## APPLICATION FOR A HACKNEY CARRIAGE FARE INCREASE

## CLEAN STREETS, RECYCLING (COUNCILLOR MICHAEL MICHAEL) <br> AND ENVIRONMENT

AGENDA ITEM:
3

## DIRECTOR OF CITY OPERATIONS

## Reason for this Report

1. To consider an application made by Dragon Taxis to vary the current rate of hackney carriage fares in Cardiff.

## Background

2. The Council may fix or vary the rate of fare for the hire of a hackney carriage under the provisions of Section 65 of the Local Government (Miscellaneous Provisions) Act, 1976. The Section requires that any variation of the fare must be advertised in a local paper and that a period of notice of at least 14 days be given to enable any person to make objections.
3. The current tariff of fares has been in place since 21 December 2015 and is shown in appendix $A$
4. An application made by taxi operator Dragon Taxis, Martin Road, Tremorfa Industrial Estate, Cardiff, to increase the rate of fares was submitted to the Licensing Section.

## Dragon Taxis Application

5. Dragon Taxi's application proposes to increase the charge of the first 103 yards by 20p to $£ 2.50$. After 103 yards, 20p will be charged for each subsequent 195 yards, this has been decreased from 207 yards. All other charges remain the same as the current table of fares. Full details of the request, including supporting information, are shown in Appendix B. The requested implementation date of $1^{\text {st }}$ October is not achievable and the alternative is set out in the recommendations section of the report.
6. In support of the application Gareth Owen of Dragon taxis has stated: "In real terms drivers are now earning 5.3\% less than two years ago and this application will bring drivers back in line with inflation. I am proposing and increase to the drop on the meter of 20 pence bring the initial start of the meter from $£ 2.30$ to $£ 2.50$ and an increase in the ongoing mileage rate of 10 pence per mile, bring the rate up from $£ 1.70$ per mile to $£ 1.80$ per mile."
7. The proposal would increase the cost of an average three mile journey by $6.9 \%$ during the day and by $6 \%$ during the night. In monetary terms this would be an increase from $£ 7.30$ to $£ 7.80$ during the day and from $£ 8.30$ to $£ 8.80$ at night. An average journey of up to 10 miles would result in an increase during the day from $£ 19.20$ to $£ 20.40$, a rise of $6.25 \%$ and $£ 20.20$ to $£ 21.40$ at night, a rise of $5.94 \%$. There would be no increase in waiting time or additional charges. The following tables provide details of the current maximum fares for journeys within Cardiff with a comparison to the proposed tariffs.

| Journey <br> Length <br> (Daytime) | Current | Dragon <br> Proposal | Percentage <br> increase |
| :--- | :--- | :--- | :--- |
| 1 mile | $£ 3.90$ | $£ 4.20$ | $7.69 \%$ |
| 2 mile | $£ 5.60$ | $£ 6.00$ | $7.14 \%$ |
| 3 mile | $£ 7.30$ | $£ 7.80$ | $6.85 \%$ |
| 4 mile | $£ 9.00$ | $£ 9.60$ | $6.67 \%$ |
| 5 mile | $£ 10.70$ | $£ 11.40$ | $6.54 \%$ |
| 10 mile | $£ 19.20$ | $£ 20.40$ | $6.25 \%$ |


| Journey <br> Length <br> (Night time) | Current | Dragon <br> Proposal | Percentage <br> increase |
| :--- | :--- | :--- | :--- |
| 1 mile | $£ 4.90$ | $£ 5.20$ | $6.12 \%$ |
| 2 mile | $£ 6.60$ | $£ 7.00$ | $6.06 \%$ |
| 3 mile | $£ 8.30$ | $£ 8.80$ | $6.02 \%$ |
| 4 mile | $£ 10.00$ | $£ 10.60$ | $6.00 \%$ |
| 5 mile | $£ 11.70$ | $£ 12.40$ | $5.98 \%$ |


| 10 mile | $£ 20.20$ | $£ 21.40$ | $5.94 \%$ |
| :--- | :--- | :--- | :--- |

8. The application made by Dragon is above the rate of inflation since the previous fare increase. The annual rate of inflation was $1.7 \%$ in 2016 and is on average $2.7 \%$ so far in 2017. However, it should be noted that if inflation remains at current levels, this difference will be negated within 12 months.

