

12 March 2018

LICENSING AND SAFETY COMMITTEE – 21 MARCH 2018

A meeting of the Licensing and Safety Committee will be held at 5.30pm on Wednesday 21 March 2018 in the Council Chamber, Town Hall, Rugby.

Adam Norburn
Executive Director

A G E N D A

PART 1 – PUBLIC BUSINESS

1. Minutes.

To confirm the minutes of the:

Licensing and Safety Committee 4 July 2017;
Licensing Sub-Committee (General) 27 June 2017, 31 July 2017, 5 October 2017, 26 October 2017, 11 January 2018, 30 January 2018, 15 February 2018, 12 March 2018; and
Licensing Sub-Committee (Alcohol and Regulated Entertainment) 31 July 2017.

2. Apologies.

To receive apologies for absence from the meeting.

3. Declarations of Interest.

To receive declarations of –

(a) non-pecuniary interests as defined by the Council's Code of Conduct for Councillors;

(b) pecuniary interests as defined by the Council's Code of Conduct for Councillors; and

(c) notice under Section 106 Local Government Finance Act 1992 – non-payment of Community Charge or Council Tax.

Note: Members are reminded that they should declare the existence and nature of their non-pecuniary interests at the commencement of the meeting (or as soon as the interest becomes apparent). If that interest is a prejudicial interest the Member must withdraw from the room unless one of the exceptions applies.

Membership of Warwickshire County Council or any Parish Council is classed as a non-pecuniary interest under the Code of Conduct. A Member does not need to declare this interest unless the Member chooses to speak on a matter relating to their membership. If the Member does not wish to speak on the matter, the Member may still vote on the matter without making a declaration.

4. Review of Hackney Carriage Fares

PART 2 – EXEMPT INFORMATION

There is no business involving exempt information to be considered.

Any additional papers for this meeting can be accessed here via the website.

The Reports of Officers are attached.

Membership of the Committee: Councillors Cade (Chairman), Allen, Mrs Avis, Brader, Mrs Bragg, Miss Dumbleton, Lowe, Mrs Nash, Mrs Roberts, Mrs Roodhouse, Ms Watson-Merret and Dr Williams.

If you have any general queries with regard to this agenda please contact Linn Ashmore, Democratic Services Officer (01788 533522 or e-mail Linn.Ashmore@rugby.gov.uk). Any specific queries concerning reports should be directed to the listed contact officer.

If you wish to attend the meeting and have any special requirements for access please contact the Democratic Services Officer named above.

AGENDA MANAGEMENT SHEET

Report Title:	Review of Hackney Carriage Fares
Name of Committee:	Licensing and Safety Committee
Date:	21 March 2018
Report Director:	Head of Environment and Public Realm
Portfolio:	Environment and Public Realm
Ward Relevance:	All
Prior Consultation:	All licensed drivers, proprietors and operators and representatives from the Rugby Hackney Owner Driver Association (RHODA)
Contact Officer:	Reba Danson, Principal Licensing Officer
Public or Private:	Public
Corporate Priorities:	Protect the public
Statutory / Policy Background:	The Council is empowered to set tariffs (fares) for hackney carriage fares by virtue of section 65 of the Local Government (Miscellaneous Provisions) Act 1976.
Summary:	<p>The current hackney carriage tariff was approved in 2008. A copy of the current fare chart is attached at Appendix A.</p> <p>In March 2016 the Licensing and Safety Committee considered a report to modify the tariff but resolved to delay reaching a decision until further information was available. The matter has not been reconsidered since March 2016.</p>

Financial Implications:	<ol style="list-style-type: none"> 1) Modifications to the tariffs, including the statutory public notice and consultation, will be met within existing budgets. 2) An increase in the tariff will impact the regular users of hackney carriages in the borough. 3) The re-calibration of taximeters will have a financial impact upon licensed proprietors.
Risk Management Implications:	None
Environmental Implications:	Hackney Carriages are an essential part of the Rugby transport system, however consideration must be given to the effect of a tariff change upon access and affordability of taxis by the public.
Legal Implications:	Hackney fares are regulated by section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and the correct legal process must be adhered to when setting fares.
Equality and Diversity:	There are no equality and diversity implications for this report
Options:	<p>Having considered the contents of the report, the representations from the Hackney Carriage Licensees and any public representations, the Committee may:</p> <ol style="list-style-type: none"> a. adopt the proposed tariff, or b. make modifications/amendments to, and adopt the proposed tariff, or c. adopt an alternative tariff, or d. make no change.
Recommendation:	That, having regard to the information contained within the report and representations presented at the hearing, the Committee resolve to approve the proposed increases to the hackney carriage tariff.
Reasons for Recommendation:	A period of ten years has passed since the last tariff review and a fare increase is appropriate at this time.

Licensing and Safety Committee - 21 March 2018

Review of Hackney Carriage Fares

Report of the Head of Environment and Public Realm

Recommendation:

That, having regard to the information contained within the report and representations presented at the hearing, the Committee resolve to approve the proposed increases to the hackney carriage tariff.

1. Background

- 1.1 The Council is empowered to set tariffs (fares) for hackney carriage fares by virtue of section 65 of the Local Government (Miscellaneous Provisions) Act 1976.
- 1.2 The current tariffs were approved in 2008 and a copy of the current fare chart is attached at **Appendix A**.
- 1.3 Tariff rates vary according to the time of day, the day of the week, and whether or not the journey takes place on extraordinary days like public or bank Holidays.
- 1.4 The purpose of having different fares does not relate to the administrative or tangible aspects of the provision or maintenance of the hackney carriage, cost of petrol, servicing etc. The higher financial reward to the driver reflects the unsociable hour at which the driver makes him/herself available for work, thereby ensuring the provision of hackney carriage transport is available at all times.
- 1.5 Anecdotally, the Council has received feedback from some drivers that they consider an increase in the fare is long overdue and that they would like the Council to increase the fare tariff. However, other driver/operators have expressed the view that they would not support an increase as they feel the cost to the customer would have a negative impact on the number of customers able to afford to continue using hackney carriages.
- 1.6 Therefore, in setting tariffs a balance needs to be struck between the rights of hackney carriage drivers to earn a reasonable living and the rights of the travelling public to be charged a reasonable rate.

2. Consultation

2.1. Questionnaire

The Licensing and Safety Committee last considered a review of the hackney carriage fares in 2016. At the time, the Committee decided that the information and evidence available to them was insufficient to reach a decision, due in part to opposing opinions of licence holders.

- 2.1.1. As mentioned in 1.5 the Council regularly receives conflicting feedback from drivers, some expressing the view that an increase in the fare is long overdue and other driver/operators stating that they feel an increase would have a negative impact on the number of customers able to afford to continue using hackney carriages.
- 2.1.2. Therefore, to ascertain an accurate, and evidenced, understanding of the views of licence-holders, in August 2017 the Council wrote to every licensed driver, proprietor and operator, asking for them to give their opinion directly, and privately, to the Council and enclosing a short questionnaire. A copy of the letter and questionnaire is attached as **Appendix B**.
- 2.1.3. Letters were sent to 305 licence-holders. The date for returning replies was 8 September 2017, allowing a clear calendar month for replies to be returned and 109 replies were received. No replies were received after 9 September 2017.
- 2.1.4. The information received has been converted into a series of visual charts/graphs and a detailed record of individual written responses, attached to this report as **Appendix C**.
- 2.1.5. Not all respondents answered all questions, however a summary of the information received is below:

Q.1 Do you support a review of the current fare tariff? Yes/No

Yes: 100 No: 9

Q.2 What percentage increase would you consider most appropriate?

Percentage Responses	1-5%	6-10%	10-15%	15%+
	7	8	52	30

Q.3 Which parts of the tariff do you suggest need reviewing?

	No. of Responses
Initial starting rate	83
Waiting time	62
Distance	71

Q.4 Do you wish to see the 'extras' charges reviewed/changed? Please comment.

The comments received are provided in **Appendix C**.

Q.5 Any other comment?

