

16 DECEMBER 2019

KEY DECISION: YES

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

SUMMARY AND RECOMMENDATIONS

This report sets out two proposals to vary the current scheme of hackney carriage fares (last modified 01.09.18). The first proposal has been submitted by the taxi trade whilst the second was devised, and is recommended, in response to Member concerns about the existing scheme.

Cabinet is requested to –

- 1) consider the fare scheme proposals;
- 2) approve the recommended (Member) scheme of fares for public consultation (where appropriate);
- 3) note that in the event of representations being received on consultation, the matter will be brought back to the Cabinet for consideration (4th February 2020); and
- 4) approve a provisional implementation date of a revised scheme of fares from 1st March 2020; accounting for any representations that may be received on consultation as may be appropriate.

1.0 INTRODUCTION

- 1.1 Following an initial request for review from the taxi trade (see **appendix A1**), this report puts forward two separate proposals to vary the extant scheme of hackney carriage fares. For reference, the current scheme was last uplifted on 1st September 2018 and is given at **appendix B**. The variation proposals are set out in the fare schemes given at **appendices A2 and C**.
- 1.2 Under the Local Authorities (Functions & Responsibilities) (England) Regulations, the determination of hackney carriage fares is an executive function. Accordingly, while not obliged to approve a revised scheme of fares, Cabinet is asked to consider and, where appropriate, approve one of these proposals for public consultation.
- 1.3 Where, following public consultation, there are any objections to the proposals, they must be brought back to Cabinet for consideration. Otherwise, the proposed scheme takes effect on expiry of any date specified in the consultation notice. For this reason and the fact that any variation to the scheme of fares will likely have a Borough wide effect, any determination, even at this stage, should be considered a key decision.

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. The determination of taxi fares was transferred to Cabinet at its meeting of 3rd September 2013 (see [Head of Democratic Services report DEM 13 03](#)). At this time, Cabinet effectively approved the democratic procedure and methodology as follows.

2.3. Approved procedure

- 2.4. Normal procedure involves the calculation of an initial percentage uplift figure (known as the 'notional uplift') using a formula based on various indices and measures of inflation, weighted to reflect factors relevant to the trade (e.g. the cost of fuel). For year on year comparison purposes, the January indices are used as a standard benchmark. This formula was first used in the 2002 settlement and was developed in consultation with the Taxi Trade Board.
- 2.5. A revised fare scheme is normally prepared using the notional uplift as a guide, and subject to public consultation. Given its role and responsibilities in other areas of taxi licensing work, the views of the Licensing & General Purposes Committee are also sought during the consultation period. The approved timetable aims to give effect to any variation to the scheme of fares in October or November each year (subject to Committee cycles etc).

3.0 DETAILS OF THE PROPOSAL(S)

3.1. Proposed variation(s)

- 3.2. This year, the taxi trade submitted a request to review the current scheme of fares in June (see **appendix A1**); with proposals to vary the scheme by means of a reduction to the initial pull-off yardage travelled on each metered rate from 1088 yards to 938.5 yards. The trade propose that all other elements of the extant scheme remain the same; with no change to any running mile rates, waiting time(s), additional extras and/or fouling charge(s). Where adopted, the trades proposal would result in the fare scheme given at **appendix A2**.
- 3.3. However, Cabinet has previously expressed concern that the scheme of fares is complex and difficult to understand; and have questioned whether it best serves public interests in its current form. Consequently, having previously questioned whether the scheme can be simplified, the alternative proposal given at **appendix C** has been developed in consultation with the Portfolio holder for Operational Services and the Chair of the Licensing, Audit & General Purposes Committee.

- 3.4. This alternative proposal seeks to simplify the scheme of fares by standardising the units used throughout (using units of a mile) and reducing the number of extra charges that can be applied. In recognition that the latter may reduce taxi driver takings, this proposal also seeks to apply a reasonable increase in excess of the notional uplift. In addressing some of the concerns of Members, this proposal is recommended.

4.0 IMPLICATIONS OF THE PROPOSALS

4.1. Proposed fare changes

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

Notional Uplift

- 4.3. Use of the approved formula results in a notional uplift of **3.4%** (rounded-up) for the benchmark period January 2018 to January 2019 (see **appendix D**).

Comparison of benchmark taxi journeys

- 4.4. The tables given at **appendix E1** and **E2** provide for a fare cost comparison of journeys at each mile mark (up to 15 miles) for both the current and proposed schemes (trade and alternative schemes respectively). The tables given at **appendix F1** and **F2** similarly provide for a cost comparison of a number of local journey examples at different times of the day.

Commentary on trade proposals

- 4.5. Whilst subject to variation on account of running mile and taximeter tick over points, the aforementioned tables generally show that the trade proposals provide for a significant increase above the notional uplift for short journeys up to and between the one and two mile mark (the latter ranging between 5.0% and 4.35% across each metered rate). Thereafter, journey fare increases are notably lower than the notional uplift.
- 4.6. As the trade proposals are front end loaded through a reduction to the initial pull off yardage, the fact that there is a notable increase on short journeys is of little surprise; this effecting an earlier tick over to the running mile rate. However, whilst this approach applies an increase equally to all taxi users, it is clear that the proposed changes will, on a day to day basis, be most noticeable by the short journey user.
- 4.7. Significantly, whilst thought to include the elderly and town outskirts residents, the socio-demographics of taxi users undertaking short journeys, together with the number and/or proportion of such journeys undertaken is not known. It is therefore not possible to provide additional comment with any degree of certainty.

Commentary on alternative proposals

- 4.8. Following a reduction in pull-off distance, the alternative proposals provide for an initial cost increase on the pull off rate of 23.64% across the different

metered rates. However, after the initial pull-off distance has been travelled, there is a variable increase in the cost of all journeys which will be applicable to all taxi users. Using each mile mark up to 15 miles as a reference, this averages at 6.38%, 6.13%, 5.47% and 6.14% at meter rates 1, 2, 3, and 4 respectively (excluding pull off rate). Similar variable percentage increases will apply thereafter.