## Considerations

9. In September 2009, the Council approved the Hackney Carriage Fare Index; a method of calculating how much the cost of operating a hackney carriage has changed since the last fare increase was implemented. Using the Index, it has been calculated that the vehicle costs have risen considerably, with insurance costs increasing by $22 \%$ and vehicle parts costs increasing by $40 \%$. Driver costs have decreased by $0.94 \%$ due to a decrease in licence fees. It should be noted that although this index shows a significant increase in costs. However little weight can be attached to the results of the fare index as the vehicle that was used for a base line comparison is no longer made, so calculations performed this time are not truly comparable.
10. The AA Fuel Price Report shows that the cost of diesel has increased from a Wales average of 107.3 p per litre in December 2015 to 120.3p per litre in September 2017 an increase of 12\%. Unleaded 95 Octane petrol has also increased by $15 \%$ during the same period from 104p per litre to 119.6p per litre.
11. Hackney Carriage Vehicle Licence fees have decreased since December 2015 from $£ 163$ to $£ 154$ for a 12 month renewal, a decrease of approximately $5 \%$.
12. Consideration should be given to obtaining a balance between increasing the fare to compensate in the increase of costs of running a hackney carriage, and ensuring that the increase does not deter the public from using hackney carriages.
13. For information the following table provides details of the daytime rate of the 2 mile fare currently authorised by the Council together with a comparison with the proposed fares and also the fares authorised by a sample of other licensing authorities:

| Authority | Cost per 2 mile <br> journey |
| :--- | :--- |
| Watford | $£ 8.40$ |
| London | $£ 7.20$ |
| Swindon | $£ 6.70$ |
| Exeter | $£ 6.60$ |
| Bath | $£ 6.40$ |
| Hereford | $£ 6.30$ |
| Plymouth | $£ 6.00$ |
| Dragon Proposed Tariff | $£ 6.00$ |
| Newcastle upon Tyne | $£ 5.80$ |
| UK Average | $£ 5.75$ |
| Vale of Glamorgan | $£ 5.65$ |
| Newport | $£ 5.60$ |
| Cardiff (Current Tariff) | $£ 5.60$ |
| Gwynedd | $£ 5.50$ |
| Wales Average | $£ 5.20$ |
| Rhondda Cynon Taff | $£ 5.20$ |
| Powys | $£ 5.20$ |
| Swansea | $£ 5.05$ |
| Bridgend | $£ 4.90$ |
| Caerphilly | $£ 4.80$ |
| Merthyr Tydfil | $£ 4.50$ |
| Blaenau Gwent | $£ 4.30$ |

The
The average 2 mile day-time fare in the UK is currently $£ 5.74$, and in Wales it is $£ 5.20$. Cardiff is currently $220^{\text {th }}$ in the 2 mile fare league table out of 369 local authorities, as printed in the September edition of Private Hire \& Taxi Monthly. Dragon's proposed increase would move Cardiff to $146^{\text {th }}$ out of 369 local authorities. A copy of the full list is attached at appendix B.
14. Should the Cabinet agree to vary the tariff, the variation would need to be advertised for a period of at least 14 days to permit persons to make an objection. Should there be no objections; the variation would then come into effect on the date of the expiry of the period of notice. However, should an objection be received the objection would need to be considered by the Cabinet before the variation is implemented.

## Reason for Recommendations

15. The report seeks determination of the application to vary Cardiff Council's Hackney Carriage tariff of fares. It is a legal requirement that the approved tariff applies to all hackney carriage journeys that start and end within the Cardiff boundary.

## Financial Implications

16. This report does not result directly in any additional financial implications. The increase in fares will need to be publicly advertised and the associated costs of advertising will be borne by the Licensing Service from within its existing budget

## Legal Implications

17. If Cabinet decides to amend the fare tariff it will be necessary to give public notice in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976. The Cabinet will then have to consider any objections that are received.
18. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. standing orders and financial regulations; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

## HR Implications

19. There are no HR implications as a result of this report.

## RECOMMENDATIONS

Cabinet is recommended to:

1. Note the issues and impacts to taxi fares set out in the report
2. Approve the application put forward by Dragon Taxis with an implementation date of $1^{\text {st }}$ February 2018 (provided that there are no objections).
3. Authorise the advertisement of the variation in a local newspaper.