The comments received are provided in **Appendix C**.

2.1.6. The information indicates strong support, for a significant increase, specifically focussing on the starting fare and the starting distance.

2.1.7. This is supported by comments indicating that the licence-holders wish to see an increase reflecting the failure of fares to keep up with the increased cost of living since 2008, and the impact of increased traffic congestion in the Rugby Town.

2.1.8. Ten percent of respondents also commented that they supported the removal of extra charges altogether. Extra charges are added to a fare by the use of a button that the driver activates to increase the fare in 10 pence increments, until the total of the extra charges is reached. At the end of the journey when the taximeter is finally 'stopped' the meter automatically adds together the fare accumulated from distance and time and the total of the extras, to display the total amount due.

2.1.9. Respondents stated that if an appropriate fare increase is adopted the extra charges should be considered redundant and could therefore be removed.

2.2. Rugby Hackney Owner Driver Association (RHODA)

The Chairman and Secretary of RHODA met with Council Officers and the Chair and Vice Chair of the Licensing and Safety Committee early in the process of considering the review of the current tariff. Their views, ideas and concerns, were received and have played a significant part. A representative of RHODA expressed concern about the use, and potential for abuse, of the extras button and demonstrated, to the Principal Licensing Officer, a variety of ways that the extras button can be used to artificially, yet discreetly, inflate a fare to charge the customer a higher fare than the journey should cost.

2.2.1. The Sub-Committee is therefore asked to consider requiring the extras button on taximeters programmed with the Rugby Fare Tariff to be disabled to ensure the customer is always charged in accordance with the fare, calculated by

distance and time only. Therefore, in response to the comments of the Chairman of RHODA and the responses from the consultation, the proposed fare provided later in this report shows all extras, other than the soiling charge, the extras removed.

2.3 Other considerations

2.3.1. The proposals were sent to one of the major companies that set and seal taximeters, for comments on the feasibility, or otherwise, of the suggestions.

The only comment was that there would be no issues with resetting meters to a new tariff rate as long as any increase was in multiples of ten pence.

2.3.2. In setting tariffs, a balance needs to be struck between the rights of hackney carriage drivers to earn a living, and the rights of the travelling public to be charged a reasonable rate.

2.3.3. In determining a tariff that strikes this balance, the Council must have regard to all relevant available information, including: licence-holders views, economic financial trends, the price of petrol, the cost of living, as well as considering the tariff in relation to those of neighbouring councils.

3. Monthly Fuel Price Report

The Government produces a monthly fuel price report. According to the fuel price data for 2011 to 2017, after peaking in 2013, petrol and diesel fuel prices gradually fell until 2015. Prices rose again in 2016, but remained well below the previous high price. The average annual fuel costs are shown below, with original documentation provided as **Appendix D**:

Average annual prices of road fuels and petroleum products

		Premium unleaded ⁽³⁾	Diesel
2008		107.59	117.92
2009		98.86	103.86
2010		116.34	118.60
2011		133.27	138.72
2012		135.39	141.83
2013		134.15	140.41
2014		127.50	133.46
2015		111.13	114.90
2016		108.85	110.13
2017		117.41	120.06
2018	So far	120.96	124.44

4. Consumer Prices Index (including Housing) (CPIH)

In terms of the UK economy as a whole, The Office for National Statistics produces a Consumer Prices Index (including Housing) (CPIH), which includes owner/occupiers' housing costs.

In the years since the last hackney carriage fares increase, the CPIH rating peaked in 2011, gradually fell to its lowest in 2015 and, following a steady increase from late 2015, since April 2017 the CPIH has levelled off, ranging between 2.6 and 2.8%.

At December 2017 the current 12 month inflation rate was 2.6%. **Appendix E** shows the original information, which is summarised below:

Office for National Statistics

Consumer Price Inflation (incl. Housing) (CPIH) time series dataset

Period	Value	10.00
2008	3.5	10.35
2009	2.0	10.56
2010	2.5	10.82
2011	3.8	11.23
2012	2.6	11.52
2013	2.3	11.79
2014	1.5	11.90
2015	0.4	11.95
2016	1.0	11.95
2017	2.6	12.26

4.1 The % increases shown in the table above are cumulative. Therefore the cumulative total of the increase from 2008 to 2017, as shown above, is 22.6%.

5. Neighbouring Authorities

Comparison tables of national tariffs are compiled monthly by Private Hire & Taxi Monthly (PHTM). (www.phtm.co.uk) and are available for anyone to view online. The latest report, published in January 2018, shows that, with 1 being highest and 366 being the lowest, Rugby is currently 269th in the country out of a total of 366 Councils.

5.1 A general comparison of Rugby with the surrounding boroughs/districts is provided below. Please refer to the table below showing the starting rate, the 1 mile cost and the 2 mile cost in the licensing areas in the region. A more detailed table showing the hackney carriage tariffs of all surrounding boroughs is provided as **Appendix F**.

Area	Position	Starting Rate	1 mile	2 mile
Nuneaton & Bedworth	32	£3.50	£4.60	£6.75
Coventry	83	£2.80	£4.05	£6.55
Northampton	101	£2.20	£4.20	£6.20
Warwick	152	£3.40	£4.00	£6.00
Rugby (proposed)	TBC	£3.20	£3.80	£5.80
Hinckley and Bosworth	208	£2.60	£3.60	£5.60
Rugby (current)	269	£2.30	£3.60	£5.40
Daventry	318	£1.80	£3.20	£5.20

The proposed starting rate, and cost per mile for the first one and two miles, shown above, would bring Rugby closer in tariff to neighbouring authorities, however, would be a relatively conservative increase and would place Rugby around mid-table in the region.

- 5.2 The feedback from the Hackney Carriage drivers and proprietors clearly showed that the majority requested:
- An increase in the starting distance due to excessive waiting times while available for hire and the high number of relatively short journeys.
 - An increase in the waiting time increment to reflect the increase in traffic and congestion.
 - A removal of extras, in favour of a more substantial starting price.

6. Introduction of Proposed Tariff (Appendix G)

- 6.1 Taking all the above considerations into account, a proposed tariff is provided at **Appendix G** for the Committee to consider.
- 6.2 The Tariff Card is redesigned to ensure that the tariff information is clear, bold, easy to read and easy to understand.
- 6.3 The key considerations of the proposed tariff are:

a) **Tariff 1** would apply from **6am to midnight**

The proposal is to extend the daytime tariff to midnight. Currently the day tariff ends at 6pm, however, for reasons explained below 6pm no longer represents a threshold at which a premium would normally be incurred.

In more general terms, in fulfilling its functions as Licensing Authority and Environmental Protection Service the Council is required to have a definite interpretation of what constitutes the night time.

The Licensing Act 2003 interprets Late Night Refreshment as being licensable from 11pm – 5.00am and, in terms of noise enforcement, events are ordinarily permitted which may cause a reasonable level of noise disturbance up to 11pm.

11pm is universally regarded as the threshold at which the night time begins proper, when the public may expect to enjoy the peace of their homes and not encounter unreasonable disturbances.

Therefore, the proposal to extend the day rate (tariff 1) to include the early and late evening will reflect wider trends and the modern 24 hour lifestyle the UK now enjoys.

Tariff 1 would be:

TARIFF 1 For a hiring daily between 6am and midnight	
First 1232 yards (0.7 mile) or 280 seconds or part thereof.	£3.20
Each subsequent 176 yards or part thereof or 40 seconds waiting time.	£0.20

This means the initial fare of £3.20 will buy the customer either 0.7 of a mile or 280 seconds of time, or any combination thereof.

After the first mile, every subsequent mile would be charged at a rate of £2.00 per mile. This is in keeping with other rates in the region and more widely in the UK.

b) Tariff 2 (time-and-a-half) would apply from midnight to 6.00am.

Currently tariff 2 is simply the addition of 50 pence to the day tariff, and there is no increase to the distance/time charged thereafter. The rate per mile does not increase at any time during a normal 24 hour period, which is significantly out of step with what would ordinarily be considered a night time tariff in other licensing areas around the UK.

