

**RUSHMOOR BOROUGH COUNCIL
RECORD OF EXECUTIVE DECISION**



Decision taken by individual Cabinet member/officer (delete as appropriate)

(All sections must be completed (mark "N/A" as applicable))

DECISION MAKER *(Name and designation)*

Cllr Christine Guinness – Pride in Place / Neighbourhood Services Portfolio Holder

DECISION AND THE REASON(S) FOR IT

To commence public consultation on the recommended scheme of fares. Where no representations are received the revised scheme of fares is approved to be implemented from 1st September 2026.

In respect of the fuel surcharge if this applies at any stage, the Council should post on social media to make residents aware, so that they understand why an additional charge is being added and that this is authorised.

Where representations are received, these will be considered by me as Portfolio holder.

DATE DECISION TAKEN 13/07/26

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

(Those examined by officers and generated by consultation, etc)

ANY CONFLICTS OF INTERESTS DECLARED

(conflict of interests of any executive member who is consulted by the officer which relates to the decision. A note of dispensation should be attached).

Signed

(Decision maker)

Signed

(Cabinet member consultee where applicable)

Designation Cllr Christine Guinness – Neighbourhood Services Portfolio Holder

Please send completed form to Chris Todd, Democracy and Community

Guidance notes for using this form

Recording executive decisions

New regulations¹ came into effect on 10 September 2012, under which Council officers and Cabinet members are required to record every decision they take which is connected to the discharge of a function which is the responsibility of the Executive (Cabinet). This applies whether the decision is taken by an officer or an individual Cabinet member. This record must be published on the Council's website.

Which executive decisions must be recorded?

The regulations state that any decision connected to the discharge of a function, which is the responsibility of the Cabinet, must be recorded and published. However, at Rushmoor we are restricting the recording requirement to those

¹ The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

decisions that are 'closely' (rather than remotely) connected with the discharge of a function of the Cabinet. For guidance, this includes any decision that is either:

- A 'key decision'; or
- Delegated to an officer(s)/Cabinet member at a Cabinet meeting; or
- Delegated to an officer in consultation with a Cabinet member (within the scheme of delegation or authorised at Cabinet); or
- Any executive decision, whether or not it is in the Cabinet Scheme of Delegation, where there is a reasonable expectation of public interest in the matter being decided because it may have an impact on a community living or working in Rushmoor; or
- The subject of urgent action outside the Scheme of Delegation

Decisions which are administrative in nature – for example, purchasing low value items or are otherwise minor or routine, need not be recorded.

In addition, some decisions would be considered exempt from publication because, for example, they affect particular individuals rather than the public in general or concern the business affairs of any person (including the Council) where the information could be claimed to be commercially sensitive.

What are key decisions?

Key decisions are not usually taken by individual Cabinet members or officers, unless specifically delegated by the Cabinet.

A key decision is one which is likely to:

- result in the Council incurring expenditure or making savings which are significant in as much as they will have a material effect on the level of Council tax or balances or contingencies in relation to the Council's overall budget¹; or
- be significant in terms of its effects on communities living or working in an area comprising two or more wards within the Borough

¹ approximately £100,000 or more

01 JULY 2026

KEY DECISION: YES

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

SUMMARY AND RECOMMENDATIONS

This report sets out a proposal to vary the current scheme of hackney carriage fares (last modified 01.01.24). The proposal has been devised by members of the taxi trade.

The Neighbourhood Services Portfolio Holder is requested to –

- 1) consider the fare scheme proposal;
- 2) approve the recommended 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 Portfolio Holder for consideration; and
- 4) approve a provisional implementation date of a revised scheme of fares from 1st September 2026; accounting for any representations that may be received on consultation as may be appropriate.

1.0 INTRODUCTION

- 1.1 The Council's Taxi Licensing Policy states that the scheme of hackney carriage fares be subject to review a minimum of every 2 years, and the fare scheme may be reviewed at any time where it is deemed appropriate. A review is overdue; therefore, the licensed hackney carriage drivers were contacted (both via email and at a meeting of the taxi trade board) and asked to submit their proposals for a suitable fare scheme. This follows the first review of taxi licensing fees for many years.
- 1.2 A single proposal was received from A1 Rushmoor Taxis, having spoken with their members. The proposed fare scheme is given at **appendix A**. For reference, the current scheme is given at **appendix B**.
- 1.3 Under the Local Authorities (Functions & Responsibilities) (England) Regulations, the determination of hackney carriage fares is an executive function, the council's constitution delegates this to the Portfolio Holder for Neighbourhood Services. Accordingly, the Portfolio Holder is asked to consider and, where appropriate, approve this proposal for public consultation.

