

	<b>ITEM NO: 10</b>
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<b>SUBJECT:</b>	HACKNEY CARRIAGE TABLE OF FARES
<b>DECISION-MAKER:</b>	LICENSING (GENERAL) SUB-COMMITTEE
<b>DATE OF DECISION:</b>	26 SEPTEMBER 2007

**REPORT OF:** SOLICITOR TO THE COUNCIL  
**AUTHOR:** Name: Richard Black Tel: 023 8083 2704  
E-mail: [licensing@southampton.gov.uk](mailto:licensing@southampton.gov.uk)

**FORWARD PLAN No:** N/A **KEY DECISION?** N/A

**STATEMENT OF CONFIDENTIALITY**

NOT APPLICABLE

**WARDS/COMMUNITIES AFFECTED:**

NOT APPLICABLE

**SUMMARY**

On 21<sup>st</sup> August 2007 the Licensing (General) Sub Committee approved a varied table of fares for consultation purposes. This table of fares was advertised in the Echo on 30<sup>th</sup> August 2007 on the understanding that should any relevant objections be received the matter would be re-considered by the sub committee on 26<sup>th</sup> September 2007.

On 6<sup>th</sup> September 2007 the Licensing Officer received notice of an objection from Southampton Taxi Trades Associations who, in light of criticism in the press and from some drivers, asked for the Council to reconsider the proposed fare structure and revert to the original tariff structure. The letter is attached at Appendix 1

There have been no other objections to the advertised tariff.

Support of the proposed table of fares has been received from the Editor of Private Hire Monthly, Mr Rowland which is the main trade paper for the taxi trade. In summary, Mr Rowland congratulates the Council in the Echo for changing the 'confusing' flat fare structure. That letter is attached at Appendix 2

**RECOMMENDATIONS:**

- (i) That the new table of fares be implemented as advertised.

**REASONS FOR REPORT RECOMMENDATIONS**

1. The sole objection received is from representatives from part of the trade who originally asked for the increase. The trade representatives believe they have been the subject of criticism in the press and by the taxi trade and that the advertised increase is unworkable. Officers are of the view that as the increase is only a relatively minor one the revised scales should be confirmed in order to both simplify the tariff and to bring Southampton taxis in line with other like authorities.

## **BACKGROUND**

2. The table of fares for hackney carriages was last varied by the City Council with effect from 23<sup>rd</sup> August 2006 and is set out in Appendix 3.
3. As indicated above representatives of the Southampton taxi trade have requested that the table of fares be reviewed

## **CONSULTATION**

4. Consultation has been carried out in the usual statutory manner. Any further change to the proposed table of fares will need to be the subject of a further report, advertisement and the appropriate consultation.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

5. The alternative proposal is to leave the fare chart as it is. To do so would not address the increasing costs of providing a taxi nor the issue of what appears to some to be a confusing fare scale. Accordingly, this option is not recommended.

## **DETAIL**

6. As above.

## **FINANCIAL/RESOURCE IMPLICATIONS**

### **Capital**

7. Not applicable.

### **Revenue**

8. Not applicable. The fare scale has no impact on the Council's budgets.

### **Property**

9. Not applicable.

### **Other**

10. Not applicable.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

11. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 gives the Sub-Committee discretion in law to determine the fares for the hire of hackney carriages in Southampton, subject to a requirement to publish notice of any such proposal in a newspaper circulating in the area and give a minimum period of 14 days for the making of objections.
12. Section 17 of the Crime and Disorder Act 1998 places the Council under a duty to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.
13. The Human Rights Act 1998 requires UK legislation to be interpreted in a manner consistent with the European Convention on Human Rights. It is unlawful for the Council to act in a way that is incompatible (or fail to act in a way that is compatible) with the rights protected by the Act. Any action undertaken by the Council that could have an effect upon another person's

Human Rights must be taken having regard to the principle of Proportionality - the need to balance the rights of the individual with the rights of the community as a whole. Any action taken by the Council which affect another's' rights must be no more onerous than is necessary in a democratic society. The matter set out in this report must be considered in light of the above obligations.