The proposal is intended to create a meaningful night time tariff, which would mirror the night time tariffs in neighbouring authorities. The proposal takes into account that the UK economy no longer operates around a 9-5, Monday to Friday, working week/day. In general, we now live in a 24 hr world in which the activities of business and the public are less distinct, spanning both the day and night.

Therefore, the proposed timings would mirror the general economic principle that a 'night shift', which attracts an increased hourly rate, generally commences around 10-11pm and ends at 6am.

Tariff 2 is proposed as:

TARIFF 2 For a hiring daily between midnight and 6am	
For a hiring between midnight and 6am and Public Holidays (except Christmas Day, Boxing Day and New Years' Day).	
First 1232 yards (0.7 mile) or 280 seconds or part thereof	£4.80

Each subsequent 117.3 yards of part thereof or 27 seconds waiting time.	£0.20
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This is where the new tariff presents the greatest increase, however, due to the fact that the current night time tariff is disproportionately insufficient, the percentage increase appears very high.

Tariff 2 Applicable Hours (midnight to 6am)

Originally the proposal was to commence Tariff 2 at 11pm, however, during the consultation, the licensed drivers, owner-drivers and operators, including the Chairman and Secretary of RHODA, were consulted about the possible ways of mitigating the impact of the increase of tariff 2.

Recognising the impact of the increase, the Chairman of RHODA suggested moving the hour that tariff 2 applies to commence at midnight instead of 11pm. All except one of the other persons present were in agreement with this suggestion.

At a second consultation meeting, attended by other licensed drivers and operators, the views again were in support of the Chairman's recommendation.

The Secretary of RHODA suggested that the night time tariff should commence earlier, around 8-9pm.

Tariff 2 Distance/Time Increment

A further measure that is proposed to mitigate the impact of the increase to the tariff 2 rate is to retain the distance/time increment so it is charged in units of 20 pence.

While the cost would still be £3.00 per mile (1.5 x the day rate), the increment of 20 pence would be more acceptable than the price increments increasing to units of 30 pence.

This is achieved by reducing the distance from 176 yards to 117.3 yards and reducing the time from 40 seconds to 27 seconds for each charge of 20 pence, as shown below and also shown on the proposed tariff card in detail on **Appendix G**.

<i>Each subsequent 117.3 yards of part thereof or 27 seconds waiting time.</i>	£0.20
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- c) **Tariff 3** (ordinarily known as double-time) would apply from **6pm on 24 December to 6am on 27 December** and from **6pm on 31 December until 6am on 2 January** to remunerate the driver appropriately for working on special annual holidays.

TARIFF 3 For a hiring Christmas Day, Boxing Day or New Years' Day.	£6.40
First 1232 yards (0.7 mile) or 280 seconds or part thereof	
Each subsequent 176 yards or part thereof or 40 seconds waiting time	£0.40

This is largely in keeping with the current Rugby tariff structure of 2 x the day rate.

d) **Proposed Starting Rate**

Initial responses to the consultation showed a strong preference among some licence-holders for the starting rate to be increased to a minimum fee of £5.00 for the current distance of 543 yards.

The Chairman of RHODA expressed support for a £5 starting price and emphasised that the increase in the legal minimum wage had placed a disproportionate pressure on private hire operators, which is not provided for in the current Hackney Carriage Tariff.

Other respondents opposed a raise, suggesting that an increase would be more than the public could afford and would lead to current customers finding alternative means of transport.

During further consultations, a consensus was achieved and the overwhelming majority of those consulted recognised that the proposed tariff satisfies many of the requirements identified in the consultation.

Taking into account the views expressed above and the responses to the consultation, an increase to the starting rate is proposed and could be achieved in two ways.

The proposed starting fare of £3.20 for the first 1232 yards/0.7 mile of a journey represents an increase of 9% over the initial mile of a journey (going from £3.60 to £3.80).

However, the proposed starting distance is 0.7 mile (1232 yards), increased from 543 yards. Again, the starting distance increase brings Rugby in line with many of the other licensing authorities in the region. A map showing the increase from 543 yards to 1232 yards is provided as **Appendix H**.

The feedback from respondents indicated that they wished to see an increase in the remuneration for short journeys. Under the proposed tariff

the guaranteed minimum fare to the driver would be a minimum of £3.80 per journey.

e) **Waiting time**

Waiting time is proposed to change from 10p per 36 seconds to 20p per 40secs, thereby increasing the cost per full 5 minutes of waiting time from 83p to £1.50. This proposed change reflects the request that the new tariff takes into account the increased congestion and traffic in the town.

f) **Distance increments**

The proposed tariff suggests that distance increments are adjusted from 10p per 99 yards, to 20p per 176 yards or one tenth of a mile. This represents an increase from £1.80 to £2.00 per mile, after the first mile.

Representatives of RHODA, the Chairman and Secretary, were consulted in respect of the most appropriate increment value; 10 pence or 20 pence increments. The Secretary expressed a strong preference for keeping the increment value at the current level of 10 pence, which would mean a 10 pence increase every 88 yards, however, the Chairman did not consider the 10 pence to be essential and was open to increasing it to 20p.

Several regular users of licensed hackney carriages were consulted about the options of the tariff increasing 10p every 88 yards or 20p every 176 yards. They expressed a strong concern about the anxiety caused by seeing the meter fare increasing at an such an alarming rate (10 pence per 88 yards) and expressed a preference for the slower rate of increase (20p per 175 yards). While they appreciated the cost remained the same, in each case they felt that seeing the price increasing every 88 yards would be psychologically stressful.

As the increment is paid in advance, moving to a 20p increment would also favour the driver in respect of any incomplete parts of the journey as the final 20p is charged irrespective of whether the final 176 yards or 40 seconds is completed.

It should also be noted that the majority of Rugby's neighbouring authorities' tariffs operate with a 20 pence increment, so this would be in line with general policies in the region.

g) **Extras**

As mentioned earlier in the report, a representative of RHODA expressed concern about the use, and potential for abuse, of the extras button and demonstrated, to the Principal Licensing Officer, a variety of ways that the extras button can be used to artificially, yet discreetly, inflate a fare to charge the customer a higher fare than the journey should cost.

As mentioned earlier, extra charges do not feature in the proposed tariff.

7. Options

- 7.1 Having considered the contents of the report, the representations from the Hackney Carriage Licensees and any public representations, the Committee may:
- a. adopt the proposed tariff, or
 - b. make modifications/amendments to, and adopt the proposed tariff, or
 - c. adopt an alternative tariff, or
 - d. make no change.
- 7.2 There is always an option to leave the tariffs at the current level, however, the number of respondents to the Council's questionnaire and data from national indices provide strong support for an increase.

8. Financial implications

- 8.1 Modifications to the tariffs, including the statutory public notice and consultation will be met within existing budgets.

9. Other considerations

- 9.1 Tariff rates are the **maximum that can be charged** for a journey. Drivers have the option to charge less than the metered fare.
- 9.2 The law requires that:
- a. A licensed hackney carriage must be fitted with a taxi meter;
 - b. The taxi meter must be programmed with the approved fare, set by the licensing authority;
 - c. The taxi meter must be sealed so as to ensure it is tamper-proof;
 - d. The taxi meter must be turned on at the beginning of a journey and must be stopped at the end of the journey and
 - e. The maximum fee that can be charged is that shown on the face of the meter.

So long as the above requirements are all met, the driver may, if he/she wishes, charge less than the metered fare. The purpose of the meter being activated is to ensure the customer can see that they are not being over-charged.

- 9.3 The Council has a duty to advertise any variation in fares and publish a date by which any objections must be received.

10. Timetable for implementation

- 10.1 The 1976 Act requires any proposed increase to be advertised in a minimum of one local paper and the public notice must list the expiry date of the consultation period, which must be a minimum of fourteen days from the date of publication.

A copy of the Notice must also be displayed on Council premises.

