendix G**.

### **5.9. Community Safety Implications**

5.10. The objectives of our Taxi Licensing regime are to enable good business whilst reasonably ensuring the safety and protection of both the travelling public and other road users, and the provision of a suitable and efficient public transportation service for all.

5.11. Taxi fares are the main means by which drivers can recoup the costs of providing a taxi service and effecting an income / living. In light of this, a fare

structure which fails to provide sufficient income may result in safety implications to the prospective passengers and other road users. If drivers are not earning sufficient income, they may not have the funds available to ensure suitable maintenance of their vehicle, thereby reducing the standards of the taxis in Rushmoor, and potentially putting themselves, their passengers and other road users at risk. In addition, if taxi driving does not provide a suitable means of income, when balanced with the costs of meeting the Council's licensing requirements, it is likely that less drivers will remain and/or join the taxi trade leading to a lack of availability of taxis when they are needed, meaning an increased wait potentially putting passengers at risk e.g. vulnerable passengers, those travelling late at night.

#### **5.12. Useful Guidance**

5.13. While there is limited guidance available to local authorities in setting taxi fares, an excerpt of the Department for Transport (DfT) best practice guidelines to licensing authorities is given at **appendix H**.

5.14. While the DfT best practice guidelines have no legal standing, the following points may be relevant; namely -

- (a) It is good practice to review fare scales at regular intervals.
- (b) Fare scales should be designed with a view to practicality.
- (c) Authorities may wish to consider adopting a simple formula for deciding on fare revisions as this will increase understanding and improve the transparency of the process.
- (d) In reviewing taxi fares authorities should pay particular regard to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also to the need to give taxi drivers sufficient incentive to provide a service when it is needed.
- (e) There may be a case for higher fares at times of higher demand.
- (f) Taxi fares are a maximum, and in principle are open to downward negotiation between passenger and driver.

## **6.0 CONCLUSIONS**

6.1. In accordance with the Council's taxi licensing policy on request from members of the taxi trade, a proposed hackney carriage fare scheme has been developed for consideration and is recommended.

6.2. The proposal for variation is subject to public consultation and, in accordance with the council's processes includes Member consideration by virtue of the Corporate Governance Audit and Standards Committee.

**BACKGROUND DOCUMENTS:** None

**CONTACT DETAILS:**

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**APPENDICES:**

Appendix	Title
Appendix A	- Proposed scheme of fares
Appendix B	- Current scheme of fares (effective 1 <sup>st</sup> May 2022)
Appendix C	- Excerpt from the Council's taxi licensing policy
Appendix D	- Comparison tables of fare charges at each mile mark (up to 15 miles) for current & proposed fare schemes
Appendix E	- Local journey examples / costs arising from the current & proposed fare schemes
Appendix F	- Hackney Carriage Fare League Table
Appendix G	- Relevant considerations in setting taxi fares
Appendix H	- Excerpt of DfT Best Practice Guidelines

## PROPOSED SCHEME OF FARES

**HACKNEY CARRIAGE FARES**

Proposed

Below is a table of fares made by Rushmoor Borough Council under S65 of the Local Government (Miscellaneous Provisions) Act 1976 and are the **MAXIMUM** fares that may be charged.

The fare charged must be in accordance with this table of fares unless a **NEGOTIATED** fare was otherwise agreed before the journey started. This applies even if the journey takes the taxi outside the Borough of Rushmoor.

Fare rates are based on a combination of time and distance and are automatically calculated by and must be displayed on the taximeter at all times.

**METER RATE 1 - Day time**

Any hiring on a weekday between 07:00 and 17:59  
(unless Rate 3 or 4 applies instead).

First 1034 yards or uncompleted part	<b>£3.60</b>
Thereafter, for each subsequent (or part) 119 yards	<b>£0.20</b>
Waiting time (per 30 second period)	<b>£0.20</b>

**METER RATE 2 - Evenings and weekends**

Any hiring on any day between 18:00 and 22:59  
(unless Rate 3 or 4 applies instead); or

Any hiring on a Saturday or Sunday, between 07:00 and 17:59 (unless Rate 4 applies instead).

First 1034 yards or uncompleted part	<b>£4.00</b>
Thereafter, for each subsequent (or part) 119 yards	<b>£0.20</b>
Waiting time (per 30 second period)	<b>£0.20</b>

**METER RATE 3 - Night time, bank holidays and Easter Sunday**

Any hiring on any day between 23:00 and 06:59  
(unless Rate 4 applies instead).

Any hiring on Easter Sunday, a bank or public holiday or New Year's Day (1st Jan) between 07:00 and 22:59  
(unless Rate 4 applies instead).

First 1034 yards or uncompleted part	<b>£5.40</b>
Thereafter, for each subsequent (or part) 119 yards	<b>£0.30</b>
Waiting time (per 30 second period)	<b>£0.30</b>

**METER RATE 4 - Christmas/New Year**

Any hiring on Christmas Day (25 December)  
or Boxing Day (26 December) to 06:59 on 27 December;

Any hiring on Christmas Eve (24 December) or New Year's Eve (31 December) between 21:00 and 23:59; or Any hiring on New Year's Day (1 January) between 00:00 and 06:59.