## ANDREW GREGORY

## Director

8 December 2017
The following appendices are attached:
Appendix A: Current Hackney Carriage Tariff
Appendix B: Details of the Dragon Taxis application
Appendix C: Private Hire \& Taxi Monthly Fare League Table (September)

## Appendix A

HACKNEY CARRIAGE TARIFF
LOCAL GOVERNMENT (MISCELLANEOUS
PROVISIONS) ACT 1976

## AUTHORISED FARE TARIFF

| First 103 yards $(94.18$ metres) or Part thereof, | $£ 2.30$ |
| :--- | :--- |
| If distance exceeds 103 yards $(94.18 \mathrm{~m})$ for first 103 yards $(94.18 \mathrm{~m})$ | $£ 2.30$ |
| For each subsequent 207 yards $(189.28 \mathrm{~m})$ | $\mathbf{£ 0 . 2 0}$ |

WAITING TIME
For each period of 48 seconds $£ 0.20$

## EXTRA CHARGES

For hirings between midnight and 6.0 am and on Sundays, and Bank £1.00
Holidays
For hirings between 8.0 pm Christmas Eve and 6.0 am on $27^{\text {th }}$ December $£ 3.00$ and between 8.0 pm New Years Eve and 6.0 am $2^{\text {nd }}$ January
For each passenger exceeding four £1.00

For bicycles, cabin trunks (minimum size 36 " x 24 " x 18 ") and items of $£ \mathbf{0 . 5 0}$
furniture each

THE EXTRA CHARGE FOR NIGHT TIME, SUNDAYS AND BANK HOLIDAYS WILL NOT APPLY WHEN EXTRA CHARGE FOR CHRISTMAS AND THE NEW YEAR APPLIES.

## CONTAMINATION

For the fouling of a vehicle
$£ 50.00$

* On all journeys within the boundary of the City and County of Cardiff the driver must use the meter which must not exceed the authorised fare scale shown above.
* Fares for journeys ending outside the area of the City and County of Cardiff, and in respect of which no fare or rate of fare was agreed before the hiring was effected, must not exceed the authorised fare scale as shown above.

COMPLAINTS REGARDING FARES, VEHICLES OR DRIVERS SHOULD BE MADE TO
THE LICENSING SECTION, CITY HALL, CARDIFF, 02920871651 QUOTING NUMBER OF VEHICLE AND THE NUMBER OF THE DRIVER'S BADGE.

## Current Fare Tariff

| First 103 yards ( 94.18 metres) or Part thereof, | £2.30 |
| :---: | :---: |
| If distance exceeds 103 yards (94.18m) for first 103 yards (94.18m) | £2.30 |
| For each subsequent 207 yards (189.28m) | £0.20 |
| WAITING TIME |  |
| For each period of 48 seconds | £0.20 |
| EXTRA CHARGES |  |
| For hirings between midnight and 6.0 am and on Sundays, and Bank |  |
| Holidays | £1.00 |
| For hirings between 8.0 pm Christmas Eve and 6.0 am on 27th Decem |  |
| and between 8.0 pm New Years Eve and 6.0 am 2nd January | £3.00 |
| For each passenger exceeding four (Each) | £1.00 |
| For bicycles, cabin trunks (minimum size $36^{\prime \prime} \times 24^{\prime \prime} \times 18^{\prime \prime}$ ) and items of furniture | £0.50 |
| THE EXTRA CHARGE FOR NIGHT TIME, SUNDAYS AND BANK HOLIDAYS |  |
| WILL NOT APPLY WHEN EXTRA CHARGE FOR CHRISTMAS AND THE |  |
| NEW YEAR APPLIES. |  |
| CONTAMINATION |  |
| For the fouling of a vehicle | $£ 50.00$ |