- 10.2 As the proposed tariff increase will be the first for 10 years, the Council commits to making use every means available to inform the public, as widely as possible, of the increase, e.g. press release, Rugby Council website, public notices on/near to the designated hackney carriage ranks etc.

The Principal Licensing Officer and Communications Manager will liaise to ensure a comprehensive consultation.

- 10.3. With this in mind, if no objections were to be received, the earliest implementation date would be around 27 April 2018. This would depend upon newspaper publication days and the availability of taximeter fitters/programmers.

- 10.4 Should objections be received then consideration of those objections, prior to any implementation, would delay the implementation until the report could be re-considered, in light of representations, by the Licensing and Safety Committee at its next scheduled meeting.

11. Background papers

- Town Police Clauses Act 1847
- Local Government Miscellaneous Provisions Act 1976
- Rugby Council Taxi Licensing Policy
- Appendices as listed.

Appendices:

Appendix A	Current Tariff Chart
Appendix B	Consultation Questionnaire
Appendix C	Responses to Consultation
Appendix D	ONS Fuel price costs year on year
Appendix E	ONS CPIH Government Statistics
Appendix F	Regional Hackney Tariff Comparison Tables
Appendix G	Proposed Tariff Fare Card and Tariff Analysis
Appendix H	Map of comparative starting distances

Name of Meeting: Licensing and Safety Committee

Date of Meeting: 21 March 2018

Subject Matter:

Report to consider whether to amend the current Hackney Carriage Tariff.

Originating Department: Environment and Public Realm

List of Background Papers

Document No.	Date	Description of Document	Officer's Ref	File Ref
		Section 58 of the Town Police Clauses Act 1847		
		Section 65 of the Local Government Miscellaneous Provisions Act 1976		
		Rugby Council Taxi Licensing Policy		

TARIFF 3 For a hiring Christmas Day, Boxing Day or New Years' Day.	£6.40
First 1232 yards (0.7 mile) or 280 seconds or part thereof	
Each subsequent 176 yards or part thereof or 40 seconds waiting time	£0.40

This is largely in keeping with the current Rugby tariff structure of 2 x the day rate.

d) **Proposed Starting Rate**

Initial responses to the consultation showed a strong preference among some licence-holders for the starting rate to be increased to a minimum fee of £5.00 for the current distance of 543 yards.

The Chairman of RHODA expressed support for a £5 starting price and emphasised that the increase in the legal minimum wage had placed a disproportionate pressure on private hire operators, which is not provided for in the current Hackney Carriage Tariff.

Other respondents opposed a raise, suggesting that an increase would be more than the public could afford and would lead to current customers finding alternative means of transport.

During further consultations, a consensus was achieved and the overwhelming majority of those consulted recognised that the proposed tariff satisfies many of the requirements identified in the consultation.

Taking into account the views expressed above and the responses to the consultation, an increase to the starting rate is proposed and could be achieved in two ways.

The proposed starting fare of £3.20 for the first 1232 yards/0.7 mile of a journey represents an increase of 9% over the initial mile of a journey (going from £3.60 to £3.80).

However, the proposed starting distance is 0.7 mile (1232 yards), increased from 543 yards. Again, the starting distance increase brings Rugby in line with many of the other licensing authorities in the region. A map showing the increase from 543 yards to 1232 yards is provided as **Appendix H**.

The feedback from respondents indicated that they wished to see an increase in the remuneration for short journeys. Under the proposed tariff

the guaranteed minimum fare to the driver would be a minimum of £3.80 per journey.

e) **Waiting time**

Waiting time is proposed to change from 10p per 36 seconds to 20p per 40secs, thereby increasing the cost per full 5 minutes of waiting time from 83p to £1.50. This proposed change reflects the request that the new tariff takes into account the increased congestion and traffic in the town.

f) **Distance increments**

The proposed tariff suggests that distance increments are adjusted from 10p per 99 yards, to 20p per 176 yards or one tenth of a mile. This represents an increase from £1.80 to £2.00 per mile, after the first mile.

Representatives of RHODA, the Chairman and Secretary, were consulted in respect of the most appropriate increment value; 10 pence or 20 pence increments. The Secretary expressed a strong preference for keeping the increment value at the current level of 10 pence, which would mean a 10 pence increase every 88 yards, however, the Chairman did not consider the 10 pence to be essential and was open to increasing it to 20p.

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As the increment is paid in advance, moving to a 20p increment would also favour the driver in respect of any incomplete parts of the journey as the final 20p is charged irrespective of whether the final 176 yards or 40 seconds is completed.

It should also be noted that the majority of Rugby's neighbouring authorities' tariffs operate with a 20 pence increment, so this would be in line with general policies in the region.

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8. Financial implications

- 8.1 Modifications to the tariffs, including the statutory public notice and consultation will be met within existing budgets.

9. Other considerations

- 9.1 Tariff rates are the **maximum that can be charged** for a journey. Drivers have the option to charge less than the metered fare.
- 9.2 The law requires that:
- a. A licensed hackney carriage must be fitted with a taxi meter;
 - b. The taxi meter must be programmed with the approved fare, set by the licensing authority;
 - c. The taxi meter must be sealed so as to ensure it is tamper-proof;
 - d. The taxi meter must be turned on at the beginning of a journey and must be stopped at the end of the journey and
 - e. The maximum fee that can be charged is that shown on the face of the meter.

So long as the above requirements are all met, the driver may, if he/she wishes, charge less than the metered fare. The purpose of the meter being activated is to ensure the customer can see that they are not being over-charged.

- 9.3 The Council has a duty to advertise any variation in fares and publish a date by which any objections must be received.

10. Timetable for implementation

- 10.1 The 1976 Act requires any proposed increase to be advertised in a minimum of one local paper and the public notice must list the expiry date of the consultation period, which must be a minimum of fourteen days from the date of publication.

A copy of the Notice must also be displayed on Council premises.

- 10.2 As the proposed tariff increase will be the first for 10 years, the Council commits to making use every means available to inform the public, as widely as possible, of the increase, e.g. press release, Rugby Council website, public notices on/near to the designated hackney carriage ranks etc.

The Principal Licensing Officer and Communications Manager will liaise to ensure a comprehensive consultation.

- 10.3. With this in mind, if no objections were to be received, the earliest implementation date would be around 27 April 2018. This would depend upon newspaper publication days and the availability of taximeter fitters/programmers.

- 10.4 Should objections be received then consideration of those objections, prior to any implementation, would delay the implementation until the report could be re-considered, in light of representations, by the Licensing and Safety Committee at its next scheduled meeting.

11. Background papers

- Town Police Clauses Act 1847
- Local Government Miscellaneous Provisions Act 1976
- Rugby Council Taxi Licensing Policy
- Appendices as listed.

Appendices:

Appendix A	Current Tariff Chart
Appendix B	Consultation Questionnaire
Appendix C	Responses to Consultation
Appendix D	ONS Fuel price costs year on year
Appendix E	ONS CPIH Government Statistics
Appendix F	Regional Hackney Tariff Comparison Tables
Appendix G	Proposed Tariff Fare Card and Tariff Analysis
Appendix H	Map of comparative starting distances

Name of Meeting: Licensing and Safety Committee

Date of Meeting: 21 March 2018

Subject Matter:

Report to consider whether to amend the current Hackney Carriage Tariff.

Originating Department: Environment and Public Realm

List of Background Papers

Document No.	Date	Description of Document	Officer's Ref	File Ref
		Section 58 of the Town Police Clauses Act 1847		
		Section 65 of the Local Government Miscellaneous Provisions Act 1976		
		Rugby Council Taxi Licensing Policy		

Current Tariff Card

HACKNEY CARRIAGE FARES

The proprietor or driver of a hackney carriage shall be entitled to demand and take for the hiring of the carriage the rate of fare prescribed by the following table, the rate of fare being calculated by distance unless the hirer expresses at the commencement of the hiring his desire to engage by time.