First 1034 yards or uncompleted part	<b>£7.20</b>
Thereafter, for each subsequent (or part) 119 yards	<b>£0.40</b>
Waiting time (per 30 second period)	<b>£0.40</b>

**EXTRA CHARGES**

For each additional passenger in excess of five passengers **£1.00**

Any hiring booked by telephone or radio, internet, email or APP (electronic communications) **£1.00**

Any hiring if the journey starts or finishes outside the Rushmoor boundary **£1.00**

**NB: Passengers may be charged a maximum of five extras, up to a maximum of £5.00**

**FOULING CHARGE**

Any fouling to the interior of the cab making it unfit for further hiring (at the discretion of the driver). **Up to £100**

**COMPLAINTS AND COMMENTS - Where possible please quote the Cab / Driver Number**

Please contact the Licensing Team at Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU. Tel: 01252 398 399 • Email: [licensing@rushmoor.gov.uk](mailto:licensing@rushmoor.gov.uk)

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## APPENDIX B

### CURRENT SCHEME OF FARES (EFFECTIVE FROM 1<sup>st</sup> MAY 2022)

#### HACKNEY CARRIAGE FARES

Effective from 1 May 2022

Below is a table of fares made by Rushmoor Borough Council under S65 of the Local Government (Miscellaneous Provisions) Act 1976 and are the **MAXIMUM** fares that may be charged.

The fare charged must be in accordance with this table of fares unless a **NEGOTIATED** fare was otherwise agreed before the journey started. This applies even if the journey takes the taxi outside the Borough of Rushmoor.

Fare rates are based on a combination of time and distance and are automatically calculated by and must be displayed on the taximeter at all times.

##### METER RATE 1 - Day time

Any hiring on a weekday between 07:00 and 17:59 (unless Rate 3 or 4 applies instead).

First 1088 yards or uncompleted part	£3.60
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 30 second period)	£0.20

##### METER RATE 2 - Evenings and weekends

Any hiring on any day between 18:00 and 22:59 (unless Rate 3 or 4 applies instead); or Any hiring on a Saturday or Sunday, between 07:00 and 17:59 (unless Rate 4 applies instead).

First 1088 yards or uncompleted part	£4.00
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 30 second period)	£0.20

##### METER RATE 3 - Night time, bank holidays and Easter Sunday

Any hiring on any day between 23:00 and 06:59 (unless Rate 4 applies instead).

Any hiring on Easter Sunday, a bank or public holiday or New Year's Day (1st Jan) between 07:00 and 22:59 (unless Rate 4 applies instead).

First 1088 yards or uncompleted part	£5.40
Thereafter, for each subsequent (or part) 125.2 yards	£0.30
Waiting time (per 30 second period)	£0.30

##### METER RATE 4 - Christmas/New Year

Any hiring on Christmas Day (25 December) or Boxing Day (26 December) to 06:59 on 27 December; Any hiring on Christmas Eve (24 December) or New Year's Eve (31 December) between 21:00 and 23:59; or Any hiring on New Year's Day (1 January) between 00:00 and 06:59.

First 1088 yards or uncompleted part	£7.20
For each subsequent (or part) 125.2 yards	£0.40
Waiting time (per 30 second period)	£0.40

##### EXTRA CHARGES

For each additional passenger in excess of five passengers

£1.00

Any hiring booked by telephone or radio, internet, email or APP (electronic communications)

£1.00

Any hiring if the journey starts or finishes outside the Rushmoor boundary

£1.00

NB: Passengers may be charged a maximum of five extras, up to a maximum of **£5.00**

##### FOULING CHARGE

Any fouling to the interior of the cab making it unfit for further hiring (at the discretion of the driver).

Up to £100

##### COMPLAINTS AND COMMENTS - Where possible please quote the Cab / Driver Number

Please contact the Licensing Team at Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU.  
Tel: 01252 398 399 ■ Email: [licensing@rushmoor.gov.uk](mailto:licensing@rushmoor.gov.uk)

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**EXCERPT FROM THE COUNCIL'S TAXI LICENSING POLICY**  
(taken from Part H, Section 8, pages 123-125)

**PART H**

**8. SCHEME OF HACKNEY CARRIAGE FARES**

**8.1. GENERAL ARRANGEMENTS**

8.2.S65 of the Local Government (Miscellaneous Provisions) Act 1976 provides that the licensing authority may set local hackney carriage fares for journeys within its area by means of a table or scheme of fares.

8.3. There is no similar power to set the fares charged by private hire vehicles. The charges levied by Private Hire operators and drivers are entirely a matter for negotiation and form a private contract between the hirer and the operator. However, where a private hire vehicle is fitted with a taximeter, the taximeter must be tested and approved by or on behalf of the licensing authority which issued the relevant vehicle licence.

**8.4. Frequency of review**

8.5. To ensure currency, economic viability, and incentive to provide taxi services, it is the policy of the licensing authority that the scheme of hackney carriage fares be subject to review a minimum of every 2 years. A review may result in no change to the scheme of fares. The fare scheme may be reviewed at any time where it is deemed appropriate.

**8.6. Nature of review**

8.7. Where appropriate, the licensing authority may review, in whole or in part, the structure, costs and/or any feature of the extant scheme of fares (e.g., unit costs, distances travelled, time periods, chronology, calendarisation and any additional permitted extras etc).