**Other Legal Implications:**

14. None

**POLICY FRAMEWORK IMPLICATIONS**

15. The decision to determine the application in the manner set out in this report is not contrary to the Council's policy framework.

**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Letter of Objection
2.	Letter of Support
3.	Current Fare scale

**Documents In Members' Rooms**

1.	None.
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**Background Documents**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None.	
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## APPENDIX 1

Mr J Burke  
Legal Services  
Southampton City Council  
Southbrook Rise  
4-8 Millbrook Road East  
Southampton  
SO15 1YG

Thursday, 06 September 2007

Dear Mr Burke,

Proposed Fare increase for 2007 in the Public Notices Dated 30<sup>th</sup> August 2007

A meeting was held on Wednesday 5<sup>th</sup> September 2007 with representatives of the Southampton Taxi Trade organisations representing the majority of Hackney Carriage owners and drivers namely S.H.A., T & G and STCC to discuss the proposed fare increase for 2007.

The meeting took onboard the public's opinion and the concerns of the owners and drivers and it was decided that we register our objection to the proposed fare structure presented by Council Officers which included a 45% increase to the first drop stage off the meter reading.

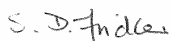
The combined representatives would therefore wish to submit our original proposal for which I have enclosed a copy.

Yours faithfully

Ian Hall  
S.H.A.



Steve Fricker  
T & G



Clive Johnson  
S.T.C.C.



## **Southampton Taxi Trade Proposal for the 2007 Fare Increase**

April 2007

The Southampton Taxi Trade is requesting the following increase to the Southampton City Council fare structure.

Now that the Government have re-adjusted their scales for the calculation of the cost of living to one that is closer to what we all experience in daily life the figure they have put on inflation is now just above 4%. This is also reflected in the rises in the Bank Base rates to 5.25% which increases loan repayments when vehicles have to be replaced and both these increase servicing costs. Because Hackney Carriage and Private Hire vehicles have to be over 1500 cc and of a reasonable size they also do not benefit from lower excise duty and fuel prices continue to increase.

With several businesses closing in the area due to financial pressures, it is hoped by the trade that the Council is doing all it can to promote the City and help businesses develop rather than let them fold under the increasing legislative pressure. With this in mind the Trades proposal is slightly below inflation.

The increase proposed by the Southampton Taxi Trade for 2007 is that the initial fare displayed on the taximeters be increased on the Day Time Tariff by £0.10p and on the Night Time Tariff by £0.15p and that the first five drop distances remain the same as the 2006 Tariff, but the subsequent drop distances be shortened by 5 metres to 230 metres.

The waiting times, the Sunday and Bank Holiday and the Christmas and New Year Tariffs remain the same in variation as the 2006 Tariff,

The increase in the daily tariff rate would mean there would be a 3.03% increase on a three mile journey, a 2.88% increase on a five mile journey and a 2.68% increase on a ten mile journey.

The increase in the night tariff rate would mean there would be a 3.23% increase on a three mile journey, a 3.08% increase on a five mile journey and a 2.87% increase on a ten mile journey.

The overall effect sees the short journey rise by a higher percentage but as most significant journeys across the city go further than three miles the real increase is lower the further you travel.

Yours sincerely



Mr C Johnson  
Chairman  
On behalf of the Southampton Taxi Trade

# THE NATIONAL PRIVATE HIRE ASSOCIATION



8 Silver Street, Bury, Lancashire BL9 0EX. Tel: 0161-280 2800 Fax: 0161-280 7787 Email: npha@btconnect.com

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14 September 2007

Mr Phil Hall  
Taxi Licensing  
Southampton City Council  
Civic Centre  
Southampton SO14 7LY

REF: Hackney carriage fares

Dear Phil

Thanks for contacting me with regard to the objection by the trade to the revised tariff sheet. I have decided to write this letter so that – if you would be so kind – it may be put before Councillors when they come to consider the objections.