Provided always that where a hackney carriage furnished with a taxi meter shall be hired by distance, (the proprietor or driver thereof shall not be entitled to demand and take a fare greater than that recorded on the face of the taxi-meter, save for any extra charges authorised by the following table which it may not be possible to record on the face of this taxi-meter

Discounts on the minimum fare may be given. The authorised maximum fares for distance are fully explained below.

The maximum rate of fare indicated opposite includes the conveyance of reasonable quantity of hand luggage.

RANK HIRING - the meter should read ZERO/FOR HIRE when you enter the vehicle, the driver will then switch the meter on and this will read £2.30 for which you will travel 543 yards (496 metres).

TELEPHONE HIRING - if you telephone for a Hackney Carriage the proprietor or driver is not permitted to charge you a booking fee or unoccupied running fee. The meter will be 496 metres).

**In case of complaint
Tel: Rugby (01788) 533729**

Please note Hackney Carriage Number and Driver Licence Number

	Fare Indicated On taxi-meter
If the distance does not exceed 543 yards (496 metres) for the whole distance	£2.30
For each subsequent 99yards (90 metres) or part thereof	10p
For each period of 36 seconds or uncompleted part thereof	10p
CHRISTMAS & NEW YEAR SURCHARGE	
From 6.00am until 6.00pm Christmas Eve & New Years Eve	50p
From 6.00pm Christmas Eve until midnight	50%
For the whole of Christmas Day until 6.00am the following day	100%
From 6.00am Boxing Day until 6.00am the following day	50%
From 6.00pm New Years Eve until midnight	50%
For the whole of New Years Day until 6.00am the following day	100%
All other Bank Holidays until 6.00am the following day the fare charges increase by	50p

EXTRA CHARGES	
For hiring between 6pm and 6am	50p
For the whole of Sunday	50p
For each person in excess of one (two children over 3 years and under 12 years to be counted as one person)	10p
Children 3 years of age and under	Free of Charge
For each dog accompanying a passenger (guide dogs exempted)	20p
For each bulky item of any other description carried inside or outside the carriage	20p
Disabled persons chair	Free of Charge
Soiling	£40

Licensing and Safety Committee – 21 March 2018

Consultation Letter

Name	Please ask for	Reba Danson
Address	Direct Line	(01788) 533884
	Fax	(01788) 533866
	E-mail Address	licensing@rugby.gov.uk
	DX	DX 11681 Rugby
	Our ref	RD/SN/NV
	Date	7 August

Dear Name,

Review of Rugby Hackney Carriage Fare Tariff

The Council is preparing to conduct a full review of the hackney carriage fare tariff.

The review must consider all relevant factors; the local economy, the needs of the public, and of course the opinions of licensed drivers and owners, who depend upon the taxi trade for their livelihoods.

The Council is therefore committed to two things:

- a) providing an opportunity for every licensed driver to offer their views relating to a proposed review and
- b) giving careful consideration to every view received.

Information provided must be relevant, so to assist you with providing your view, a short questionnaire is enclosed and to ensure the maximum number of responses, a pre-paid envelope is enclosed for the return of the enclosed questionnaire.

I would be grateful if you could please complete and return the questionnaire by the deadline of 8 September 2017. On receipt of the information, the Council will take all responses in to consideration and develop a tariff proposal.

The Council will then continue to liaise with licensed drivers and ask for feedback on a proposal prior to it being considered by the Licensing and Safety Committee

The Council values your opinion and your taking part in the review process is appreciated.

If you would prefer to reply by email, please email your response to licensing@rugby.gov.uk.

Yours sincerely



Reba Danson
Principal Licensing Officer

**Review of Rugby Hackney Carriage Fare Tariff
Consultation Questionnaire**

Name:

Licence Number:

1. Do you support a review of the hackney carriage fare tariff? (If answering no, please go to question 5) Yes No

2. What percentage increase would you consider most appropriate (please tick)?

1-5% 6-10% 10-15% 15%+

3. Which parts of the tariff do you consider suggest need reviewing?

- Initial starting rate increase
- Waiting time cost increase
- Distance cost increase

4. Do you wish to see the 'extras' charges reviewed/changed? Please comment:

.....
.....
.....

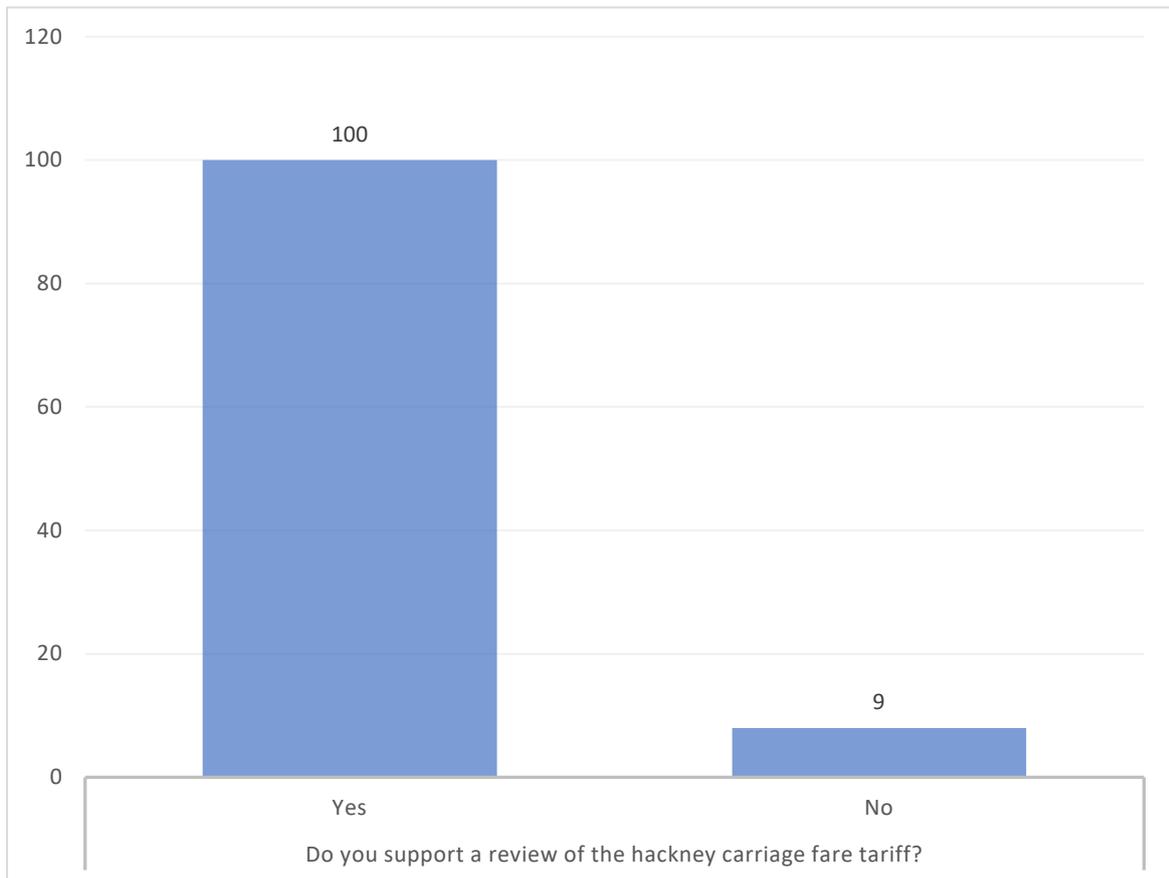
5. Any other comment – please continue overleaf or on a separate sheet if necessary:
(If you are opposed to an increase, please explain the reason here):

.....
.....
.....
.....