- 4.9. Such increases are notably more than the notional uplift of 3.4% and have been applied in recognition of the proposed reduction in the number of extra charges that can be applied from four to one. The remaining extra is considered justifiable on the basis that larger vehicles are generally required in order to carry more than 5 passengers, and these are typically more expensive both to buy and run. However, as the number and/or proportion of journeys undertaken to which additional extras have historically been applied is not known, it is not possible to provide comment on the appropriate level of increase to cover the reduction of these extras or their general impact with any degree of certainty.
- 4.10. In simplifying the scheme, these levels of uplift have been achieved through proposed changes to the distance travelled on both initial pull-off and the running mile, together with adjustments to associated charges. This has resulted in proposed charges that entail the use of small denominations (e.g. £0.25 for each $\frac{1}{10}$ mile at Rate 1, £0.37 for each $\frac{1}{10}$ mile at Rate 3). Notably, the taxi trade have previously sought to avoid use of small denominations as this means they have to carry additional cash reserves and handle small coins (including at night / in the dark).
- 4.11. To help reduce the need to handle additional cash and small denominations, and by way of providing additional recompense for the reduction in extras, it is further proposed that all fares be subject to rounding-up to the nearest 10p at the end of the journey where appropriate. This affects the overall uplift calculations quoted and, for this reason, the overall journey costs and percentage increase when rounding up is applied (where appropriate) is also shown in the cost comparison tables of **appendices E2 and F2**.
- 4.12. Using each mile mark up to 15 miles as a reference, this provides for an overall average uplift at 6.74%, 6.47%, 5.71% and 6.14% at meter rates 1, 2, 3, and 4 respectively (excluding the pull off rate). Again however, as the type and number of journeys that are taken where this rounding-up would apply cannot be quantified, we are similarly unable to advise on the appropriate level or impact of this.

5.0 OTHER RELEVANT CONSIDERATIONS

5.1. Legal Implications

- 5.2. Whilst the Council is not obliged to set a revised scheme of fares, the Council's current taxi licensing policy (see **appendix G**) specifies that the Council will seek to undertake an annual review of taxi fares. It further aims to give effect to any variation to the scheme of fares by October or November each year (subject to Committee cycles etc).

5.3. Consultation requirements

- 5.4. 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. Representations regarding proposed changes may then be made within a stated period of not less than 14 days.
- 5.5. In accordance with the approved procedure, the views of the Licensing, Audit & General Purposes Committee are also sought during any consultation period and fed back to Cabinet as may be appropriate. Assuming Cabinet approval for consultation, this has been provisionally scheduled for their Committee meeting of 27th January 2020.
- 5.6. 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 Cabinet for consideration. Otherwise, the proposed scheme takes effect on expiry of a date specified in the consultation notice (see pp 5.8 below). Allowing for newspaper publication dates and subsequent Cabinet / Committee cycles, any report back to Cabinet will be scheduled to its meeting of 4th February 2020.

5.7. Practical implementation requirements

- 5.8. Further to the above, any change to the scheme of fares results in the need to recalibrate the taximeters in all taxis licensed by the Council. A modern taximeter needs technical / specialist recalibration and, given the number of taxis involved, requires some co-ordination to take effect at the same time. For this reason, together with the aforementioned consultation requirements, it is proposed that any revised scheme of fares take effect from **1st March 2020**.

5.9. Financial and Resource Implications

- 5.10. There are no direct financial implications associated with this report other than those attributable to the costs of public consultation. However, these are factored into and can be borne by existing budgets.

5.11. Equalities Impact Implications

- 5.12. 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.

- 5.13. 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 H**.

5.14. For this reason, a range of socio-economic data and indicators are also provided at **appendix I** to inform these considerations. This is provided so as to help contextualise both the current and proposed levels of taxi fares against local circumstances, local issues of relative deprivation / affluence and the ability to pay for and use taxi services.

5.15. Useful Guidance

5.16. 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 J**.

5.17. 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. The Council's taxi licensing policy specifies that the Council will undertake an annual review of taxi fares. Whilst subject to an approved methodology, the taxi trade have submitted their own proposals for consideration this year whilst an alternative proposal has subsequently been developed, and is recommended, in view of Member concerns with the current scheme format.

6.2. Any proposal for variation must be subject to public consultation and, by virtue of approved processes include Member consideration by virtue of the Licensing, Audit & General Purposes Committee. Where appropriate, all representations / comments will be brought back to Cabinet for consideration before determination. However, by law, any advertised proposal will automatically take effect in the event that it does not attract any representations / comments. For practicality purposes, it is proposed that any revised scheme take effect from 1st March 2020.

BACKGROUND DOCUMENTS: None

CONTACT DETAILS:

Report Author – John McNab, Environmental Health Manager
john.mcnab@rushmoor.gov.uk, 01252 398886

Head of Service – James Duggin, Head of Operational Services
james.duggin@rushmoor.gov.uk, 01252 398543

APPENDICES:

Appendix	Title
Appendix A1	- Taxi trade correspondence and proposals for variation of current scheme of fares
Appendix A2	- Proposed scheme of fares (as derived from taxi trade proposals)
Appendix B	- Current scheme of fares (effective 1 st September 2018)
Appendix C	- Alternative proposed scheme of fares
Appendix D	- Model calculation of notional uplift of taxi fares (including indices) for 2019-2020
Appendix E1	- Comparison tables of fare charges at each mile mark (up to 15 miles) for current & trade proposed fare schemes
Appendix E2	- Comparison tables of fare charges at each mile mark (up to 15 miles) for current & alternative proposal fare schemes
Appendix F1	- Local journey examples / costs arising from the current & trade proposed fare schemes
Appendix F2	- Local journey examples / costs arising from the current & alternative proposal fare schemes
Appendix G	- Excerpt from the Council's taxi licensing policy
Appendix H	- Relevant considerations in setting taxi fares