I know that you, and probably the Councillors, have seen my article in relation to what I will call confusing tariff sheets. If you haven't got it to hand, or you need a copy of it for the meeting, I will forward it on. But I wrote that article after eight years of compiling the national League Tables and having to work out 378 councils' tariff sheets every time they change. I do keep to hand a copy of all up-to-date tariff sheets for easy reference.

Over the years my knowledge of tariff sheets has led me to question why some of the sheets are set out in a manner which is, to be polite, illogical. One of those illogical sheets happens to be Southampton.

There are three other councils in the country that have similar tariff sheets, apart from Southampton: they are Plymouth, Oxford and Derby. Such accelerated starts did not happen by accident; they developed over the years and, from my experience, the only reason that such sheets existed is because of the trade's terror at showing any change on the face of the meter year in, year out, regardless of how many fare rises they may have had.

The concept is that if the start fare shown on the meter is £2.00 and it stays at £2.00 for years and years, then this in some way reassures customers as to what they are being charged. But the drivers do need a rise – so let's add an extra drop in the first mile, and then another... and then another, until ridiculous proportions are reached. I enclose a copy of Derby's tariff sheet, which is the archetypal example of this, shall we say, 'rank philosophy'.

So many inserts have been made in the first mile that the poor meter has to change 20 times in that first mile. After that, amazingly, it goes to £1.40 a mile – exactly the same as Southampton. But so confusing is the tariff sheet that the council have had to put a table by the side to explain it.

I have to say that the role of the local authority in setting the fare structures for the hackney trade is a two-sided duty: one of course is to ensure that the trade can indeed earn a living, but that, I suggest, is incidental to the public protection role which setting these fares imposes upon the Members.

The tariff sheet which is displayed in each licensed hackney carriage is a legal document. It is a written byelaw, and any infringement of that byelaw will lead to a driver being prosecuted; those prosecutions are invariably because of overcharging.

For those members of the public who regularly use taxis to go to a specific destination, the fare will be well known to them. Even when increases occur, they will know what the average fare is to and from a given point, and if a driver tries to overcharge, they will know this instantly and either complain to the driver, or to the licensing department who can then take the appropriate action.

However, for those members of the public who are not regular users of taxis – and in this I have to say that those areas in the country where there are many visitors who will not be used to the local tariffs – there is, I suggest, a duty on the part of the council to ensure that the tariff sheet which is in the car is as understandable as it is possible to make it.

Passengers should not have to be professors of mathematics, or carry calculators with them, in order to understand and work out the tariff sheet; and the less information having to be recorded on that tariff sheet, the easier it is for people to understand. I made the point in my article that accelerated starts not only confuse, but can alarm, some passengers. If the meter clicks rapidly, people may automatically think that perhaps there is a fault with the meter, and indeed they are going to be overcharged.

If the tariff sheet only uses metres as units, when the entire population of this country is used to working in miles, this again poses a hurdle of understanding which has to be overcome. This is particularly relevant as the EU has conceded this week that the UK can retain the use of imperial measures.

If we examine the current advertised tariff in Southampton, the customer has to work out the yardage or mileage equivalent of 550 metres, and then do a similar equation with the subsequent distances of 230 metres.

There are 1609.34 metres in a mile; how many members of the public know that? What percentage of a mile is 550 metres? And if the fare is going to rise every 230 metres, how much a mile is that? I sincerely ask Members what percentage of the public can cope with this level of mathematics.

But what are we trying to achieve? What is the fare? If we divide 1609.34 by 230 metres, the answer, once converted into 20-pence units, would be £1.399426086 per mile. My humble mathematics lead me to believe that this is as near as £1.40 a mile as is possible to get. Why doesn't the tariff sheet then logically say "£1.40 per mile".

Whilst I would not want the Members to have to start from scratch re-calculating things, I would ask that they understand that when a tariff sheet showing metres is sent to the meter programmers, they automatically convert it to yards because all meters run in yardage and miles, and are not decimalised. But it is possible to have a tariff sheet which is understandable.