Licensing and Safety Committee - 21 March 2018
Responses to Full Consultation

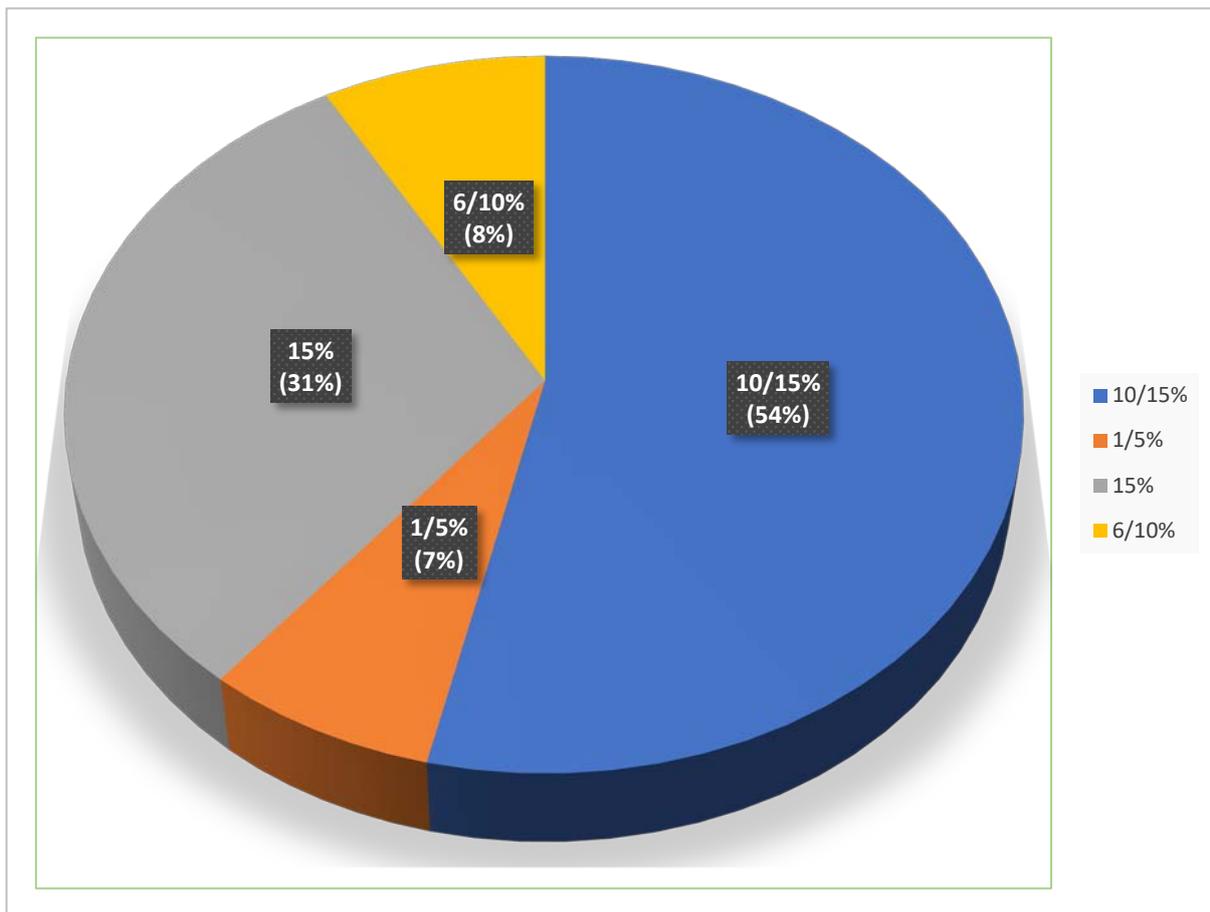
Q.1 Do you support a review of the hackney carriage fare tariff?

Yes	100
No	9



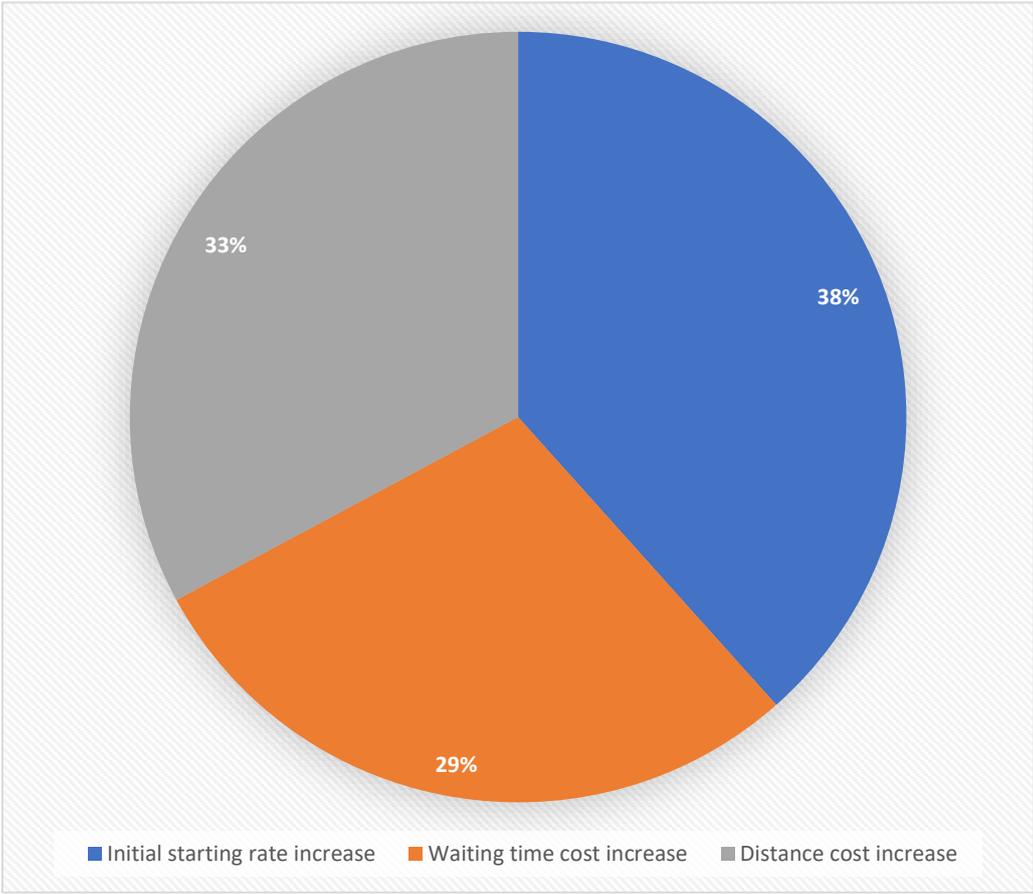
Q.2 Which percentage increase would you consider appropriate?

1-5%	7
6-10%	8
10-15%	52
15%+	30



Q.3 Which parts of the tariff do you consider need reviewing?

Initial starting rate increase	83
Waiting time cost increase	62
Distance cost increase	71



Q.4 Do you wish to see the 'extras' charges reviewed/changed?

Twenty respondents answered "No". They did not want the extras changed or reviewed.

- Review – yes – is long overdue.
- Yes, waiting time should be increased too.

12 respondents answered no, if the tariff is increased:

- Not if waiting time and increase is sufficient
- If rates adjusted to match nearby Council's then extras not needed
- No extras charges please.
- Remove extras.
- No extras should not be charged
- Do away with the extras.
- Yes, need reviewing x 4
- No, waiting time only
- Extras are already enough as they are now.

10 respondents requested removing extras altogether:

- Abolish extras x 2
- Should be abolished
- Do not wish to see extras charges return as it leads to overcharging by some drivers.
- Extras need to be removed x 4
- Wipe off extras

One answered:

- Not used

8 responded that if the tariff is increased appropriately the extras would not need to be increased:

- Remove extras if the tariff increases.
- If starting rate put up to £4 extras don't need increasing.
- Starting rate should be £5 x 4
- Do what is best for the customer
- Not necessary to review if the fare is increased.