Appendix I - Socio-economic data & associated indicators

Appendix J - Excerpt of DfT Best Practice Guidelines

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**TAXI TRADE CORRESPONDENCE & PROPOSALS FOR VARIATION OF
CURRENT SCHEME OF FARES**

From: [REDACTED]
Sent: 11 June 2019 22:21
To: John McNab; [REDACTED]; [REDACTED];
[REDACTED];
Subject: TAXI FARE INCREASE

I am writing to you on behalf of the Taxi Trade Board having spoken to representatives from:

- A1 Rushmoor Radio Taxis Ltd
- A-Line Taxis Ltd
- VGT
- Independent drivers

We, as a group, feel that as there has, since the abolition of card processing fees, been a far greater take up of payment by credit/debit cards than any of us foresaw (in my personal case the amount of card payments have increased from 25% of my turnover to now being 60% of my turnover) and as we are seeing an increase of insurance premiums, servicing, the costs of tyres, fuel, etc. we, as a trade, require an increase and we feel the best way would be to decrease the first drop from 1088 yards to 938.5 yards.

i.e. First 938.5 yards or uncompleted part £3.00

Therefore giving a 20p increase on all meter 1 and 2 rates. A 30p increase on meter 3 and a 40p on meter 4.

All other elements of the Fare Chart to stay the same.

i.e.

Waiting time to stay the same

All Extras to stay the same.

Fouling charge to stay the same

This would give us the minimum single drop increase, thus not affecting the travelling public by a great amount (not even the cost of a newspaper) but still filtering through to help make a reasonable increase to our income.

We would appreciate this being put forward for consultation as soon as possible knowing the timescales that the Council has to work to.

Yours sincerely,

[REDACTED]

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

PROPOSED SCHEME OF FARES (AS DERIVED FROM TAXI TRADE PROPOSALS)

HACKNEY CARRIAGE FARES Proposed 2019

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 938.5 yards or uncompleted part	£3.00
For each subsequent (or part) 149.5 yards up to 8 miles	£0.20
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 40 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 938.5 yards or uncompleted part	£3.60
For each subsequent (or part) 149.5 yards up to 8 miles	£0.20
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 40 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 938.5 yards or uncompleted part	£4.50
For each subsequent (or part) 149.5 yards up to 8 miles	£0.30
Thereafter, for each subsequent (or part) 125.2 yards	£0.30
Waiting time (per 40 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 938.5 yards or uncompleted part	£6.00
For each subsequent (or part) 149.5 yards	£0.40
Waiting time (per 40 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 four extras, up to a maximum of **£4.00**

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 Head of Environmental Health & Housing at Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU. Tel: 01252 398 399 ■ Email: licensing@rushmoor.gov.uk

RUSHMOOR
BOROUGH COUNCIL

CURRENT SCHEME OF FARES (EFFECTIVE FROM 1st SEPTEMBER 2018)

HACKNEY CARRIAGE FARES

Effective from 1 September 2018

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	£3.00
For each subsequent (or part) 149.5 yards up to 8 miles	£0.20
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 40 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	£3.60
For each subsequent (or part) 149.5 yards up to 8 miles	£0.20
Thereafter, for each subsequent (or part) 125.2 yards	£0.20
Waiting time (per 40 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	£4.50
For each subsequent (or part) 149.5 yards up to 8 miles	£0.30
Thereafter, for each subsequent (or part) 125.2 yards	£0.30
Waiting time (per 40 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	£6.00
For each subsequent (or part) 149.5 yards	£0.40
Waiting time (per 40 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 four extras, up to a maximum of **£4.00**

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 Head of Environmental Health & Housing at Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU. Tel: 01252 398 399 ■ Email: licensing@rushmoor.gov.uk

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ALTERNATIVE PROPOSED SCHEME OF FARES

HACKNEY CARRIAGE FARES

Proposed 2019

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**
- All fares subject to rounding-up to nearest 10p (£0.10)

METER RATE 1 - Day time

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

First 1/2 mile or uncompleted part	£3.00
For each subsequent (or part) 1/10 mile up to 8 miles	£0.25
Thereafter, for each subsequent (or part) 1/15 mile	£0.20
Waiting time (per 40 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 1/2 mile or uncompleted part	£3.60
For each subsequent (or part) 1/10 mile up to 8 miles	£0.25
Thereafter, for each subsequent (or part) 1/15 mile	£0.20
Waiting time (per 40 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 1/2 mile or uncompleted part	£4.50
For each subsequent (or part) 1/10 mile up to 8 miles	£0.37
Thereafter, for each subsequent (or part) 1/15 mile	£0.30
Waiting time (per 40 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 1/2 mile or uncompleted part	£6.00
For each subsequent (or part) 1/10 mile	£0.50
Waiting time (per 40 second period)	£0.40

EXTRA CHARGES

For each additional passenger in excess of five passengers £1.00

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

ROUNDING-UP

All fares subject to rounding-up to nearest 10p (£0.10).