For example:

- For the first 2/7<sup>th</sup> of a mile, £2.90
- For each 1/7<sup>th</sup> of a mile thereafter, 20 pence (equivalent to £1.40 per mile)

The above is in actual fact the exact reading of the same fare which is being considered by the Committee but translated into yards instead of metres. The two sets of accompanying sheets – one in metres, one in yards – will show that for every mile, exactly the same fare is reached, but the one in yards falls exactly on the mile, whereas the one in metres also displays the same fare at the mile, but the actual distance in metres 'wobbles about' and is inconsistent.

More importantly, as kilometres do not form any part of the tariff sheet or the units used by meters in England, why are they being used on your tariff sheet at all? I urge the Members to just think for a moment that the fare you are charging is almost exactly £1.40 per mile, and most people know that they live two miles, or three miles, from the centre of town. Very often they are aware of that because they have checked the distance on their own cars, or because Southampton Council kindly puts up signs saying, "So many miles to such-and-such a place". I am certain they don't up signs saying, "So many kilometres to Eastleigh".

On the sheets I have provided you will see that Tariff 2 runs just as easily using the format of sevenths of a mile, except on Tariff 2 the fare is £1.75 per mile, which is as near as it is possible to get from the metre rate which works out at £1.749282608.

I sincerely hope that Members are reading this letter with a smile on their faces. I believe that it is relatively easy for Members to set a fare that the public can understand, and perhaps that is why some taxi drivers wish to stick with the old non-understandable method of charging fares – which might after all so confuse the customer that they don't actually know whether they are being overcharged or not.

I fully support the removal of the accelerated start, and would urge the Committee to adopt a simple tariff sheet for the benefit of the travelling public.

On a final point, the legislation relating to the setting of fares means that whatever the Members decide, having considered the paperwork before them, that decision is final and does not need to be re-advertised to go through the whole process again. I hope therefore that I am putting these suggestions forward in sufficient time for anybody to ask questions, or ask for clarification, before the meeting.

Yours sincerely  
For **THE NATIONAL PRIVATE HIRE ASSOCIATION**



**BRYAN M ROLAND**  
**General Secretary**



DERBY ✓

APPENDIX 3

Tariff A (Proposed by Derby Hackney Union) – Revised Version 16th April 06

HACKNEY CARRIAGE FARE TABLE		Cost £
<b>TARIFF 1</b>		1.50
	Initial hiring charge	
05.00 to Midnight	For each succeeding 88 yards for the first mile	0.10
	For each succeeding 125.71 yards for the 2 <sup>nd</sup> and subsequent miles	0.10
	Waiting time per 30 seconds	0.10
<b>TARIFF 2</b>	Initial hiring charge	2.00
Midnight to 05.00	For each succeeding 88 yards for the first mile	0.10
All Statutory Bank Holidays	For each succeeding 117.33 yards for the 2 <sup>nd</sup> and subsequent miles	0.10
(Good Friday, Easter Monday, May Day, Spring Bank Holiday, August Bank Holiday)	Waiting time per 20 seconds	0.10
<b>TARIFF 3</b>	Initial hiring charge	2.50
12.00 Midday	For each succeeding 88 yards for the first mile	0.15
Christmas Eve to 05.00 on 27 December, and 12.00 Midday New Years Eve to 05.00 on 2 January	For each succeeding 125.71 yards for the 2 <sup>nd</sup> and subsequent miles	0.15
	Waiting time per 22.5 seconds	0.15

THE FEE FOR VEHICLE CLEANING IS £35.00

Length of Journey	Cost £
<b>TARIFF 1</b>	
1 mile	3.50
2 miles	4.90
3 miles	6.30
4 miles	7.70
5 miles	9.10
10 miles	16.10
<b>TARIFF 2</b>	
1 mile	4.00
2 miles	5.50
3 miles	7.00
4 miles	8.50
5 miles	10.00
10 miles	17.50
<b>TARIFF 3</b>	
1 mile	5.50
2 miles	7.60
3 miles	9.70
4 miles	11.80
5 miles	13.90
10 miles	24.40