Four responded that extras should be increased:

- Need to be increased
- Increase – yes, why not extras – the cost of living is increasing so why not? X 2
- Reviewed please – depends upon luggage load

Q.5 Any other comment:

- Would like a taxi rank at Elliott's Field or Junction One. X 2
- Currently earnings don't even reach minimum wage level. I have a family to support and it's difficult.
- The increase needs to be significant as there has been no increase since 2009. Needs to be reviewed annually.
- After midnight and 1 mile journeys minimum of £5.x 2
- Need an increase from 6pm to 6am (night rate).
- Fuel, cost of living, insurance, inflation, vehicle costs – rise is long overdue. X 4
- Long overdue – needs reviewing annually. X 2
- Fuel, cost of living, insurance and vehicle costs – 15% is reasonable – a rise is long overdue.//
- £1.00 minimum increase, also from midnight to 6am.
- Need an increase from midnight to 6am - night time rate.
- With stringent vehicle requirements is very hard to make a living.
- It's time to stop issuing licences – there's not room for any more taxis. X 2
- Rugby is by far the cheapest of the neighbouring authorities. Needs to be brought in line with neighbours.
- Increase in tariff will compensate drivers for the reduction in work due to there being too many taxis.
- Just increase the starting price and the rate from 6am to 6pm.
- Current prices are ok – an increase will prevent people using taxis. X 4
- Initial starting rate needs to be increased and after 6pm and Sunday. X 2
- Just increase the initial starting rate. X 2
- Increase starting rate and made distance £2.00 per mile.
- Trade are fighting for jobs now. A taxi is a luxury - the passengers can only afford so much. X 2
- Need a dress code.

Monthly and annual prices of road fuels and petroleum products

Appendix D

Weekly Prices time series		
	Price p/litre	
Date	ULSP	ULSD
07/01/2008	103.37	108.29
04/02/2008	104.03	108.99
03/03/2008	105.24	110.90
07/04/2008	107.24	115.47
05/05/2008	110.30	120.37
02/06/2008	116.03	128.82
07/07/2008	119.28	132.55
04/08/2008	115.06	128.19
01/09/2008	112.20	123.89
06/10/2008	109.45	121.14
03/11/2008	97.40	109.87
01/12/2008	91.47	106.56
05/01/2009	85.42	97.57
02/02/2009	88.16	99.82
02/03/2009	90.28	100.64
06/04/2009	93.72	102.14
04/05/2009	95.60	102.80
01/06/2009	99.39	103.55
06/07/2009	103.57	105.11
03/08/2009	102.36	103.20
07/09/2009	106.85	107.30
05/10/2009	104.87	105.85
02/11/2009	107.43	108.51
07/12/2009	108.64	109.87
04/01/2010	109.34	111.08
01/02/2010	111.91	113.75
01/03/2010	112.42	113.41
05/04/2010	119.29	120.09
03/05/2010	121.18	122.68
07/06/2010	118.20	120.40
05/07/2010	117.91	120.44
02/08/2010	116.51	119.03
06/09/2010	114.59	117.09
04/10/2010	116.01	118.97
01/11/2010	118.18	121.66
06/12/2010	120.54	124.62
03/01/2011	124.85	129.11
07/02/2011	128.64	133.47
07/03/2011	131.28	136.90
04/04/2011	132.81	139.46
02/05/2011	136.29	142.53

Weekly Prices time series		
	Price p/litre	
Date	ULSP	ULSD
06/06/2011	135.62	139.58
04/07/2011	133.43	137.70
01/08/2011	136.07	140.55
05/09/2011	134.62	138.96
03/10/2011	135.02	139.77
07/11/2011	134.41	140.42
05/12/2011	132.78	140.99
02/01/2012	132.40	140.84
06/02/2012	134.25	142.24
05/03/2012	137.30	144.71
02/04/2012	140.99	147.68
07/05/2012	140.14	146.40
04/06/2012	134.06	139.96
02/07/2012	130.50	135.91
06/08/2012	133.39	138.79
03/09/2012	138.03	142.87
01/10/2012	138.43	143.28
05/11/2012	136.43	142.75
03/12/2012	133.05	140.91
07/01/2013	131.86	139.75
04/02/2013	134.38	141.91
04/03/2013	139.47	146.34
01/04/2013	137.30	143.51
06/05/2013	133.42	138.54
03/06/2013	134.04	139.17
01/07/2013	133.44	138.51
05/08/2013	137.02	141.67
02/09/2013	137.14	142.09
07/10/2013	131.62	138.83
04/11/2013	129.92	137.51
02/12/2013	130.25	137.90
06/01/2014	130.26	138.11
03/02/2014	128.85	136.84
03/03/2014	129.36	137.15
07/04/2014	128.71	136.01
05/05/2014	129.27	136.16
02/06/2014	129.63	136.38
07/07/2014	131.10	136.22
04/08/2014	129.63	134.31
01/09/2014	128.01	132.77
29/09/2014	128.59	133.23

Weekly Prices time series		
	Price p/litre	
Date	ULSP	ULSD
06/10/2014	126.78	131.43
03/11/2014	123.94	128.56
01/12/2014	121.18	126.11
05/01/2015	111.06	117.93
02/02/2015	106.04	113.61
02/03/2015	109.20	116.64
06/04/2015	112.37	119.09
04/05/2015	114.27	120.00
01/06/2015	116.13	121.30
06/07/2015	116.34	120.76
03/08/2015	116.12	115.17
07/09/2015	110.90	109.78
05/10/2015	108.94	110.57
02/11/2015	107.21	110.14
07/12/2015	106.75	109.92
04/01/2016	102.00	106.32
01/02/2016	101.36	100.84
07/03/2016	101.46	101.67
04/04/2016	104.51	105.32
02/05/2016	107.82	108.58
06/06/2016	110.40	111.43
04/07/2016	111.65	112.86
01/08/2016	111.05	112.43
05/09/2016	110.97	113.10
03/10/2016	111.65	113.71
07/11/2016	116.56	119.03
05/12/2016	113.66	116.75
02/01/2017	117.00	120.03
06/02/2017	120.18	123.25
06/03/2017	120.02	122.90
03/04/2017	116.93	119.92
01/05/2017	118.08	120.78
05/06/2017	115.82	117.95
03/07/2017	113.74	115.63
07/08/2017	114.78	116.64
04/09/2017	116.95	118.77
02/10/2017	118.13	120.37
06/11/2017	117.57	121.27
04/12/2017	119.75	123.21
01/01/2018	120.19	123.51
05/02/2018	121.73	125.36

Office for National Statistics - CPIH Statistics



Language: English (EN)

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Home > Economy > Inflation and price indices > CPIH ANNUAL RATE 00: ALL ITEMS 2015=100

Time series:
CPIH ANNUAL RATE 00: ALL ITEMS 2015=100

Source dataset: Consumer Price Inflation time series dataset (MM23)

Contact: James Tucker	Release date: 13 February 2018 View previous versions	Next release: 20 March 2018	Series ID: L550 What's this? Units: %
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Show data as: **Table** | Chart

Frequency: **Year** | Month | Quarter

Time period: **All** | Last 10 years | Last 5 years | Custom

Table

Period	Value
2006	2.5
2007	2.4
2008	3.5
2009	2.0
2010	2.5
2011	3.8
2012	2.6
2013	2.3
2014	1.5
2015	0.4
2016	1.0
2017	2.6

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Download options: **Full unfiltered time series** | Filtered time series

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Licensing and Safety Committee - 21 March 2018