In operation since $21^{\text {st }}$ December 2015

## Proposed Fare Tariff

| First 103 yards ( 94.18 metres) or Part thereof, | £2.50 |
| :---: | :---: |
| If distance exceeds 103 yards ( 94.18 m ) for first 103 yards ( 94.18 m ) | £2.50 |
| For each subsequent 195 yards (178.30m) | £0.20 |
| WAITING TIME |  |
| For each period of 48 seconds | £0.20 |
| EXTRA CHARGES |  |
| For hirings between midnight and 6.0 am and on Sundays, and Bank |  |
| Holidays | £1.00 |
| For hirings between 8.0 pm Christmas Eve and 6.0 am on 27 th Decembe |  |
| and between 8.0 pm New Years Eve and 6.0 am 2nd January | £3.00 |
| For each passenger exceeding four (Each) | £1.00 |
| For bicycles, cabin trunks (minimum size $36^{\prime \prime} \times 24^{\prime \prime} \times 18^{\prime \prime}$ ) and items of furniture <br> (Each) | £0.50 |
| THE EXTRA CHARGE FOR NIGHT TIME, SUNDAYS AND BANK HOLIDAYS |  |
| WILL NOT APPLY WHEN EXTRA CHARGE FOR CHRISTMAS AND THE |  |
| NEW YEAR APPLIES. |  |
| CONTAMINATION |  |
| For the fouling of a verhicle | £50.00 |

To come into Operation on $1^{\text {st }}$ October 2017

Date $19^{\text {th }}$ July 2017
Gareth Owen

I would like to apply to Cardiff County Council for an increase in the Hackney Carriage Fare Tariff, to come into force on $1^{\text {st }}$ October 2017.

The last increase in the fare tariff was $15^{\text {th }}$ December 2015 (this should have been $1^{\text {st }}$ September 2015 but was held up at committee) in that time the RPI inflation index according to the office for national statistics was $1.8 \%$ in 2016 and $3.5 \%$ in 2017.

In real terms drivers are now earning $5.3 \%$ less than two years ago and this application will bring drivers back in line with inflation.

I am proposing and increase to the drop on the meter of 20 pence bring the initial start of the meter from $£ 2.30$ to $£ 2.50$ and an increase in the ongoing mileage rate of 10 pence per mile, bring the rate up from $£ 1.70$ per mile to $£ 1.80$ per mile.
Current

| $1^{\text {st }}$ Mile inc advance payment $£ 4.10$ | $1^{\text {st }}$ Mile inc advance payment $£ 4.40$ |  | $7.3 \%$ |
| :--- | :--- | :--- | :--- |
| 2.5 Mile average fare | $£ 6.70$ | 2.5 Mile average fare | $£ 7.10$ |
| 5 Mile fare | $£ 10.90$ | 5 Mile fare | $£ 11.60$ |

The application is for a $6 \%$ increase on the average 2.5 mile fare, which I believe is a reasonable amount when you take into account the increases in costs that are affecting drivers currently.