	14585.001	14815	15.30	£19.40
	14815.001	15045	15.50	£19.65
	15045.001	15275	15.70	£19.90
	15275.001	15505	15.90	£20.15
	15505.001	15735	16.10	£20.40
	15735.001	15965	16.30	£20.65
16093.4	15965.001	16195	16.50	£20.90
	16195.001	16425	16.70	£21.15
	16425.001	16655	16.90	£21.40
	16655.001	16885	17.10	£21.65
	16885.001	17115	17.30	£21.90
	17115.001	17345	17.50	£22.15
	17345.001	17575	17.70	£22.40
17702.74	17575.001	17805	17.90	£22.65
	17805.001	18035	18.10	£22.90
	18035.001	18265	18.30	£23.15
	18265.001	18495	18.50	£23.40
	18495.001	18725	18.70	£23.65
	18725.001	18955	18.90	£23.90
	18955.001	19185	19.10	£24.15
19312.08	19185.001	19415	19.30	£24.40
	19415.001	19645	19.50	£24.65
	19645.001	19875	19.70	£24.90
	19875.001	20105	19.90	£25.15
	20105.001	20335	20.10	£25.40
	20335.001	20565	20.30	£25.65
	20565.001	20795	20.50	£25.90
20921.42	20795.001	21025	20.70	£26.15
	21025.001	21255	20.90	£26.40
	21255.001	21485	21.10	£26.65
	21485.001	21715	21.30	£26.90
	21715.001	21945	21.50	£27.15
	21945.001	22175	21.70	£27.40
	22175.001	22405	21.90	£27.65
22530.76	22405.001	22635	22.10	£27.90
	22635.001	22865	22.30	£28.15
	22865.001	23095	22.50	£28.40
	23095.001	23325	22.70	£28.65
	23325.001	23555	22.90	£28.90
	23555.001	23785	23.10	£29.15
	23785.001	24015	23.30	£29.40
24140.1	24015.001	24245	23.50	£29.65
	24245.001	24475	23.70	£29.90
	24475.001	24705	23.90	£30.15
	24705.001	24935	24.10	£30.40
	24935.001	25165	24.30	£30.65
	25165.001	25395	24.50	£30.90
	25395.001	25625	24.70	£31.15
25749.44	25625.001	25855	24.90	£31.40
	25855.001	26085	25.10	£31.65
	26085.001	26315	25.30	£31.90
	26315.001	26545	25.50	£32.15
	26545.001	26775	25.70	£32.40
	26775.001	27005	25.90	£32.65
	27005.001	27235	26.10	£32.90
27358.78	27235.001	27465	26.30	£33.15
	27465.001	27695	26.50	£33.40
	27695.001	27925	26.70	£33.65
	27925.001	28155	26.90	£33.90
	28155.001	28385	27.10	£34.15
	28385.001	28615	27.30	£34.40
	28615.001	28845	27.50	£34.65
28968.12	28845.001	29075	27.70	£34.90
	29075.001	29305	27.90	£35.15
	29305.001	29535	28.10	£35.40
	29535.001	29765	28.30	£35.65
	29765.001	29995	28.50	£35.90
	29995.001	30225	28.70	£36.15
	30225.001	30455	28.90	£36.40
30577.46	30455.001	30685	29.10	£36.65
	30685.001	30915	29.30	£36.90
	30915.001	31145	29.50	£37.15
	31145.001	31375	29.70	£37.40
	31375.001	31605	29.90	£37.65
	31605.001	31835	30.10	£37.90
	31835.001	32065	30.30	£38.15
32186.8	32065.001	32295	30.50	£38.40