- 1.4 Where following public consultation, there are any objections to the proposals, they must be brought back to the Portfolio Holder for consideration. Otherwise, the proposed scheme takes effect on expiry of any date specified in the consultation notice. 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. Policy and procedure

- 2.3. The Council's Taxi Licensing Policy (see **appendix C**) states that the scheme of hackney carriage fares be subject to review a minimum of every 2 years, and the fare scheme may be reviewed at any time where it is deemed appropriate.
- 2.4. In accordance with the policy, a revised fare scheme has been prepared following liaison with members of the taxi trade. Any revised scheme is subject to public consultation.

3.0 DETAILS OF THE PROPOSAL(S)

3.1. Proposed variation(s)

- 3.2. The proposal received is to vary the scheme by means of a reduction to the initial pull-off and running mile distances.
- 3.3. In addition to this the trade have requested that the fare scheme includes a fuel emergency surcharge that allows the driver to add 20p on the metered rate of every journey, where the cost of fuel rises to £2 per litre or more.

4.0 IMPLICATIONS OF THE PROPOSALS

4.1. Proposed fare changes

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

4.3. Comparison of benchmark taxi journeys

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

League table of taxi fares

- 4.5. Private Hire & Taxi Monthly magazine produce a national league table of all Hackney Carriage fares, based on a 2-mile journey at meter rate 1. The relevant excerpt of the current league table is given at **appendix F**. Currently Rushmoor are placed at 117 with the fare being the same as those councils ranked between 109 and 123.
- 4.6. The proposed scheme, assuming no changes for others would move Rushmoor to the same as those authorities ranked 70 – 78 in the league table, which includes both Hart and Basingstoke & Deane Councils, Rushmoor's neighbouring authorities, and those that will form part of the North Hampshire Unitary Authority following local government reorganisation.
- 4.7. In respect of other neighbouring authorities Guildford Borough Council is ranked number 5, Woking Council number 44, Surrey Heath number 121, Waverley number 123 and Bracknell number 110.
- 4.8. **Commentary on proposal**
- 4.9. Whilst it varies dependent on the distance travelled and the meter rate that applies, on average the proposals would result in an increase of 5 – 6%.
- 4.10. **Fuel emergency surcharge**
- 4.11. The proposal includes a request for a fuel emergency surcharge that allows the driver to add 20p on the metered rate of every journey, where the cost of fuel rises to £2 per litre or more. If this was implemented it would not be practical for the meters to be re-calibrated when this applied, therefore the driver would need to add this manually.
- 4.12. If this was to be imposed, to ensure fairness and consistency, the licensing authority would need to define a data source for this purpose. Having liaised with the Council's Finance Team, they have suggested the weekly road fuel prices published by the government online. Given that the majority of hackney carriages are diesel fuelled, the recommendation is that the figure relating to diesel be utilised should the surcharge be implemented.

5.0 OTHER RELEVANT CONSIDERATIONS

5.1. Legal Implications

- 5.2. By virtue of Section 65(2) LGMPA76 any revision to the scheme of fares must be published in a local newspaper and in a notice at the Council offices by way of public consultation on the proposals. Representations regarding proposed changes may then be made within a stated period of not less than 14 days.
- 5.3. If approved, given its role and responsibilities in other areas of taxi licensing work, the members of the Licensing and Corporate Business Committee will be made aware of any consultation and their ability to comment should they wish to do so.

- 5.4. Sections 65(3) and 65(4) LGMP76 also provide that where following consultation, there are any objections to the proposals, these must be brought back to the decision maker for consideration. Otherwise, the proposed scheme takes effect on expiry of a date specified in the consultation notice (see pp 5.6 below).

5.5. Practical implementation requirements

- 5.6. 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 September 2026**.

5.7. Financial and Resource Implications

- 5.8. 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.