## Regards

## Gareth Owen

$19^{\text {th }}$ July 2017

## COLOUR CODE

RISE IN 2017
RISE IN 2016
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|  | $\frac{\pi}{\pi}$ | $m$ 3 2 2 0 0 0 |  | $\left\|\begin{array}{l} 0 \\ \hline 0 \\ \frac{0}{20} \end{array}\right\|$ |  |  |  |  |  |  |  |  | co <br> $\frac{5}{3}$ <br> 5 <br> 2 <br> $\frac{0}{6}$ <br> $\frac{5}{5}$ | 오 20 2 0 0 | D D 0 0 0 0 0 |  | ㄷ <br> B <br> 合 |  |  |  | $\sum_{0}$ 0 0 0 0 1 10 0 0 | $\begin{array}{\|c} \hline \frac{\xi}{2} \\ \frac{3}{2} \\ \frac{u}{2} \\ \frac{2}{2} \\ \hline \end{array}$ |  |  |  |  |  |  | 0 <br> 0 <br>  <br> 1 <br> 1 <br> 3 <br> 3 <br> 0 <br> 0 <br> 2 <br> 2 |  |  | $\begin{aligned} & \frac{0}{2} \\ & \frac{3}{n} \\ & \frac{1}{3} \\ & \frac{1}{5} \end{aligned}$ |  |  |  | $\begin{aligned} & z_{2}^{2} \\ & \text { 일 } \\ & \frac{1}{1} \\ & \frac{1}{m} \\ & \frac{3}{3} \\ & \hline \end{aligned}$ |  | 荅 | $\begin{aligned} & \frac{5}{2} \\ & 0 \\ & \frac{0}{2} \\ & \hline \end{aligned}$ | $\begin{aligned} & 5 \\ & \hline 8 \\ & \hline 8 \end{aligned}$ | I <br> 号 <br> $\frac{1}{2}$ <br> $\frac{2}{2}$ <br> 3 |  |  |  |  |  |  | $\begin{aligned} & \frac{3}{0} \\ & \frac{0}{6} \\ & \frac{1}{3} \\ & \frac{1}{2} \end{aligned}$ | 글 并 翤 |  | 7 0 0 0 0 0 0 0 0 0 0 2 2 |  | $\begin{array}{\|l\|l\|} \hline \sum_{n}^{n} \\ p \\ p \end{array}$ | $\begin{aligned} & 1 \\ & \frac{10}{2} \\ & \frac{1}{2} \\ & \frac{1}{x} \end{aligned}$ | $\frac{5}{\sum_{0}^{\prime}}$ | $\bar{\sigma}$ $\frac{1}{m}$ $\stackrel{1}{n}$ $\frac{3}{3}$ $\frac{1}{2}$ | $\begin{array}{\|c\|} \hline m \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 2 \end{array}$ |  | $\begin{aligned} & 0 \\ & 0 \\ & 2 \\ & \sum_{1}^{2} \\ & \text { n } \\ & \hline \end{aligned}$ | 8 0 2 2 0 0 $\frac{1}{2}$ $\frac{1}{3}$ $\frac{1}{3}$ 0 0 0 | $\begin{aligned} & \text { - } \\ & \text { o } \\ & 0 \\ & \text { 2 } \end{aligned}$ | $\begin{array}{\|l\|} \hline \sum \\ 0 \\ \hat{\lambda} \\ \hat{\lambda} \\ ⿳ ⺈ ⿴ 囗 十 一 \\ 3 \\ 3 \end{array}$ | ㄹ |  | 0 I 0 0 |  |
| $\begin{aligned} & 0 \\ & \hline 8 \\ & \hline \end{aligned}$ | $\begin{aligned} & 10 \\ & \hline 8 \\ & \hline 8 \end{aligned}$ | $\begin{aligned} & 18 \\ & 8 \\ & 8 \end{aligned}$ | $\begin{aligned} & 10 \\ & \vdots 8 \\ & \hline 8 \end{aligned}$ | $\begin{array}{\|l\|} \hline 8 \\ 8 \\ \hline 8 \end{array}$ | $8$ |  | 隻 | $\begin{aligned} & 0 \\ & \hline 8 \\ & \hline 8 \end{aligned}$ | $\begin{array}{\|l\|} \hline 8 \\ \stackrel{8}{2} \end{array}$ | $\left\|\begin{array}{l} 8 \\ 8 \\ 8 \end{array}\right\|$ | $\begin{aligned} & 0 \\ & \hline 8 \\ & \hline 8 \end{aligned}$ | $\begin{aligned} & 10 \\ & \vdots \\ & \hline 8 \end{aligned}$ | $\begin{aligned} & 10 \\ & \vdots \\ & i \\ & i \end{aligned}$ | $\begin{aligned} & 0 \\ & 0 \\ & \dot{0} \\ & 0 \end{aligned}$ | $\begin{aligned} & 8 \\ & \stackrel{8}{0} \\ & \hline \end{aligned}$ | $\begin{aligned} & 8 \\ & 0 \\ & \hline 0 \end{aligned}$ | $\begin{aligned} & \stackrel{8}{\circ} \\ & \stackrel{1}{\circ} \end{aligned}$ | $\begin{aligned} & \text { N} \\ & \stackrel{0}{0} \end{aligned}$ | $\stackrel{\%}{\stackrel{\%}{\omega}}$ | $\begin{gathered} 0 \\ \stackrel{0}{0} \\ \hline \end{gathered}$ | $\begin{aligned} & \text { in } \\ & \text { O} \end{aligned}$ | $\left\|\begin{array}{l} \text { ig } \\ \text { ik } \end{array}\right\|$ | $\begin{aligned} & \text { ig } \\ & \text { O} \end{aligned}$ | $\begin{aligned} & \mathrm{N} \\ & \stackrel{\mathrm{O}}{2} \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \underset{\mathrm{O}}{ } \end{aligned}$ | $\begin{aligned} & \text { O} \\ & \underset{O}{0} \end{aligned}$ | $\left\|\begin{array}{l} 8 \\ 0 \\ 8 \end{array}\right\|$ | $\begin{aligned} & 8 \\ & 0 \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \text { N̈ } \end{aligned}$ | $\left\|\begin{array}{l} 8 \\ 0 \\ \hline 0 \end{array}\right\|$ | $\left\lvert\, \begin{aligned} & 8 \\ & \stackrel{8}{8} \end{aligned}\right.$ | $\begin{aligned} & \text { \% } \\ & \stackrel{y}{8} \end{aligned}$ | $\begin{gathered} \text { N/ } \\ \text { N̈ } \end{gathered}$ | $\begin{aligned} & \text { M } \\ & \underset{0}{0} \end{aligned}$ | $\begin{aligned} & \stackrel{8}{8} \\ & \stackrel{8}{8} \end{aligned}$ |  | $\begin{aligned} & \text { No } \\ & \text { N} \end{aligned}$ | $\begin{aligned} & 8 \\ & \stackrel{8}{\circ} \\ & \stackrel{y}{2} \end{aligned}$ | $\begin{aligned} & 8 \\ & \stackrel{8}{8} \\ & \hline 8 \end{aligned}$ | $\begin{array}{\|c} 8 \\ \stackrel{y}{8} \\ \stackrel{y}{2} \end{array}$ | $\left\|\begin{array}{l} 8 \\ 0 \\ 8 \\ \hline \end{array}\right\|$ | $\left\|\begin{array}{l} 8 \\ 8 \\ 8 \end{array}\right\|$ | $\begin{aligned} & \mathrm{N} \\ & \mathrm{~N} \end{aligned}$ | $\begin{aligned} & \text { No } \\ & \stackrel{y}{0} \end{aligned}$ |  | $\left\|\begin{array}{l} 18 \\ i 8 \\ i 8 \end{array}\right\|$ | $\begin{aligned} & \text { IO } \\ & \text { N̈ } \end{aligned}$ | $\begin{aligned} & 8 \\ & \stackrel{8}{N} \end{aligned}$ | $\begin{aligned} & \text { 会 } \\ & \hline \end{aligned}$ | $\left\|\begin{array}{l} 8 \\ \underset{y y}{*} \end{array}\right\|$ | $\stackrel{i}{N}$ | $\left\lvert\, \begin{gathered} \stackrel{\circ}{0} \\ \dot{0} \end{gathered}\right.$ | $\begin{array}{\|c} \stackrel{I}{0} \\ \vdots \\ \hline 0 \end{array}$ | $\left\|\begin{array}{l} \text { gin } \\ \dot{8} \end{array}\right\|$ | $\begin{gathered} \text { \% } \\ \vdots \\ \% \end{gathered}$ | $\begin{aligned} & \text { 淧 } \\ & \hline \end{aligned}$ | $\left\|\begin{array}{l} \stackrel{8}{0} \\ \dot{8} \end{array}\right\|$ | $\begin{gathered} 0 \\ \stackrel{\circ}{6} \end{gathered}$ | $\begin{array}{\|c} \substack{0 \\ \dot{\omega} \\ \hline} \end{array}$ | $\left\|\begin{array}{\|c\|} \ddot{\circ} \\ \ddot{O} \end{array}\right\|$ | $\begin{aligned} & \stackrel{8}{i} \\ & \hline 0 \end{aligned}$ | $\begin{aligned} & \text { M } \\ & \text { 邻 } \end{aligned}$ | $\begin{aligned} & \text { io } \\ & \stackrel{\rightharpoonup}{\circ} \end{aligned}$ | $\begin{aligned} & 8 \\ & 8 \\ & 8 \end{aligned}$ | $\begin{aligned} & \text { M } \\ & \text { ثे } \end{aligned}$ | TWO MILE FARE |