Regional Tariff Comparison Tables

	-----												Most expensive	
Position in UK Table	318		269		209		101		84		41		32	
	Daventry		Rugby		Hinckley & Bosworth		Northants		Coventry		Lutterworth (Harborough Dist)		Nuneaton	
Starting Fare	1.80		2.30		2.60		2.20		2.80		3.00		3.50	
Initial Distance	4/10 mile time equivalent not specified		543 yds or 3 mins 18 secs		½ mile (880 yds) time equivalent not specified		158 yards time equivalent not specified		6/10 mile (1056 yds) or 4 min 30 secs		660 yds time equivalent not specified		½ mile (880 yds) or 4 mins 21 secs	
Increment price	20p		10p		20p		20p		25p		11p		25p	
Increment distance	176 yds		99yds		176 yds		176 yds		176 yds		110 yds		202 yds	
Cost per mile	2.00		1.80		2.00		2.00		2.50		2.08		2.18	
Increment time	80 secs		36 secs		60 secs		30 secs		48 secs		20 secs		60 secs	
MPH time activates	Below 8-9 mph		Below 5.4 mph		Below 8-9mph		Below 8-9 mph		Below 8 mph		Below 8 mph		Below 8 mph	
Time only per hour	£9.00		£10.00		£12.00		£24.00		£18.75		£19.80		£15.00	
Day Tariff	07:00 – 23:00		06.00 – 18.00		06:00 – 22.30		06.00 – 23.00		6.00 – 22.00		07:00 – 23.00		06:00 – 00.00	
Night Tariff	23:00 – 07:00		18.00 – 06.00		22.30 – 06:00		23.00 – 06.00		22.00 – 06.00		23:00 – 07.00		00.00 – 06.00	
Distance Comparison	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
1 mile	3.20	4.30	3.60	4.10	3.60	5.40	4.20	5.40	4.05	4.85	4.10	5.70	3.80	6.30
2 miles	5.20	7.30	4.10	5.90	5.60	8.40	6.20	7.40	6.55	7.35	5.86	8.42	6.70	9.30
3 miles	7.20	10.30	5.40	7.70	7.60	11.40	8.20	9.40	9.05	9.80	7.62	11.14	8.95	12.40
5 miles	11.20	16.30	10.80	11.30	11.60	17.40	12.20	13.40	14.05	14.85	11.14	16.58	13.30	18.50
7 miles	15.20	22.30	14.40	14.90	15.60	23.40	16.20	17.40	19.05	19.85	14.66	22.02	17.65	24.60
10 miles	21.20	31.30	19.80	20.30	21.60	32.40	22.20	23.40	26.55	27.35	19.94	30.18	24.20	33.70

Miles/Yards

0.1m	0.2m	0.3m	0.4m	0.5m	0.6m	0.7m	0.8m	0.9m	1.00m
176 yds	352 yds	528 yds	704yds	880 yds	1056yds	1232yds	1408yds	1584yds	1760yds

Proposed Tariff Card

TARIFF 1 For a hiring daily between 6am and midnight	£3.20
First 1232 yards (0.7 mile) or 280 seconds or part thereof.	
Each subsequent 176 yards or part thereof or 40 seconds waiting time.	£0.20
TARIFF 2 For a hiring daily between midnight and 6am	
For a hiring between midnight and 6am and Public Holidays (except Christmas Day, Boxing Day and New Years' Day).	
First 1232 yards (0.7 mile) or 280 seconds or part thereof	£4.80
Each subsequent 117.3 yards of part thereof or 27 seconds waiting time	£0.20
TARIFF 3 For a hiring Christmas Day, Boxing Day or New Years' Day.	£6.40
First 1232 yards (0.7 mile) or 280 seconds or part thereof	
Each subsequent 176 yards or part thereof or 40 seconds waiting time	£0.40
A soiling charge, if soiled by the action of a passenger, to cover the loss of income due to the vehicle being cleaned	£100

Current Rugby Tariff Guide – miles

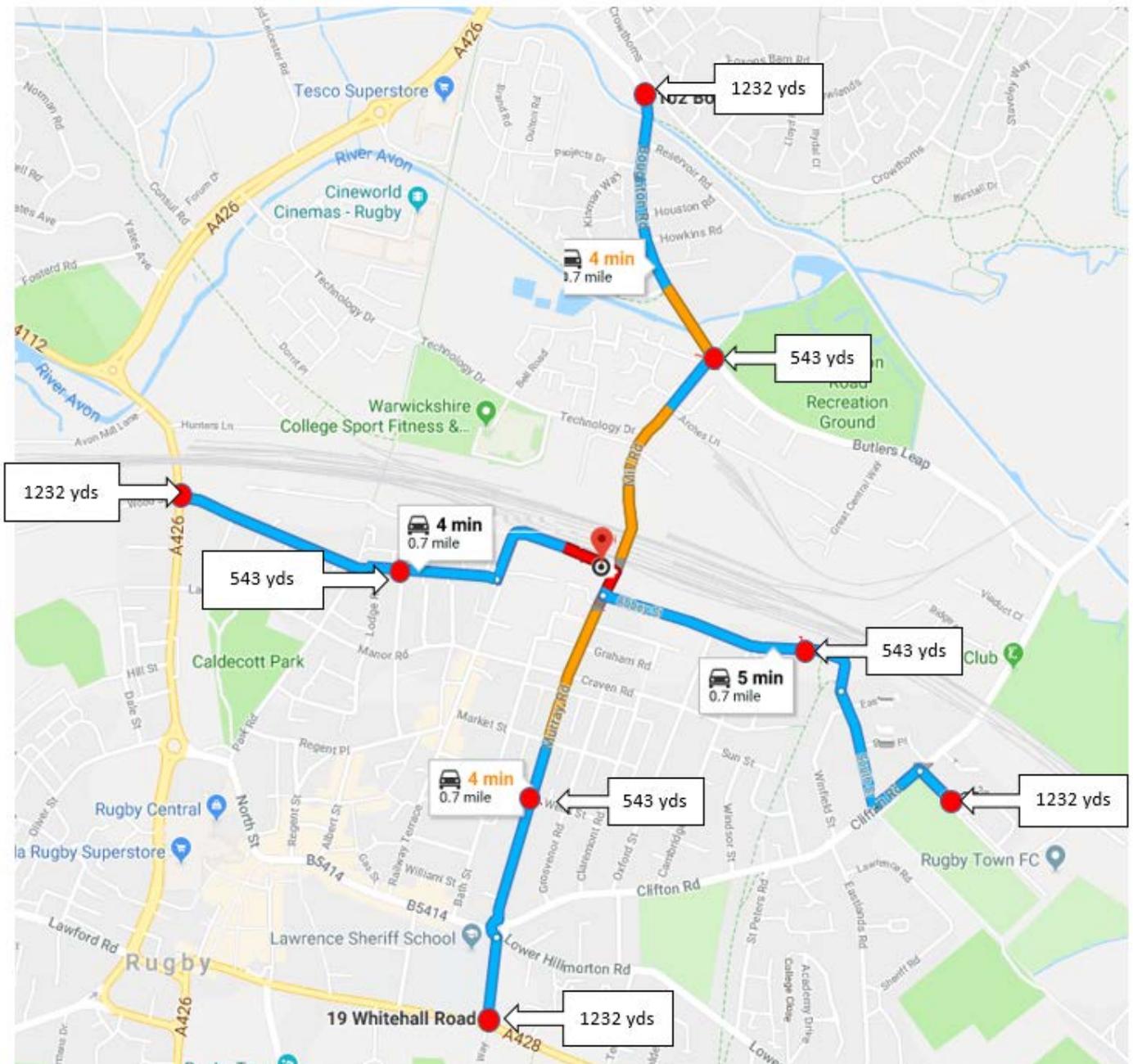
	£ and pence / Miles				
	1	2	3	5	10
Tariff 1	3.60	5.40	7.20	10.80	19.80
Tariff 2	4.10	5.90	7.70	11.30	20.30
Tariff 3	7.20	10.80	14.40	21.60	39.60

Proposed Tariff Guide – miles

	£ and pence / Miles				
	1	2	3	5	10
Tariff 1	3.80	5.80	7.80	11.80	21.80
Tariff 2	5.70	8.70	11.70	17.70	32.70
Tariff 3	7.60	11.60	15.60	23.60	43.60

	Representing % Increase				
	1	2	3	5	10
Tariff 1	8.57	9.43	9.86	10.28	10.65
Tariff 2	39.02	47.46	51.95	56.64	61.08
Tariff 3	5.56	7.41	8.33	9.26	10.10

Licensing and Safety Committee - 21 March 2018
Map of initial starting distances



543 yards is the current starting distance.

1232 yards (0.7 mile) is the proposed new starting distance.

The measurements shown are from the Rugby Railway Station.