Name of local authority:	SOUTHAMPTON		1-Oct-07	
Flag fall charge (£'s):	£2.90		Soiling charge	
Initial yardage for flag fall (yds):	502.8571429		Wait T1	
Unit of measurement or increment thereafter (yds):	251.4285714		Wait T2	
Price unit (£):	0.2			
T1				
5 MILE	£9.50			
10 MILE	£16.50			
T2				
5 MILE	£12.15	Flag fall or initial yardage	FLAG	T1
10 MILE	£20.90	At:	503	£0.20
			502.8571429	£2.90
			502.8581429	£3.10
			754.2867143	£3.30
			1005.714286	£3.50
			1257.143857	£3.70
			1508.571429	£3.90
			1760	£3.90
			1760.001	£4.10
			2011.428571	£4.30
			2262.857143	£4.50
			2514.285714	£4.70
			2765.714286	£4.90
			3017.143857	£5.10
			3268.571428	£5.30
			3520	£5.50
			3520.001	£5.70
			3771.428571	£5.90
			4022.857143	£6.10
			4274.285714	£6.30
			4525.714286	£6.50
			4777.143857	£6.70
			5028.571428	£6.90
			5280	£7.10
			5280.001	£7.30
			5531.428571	£7.50
			5782.857143	£7.70
			6034.285714	£7.90
			6285.714286	£8.10
			6537.143857	£8.30
			6788.571428	£8.50
			7040	£8.70
			7040.001	£8.90
			7291.428571	£9.10
			7542.857142	£9.30
			7794.285714	£9.50
			8045.714286	£9.70
			8297.143857	£9.90
			8548.571428	£10.10
			8800	£10.30
			8800.001	£10.50
			9051.428571	£10.70
			9302.857142	£10.90
			9554.285714	£11.10
			9805.714286	£11.30
			10057.143857	£11.50
			10308.57143	£11.70
			10560	£11.90
			10560.001	£12.10
			10811.42857	£12.30
			11062.85714	£12.50
			11314.28571	£12.70
			11565.71429	£12.90
			11817.14386	£13.10
			12068.57143	£13.30
			12320	£13.50
			12320.001	£13.70
			12571.42857	£13.90
			12822.85714	£14.10
			13074.28571	£14.30
			13325.71429	£14.50
			13577.14286	£14.70
			13828.57143	£14.90
			14080	£15.10
			14080.001	£15.30
			14331.42857	£15.50
			14582.85714	£15.70
			14834.28571	£15.90
			15085.71428	£16.10
			15337.14286	£16.30
			15588.57143	£16.50
			15840	£16.70
			15840.001	£16.90
			16091.42857	£17.10
			16342.85714	£17.30
			16594.28571	£17.50
			16845.71429	£17.70
			17097.14386	£17.90
			17348.57143	£18.10
			17600	£18.30
			17600.001	£18.50
			17851.42857	£18.70
			18102.85714	£18.90
			18354.28571	£19.10
			18605.71429	£19.30
			18857.14386	£19.50
			19108.57143	£19.70
			19360	£19.90
			19360.001	£20.10
			19611.42857	£20.30
			19862.85714	£20.50
			20114.28571	£20.70
			20365.71429	£20.90
			20617.14386	£21.10
			20868.57143	£21.30
			21120	£21.50
			21120.001	£21.70
			21371.42857	£21.90
			21622.85714	£22.10
			21874.28571	£22.30
			22125.71429	£22.50
			22377.14386	£22.70
			22628.57143	£22.90
			22880	£23.10
			22880.001	£23.30
			23131.42857	£23.50
			23382.85714	£23.70
			23634.28571	£23.90
			23885.71429	£24.10
			24137.14386	£24.30
			24388.57143	£24.50
			24640	£24.70
			24640.001	£24.90