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## TARIFF ONE <br> councll

| 131 | IPSWICH | £6．00 |
| :---: | :---: | :---: |
| 132 | KETTERING | £6．00 |
| 133 | LUTON | £6．00 |
| 134 | MILTON KEYNES | 86.00 |
| 135 | NORTH DORSET | 86.00 |


| 137 | SLOUGH |
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13

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| 148 |


| 65 | SOUTH LAKELAND | $£ 6.40$ |
| :--- | :--- | :--- |

197 CALDERDALE
198 EDINBURGH

| 199 | FOREST HEATH |
| :--- | :--- |

200 GOSPORT

| 201 | HINCKLEY |
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| 202 | NEWPORT |
| 20 | NORTHK |

203 NORTH KESTEVEN
204 NORTH TYNESIDE
205 NORTH WEST LEICESTER

| 206 | NOTTINGHA |
| :--- | :--- | :--- |
| 207 | ORKNEY |

208 PORTSMOUTH UA
209 RENFREWSHIR
211 SANDWELL

| 212 | SOUTH BUCKINGHAM |
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| 213 | SUFFOLK COASTAL |

214 TAMESIDE
215 WEST LOTHIAN

| 217 | WOLVERHAMPTON |
| :--- | :--- | :--- |
| 210 | WREXHAM |


| 218 | WREXHAM |
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| 219 | WYRE |
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220 CARDIFF

| 221 | DUNDEE |
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| 222 | CHERWELL |


| 223 | ANGUS |
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| 224 | BROXTO |

225 CANNOCK CHASE

| 226 | CASTLE MS MPETH | 85.50 |
| :--- | :--- | :--- |
| 227 | DUMFRIES \& GALLOWAY | 85.50 |
| 228 | EAST AYRSHIRE | 85.50 |


| 229 | EAST CAMBRIDGESHIRE | £5.50 |
| :---: | :---: | :---: |
| 230 | EDEN | £5.50 |
| 231 | EAST STAFFORDSHIRE | £5.50 |
| 232 | EPPING FOREST | £5.50 |
| 233 | EREWASH | £5.50 |
| 234 | GEDLING | £5.50 |
| 235 | GWYNEDD | £5.50 |
| 236 | HAMBLETON | £5.50 |
| 237 | HUNTINGDONSHIRE | £5.50 |
| 238 | LANCASTER | £5.50 |
| 239 | MORAY | £5.50 |
| 240 | OLDHAM | ¢5.50 |
| 241 | SHROPSHIRE | ¢5.50 |
| 242 | STAFFORD | £5.50 |
| 243 | TYNEDALE | 85.50 |
| 244 | WANSBECK | £5.50 |
| 245 | BARROW IN FURNESS | ¢5.44 |
| 246 | BURY ST EDMUNDS | £5.40 |
| 247 | CHILTERN | £5.40 |
| 248 | CITY OF ABERDEEN | £5.40 |
| 249 | DERBY | £5.40 |
| 250 | DONCASTER | £5.40 |
| 251 | DUNBARTON | £5.40 |
| 252 | FAREHAM | £5.40 |
| 253 | KINGSTON-UPON-HULL | £5.40 |
| 254 | KINGS LYNN \& WEST NORFOLK | 85.40 |
| 255 | MACCLESFIELD | 85.40 |
| 256 | MID SUFFOLK | £5.40 |
| 257 | NEWARK \& SHERWOOD | £5.40 |
| 258 | NORTH LINCOLNSHIRE | 85.40 |
| 259 | PEMBROKESHIRE | £5.40 |
| 260 | PERTH \& KINROSS | £5.40 |