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

Please contact the Head of Operational Services at Rushmoor Borough Council, Council Offices, Farnborough Road, Farnborough, Hampshire, GU14 7JU. Tel: 01252 398 399 ■ Email: licensing@rushmoor.gov.uk

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APPENDIX D

MODEL CALCULATION OF NOTIONAL UPLIFT OF TAXI FARES
(INCLUDING INDICES) FOR 2018-2019

Formula to Uplift Taxi Fares				
Weighting	Annual Increases	Relevant Government Indices		% Increase
		January 2018	January 2019	
80	uplifted by Average Weekly Earnings (Whole Economy)	163.00	169.60	4.05
10	uplifted by R.P.I (Petrol and Oil)	353.40	360.10	1.90
5	uplifted by R.P.I (Vehicle Tax & Insurance)	811.10	785.70	-3.13
5	uplifted by R.P.I (All Items excl mortgage costs)	276.50	283.40	2.50

Outcome Calculation		
Annual Percentage Increase	Approved Percentage Weighting	Weighted Percentage Increase
4.05	0.80	3.24
1.90	0.10	0.19
-3.13	0.05	-0.16
2.50	0.05	0.12
Formula Uplift Total (%)		3.39

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

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE			
METER RATE 1 - Day time			
DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	£3.00 per 1088yds	£3.00 per 938.5yds	15.93%
1 MILE	4.00	4.20	5.00%
2 MILES	6.40	6.60	3.13%
3 MILES	8.80	9.00	2.27%
4 MILES	11.00	11.20	1.82%
5 MILES	13.40	13.60	1.49%
6 MILES	15.80	16.00	1.27%
7 MILES	18.20	18.40	1.10%
8 MILES	20.40	20.60	0.98%
9 MILES	23.40	23.60	0.85%
10 MILES	26.20	26.40	0.76%
11 MILES	29.00	29.20	0.69%
12 MILES	31.80	32.00	0.63%
13 MILES	34.60	34.80	0.58%
14 MILES	37.40	37.60	0.53%
15 MILES	40.20	40.40	0.50%

Meter Rate 1 Notes:

	Current	Proposed
Pull-off charge (£)	3.00	3.00
Pull-off distance (yards)	1088	938.5
Pull-off rate (£s per initial yardage)	£3.00/1088yds	£3.00/938.5yds
Subsequent running mile charge (£)	0.20	0.20
Distance per running mile charge up to 8 miles (yards)	149.5	149.5
Distance per yardage rate charge after 8 miles (yards)	125.2	125.2

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

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE			
METER RATE 2 - Evenings & Weekends			
DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	£3.60 per 1088yds	£3.60 per 938.5yds	15.93%
1 MILE	4.60	4.80	4.35%
2 MILES	7.00	7.20	2.86%
3 MILES	9.40	9.60	2.13%
4 MILES	11.60	11.80	1.72%
5 MILES	14.00	14.20	1.43%
6 MILES	16.40	16.60	1.22%
7 MILES	18.80	19.00	1.06%
8 MILES	21.00	21.20	0.95%
9 MILES	24.00	24.20	0.83%
10 MILES	26.80	27.00	0.75%
11 MILES	29.60	29.80	0.68%
12 MILES	32.40	32.60	0.62%
13 MILES	35.20	35.40	0.57%
14 MILES	38.00	38.20	0.53%
15 MILES	40.80	41.00	0.49%

Meter Rate 2 Notes:

	Current	Proposed
Pull-off charge (£)	3.60	3.60
Pull-off distance (yards)	1088	938.5
Pull-off rate (£s per initial yardage)	£3.60/1088yds	£3.60/938.5yds
Subsequent running mile charge (£)	0.20	0.20
Distance per running mile charge up to 8 miles (yards)	149.5	149.5
Distance per yardage rate charge after 8 miles (yards)	125.2	125.2

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

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

DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	£4.50 per 1088yds	£4.50 per 938.5yds	15.93%
1 MILE	6.00	6.30	5.00%
2 MILES	9.60	9.90	3.13%
3 MILES	13.20	13.50	2.27%
4 MILES	16.50	16.80	1.82%
5 MILES	20.10	20.40	1.49%
6 MILES	23.70	24.00	1.27%
7 MILES	27.30	27.60	1.10%
8 MILES	30.60	30.90	0.98%
9 MILES	35.10	35.40	0.85%
10 MILES	39.30	39.60	0.76%
11 MILES	43.50	43.80	0.69%
12 MILES	47.70	48.00	0.63%
13 MILES	51.90	52.20	0.58%
14 MILES	56.10	56.40	0.53%
15 MILES	60.30	60.60	0.50%

Meter Rate 3 Notes:

	Current	Proposed
Pull-off charge (£)	4.50	4.50
Pull-off distance (yards)	1088	938.5
Pull-off rate (£s per initial yardage)	£4.50/1088yds	£4.50/938.5yds
Subsequent running mile charge (£)	0.30	0.30
Distance per running mile charge up to 8 miles (yards)	149.5	149.5
Distance per yardage rate charge after 8 miles (yards)	125.2	125.2

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

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

DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME* (£)	%AGE INCREASE
Pull-off rate	£6.00 per 1088yds	£6.00 per 938.5yds	15.93%
1 MILE	8.00	8.40	5.00%
2 MILES	12.80	13.20	3.13%
3 MILES	17.60	18.00	2.27%
4 MILES	22.00	22.40	1.82%
5 MILES	26.80	27.20	1.49%
6 MILES	31.60	32.00	1.27%
7 MILES	36.40	36.80	1.10%
8 MILES	40.80	41.20	0.98%
9 MILES	45.60	46.00	0.88%
10 MILES	50.40	50.80	0.79%
11 MILES	55.20	55.60	0.72%
12 MILES	59.60	60.00	0.67%
13 MILES	64.40	64.80	0.62%
14 MILES	69.20	69.60	0.58%
15 MILES	74.00	74.40	0.54%

Meter Rate 4 Notes:

	Current	Proposed
Pull-off charge (£)	6.00	6.00
Pull-off distance (yards)	1088	938.5
Pull-off rate (£s per initial yardage)	£6.00/1088yds	£6.00/938.5yds
Subsequent running mile charge (£)	0.40	0.40
Distance per running mile charge up to 8 miles (yards)	149.5	149.5