**8.8. Relevant considerations**

8.9. In reviewing the scheme of fares, the licensing authority will have regard to, but not be bound by the following considerations –

- (a) the needs of the travelling public.
- (b) what may be reasonable to expect people to pay.
- (c) the need to provide sufficient incentive to provide a taxi service when it is needed.
- (d) the available supply of and demand for taxi services.



(e) any graduation of the above by time of day, day of the week, seasonal variation and/or on special occasions etc; and

(f) the practicality of proposed fare scheme arrangements.

(g) the costs of fuel and other requirements, and the need for drivers to earn a suitable living.

**NB:** These considerations should not be seen as a comprehensive checklist or, in any way, be regarded as standards to be automatically applied in all cases.

8.10. To inform any fare review and take account of relevant issues, the licensing authority will seek to liaise with representatives of the taxi trade as part of any fare review, and before formal public consultation takes place.

### **8.11. Specific Fare Issues – Fouling Charge**

8.12. In recognition that taxi drivers, vehicle proprietors and operators may incur both loss of earnings and costs in cleaning vehicles that may be fouled by customers and/or their accompaniments (e.g. belongings, shopping / food, dogs etc), the licensing authority will allow drivers to levy a fouling charge where any fouling renders the cab unfit for future hire.

8.13. As the nature and degree of fouling may vary, the licensing authority will normally specify the maximum amount that may be levied as a fouling charge but allow drivers to exercise some discretion of the actual amount charged (up to the maximum permitted). However, in an effort to prevent abuse and ensure transparency of any such charge, the licensing authority will expect any driver that levies a fouling charge to be able to justify – (a) why the charge was levied, and (b) the amount of the charge so levied.

8.14. As drivers are expected to be persons of trust, the licensing authority will, where appropriate, take a serious view of any taxi driver that cannot reasonably justify the levy of any fouling charge. In consideration of what may be reasonable in the circumstances, the licensing authority will have regard to –

(a) the nature, type, and degree of soiling to the vehicle.

(b) the extent to which the vehicle was rendered unfit for future hire.

(c) the reasonable time it took / would likely take to suitably clean the vehicle.

(d) the reasonable costs of materials and, where appropriate, other services including professional cleaning if required to suitably clean the vehicle, and

(e) the amount that the driver may reasonably have earned over the period the vehicle was off the road for cleaning if it were otherwise available for normal taxi work.

8.15. In view of the above, the licensing authority expects any driver who levies any fouling charge to exercise due diligence by taking and retaining suitable

photographs of the nature and extent of the soiling involved, and maintaining suitable records of the time, costs and materials needed to subsequently clean the cab to a suitable standard.

## COMPARISON TABLES OF FARE CHARGES AT EACH MILE MARK (UP TO 15 MILES) FOR CURRENT & PROPOSED FARE SCHEMES

<b>EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE</b>			
<b>METER RATE 1 - Day time</b>			
<b>DISTANCE</b>	<b>CURRENT COSTS 01.05.22 (£)</b>	<b>PROPOSED SCHEME (£)</b>	<b>%AGE INCREASE</b>
Pull-off rate	3.60	3.60	0.00%
1 MILE	4.80	5.00	4.17%
2 MILES	7.60	7.80	2.63%
3 MILES	10.40	10.80	3.85%
4 MILES	13.20	13.80	4.55%
5 MILES	16.00	16.80	5.00%
6 MILES	18.80	19.80	5.32%
7 MILES	21.60	22.60	4.63%
8 MILES	24.40	25.60	4.92%
9 MILES	27.20	28.60	5.15%
10 MILES	30.00	31.60	5.33%
11 MILES	32.80	34.40	4.88%
12 MILES	35.60	37.40	5.06%
13 MILES	38.60	40.40	4.66%
14 MILES	41.40	43.40	4.83%
15 MILES	44.20	46.40	4.98%

**Meter Rate 1 Notes:**

	<b>Current</b>	<b>Proposed</b>
Pull-off charge (£)	3.60	3.60
Pull-off distance (yards)	1088	1034
Subsequent running mile charge (£)	0.20	0.20
Distance per running mile charge up to 8 miles (yards)	125.2	119

NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.

<b>EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE</b>			
<b>METER RATE 2 - Evenings &amp; Weekends</b>			
<b>DISTANCE</b>	<b>CURRENT COSTS 01.05.22 (£)</b>	<b>PROPOSED SCHEME (£)</b>	<b>%AGE INCREASE</b>
Pull-off rate	4.00	4.00	0.00%
1 MILE	5.20	5.40	3.85%
2 MILES	8.00	8.20	2.50%
3 MILES	10.80	11.20	3.70%
4 MILES	13.60	14.20	4.41%
5 MILES	16.40	17.20	4.88%
6 MILES	19.20	20.20	5.21%
7 MILES	22.00	23.00	4.55%
8 MILES	24.80	26.00	4.84%
9 MILES	27.60	29.00	5.07%
10 MILES	30.40	32.00	5.26%
11 MILES	33.20	34.80	4.82%
12 MILES	36.00	37.80	5.00%
13 MILES	39.00	40.80	4.62%
14 MILES	41.80	43.80	4.78%
15 MILES	44.60	46.80	4.93%

**Meter Rate 2 Notes:**

	<b>Current</b>	<b>Proposed</b>
Pull-off charge (£)	4.00	4.00
Pull-off distance (yards)	1088	1034
Subsequent running mile charge (£)	0.20	0.20
Distance per running mile charge up to 8 miles (yards)	125.2	119

NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.

**EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE  
METER RATE 3 – Night time, Easter Sunday & Bank Holidays**

DISTANCE	CURRENT COSTS 01.05.22 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	5.40	5.40	0.00%
1 MILE	7.20	7.50	4.17%
2 MILES	11.40	11.70	2.63%
3 MILES	15.60	16.20	3.85%
4 MILES	19.80	20.70	4.55%
5 MILES	24.00	25.20	5.00%
6 MILES	28.20	29.70	5.32%
7 MILES	32.40	33.90	4.63%
8 MILES	36.60	38.40	4.92%
9 MILES	40.80	42.90	5.15%
10 MILES	45.00	47.40	5.33%
11 MILES	49.20	51.60	4.88%
12 MILES	53.40	56.10	5.06%
13 MILES	57.90	60.60	4.66%
14 MILES	62.10	65.10	4.83%
15 MILES	66.30	69.60	4.98%

**Meter Rate 3 Notes:**

	Current	Proposed
Pull-off charge (£)	5.40	5.40
Pull-off distance (yards)	1088	1034
Subsequent running mile charge (£)	0.30	0.30
Distance per running mile charge up to 8 miles (yards)	125.2	119

NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.

**EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE  
METER RATE 4 - Christmas & New Year**

DISTANCE	CURRENT COSTS 01.05.22 (£)	PROPOSED SCHEME* (£)	%AGE INCREASE
Pull-off rate	7.20	7.20	0.00%
1 MILE	9.60	10.00	4.17%
2 MILES	15.20	15.60	2.63%
3 MILES	20.80	21.60	3.85%
4 MILES	26.40	27.60	4.55%
5 MILES	32.00	33.60	5.00%
6 MILES	37.60	39.60	5.32%
7 MILES	43.20	45.20	4.63%
8 MILES	48.80	51.20	4.92%
9 MILES	54.40	57.20	5.15%
10 MILES	60.00	63.20	5.33%
11 MILES	65.60	68.80	4.88%
12 MILES	71.20	74.80	5.06%
13 MILES	77.20	80.80	4.66%
14 MILES	82.80	86.80	4.83%
15 MILES	88.40	92.80	4.98%

**Meter Rate 4 Notes:**

	Current	Proposed
Pull-off charge (£)	7.20	7.20
Pull-off distance (yards)	1088	1034
Subsequent running mile charge (£)	0.40	0.40
Distance per running mile charge up to 8 miles (yards)	125.2	119

NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.

## APPENDIX E

### LOCAL JOURNEY EXAMPLES / COSTS ARISING FROM THE CURRENT AND PROPOSED FARE SCHEMES

Local journey examples / costs arising from the current and proposed fare schemes										
Rate		Meter Rate 1 Day time			Meter Rate 2 Evenings & Weekends			Meter Rate 3 Night time, Bank Holidays & Easter Sunday		
Journey Details	Distance (miles)	Current Cost (£)	Proposed Cost (£)	Increase	Current Cost (£)	Proposed Cost (£)	Increase	Current Cost (£)	Proposed Cost (£)	Increase
Council Offices to Guildford Station	13.5	40.00	41.80	<b>4.50%</b>	40.40	42.20	<b>4.46%</b>	60.00	62.70	<b>4.50%</b>
Council Offices to Aldershot Station	4.1	13.40	14.00	<b>4.48%</b>	13.80	14.40	<b>4.35%</b>	20.10	21.00	<b>4.48%</b>
Council Offices to Frimley Park Hospital	2.7	9.60	10.00	<b>4.17%</b>	10.00	10.40	<b>4.00%</b>	14.40	15.00	<b>4.17%</b>
Council Offices to Gatwick Airport (M/Way)*	43.7	124.80	131.20	<b>5.13%</b>	125.20	131.60	<b>5.11%</b>	187.20	196.80	<b>5.13%</b>
Council Offices to Gatwick Airport (Non M/Way)*	47.1	134.40	141.20	<b>5.06%</b>	134.80	141.60	<b>5.04%</b>	201.60	211.80	<b>5.06%</b>
Whitchurch Close to Frimley Park Hospital	7.2	22.20	23.20	<b>4.50%</b>	22.60	23.60	<b>4.42%</b>	33.30	34.80	<b>4.50%</b>
Weyborne Road to Frimley Park Hospital	7.4	22.80	23.80	<b>4.39%</b>	23.20	24.20	<b>4.31%</b>	34.20	35.70	<b>4.39%</b>
Whitchurch Close to Fernhill Lane	7.8	23.80	25.00	<b>5.04%</b>	24.20	25.40	<b>4.96%</b>	35.70	37.50	<b>5.04%</b>
Whitchurch Close to Juniper Road	9.4	28.40	29.80	<b>4.93%</b>	28.80	30.20	<b>4.86%</b>	42.60	44.70	<b>4.93%</b>
Waiting Time (on average)		40p per minute	40p per minute		40p per minute	40p per minute		60p per minute	60p per minute	
Pull-off Fee		3.60	3.60		4.00	4.00		5.40	5.40	

**Notes:**

- 1) All journeys shown above are for basic hire. Costs shown do not include any extras e.g. Waiting time, additional passengers or telephone bookings.
- 2) All mileage taken from AA Route Planner.
- 3) All figures subject to rounding.
- 4) Costs given are calculated for comparison purposes only. In practice, journeys marked '\*' are subject to supply and demand and separate quotes – typically lower than those given.