| 261 | RICHMONDSHIRE | £5.40 |
| :---: | :---: | :---: |
| 262 | RUGBY | £5.40 |
| 263 | SUNDERLAND | 85.40 |
| 264 | TANDBRIDGE | £5.40 |
| 265 | TRAFFORD | £5.40 |
| 266 | WYCHAVON | £5.40 |
| 267 | BRADFORD | £5.36 |
| 268 | COTSWOLD | £5.35 |
| 269 | EAST DUNBARTONSHIRE | £5.34 |
| 270 | BLABY | £5.30 |
| 271 | CRAVEN | £5.30 |
| 272 | EAST RENFREW | £5.30 |
| 273 | FENLAND | ¢5.30 |
| 274 | LICHFIELD | ¢5.30 |
| 275 | MELTON | £5.30 |
| 276 | NORTH EAST LINCOLNSHIRE | £5.30 |
| 277 | NORTH NORFOLK | £5.30 |
| 278 | RIBBLE VALLEY | £5.30 |
| 279 | SALFORD | ¢5.30 |
| 280 | VALE ROYAL | £5.30 |
| 281 | WYRE FOREST | £5.30 |
| 282 | BEDFORD | £5.26 |
| 283 | BOLTON | £5.25 |
| 284 | BURY | £5.24 |
| 285 | AMBER VALLEY | £5.20 |
| 286 | CEREDIGION | £5.20 |
| 287 | CLYDEBANK | £5.20 |
| 288 | CONWY | £5.20 |
| 289 | DENBIGHSHIRE | £5.20 |
| 290 | EAST RIDING | £5.20 |
| 291 | ELLESMERE PORT | £5.20 |
| 292 | HALTON | ¢5.20 |
| 293 | LIVERPOOL | 85.20 |
| 294 | POWYS | £5.20 |
| 295 | PRESTON | 85.20 |
| 296 | RHONDDA CYNON TAF | 85.20 |
| 297 | SOUTH LANARKSHIRE (Clydesdale) | £5.20 |
| 298 | SOUTH TYNESIDE | £5.20 |
| 299 | STAFFS MOORLANDS | 85.20 |
| 300 | STIRLING | £5.20 |
| 301 | WARRINGTON | £5.20 |
| 302 | CONGLETON | 85.10 |
| 303 | GATESHEAD | $£ 5.10$ |
| 304 | SEFTON | $£ 5.10$ |
| 305 | SOUTH STAFFORDSHIRE | £5.10 |
| 306 | WIGAN | £5.10 |
| 307 | ALNWICK | ¢5.05 |
| 308 | SOUTH HOLLAND | £5.05 |
| 309 | SWANSEA | £5.05 |
| 310 | BLYTH VALLEY | ع5.00 |
| 311 | CHESTERFIELD | ¢5.00 |
| 312 | COPELAND | £5.00 |
| 313 | DAVENTRY | £5.00 |
| 314 | KIRKLEES | £5.00 |
| 315 | NEATH PORT TALBOT | £5.00 |
| 316 | NORTH EAST DERBYSHIRE | £5.00 |
| 317 | PETERBOROUGH | £5.00 |
| 318 | SOUTH NORTHANTS | £5.00 |
| 319 | THANET | £5.00 |
| 320 | WEST LINDSEY | £5.00 |
| 321 | STOKE-ON-TRENT UA | £4.95 |
| 322 | BRIDGEND | £4.90 |
| 323 | CHORLEY | 84.90 |
| 324 | FLINTSHIRE | £4.90 |
| 325 | ROSSENDALE | £4.90 |

## TARIFF ONE

councll

\section*{| 196 | BROXBOURNE | £5.60 |
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TARIFF ONE council

| 326 | TELFORD \& WREKIN | $£ 4.90$ |
| :--- | :--- | :---: |
| 327 | WELLINGBOROUGH | $£ 4.90$ |
| 328 | REDDITCH | $£ 4.88$ |
| 329 | ALLERDALE | $£ 4.85$ |
| 330 | ASHFIELD | $£ 4.80$ |
| 331 | CAERPHILLY | $£ 4.80$ |
| 332 | DERBYSHIREDALES | $£ 4.80$ |
| 333 | HAMILTON | $£ 4.80$ |
| 334 | INVERCLYDE | $£ 4.80$ |
| 335 | MANSFIELD | $£ 4.80$ |
| 336 | NORTH AYRSHIRE | $£ 4.80$ |
| 337 | NORTH LANARKSHIRE | $£ 4.80$ |
| 338 | ROCHDALE | $£ 4.80$ |
| 339 | ROTHERHAM | $£ 4.80$ |
| 30 | RUS |  |

## POSITION  TARIFF ONE TWo mLE FARE councll

 £5.4 £5.60 $£ 5.60$ $£ 5.60$ \begin{tabular}{|l|}\hline <br>
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instead the individual vehicle charges an agreed fare prior to the journey


## COLOUR CODE <br> RISE IN 2017 <br> RISE IN 2016 <br> RISE IN 2015 <br> RISE IN 2014 <br> RISE IN 2013 <br> RISE IN 2012 <br> RISE IN 2011 <br> RISE IN 2010 <br> RISE IN 2009 <br> RISE IN 2008 <br> RISE IN 2007 <br> RISE IN 2006 <br> FARE REDUCED NO SET FARE

The Bryan Roland Memoria
NATIONAL HACKNEY FARE LEAGUE TABLE SEPT 2017