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

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

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE			
METER RATE 1 - Day time			
DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME COSTS (£)	%AGE INCREASE
Pull-off rate	£3.00 per 1088yds	£3.00 per 880yds	23.64%
1 MILE	4.00	4.25 *4.30	6.25% *7.50%
2 MILES	6.40	6.75 *6.80	5.47% *6.25%
3 MILES	8.80	9.25 *9.30	5.11% *5.68%
4 MILES	11.00	11.75 *11.80	6.82% *7.27%
5 MILES	13.40	14.25 *14.30	6.34% *6.72%
6 MILES	15.80	16.75 *16.80	6.01% *6.33%
7 MILES	18.20	19.25 *19.30	5.77% *6.04%
8 MILES	20.40	21.75 *21.80	6.62% *6.86%
9 MILES	23.40	24.95 *25.00	6.62% *6.84%
10 MILES	26.20	27.95 *28.00	6.68% *6.87%
11 MILES	29.00	30.95 *31.00	6.72% *6.90%
12 MILES	31.80	33.95 *34.00	6.76% *6.92%
13 MILES	34.60	36.95 *37.00	6.79% *6.94%
14 MILES	37.40	39.95 *40.00	6.82% *6.95%
15 MILES	40.20	42.95 *43.00	6.84% *6.97%
Meter Rate 1 Notes:			
	Current	Proposed	
Pull-off charge (£)	3.00	3.00	
Pull-off distance (yards)	1088	880	
Pull-off rate (£s per initial yardage)	£3.00/1088yds	£3.00/880yds	
Subsequent running mile charge (£) up to 8 miles	£0.20/149.5yds	£0.25/176yds	
Distance per running mile charge up to 8 miles (yards)	149.5	176	
Subsequent running mile charge (£) after 8 miles	£0.20/125.2yds	£0.20/117.3yds	
Distance per yardage rate charge after 8 miles (yards)	125.2	117.3	
NB: All journeys shown above are for basic hire. Costs shown do not include any extras. Figures marked '*' subject to fare round-up to nearest 10p in accordance with proposal			

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE
METER RATE 2 - Evenings & Weekends

DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME COSTS (£)	%AGE INCREASE
Pull-off rate	£3.60 per 1088yds	£3.60 per 880yds	23.64%
1 MILE	4.60	4.85 *4.90	5.43% *6.52%
2 MILES	7.00	7.35 *7.40	5.00% *5.71%
3 MILES	9.40	9.85 *9.90	4.79% *5.32%
4 MILES	11.60	12.35 *12.40	6.47% *6.90%
5 MILES	14.00	14.85 *14.90	6.07% *6.45%
6 MILES	16.40	17.35 *17.40	5.79% *6.10%
7 MILES	18.80	19.85 *19.90	5.59% *5.85%
8 MILES	21.00	22.35 *22.40	6.43% *6.67%
9 MILES	24.00	25.55 *25.60	6.46% *6.67%
10 MILES	26.80	28.55 *28.60	6.53% *6.72%
11 MILES	29.60	31.55 *31.60	6.59% *6.76%
12 MILES	32.40	34.55 *34.60	6.64% *6.79%
13 MILES	35.20	37.55 *37.60	6.68% *6.82%
14 MILES	38.00	40.55 *40.60	6.71% *6.84%
15 MILES	40.80	43.55 *43.60	6.74% *6.86%

Meter Rate 2 Notes:

	Current	Proposed
Pull-off charge (£)	3.60	3.60
Pull-off distance (yards)	1088	880
Pull-off rate (£s per initial yardage)	£3.60/1088yds	£3.60/880yds
Subsequent running mile charge (£) up to 8 miles	£0.20/149.5yds	£0.25/176yds
Distance per running mile charge up to 8 miles (yards)	149.5	176
Subsequent running mile charge (£) after 8 miles	£0.20/125.2yds	£0.20/117.3yds
Distance per yardage rate charge after 8 miles (yards)	125.2	117.3

NB: All journeys shown above are for basic hire. Costs shown do not include any extras.
 Figures marked '*' subject to fare round-up to nearest 10p in accordance with proposal

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

DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME COSTS (£)	%AGE INCREASE
Pull-off rate	£4.50 per 1088yds	£4.50 per 880yds	23.64%
1 MILE	6.00	6.35 *6.40	5.83% *6.67%
2 MILES	9.60	10.05 *10.10	4.69% *5.21%
3 MILES	13.20	13.75 *13.80	4.17% *4.55%
4 MILES	16.50	17.45 *17.50	5.76% *6.06%
5 MILES	20.10	21.15 *21.20	5.22% *5.47%
6 MILES	23.70	24.85 *24.90	4.85% *5.06%
7 MILES	27.30	28.55 *28.60	4.58% *4.76%
8 MILES	30.60	32.25 *32.30	5.39% *5.56%
9 MILES	35.10	37.05 *37.10	5.56% *5.70%
10 MILES	39.30	41.55 *41.60	5.73% *5.85%
11 MILES	43.50	46.05 *46.10	5.86% *5.98%
12 MILES	47.70	50.55 *50.60	5.97% *6.08%
13 MILES	51.90	55.05 *55.10	6.07% *6.17%
14 MILES	56.10	59.55 *59.60	6.15% *6.24%
15 MILES	60.30	64.05 *64.10	6.22% *6.30%

Meter Rate 3 Notes:

	Current	Proposed
Pull-off charge (£)	4.50	4.50
Pull-off distance (yards)	1088	880
Pull-off rate (£s per initial yardage)	£4.50/1088yds	£4.50/880yds
Subsequent running mile charge (£) up to 8 miles	£0.30/149.5yds	£0.37/176yds
Distance per running mile charge up to 8 miles (yards)	149.5	176
Subsequent running mile charge (£) after 8 miles	£0.30/125.2yds	£0.30/117.3yds
Distance per yardage rate charge after 8 miles (yards)	125.2	117.3