			24891.42857	£25.10
			25142.85714	£25.30
			25394.28571	£25.50
			25645.71429	£25.70
			25897.14386	£25.90
			26148.57143	£26.10
			26400	£26.30
			26400.001	£26.50
			26651.42857	£26.70
			26902.85714	£26.90
			27154.28571	£27.10
			27405.71429	£27.30
			27657.14386	£27.50
			27908.57143	£27.70
			28160	£27.90
			28160.001	£28.10
			28411.42857	£28.30
			28662.85714	£28.50
			28914.28571	£28.70
			29165.71429	£28.90
			29417.14386	£29.10
			29668.57143	£29.30
			29920	£29.50
			29920.001	£29.70
			30171.42857	£29.90
			30422.85714	£30.10
			30674.28571	£30.30
			30925.71429	£30.50
			31177.14386	£30.70
			31428.57143	£30.90
			31680	£31.10
			31680.001	£31.30
			31931.42857	£31.50
			32182.85714	£31.70
			32434.28571	£31.90
			32685.71429	£32.10
			32937.14386	£32.30
			33188.57143	£32.50
			33440	£32.70
			33440.001	£32.90
			33691.42857	£33.10
			33942.85714	£33.30
			34194.28571	£33.50
			34445.71429	£33.70
			34697.14386	£33.90
			34948.57143	£34.10
			35200	£34.30
			35200.001	£34.50
			35451.42857	£34.70
			35702.85714	£34.90
			35954.28571	£35.10
			36205.71429	£35.30
			36457.14386	£35.50
			36708.57143	£35.70
			36960	£35.90
			36960.001	£36.10
			37211.42857	£36.30
			37462.85714	£36.50
			37714.28571	£36.70
			37965.71429	£36.90
			38217.14386	£37.10
			38468.57143	£37.30
			38720	£37.50
			38720.001	£37.70
			38971.42857	£37.90
			39222.85714	£38.10
			39474.28571	£38.30
			39725.71429	£38.50
			39977.14386	£38.70
			40228.57143	£38.90
			40480	£39.10
			40480.001	£39.30
			40731.42857	£39.50
			40982.85714	£39.70
			41234.28571	£39.90
			41485.71429	£40.10
			41737.14386	£40.30
			41988.57143	£40.50
			42240	£40.70
			42240.001	£40.90
			42491.42857	£41.10
			42742.85714	£41.30
			42994.28571	£41.50
			43245.71429	£41.70
			43497.14386	£41.90
			43748.57143	£42.10
			44000	£42.30
			44000.001	£42.50
			44251.42857	£42.70
			44502.85714	£42.90
			44754.28571	£43.10
			45005.71429	£43.30
			45257.14386	£43.50
			45508.57143	£43.70
			45760	£43.90
			45760.001	£44.10
			46011.42857	£44.30
			46262.85714	£44.50
			46514.28571	£44.70
			46765.71429	£44.90
			47017.14386	£45.10
			47268.57143	£45.30
			47520	£45.50
			47520.001	£45.70
			47771.42857	£45.90
			48022.85714	£46.10
			48274.28571	£46.30
			48525.71429	£46.50
			48777.14386	£46.70
			49028.57143	£46.90
			49280	£47.10
			49280.001	£47.30
			49531.42857	£47.50
			49782.85714	£47.70
			50034.28571	£47.90
			50285.71429	£48.10
			50537.14386	£48.30
			50788.57143	£48.50
			51040	£48.70
			51040.001	£48.90
			51291.42857	£49.10
			51542.85714	£49.30
			51794.28571	£49.50
			52045.71429	£49.70
			52297.14386	£49.90
			52548.57143	£50.10
			52800</	