5.9. Equalities Impact Implications

- 5.10. 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.

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

5.12. Community Safety Implications

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

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

5.15. 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 H**.

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

- (a) Fare rates should be designed with a view to practicality and reviewed regularly.
- (b) Authorities should consider adopting a simple formula for deciding on fare revisions as this will increase understanding and improve the transparency of the process for passengers.
- (c) 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 the ability to earn a sufficient income and so incentivise them to provide a service when it is needed.
- (d) There is likely to be a case for higher fare tariffs at times of higher demand to encourage more drivers to make themselves available or when the journeys are required at anti-social times.
- (e) To ensure that taxi tariffs reflect the costs of the trade they should be reviewed following significant changes in licensed fees and other major costs such as fuel.
- (f) Taxi fare tariffs are a maximum, and in principle are open to downward negotiation between passenger and driver.

6.0 CONCLUSIONS

- 6.1. In accordance with the Council's taxi licensing policy liaison has taken place with members of the taxi trade, a proposed hackney carriage fare scheme has been received for consideration and is recommended.
- 6.2. Any proposal for variation must be subject to public consultation. Where appropriate, all representations / comments will be brought back to the Portfolio Holder 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 September 2026.

BACKGROUND DOCUMENTS: None

CONTACT DETAILS:

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Head of Service – David Phillips, Executive Head of Operations
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APPENDICES:

Appendix	Title
Appendix A	- Proposed scheme of fares
Appendix B	- Current scheme of fares (effective 1 st May 2024)
Appendix C	- Excerpt from the Council's taxi licensing policy
Appendix D	- Comparison tables of fare charges at each mile mark (up to 15 miles) for current & proposed fare schemes
Appendix E	- Local journey examples / costs arising from the current & proposed fare schemes
Appendix F	- Excerpt from Hackney Carriage Fare League Table
Appendix G	- Relevant considerations in setting taxi fares
Appendix H	- Excerpt of DfT Best Practice Guidelines

PROPOSED SCHEME OF FARES

HACKNEY CARRIAGE FARES

Effective from (tbc)

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 972 yards or uncompleted part	£3.60
Thereafter, for each subsequent (or part) 112 yards	£0.20
Waiting time (per 30 second period)	£0.20

METER RATE 2 - Evenings and weekends

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

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

First 972 yards or uncompleted part	£4.00
Thereafter, for each subsequent (or part) 112 yards	£0.20
Waiting time (per 30 second period)	£0.20

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

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

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

First 972 yards or uncompleted part	£5.40
Thereafter, for each subsequent (or part) 112 yards	£0.30
Waiting time (per 30 second period)	£0.30

METER RATE 4 - Christmas/New Year

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

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

First 972 yards or uncompleted part	£7.20
Thereafter, for each subsequent (or part) 112 yards	£0.40
Waiting time (per 30 second period)	£0.40

EXTRA CHARGES

For each additional passenger in excess of five passengers £1.00

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

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

An additional surcharge is payable when fuel prices reach £2 per litre 20p

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

FOULING CHARGE

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

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

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

RUSHMOOR
BOROUGH COUNCIL

APPENDIX B

CURRENT SCHEME OF FARES (EFFECTIVE FROM 1st JANUARY 2024)

HACKNEY CARRIAGE FARES

Effective From 1 January 2024

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

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

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

METER RATE 1 - Day time

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

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

METER RATE 2 - Evenings and weekends

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

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

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

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

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

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

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

METER RATE 4 - Christmas/New Year

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

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

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

EXTRA CHARGES

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

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

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

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

FOULING CHARGE

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

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

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

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

PART H

8. SCHEME OF HACKNEY CARRIAGE FARES

8.1. GENERAL ARRANGEMENTS

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

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

8.4.Frequency of review

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

8.6.Nature of review

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

8.8.Relevant considerations

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

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

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

(f) the practicality of proposed fare scheme arrangements.