NB: All journeys shown above are for basic hire. Costs shown do not include any extras.
Figures marked '*' subject to fare round-up to nearest 10p in accordance with proposal

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

DISTANCE	CURRENT COSTS 01.09.18 (£)	PROPOSED SCHEME* (£)	%AGE INCREASE
Pull-off rate	£6.00 per 1088yds	£6.00 per 880yds	23.64%
1 MILE	8.00	8.50	6.25%
2 MILES	12.80	13.50	5.47%
3 MILES	17.60	18.50	5.11%
4 MILES	22.00	23.50	6.82%
5 MILES	26.80	28.50	6.34%
6 MILES	31.60	33.50	6.01%
7 MILES	36.40	38.50	5.77%
8 MILES	40.80	43.50	6.62%
9 MILES	45.60	48.50	6.36%
10 MILES	50.40	53.50	6.15%
11 MILES	55.20	58.50	5.98%
12 MILES	59.60	63.50	6.54%
13 MILES	64.40	68.50	6.37%
14 MILES	69.20	73.50	6.21%
15 MILES	74.00	78.50	6.08%

Meter Rate 4 Notes:

	Current	Proposed
Pull-off charge (£)	6.00	6.00
Pull-off distance (yards)	1088	880
Pull-off rate (£s per initial yardage)	£6.00/1088yds	£6.00/880yds
Subsequent running mile charge (£)	£0.40/149.5yds	£0.50/176yds
Distance per running mile charge up to 8 miles (yards)	149.5	176

NB: All journeys shown above are for basic hire. Costs shown do not include any extras.
All figures subject to fare round-up to nearest 10p in accordance with proposal

APPENDIX F1

LOCAL JOURNEY EXAMPLES / COSTS ARISING FROM THE CURRENT AND TRADE 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	36.00	36.20	0.56%	36.60	36.80	0.55%	54.00	54.30	0.56%
Council Offices to Aldershot Station	4.1	11.20	11.40	1.79%	11.80	12.00	1.69%	16.80	17.10	1.79%
Council Offices to Frimley Park Hospital	2.7	8.00	8.20	2.50%	8.60	8.80	2.33%	12.00	12.30	2.50%
Council Offices to Gatwick Airport (M/Way)*	43.7	120.80	121.00	0.17%	121.40	121.60	0.16%	181.20	181.50	0.17%
Council Offices to Gatwick Airport (Non M/Way)*	47.1	130.40	130.60	0.15%	131.00	131.20	0.15%	195.60	195.90	0.15%
Whitchurch Close to Frimley Park Hospital	7.2	18.60	18.80	1.08%	19.20	19.40	1.04%	27.90	28.20	1.08%
Weyborne Road to Frimley Park Hospital	7.4	19.00	19.20	1.05%	19.60	19.80	1.02%	28.50	28.80	1.05%
Whitchurch Close to Fernhill Lane	7.8	20.00	20.20	1.00%	20.60	20.80	0.97%	30.00	30.30	1.00%
Whitchurch Close to Juniper Road	9.4	24.40	24.60	0.82%	25.00	25.20	0.80%	36.60	36.90	0.82%
Waiting Time		30p per minute	30p per minute		30p per minute	30p per minute		45p per minute	45p per minute	
Pull-off Fee		3.00	3.00		3.60	3.60		4.50	4.50	

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.

APPENDIX F2

LOCAL JOURNEY EXAMPLES / COSTS ARISING FROM THE CURRENT AND ALTERNATIVE PROPOSAL 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	36.00	38.35 *38.40	6.53% *6.67%	36.60	38.95 *39.00	6.42% *6.56%	54.00	57.15 *57.20	5.83% *5.93%
Council Offices to Aldershot Station	4.1	11.20	12.00 12.00	7.14% 7.14%	11.80	12.60 12.60	6.78% 6.78%	16.80	17.82 *17.90	6.07% *6.55%
Council Offices to Frimley Park Hospital	2.7	8.00	8.50 8.50	6.25% 6.25%	8.60	9.10 9.10	5.81% 5.81%	12.00	12.64 *12.70	5.33% *5.83%
Council Offices to Gatwick Airport (M/Way) [†]	43.7	120.80	128.95 *129.00	6.75% *6.79%	121.40	129.55 *129.60	6.71% *6.75%	181.20	193.05 *193.10	6.54% *6.57%
Council Offices to Gatwick Airport (Non M/Way) [†]	47.1	130.40	139.15 *139.20	6.71% *6.75%	131.00	139.75 *139.80	6.68% *6.72%	195.60	208.35 *208.40	6.52% *6.54%
Whitchurch Close to Frimley Park Hospital	7.2	18.60	19.75 *19.80	6.18% *6.45%	19.20	20.35 *20.40	5.99% *6.25%	27.90	29.29 *29.30	4.98% *5.02%
Weyborne Road to Frimley Park Hospital	7.4	19.00	20.25 *20.30	6.58% *6.84%	19.60	20.85 *20.90	6.38% *6.63%	28.50	30.03 *30.10	5.37% *5.61%
Whitchurch Close to Fernhill Lane	7.8	20.00	21.25 *21.30	6.25% *6.50%	20.60	21.85 *21.90	6.07% *6.31%	30.00	31.51 *31.60	5.03% *5.33%
Whitchurch Close to Juniper Road	9.4	24.40	26.15 *26.20	7.17% *7.38%	25.00	26.75 *26.80	7.00% *7.20%	36.60	38.85 *38.90	6.15% *6.28%
Waiting Time		30p per minute	30p per minute		30p per minute	30p per minute		45p per minute	45p per minute	
Pull-off Fee		3.00	3.00		3.60	3.60		4.50	4.50	

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. Figures marked '**' subject to fare rounding up to nearest 10p in accordance with proposal
- 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.