## Local journey examples / costs arising from the current and proposed fare schemes

Rate		Meter Rate 4 Christmas / New Year		
Journey Details	Distance (miles)	Current Cost (£)	Proposed Cost (£)	Increase
Council Offices to Guildford Station	13.5	80.00	83.60	4.50%
Council Offices to Aldershot Station	4.1	26.80	28.00	4.48%
Council Offices to Frimley Park Hospital	2.7	19.20	20.00	4.17%
Council Offices to Gatwick Airport (M/Way)*	43.7	249.60	262.40	5.13%
Council Offices to Gatwick Airport (Non M/Way)*	47.1	268.80	282.40	5.06%
Whitchurch Close to Frimley Park Hospital	7.2	44.40	46.40	4.50%
Weyborne Road to Frimley Park Hospital	7.4	45.60	47.60	4.39%
Whitchurch Close to Fernhill Lane	7.8	47.60	50.00	5.04%
Whitchurch Close to Juniper Road	9.4	56.80	59.60	4.93%
Waiting Time (on average)		80p per minute	80p per minute	
Pull-off Fee		7.20	7.20	

### Notes:

- 1) All journeys shown above are for basic hire. Costs shown do not include any extras e.g. Waiting time, additional passengers or telephone bookings.
- 2) All mileage taken from AA Route Planner.
- 3) All figures subject to rounding.
- 4) Costs given are calculated for comparison purposes only. In practice, journeys marked '\*' are subject to supply and demand and separate quotes – typically lower than those given.

## HACKNEY CARRIAGE FARES LEAGUE TABLE

THE NATIONAL HACKNEY FARES TABLE		
OCTOBER 2023		
NATIONAL AVERAGE 2 MILE HACKNEY FARE TARIFF ONE IS NOW £7.18		
RISE IN 2023		
RISE IN 2022		
RISE IN 2021	RISE IN 2014	
RISE IN 2020	RISE IN 2013	
RISE IN 2019	RISE IN 2012	
RISE IN 2018	RISE IN 2011	
RISE IN 2017	RISE IN 2010	
RISE IN 2016	RISE IN 2008	
RISE IN 2015	NO SET FARE	

UPDATED DAILY  
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POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
1	£14.20	LONDON (HEATHROW)
2	£10.60	TR
3	£10.60	EPSOM & EWELL
4	£10.00	GUILDFORD
5	£9.70	ELTON (ASFOUR)
6	£9.60	CARADON
7	£9.60	NORTH CORNWALL
8	£9.50	ELMBRIDGE
9	£9.28	JERSEY
10	£9.18	ST ALBANS
11	£8.80	MIDLOTHIAN
12	£8.70	SEVENOAKS
13	£8.70	WORKING
14	£8.60	READING
15	£8.60	WEST BERKSHIRE
16	£8.50	GREAT YARMOUTH
17	£8.50	STROUD
18	£8.50	CLACKMANNAN
19	£8.40	CHELTHAM

POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
20	£8.40	EAST SUFFOLK (NORTH)
21	£8.40	EDINBURGH
22	£8.40	LEEDS
23	£8.40	MID SUSSEX
24	£8.40	SOUTHAMPTON
25	£8.40	TONBRIDGE & MALLING
26	£8.40	WATFORD
27	£8.30	HUNTINGDONSHIRE
28	£8.30	LINCOLN
29	£8.30	UTTLESFORD
30	£8.20	BCP
31	£8.20	BROYBOURNE
32	£8.20	CARRICK
33	£8.20	EAST HERTS
34	£8.20	GLASGOW
35	£8.20	HART
36	£8.20	MANCHESTER
37	£8.20	RESTORMEL
38	£8.20	WIDENHAM
39	£8.20	WORTHING
40	£8.13	FOREST OF DEAN
41	£8.10	BRENTWOOD
42	£8.10	BRIGHTON & HOVE
43	£8.10	GUERNSEY
44	£8.10	SOUTH OXFORDSHIRE
45	£8.10	VALE OF WHITE HORSE
46	£8.05	MOLE VALLEY
47	£8.05	CENTRAL BEDFORDSHIRE
48	£ 8.00	ARUN
49	£8.00	BRECKLAND
50	£8.00	COVENTRY
51	£8.00	MAIDSTONE
52	£8.00	NOTTINGHAM
53	£8.00	RIBBLE VALLEY
54	£8.00	RUSHCLIFFE
55	£8.00	TORRIDGE
56	£8.00	TUNBRIDGE WELLS
57	£8.00	YORK
58	£7.90	ISLE OF MAN
59	£7.90	ROTHER
60	£7.90	SWALE
61	£7.80	ADUR
62	£7.80	BLACKNELL FOREST
63	£7.80	EASTBOURNE
64	£7.80	HASTINGS
65	£7.80	NORTH YORKSHIRE
66	£7.80	SOUTH GLOUCESTER
67	£7.80	SOUTH HAMS
68	£7.80	SURREY HEATH
69	£7.80	WAVERTON
70	£7.70	CHELMSFORD
71	£7.70	DACORUM
72	£7.70	HIGH PEAK
73	£7.70	SWINDON
74	£7.70	WEALDON
75	£7.68	EAST DEVON
76	£7.68	WILTSHIRE
77	£7.60	SHELLAND ISLES
78	£7.60	BASINGSTOKE & DEANE
79	£7.60	BRISTOL
80	£7.60	EAST AYRSHIRE
81	£7.60	GREAT YARMOUTH
82	£7.60	KERRIER
83	£7.60	MONMOUTHSHIRE
84	£7.60	RUSHMOOR

POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
85	£7.60	SOUTH SOMERSET
86	£7.60	STEVENAGE
87	£7.60	TEST VALLEY
88	£7.50	WIMBORNE & PORTLAND
89	£7.60	WINCHESTER
90	£7.51	TORRAY
91	£7.50	BATH & N. E. SOMERSET
92	£7.50	CARDIFF
93	£7.50	CHESTER
94	£7.50	EXETER
95	£7.50	IPSWICH
96	£7.50	MID SUFFOLK
97	£7.50	MILTON KEYNES
98	£7.50	NORTH HERTS
99	£7.50	OXFORD CITY
100	£7.50	PLYMOUTH
101	£7.50	SOUTH NORFOLK
102	£7.50	TAMESIDE
103	£7.40	BIRMINGHAM
104	£7.40	CANTERBURY
105	£7.40	EAST HAMPSHIRE
106	£7.40	EASTLEIGH
107	£7.40	GLOUCESTER
108	£7.40	LEICESTER
109	£7.40	LEWES
110	£7.40	NORTH TYNESHIRE
111	£7.40	ADUR & SOUTH UA
112	£7.40	SOUTHILL
113	£7.40	SOUTH AYRSHIRE
114	£7.40	TENNESBURY
115	£7.40	WEST OXFORD
116	£7.37	NEWARK & SHERWOOD
117	£7.35	NEW FOREST
118	£7.30	ASHFORD
119	£7.30	CAMBRIDGE CITY
120	£7.30	DARTFORD
121	£7.30	DURHAM COUNTY COUNCIL
122	£7.30	NORTH DEVON
123	£7.30	NORWICH
124	£7.30	SHROPSHIRE
125	£7.30	SOUTH CAMBRIDGE
126	£7.26	MORAY
127	£7.26	TENNESBURY
128	£7.25	NUNEATON & BEDWORTH
129	£7.20	BASILDON
130	£7.20	DERBY
131	£7.20	DORSET
132	£7.20	GOSPORT
133	£7.20	HARLOW
134	£7.20	NORTH EAST LINCOLNSHIRE
135	£7.20	RESGATE & BANSTEAD
136	£7.20	SLOUGH
137	£7.20	STOCKPORT
138	£7.20	TANDRIDGE
139	£7.20	WEST NORTHANTS
140	£7.20	SOUTH SUFFOLK
141	£7.16	CHESTERFIELD
142	£7.14	DARWEN
143	£7.13	ARDYL & BUTE
144	£7.10	COTSWOLD
145	£7.10	CRAWLEY
146	£7.10	DOVER
147	£7.10	HIGHLAND
148	£7.10	ISLE OF WIGHT
149	£7.10	MENDIP