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

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

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

8.11. Specific Fare Issues – Fouling Charge

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

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

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

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

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

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

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

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

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

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

APPENDIX D

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

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE			
METER RATE 1 - Day time			
DISTANCE	CURRENT COSTS 01.01.24 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	3.60	3.60	0.00%
1 MILE	5.00	5.20	4.00%
2 MILES	7.80	8.20	5.13%
3 MILES	10.80	11.40	5.56%
4 MILES	13.80	14.60	5.80%
5 MILES	16.80	17.60	4.76%
6 MILES	19.80	20.80	5.05%
7 MILES	22.60	24.00	6.19%
8 MILES	25.60	27.20	6.25%
9 MILES	28.60	30.20	5.59%
10 MILES	31.60	33.40	5.70%
11 MILES	34.40	36.60	6.40%
12 MILES	37.40	39.60	5.88%
13 MILES	40.40	42.80	5.94%
14 MILES	43.40	46.00	5.99%
15 MILES	46.40	49.20	6.03%
Meter Rate 1 Notes:			
		Current	Proposed
Pull-off charge (£)		3.60	3.60
Pull-off distance (yards)		1034	972
Subsequent running mile charge (£)		0.20	0.20
Distance per running mile charge (yards)		119	112
NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.			

EXISTING v PROPOSED SCHEME OF FARES COMPARISON TABLE			
METER RATE 2 - Evenings & Weekends			
DISTANCE	CURRENT COSTS 01.01.24 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	4.00	4.00	0.00%
1 MILE	5.40	5.60	3.70%
2 MILES	8.20	8.60	4.88%
3 MILES	11.20	11.80	5.36%
4 MILES	14.20	15.00	5.63%
5 MILES	17.20	18.00	4.65%
6 MILES	20.20	21.20	4.95%
7 MILES	23.00	24.40	6.09%
8 MILES	26.00	27.60	6.15%
9 MILES	29.00	30.60	5.52%
10 MILES	32.00	33.80	5.63%
11 MILES	34.80	37.00	6.32%
12 MILES	37.80	40.00	5.82%
13 MILES	40.80	43.20	5.88%
14 MILES	43.80	46.40	5.94%
15 MILES	46.80	49.60	5.98%
Meter Rate 2 Notes:			
		Current	Proposed
Pull-off charge (£)		4.00	4.00
Pull-off distance (yards)		1034	972
Subsequent running mile charge (£)		0.20	0.20
Distance per running mile charge (yards)		119	112
NB: All journeys shown above are for basic hire. Costs shown do not include any extras or waiting time.			

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

DISTANCE	CURRENT COSTS 01.01.24 (£)	PROPOSED SCHEME (£)	%AGE INCREASE
Pull-off rate	5.40	5.40	0.00%
1 MILE	7.50	7.80	4.00%
2 MILES	11.70	12.30	5.13%
3 MILES	16.20	17.10	5.56%
4 MILES	20.70	21.90	5.80%
5 MILES	25.20	26.40	4.76%
6 MILES	29.70	31.20	5.05%
7 MILES	33.90	36.00	6.19%
8 MILES	38.40	40.80	6.25%
9 MILES	42.90	45.30	5.59%
10 MILES	47.40	50.10	5.70%
11 MILES	51.60	54.90	6.40%
12 MILES	56.10	59.40	5.88%
13 MILES	60.60	64.20	5.94%
14 MILES	65.10	69.00	5.99%
15 MILES	69.60	73.80	6.03%

Meter Rate 3 Notes:

	Current	Proposed
Pull-off charge (£)	5.40	5.40
Pull-off distance (yards)	1034	972
Subsequent running mile charge (£)	0.30	0.30
Distance per running mile charge (yards)	119	112

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

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

DISTANCE	CURRENT COSTS 01.01.24 (£)	PROPOSED SCHEME* (£)	%AGE INCREASE
Pull-off rate	7.20	7.20	0.00%
1 MILE	10.00	10.40	4.00%
2 MILES	15.60	16.40	5.13%
3 MILES	21.60	22.80	5.56%
4 MILES	27.60	29.20	5.80%
5 MILES	33.60	35.20	4.76%
6 MILES	39.60	41.60	5.05%
7 MILES	45.20	48.00	6.19%
8 MILES	51.20	54.40	6.25%
9 MILES	57.20	60.40	5.59%
10 MILES	63.20	66.80	5.70%
11 MILES	68.80	73.20	6.40%
12 MILES	74.80	79.20	5.88%
13 MILES	80.80	85.60	5.94%
14 MILES	86.80	92.00	5.99%
15 MILES	92.80	98.40	6.03%