EXCERPT FROM THE COUNCIL'S TAXI LICENSING POLICY
(taken from Part H, Section 8, pages 77-78)

1.1. GENERAL ARRANGEMENTS

1.2. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 (LGMPA76) 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. There is no power to set private hire vehicle fares.

1.3. Frequency of review

1.4. 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 annual review in accordance with the timetable and methodology below.

1.5. General methodology of review

1.6. To allow comparison, increase understanding and transparency of any review, the licensing authority will normally calculate and consider a notional uplift using an approved formula based on various indices and measures of inflation relevant to taxi trade.

1.7. Also, by way of facilitating consultation and local trade input, the licensing authority will normally invite the taxi trade to submit proposals for change to the current scheme of fares by the 1st May each year (timed to reflect the annual and comparative nature of the review process).

1.8. By way of facilitating comparison and to assist it in determination of any proposed review of the scheme of fares, the licensing authority will normally take the following and similar matters into consideration –

- (a) Any notional uplift figure calculated in accordance with any approved formula;
- (b) A direct comparison table of extant and proposed changes to the pull off rate and/or running mile per unit distance travelled;
- (c) The fare charts of neighbouring authorities;
- (d) Any league table of national/regional taxi fares; and
- (e) Practical comparable journey fares from both extant and proposed fare schemes.

1.9. Nature of review

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

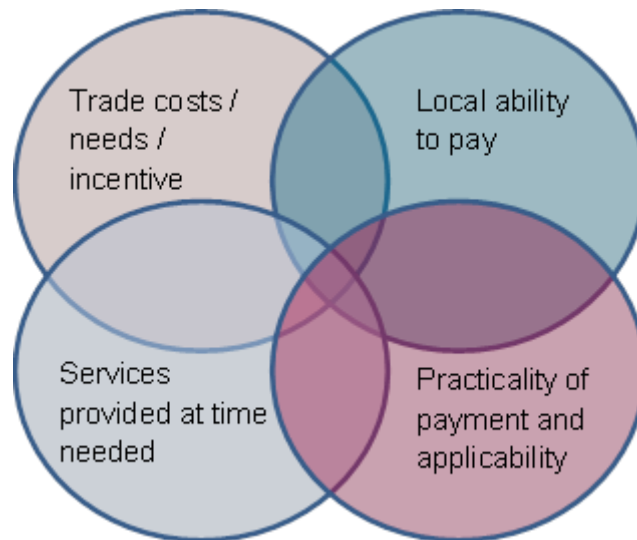
1.11. Relevant considerations

1.12. In reviewing the scheme of fares, the licensing authority will normally 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.

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.

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

SOCIO-ECONOMIC DATA & RELEVANT INDICATORS

The following socio-economic data is provided to help contextualise both the current and proposed levels of taxi fares against local circumstances, local issues of relative deprivation / affluence and the ability to pay for and use taxi services.

Relative affluence of area

Types of housing in Rushmoor

A higher percentage of housing in Rushmoor is at the lower end of the property market. In 2018, 86.6% of properties were in Band D or below. This is a much higher percentage than Rushmoor's geographic neighbours.

March 2018	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
Band A	3.6%	1.9%	1.8%	1.7%	1.9%
Band B	21.8%	5.9%	6.2%	5.9%	5.1%
Band C	39.2%	20.7%	18.6%	16.3%	23.0%
Band D	21.9%	27.6%	23.5%	26.8%	22.6%
Band E	9.6%	17.2%	17.6%	18.3%	20.0%
Band F	2.9%	11.1%	12.8%	15.8%	17.3%
Band G	0.8%	12.7%	15.6%	13.9%	9.6%
Band H	0.1%	3.0%	3.9%	1.4%	0.6%
% band D or below	86.6%	56.1%	50.1%	50.6%	52.6%

(Source: Valuation Office Agency)

Number of people on benefits /claimant count

Rushmoor has a higher percentage of residents claiming benefit principally for the reason of being unemployed and claiming mainly out-of-work benefits than residents in its geographical neighbours.

Claimant Count - Claimant Count is the number of people claiming benefit principally for the reason of being unemployed.

May 2019	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
% of those ages 16 -64 in area	1.3%	0.8%	0.7%	0.8%	0.6%

(Source: NOMIS - Office for National Statistics)

(Un)Employment rates

Unemployment rates (model based) are very similar in Rushmoor and surrounding areas.

Jan 2018 – Dec 2018	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
Economically active (% of those ages 16 -64 in area)	87.1%	77.5%	84.0%	83.5%	90.1%
In employment (% of those ages 16 - 64 in area)	84.2%	73.9%	82.0%	80.0%	86.5%
Unemployed (% of those economically active)*	2.7%	2.8%	2.3%	2.8%	2.6%

*Model based

(Source: NOMIS - Office for National Statistics)

% population in relative deprivation

Rushmoor has higher deprivation score (as defined by the national Indices of Multiple Deprivation), and a higher percentage of children living in low income families than in the areas around Rushmoor. Also, Rushmoor has a much lower percentage of households not deprived in any dimension from the 2011 Census, compared to its geographical neighbours.