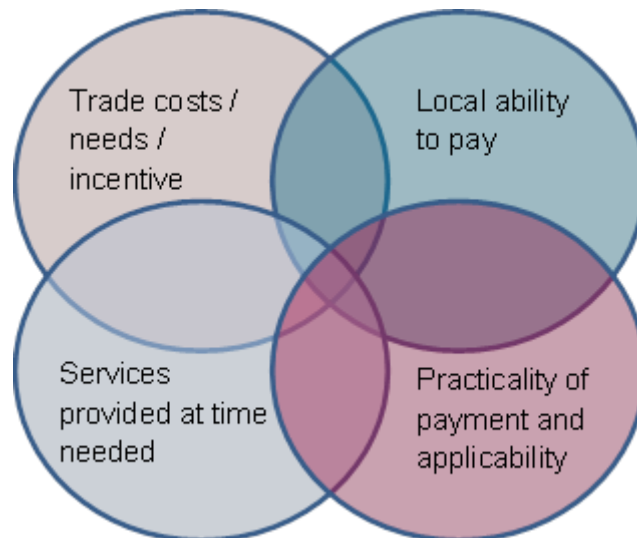
POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
150	£7.10	OLDHAM
151	£7.10	PENWITH
152	£7.10	RUGBY
153	£7.10	WINDSOR & MAIDENHEAD
154	£7.10	SUNNINGHEDE
155	£7.09	THARBOROUGH
156	£7.00	BARBERG
157	£7.00	BROMSGROVE
158	£7.00	CARLISLE
159	£7.00	CARMARTHENSHIRE
160	£7.00	CHICHESTER
161	£7.00	EAST LOTHIAN
162	£7.00	GRAVESEND
163	£7.00	HERTSMERE
164	£7.00	HORSHAM
165	£7.00	KINGS LYNN & WEST NORFOLK
166	£7.00	MACCLESFIELD
167	£7.00	MEDWAY
168	£7.00	NEWPORT
169	£7.00	PENROSESHIRE
170	£7.00	SWANSEA
171	£7.00	WELWYN HATFIELD
172	£7.00	WESTERN ISLES
173	£6.92	SANDWELL
174	£6.90	BRANTREE
175	£6.90	BURY
176	£6.90	COLCHESTER
177	£6.80	WOKINGHAM CITY
178	£6.80	AMBER VALLEY
179	£6.80	BEDFORD
180	£6.80	BLACKBURN
181	£6.80	BOSTON
182	£6.80	BRIDGEND
183	£6.80	BROXTOWNE
184	£6.80	CERRIDDIGH
185	£6.80	EAST CAMBRIDGESHIRE
186	£6.80	EAST LINDSEY
187	£6.80	KINGSTON-UPON-HULL
188	£6.80	LIVERPOOL
189	£6.80	MANSFIELD
190	£6.80	MID DEVON
191	£6.80	NORTH KESTEVEN
192	£6.80	NORTH NORTHANTS
193	£6.80	NORTH WARWICK
194	£6.80	SEDESGROO
195	£6.80	SOMERSET WEST & TAUNTON
196	£6.80	S. LANARKSHIRE (Central/R/Glen)
197	£6.80	SOUTH STAFFORDSHIRE
198	£6.80	SOUTHEND ON SEA
199	£6.80	TENDRING
200	£6.80	TRAFALGAR
201	£6.80	VALE OF GLAMORGAN
202	£6.80	WEST LOTHIAN
203	£6.80	WIGAN
204	£6.80	WIRRAL
205	£6.80	WOLVERHAMPTON
206	£6.79	DUNDEE CITY
207	£6.75	GLASGOW
208	£6.74	ABBOTSDENSHIRE
209	£6.72	MAIYERN HILLS
210	£6.70	ANGUS
211	£6.70	BLABY
212	£6.70	CONGLETON
213	£6.70	EAST DUNBARTONSHIRE
214	£6.70	FYLDE

POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
215	£6.70	NORTH SOMERSET
216	£6.70	SHEFFIELD
217	£6.70	SOUTH LAKELAND
218	£6.70	THREE RIVERS
219	£6.60	ABERDEEN CITY
220	£6.60	CANNOCK CHASE
221	£6.60	CONVY
222	£6.60	DUDLEY
223	£6.60	EDEN
224	£6.60	FAREHAM
225	£6.60	FOLKESTONE & HYTHE
226	£6.60	JAVANT
227	£6.60	LANCASTER
228	£6.60	NORTH LINCOLNSHIRE
229	£6.60	ROCHFORD
230	£6.60	S. LANARKSHIRE (E. Kierline)
231	£6.60	SOUTH TYNESHIRE
232	£6.60	STRATFORD ON AVON
233	£6.60	WINDSOR
234	£6.60	WAKEFIELD
235	£6.50	BARROW IN FURNESS
236	£6.50	BASSETLAW
237	£6.50	CALDERDALE
238	£6.50	DUMFRIES & GALLOWAY
239	£6.50	EREWASH
240	£6.50	GEOLING
241	£6.50	HALTON
242	£6.50	STOKE ON TRENT UA
243	£6.50	ORKNEY
244	£6.50	SEFTON
245	£6.50	STAFFORD
246	£6.50	STIRLING
247	£6.50	TORFAEN
248	£6.48	DONCASTER
249	£6.42	WINDSOR
250	£6.40	BLAENAU GWENT
251	£6.40	CASTLE POINT
252	£6.40	COUNTY OF HEREFORD
253	£6.40	CREWE & NANTWICH
254	£6.40	DERBYSHIRE DALES
255	£6.40	EAST RENFREW
256	£6.40	ELLESMERE PORT
257	£6.40	RINCOLLEY & BOSWORTH
258	£6.40	MELTON
259	£6.40	NORTH AYRSHIRE
260	£6.40	NORTHUMBERLAND
261	£6.40	WEST LINDSEY
262	£6.38	WYRE
263	£6.35	WARRINGTON
264	£6.33	PERTH & KINROSS
265	£6.30	AROSELY
266	£6.30	BAINSBY
267	£6.30	CLYDEBANK
268	£6.30	DARLINGTON
269	£6.30	SOUTH HOLLAND
270	£6.30	SOUTH RIBBLE
271	£6.30	ST HELENS
272	£6.25	RIBWITCH
273	£6.21	THAMES
274	£6.20	CHORLEY
275	£6.20	COPELAND
276	£6.20	EAST SUFFOLK (SOUTH)
277	£6.20	FAUKIR
278	£6.20	FENLAND
279	£6.20	NEWCASTLE-UPON-TYNE