Meter Rate 4 Notes:

	Current	Proposed
Pull-off charge (£)	7.20	7.20
Pull-off distance (yards)	1034	972
Subsequent running mile charge (£)	0.40	0.40
Distance per running mile charge (yards)	119	112

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

APPENDIX E

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

Local journey examples / costs arising from the current and proposed fare schemes										
Rate		Meter Rate 1 Day time			Meter Rate 2 Evenings & Weekends			Meter Rate 3 Night time, Bank Holidays & Easter Sunday		
Journey Details	Distance (miles)	Current Cost (£)	Proposed Cost (£)	Increase	Current Cost (£)	Proposed Cost (£)	Increase	Current Cost (£)	Proposed Cost (£)	Increase
Council Offices to Guildford Station	13.5	41.80	44.40	6.22%	42.20	44.80	6.16%	62.70	66.60	6.22%
Council Offices to Aldershot Station	4.1	14.00	14.80	5.71%	14.40	15.20	5.56%	21.00	22.20	5.71%
Council Offices to Frimley Park Hospital	2.7	10.00	10.40	4.00%	10.40	10.80	3.85%	15.00	15.60	4.00%
Council Offices to Gatwick Airport (M/Way)*	43.7	131.20	139.40	6.25%	131.60	139.80	6.23%	196.80	209.10	6.25%
Council Offices to Gatwick Airport (Non M/Way)*	47.1	141.20	150.00	6.23%	141.60	150.40	6.21%	211.80	225.00	6.23%
Whitchurch Close to Frimley Park Hospital	7.2	23.20	24.60	6.03%	23.60	25.00	5.93%	34.80	36.90	6.03%
Weyborne Road to Frimley Park Hospital	7.4	23.80	25.20	5.88%	24.20	25.60	5.79%	35.70	37.80	5.88%
Whitchurch Close to Fernhill Lane	7.8	25.00	26.40	5.60%	25.40	26.80	5.51%	37.50	39.60	5.60%
Whitchurch Close to Juniper Road	9.4	29.80	31.60	6.04%	30.20	32.00	5.96%	44.70	47.40	6.04%
Waiting Time (on average)		40p per minute	40p per minute		40p per minute	40p per minute		60p per minute	60p per minute	
Pull-off Fee		3.60	3.60		4.00	4.00		5.40	5.40	

Notes:

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

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

Rate		Meter Rate 4 Christmas / New Year		
Journey Details	Distance (miles)	Current Cost (£)	Proposed Cost (£)	Increase
Council Offices to Guildford Station	13.5	83.60	88.80	6.22%
Council Offices to Aldershot Station	4.1	28.00	29.60	5.71%
Council Offices to Frimley Park Hospital	2.7	20.00	20.80	4.00%
Council Offices to Gatwick Airport (M/Way)*	43.7	262.40	278.80	6.25%
Council Offices to Gatwick Airport (Non M/Way)*	47.1	282.40	300.00	6.23%
Whitchurch Close to Frimley Park Hospital	7.2	46.40	49.20	6.03%
Weyborne Road to Frimley Park Hospital	7.4	47.60	50.40	5.88%
Whitchurch Close to Fernhill Lane	7.8	50.00	52.80	5.60%
Whitchurch Close to Juniper Road	9.4	59.60	63.20	6.04%
Waiting Time (on average)		80p per minute	80p per minute	
Pull-off Fee		7.20	7.20	

Notes:

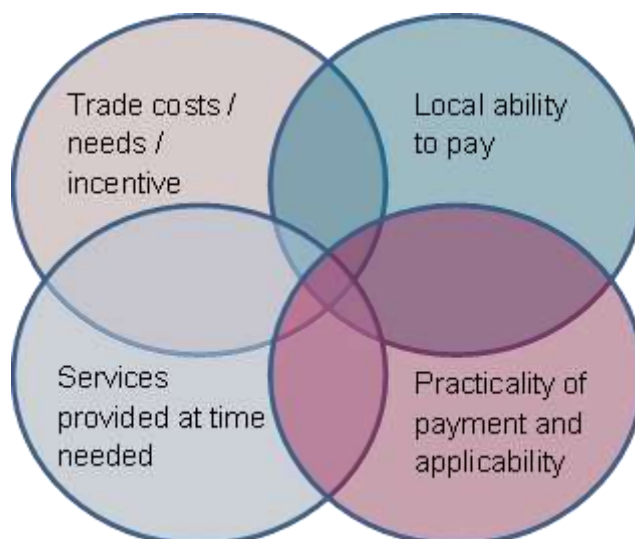
- 1) All journeys shown above are for basic hire. Costs shown do not include any extras e.g. Waiting time, additional passengers or telephone bookings.
- 2) All mileage taken from AA Route Planner.
- 3) All figures subject to rounding.
- 4) Costs given are calculated for comparison purposes only. In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