Indices of Multiple Deprivation

2015	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
Deprivation score (IMD 2015)	15.1	9.4	7.1	7.7	5.0

(Source: Public Health England - 2017 Area Health Profile)

Child poverty

2016	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
% children (under 16) in low income families	11.2%	9.4%	7.0%	6.7%	6.6%

(Source: Public Health England - 2018 Area Health Profile)

Deprivation dimensions data from the 2011 Census

The 2011 Census has calculated the number of households in a given area with selected household characteristics that are related to deprivation, these are called dimensions. The deprivation dimensions used by the Census are:

- **Employment** – if any member of a household, not a full-time student, is either unemployed or long-term sick
- **Education** – if no person in the household has at least level 2 education (5+GCSE or equivalent), and no person aged 16-18 is a full-time student

- **Health and disability** - if any person in the household has general health categorised as 'bad or very bad' or has a long term health problem
- **Housing** – if the household's accommodation is either overcrowded, with an occupancy rating -1 or less (this means one less room than needed based on a standard formula), or is in a shared dwelling, or has no central heating.

	Rushmoor %	Guildford %	Waverley %	Surrey Heath %	Hart %
Household is not deprived in any dimension	47.5	54.9	56.6	56.2	58.7
Household is deprived in 1 dimension	32.7	30.0	29.2	29.8	29.0
Household is deprived in 2 dimensions	15.5	12.4	11.8	11.8	10.7
Household is deprived in 3 dimensions	3.9	2.5	2.1	2.0	1.5
Household is deprived in 4 dimensions	0.4	0.2	0.2	0.2	0.1

(Source: Office for National Statistics)

Income / disposable income levels

Rushmoor residents earn £60+ less a week than residents in its geographical neighbours. Those who work in Rushmoor also earn less than if they worked in Guildford, Waverley and Hart.

Gross weekly pay of those who live in Rushmoor and those who work in Rushmoor

2018 all full time workers	Rushmoor	Guildford	Waverley	Surrey Heath	Hart	National Living Wage (over 25)	South East	Great Britain
Earnings by residence	£609.1	£723.3	£713.0	£742.3	£670.2	£303.7	£614.5	£571.1
Earnings by workplace	£693.2	£681.2	£536.5	£582.4	£622.5	£303.7	£589.2	£570.9

(Source: NOMIS - Office for National Statistics)

Average annual income levels

2018 all full time workers	Rushmoor	Guildford	Waverley	Surrey Heath	Hart	National Living Wage (over 25)	South East	Great Britain
Earnings by residence	£31,673	£37,612	£37,076	£38,600	£34,850	£15,796	£31,954	£29,697

(Source: NOMIS - Office for National Statistics)

Mode of travel choice

In 2011, Rushmoor residents mainly travelled to work by car or van (47.6%). In total 166 people (0.2%) travelled to work by taxi, this was the highest number and percentage of the population aged 16-74, compared to Rushmoor's geographical neighbours.

Method of Travel to Work - Resident Population, 2011

% of population aged 16-74	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
Work mainly at or from home	2.8%	5.3%	7.0%	5.5%	6.0%
Underground, metro, light rail, tram	0.1%	0.2%	0.2%	0.2%	0.1%
Train	5.0%	7.8%	7.8%	4.4%	5.2%
Bus, minibus or coach	3.0%	2.3%	1.2%	1.4%	0.9%
Taxi (people)	0.2% (166)	0.1% (152)	0.1% (88)	0.1% (71)	0.1% (84)
Motorcycle, scooter or moped	0.6%	0.5%	0.5%	0.5%	0.5%
Driving a car or van	47.6%	39.3%	41.8%	50.1%	50.2%
Passenger in a car or van	3.9%	2.5%	2.6%	2.7%	2.4%
Bicycle	2.1%	1.8%	1.1%	1.3%	1.5%
On foot	7.4%	8.2%	6.4%	5.2%	5.4%
Other method of travel to work	0.6%	0.4%	0.5%	0.6%	0.4%
Not in employment	26.7%	31.4%	30.9%	28.1%	27.3%

(Source: Office for National Statistics)

% car ownership

In 2011, Rushmoor residents had the lowest level of car ownership, compared to our geographical neighbours

2011 Car ownership

% of households	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
No car or van	16.6%	13.9%	11.9%	10.0%	8.0%
1 car or van	43.0%	40.0%	38.1%	34.5%	34.7%
2 cars or vans	31.2%	33.9%	36.3%	39.9%	42.1%
3 cars or vans	6.8%	8.6%	9.7%	11.0%	10.7%
4 or more cars or vans	2.4%	3.6%	4.0%	4.6%	4.5%

(Source: Office for National Statistics)

Net inward / outward migration

The following table demonstrates that in 2011 more people commuted out of Rushmoor than commuted into Rushmoor. More Rushmoor residents commuted into Surrey Heath than to anywhere else.

	Where people LIVING IN Rushmoor go to work	Where people WORKING IN Rushmoor live
Rushmoor	16,367 people living and working in the Borough	
	4,565 home workers	
	4,131 workers with no fixed workplace	
Hart	3,238	4,675
Surrey Heath	4,693	2,806
Guildford	3,579	2,656
Waverley	2,703	2,174
Bracknell Forest	1,158	1,072
Woking	1,013	625
Basingstoke & Deane	931	1,213
East Hampshire	636	1,236
	Total commuting OUT of Rushmoor – 26,208	Total commuting INTO Rushmoor – 25,058

(Source: 2011 Census <http://www.neighbourhood.statistics.gov.uk/HTMLDocs/dvc193/>)

Older population

Rushmoor has a lower number and lower percentage of state pensioners than in the surrounding areas.

State Pension caseload – August 2018	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
Number	12,895	23,812	26,415	16,737	18,402
Percentage of population	13.5%	16.1%	20.1%	18.8%	19.3%

(Source: DWP Stat-Xplore)

Ill health

The 2011 census indicated that a higher percentage of Rushmoor residents indicated that they were in bad or very bad health, compared to the residents in the surrounding local authorities.

General Health 2011 census	Rushmoor	Guildford	Waverley	Surrey Heath	Hart
% of the population indicating that they are in bad health or very bad health	3.6%	3.2%	3.3%	3.2%	2.7%

(Source: Office for National Statistics)

**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.