POSITION	TARIFF ONE 2 MILE FARE	COUNCIL
280	£6.20	SPELLTHORNE
281	£6.20	WYCHAVON
282	£6.15	RENFREWSHIRE
283	£6.14	WIRE FOREST
284	£6.10	BRADFORD
285	£6.10	S. LANARKSHIRE (Grosvenor)
286	£6.05	SCOTTISH BORDERS
287	£6.00	BLACKDALE
288	£6.00	BLACKPOOL
289	£6.00	BOLTON
290	£6.00	BUCKINGHAMSHIRE
291	£6.00	EDINBURGHSHIRE
292	£6.00	DUMBERTON & VALE OF LEVEN
293	£6.00	EAST STAFFORDSHIRE
294	£6.00	GATESHEAD
295	£6.00	GWYNEDD
296	£6.00	KIRKLEES
297	£6.00	KNOWSLEY
298	£6.00	NORTH WEST LEICESTER
299	£6.00	PETERSBOROUGH
300	£6.00	POWYS
301	£6.00	PRESTON
302	£6.00	ROTHERHAM
303	£6.00	SALFORD
304	£6.00	TALFORD & WREKIN
305	£6.00	THURROCK
306	£6.00	WARRICK
307	£6.00	STOKE ON TRENT UA
308	£6.00	WALSLEY
309	£6.00	WALSALL
310	£5.85	EAST RIDING
311	£5.80	FLINTSHIRE
312	£5.80	LICHFIELD
313	£5.80	MERTHYR TYDFIL
314	£5.80	NORTH FORT TALKOT
315	£5.80	NORTHERN IRELAND
316	£5.80	NORTH NORFOLK
317	£5.80	RHONDDA CYNON TAFF
318	£5.78	NORTH EAST DERBYSHIRE
319	£5.70	CAERPHILLY
320	£5.60	ASHFIELD
321	£5.60	NORTH LANARKSHIRE
322	£5.60	S. LANARKSHIRE (Hamilton)
323	£5.60	WRECHAM
324	£5.55	NEWCASTLE-UNDER-LYME
325	£5.54	INVERCLYDE
326	£5.50	EPPING FOREST
327	£5.50	REDCAR & CLEVELAND
328	£5.50	ROCHDALE
329	£5.40	HARTLEPOOL
330	£5.30	SOUTH KESTEVEN
331	£5.30	STAFFS MOORLANDS
332	£5.20	WEST LANARKSHIRE
333	£5.10	STOCKTON ON TEES
334	£5.08	CHERWELL
335	£5.00	BURNLEY
336	£5.00	ROSENDALE
337	£4.90	MIDDLESBROUGH
338	£4.80	ROSELAND
339	£4.80	ODDY & WISSTON
340	£4.40	PENDLE
341	£	MALDON
342	£	RUTLAND
343	£	SOUTH DERBYSHIRE
344	£	WEST DEVON



## SUMMARY CONSIDERATIONS FOR SETTING OF TAXI FARES



### **WHAT MATTERS TO THE CUSTOMER / PUBLIC** (in no particular order)

- Simple and easy to understand
- Fare is reasonable and affordable (£)
- Clear / Clarity of fares to be paid (in advance of journey)
- Ease of calculation (both in advance and during journey)
- Ease of calculation by taximeter
- Practicality of applicability
- Transparently and independently established
- Easy to enforce / police
- Offers sufficient incentive for trade to provide taxi services when needed

### **WHAT MATTERS TO THE TAXI TRADE** (in no particular order)

- Fare reasonably covers the costs of service and provides reasonable driver income (£)
- Fares commensurate with level of anti-social hours worked / risk (e.g. working at night / during night time economy) (i.e. incentive to provide a service when needed)
- Ease of calculation by taximeter
- Practicality of applicability
- Practicality of payment method



**EXCERPT FROM DFT TAXI AND PRIVATE HIRE VEHICLE LICENSING BEST  
PRACTICE GUIDANCE TO LICENSING AUTHORITIES  
(March 2010)**

**TAXI FARES**

52. Local licensing authorities have the power to set taxi fares for journeys within their area, and most do so. (There is no power to set PHV fares.) Fare scales should be designed with a view to practicality. The Department sees it as good practice to review the fare scales at regular intervals, including any graduation of the fare scale by time of day or day of the week. Authorities may wish to consider adopting a simple formula for deciding on fare revisions as this will increase understanding and improve the transparency of the process. The Department also suggests that in reviewing fares authorities should pay particular regard to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also to the need to give taxi drivers sufficient incentive to provide a service when it is needed. There may well be a case for higher fares at times of higher demand.

53. Taxi fares are a maximum, and in principle are open to downward negotiation between passenger and driver. It is not good practice to encourage such negotiations at ranks, or for on-street hailings; there would be risks of confusion and security problems. But local licensing authorities can usefully make it clear that published fares are a maximum, especially in the context of telephone bookings, where the customer benefits from competition. There is more likely to be a choice of taxi operators for telephone bookings, and there is scope for differentiation of services to the customer's advantage (for example, lower fares off-peak or for pensioners).

54. There is a case for allowing any taxi operators who wish to do so to make it clear – perhaps by advertising on the vehicle – that they charge less than the maximum fare; publicity such as '5% below the metered fare' might be an example.