APPENDIX F

EXCERPT OF HACKNEY CARRIAGE FARES LEAGUE TABLE

97	RIBBLE VALLEY	£8.00	●
98	RUSHCLIFFE	£8.00	●
99	SHROPSHIRE	£8.00	●
100	SOUTH AYSRSHIRE	£8.00	●
101	SOUTH GLOUCESTER	£8.00	●
102	TANDRIDGE	£8.00	●
103	YORK	£8.00	●
104	FIFE	£7.98	●
105	DENBIGHSHIRE	£7.90	●
106	HINCKLEY & BOSWORTH	£7.90	●
107	ROTHER	£7.90	●
108	STEVENAGE	£7.85	●
109	ADUR	£7.80	●
110	BRACKNELL FOREST	£7.80	●
111	DORSET	£7.80	●
112	GLOUCESTER	£7.80	●
113	ISLE OF MAN	£7.80	●
114	LEICESTER	£7.80	●
115	NORTH SOMERSET	£7.80	●
116	ROCHFORD	£7.80	●
117	RUSHMOOR	£7.80	●
118	SOUTH HAMS	£7.80	●
119	SOUTHEND ON SEA	£7.80	●
120	STOCKPORT	£7.80	●
121	SURREY HEATH	£7.80	●
122	SWANSEA	£7.80	●

SUMMARY CONSIDERATIONS FOR SETTING OF TAXI FARES



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

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

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

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

**EXCERPT FROM DFT TAXI AND PRIVATE HIRE VEHICLE LICENSING BEST
PRACTICE GUIDANCE TO LICENSING AUTHORITIES
(November 2023)**

10. Taxi fare rates

10.1 Legal powers

Licensing authorities have the power to set maximum taxi fares for journeys within their area, and most do so. There is no power to set fares for private hire vehicles. Unlike most licensing functions, the setting of fares is an executive function, not a council function.

10.2 Setting taxi fare rates

Maximum fare rates should be designed with a view to practicality and reviewed regularly, including any variability of the fare rates dependent on time of day or day of the week. Authorities should consider adopting a simple formula for deciding on fare changes as this will increase understanding and improve the transparency of the process for passengers. The Department recommends that in reviewing fare rates, 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 the ability to earn a sufficient income and so incentivise them to provide a service when it is needed. There is likely to be a case for higher fare tariffs at times of higher demand to encourage more drivers to make themselves available or when the journeys are required at anti-social times.

To ensure that taxi tariffs reflect the costs of the trade they should be reviewed following significant changes in licensing fees and other major costs such as fuel. Regular reviews will assist drivers in maintaining their earnings and so continue to attract those seeking to become taxi drivers and provide existing licensees with greater confidence to remain in the trade and plan for future investment in new vehicles. Regular reviews will also avoid large changes in fares for passengers that infrequent reviews are more likely to result in.

The [Competition and Markets Authority recognised in its 2017 report](#) the need for licensing authorities to be responsive to patterns of demand, that they: should monitor waiting times and consider adjusting the regulated fare cap to address mismatches between supply and demand. Addressing such mismatches is likely to benefit passengers.

10.3 Price competition in taxi fares

Taxi fare tariffs 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 hailing; there would be risks of confusion and security problems.

Licensing authorities should however make it clear that published fares rates are a maximum. The growing use of telephone and electronic means to hire taxis means that passengers may benefit from competition and price comparison among taxi intermediaries. It is perfectly legitimate for taxi intermediaries to advertise discounted fares, such as '5% discount from fares.'