		15840.001	16091.42857	£15.30	£19.40
		16091.42957	16342.85714	£15.50	£19.65
		16342.85814	16594.28571	£15.70	£19.90
		16594.28671	16845.71428	£15.90	£20.15
		16845.71528	17097.14286	£16.10	£20.40
		17097.14386	17348.57143	£16.30	£20.65
	<b>17600 10 miles</b>	<b>17348.57243</b>	<b>17600</b>	<b>£16.50</b>	<b>£20.90</b>
		17600.001	17851.42857	£16.70	£21.15
		17851.42957	18102.85714	£16.90	£21.40
		18102.85814	18354.28571	£17.10	£21.65
		18354.28671	18605.71428	£17.30	£21.90
		18605.71528	18857.14286	£17.50	£22.15
		18857.14386	19108.57143	£17.70	£22.40
	<b>19360 11 miles</b>	<b>19108.57243</b>	<b>19360</b>	<b>£17.90</b>	<b>£22.65</b>
		19360.001	19611.42857	£18.10	£22.90
		19611.42957	19862.85714	£18.30	£23.15
		19862.85814	20114.28571	£18.50	£23.40
		20114.28671	20365.71428	£18.70	£23.65
		20365.71528	20617.14286	£18.90	£23.90
		20617.14386	20868.57143	£19.10	£24.15
	<b>21120 12 miles</b>	<b>20868.57243</b>	<b>21120</b>	<b>£19.30</b>	<b>£24.40</b>
		21120.001	21371.42857	£19.50	£24.65
		21371.42957	21622.85714	£19.70	£24.90
		21622.85814	21874.28571	£19.90	£25.15
		21874.28671	22125.71428	£20.10	£25.40
		22125.71528	22377.14286	£20.30	£25.65
		22377.14386	22628.57143	£20.50	£25.90
	<b>22880 13 miles</b>	<b>22628.57243</b>	<b>22880</b>	<b>£20.70</b>	<b>£26.15</b>
		22880.001	23131.42857	£20.90	£26.40
		23131.42957	23382.85714	£21.10	£26.65
		23382.85814	23634.28571	£21.30	£26.90
		23634.28671	23885.71428	£21.50	£27.15
		23885.71528	24137.14286	£21.70	£27.40
		24137.14386	24388.57143	£21.90	£27.65
	<b>24640 14 miles</b>	<b>24388.57243</b>	<b>24640</b>	<b>£22.10</b>	<b>£27.90</b>
		24640.001	24891.42857	£22.30	£28.15
		24891.42957	25142.85714	£22.50	£28.40
		25142.85814	25394.28571	£22.70	£28.65
		25394.28671	25645.71428	£22.90	£28.90
		25645.71528	25897.14286	£23.10	£29.15
		25897.14386	26148.57143	£23.30	£29.40
	<b>26400 15 miles</b>	<b>26148.57243</b>	<b>26400</b>	<b>£23.50</b>	<b>£29.65</b>
		26400.001	26651.42857	£23.70	£29.90
		26651.42957	26902.85714	£23.90	£30.15
		26902.85814	27154.28571	£24.10	£30.40
		27154.28671	27405.71428	£24.30	£30.65
		27405.71528	27657.14286	£24.50	£30.90
		27657.14386	27908.57143	£24.70	£31.15
	<b>28160 16 miles</b>	<b>27908.57243</b>	<b>28160</b>	<b>£24.90</b>	<b>£31.40</b>
		28160.001	28411.42857	£25.10	£31.65
		28411.42957	28662.85714	£25.30	£31.90
		28662.85814	28914.28571	£25.50	£32.15
		28914.28671	29165.71428	£25.70	£32.40
		29165.71528	29417.14286	£25.90	£32.65
		29417.14386	29668.57143	£26.10	£32.90
	<b>29920 17 miles</b>	<b>29668.57243</b>	<b>29920</b>	<b>£26.30</b>	<b>£33.15</b>
		29920.001	30171.42857	£26.50	£33.40
		30171.42957	30422.85714	£26.70	£33.65
		30422.85814	30674.28571	£26.90	£33.90
		30674.28671	30925.71428	£27.10	£34.15
		30925.71528	31177.14286	£27.30	£34.40
		31177.14386	31428.57143	£27.50	£34.65
	<b>31680 18 miles</b>	<b>31428.57243</b>	<b>31680</b>	<b>£27.70</b>	<b>£34.90</b>
		31680.001	31931.42857	£27.90	£35.15
		31931.42957	32182.85714	£28.10	£35.40
		32182.85814	32434.28571	£28.30	£35.65
		32434.28671	32685.71428	£28.50	£35.90
		32685.71528	32937.14286	£28.70	£36.15
		32937.14386	33188.57143	£28.90	£36.40
	<b>33440 19 miles</b>	<b>33188.57243</b>	<b>33440</b>	<b>£29.10</b>	<b>£36.65</b>
		33440.001	33691.42857	£29.30	£36.90
		33691.42957	33942.85714	£29.50	£37.15
		33942.85814	34194.28571	£29.70	£37.40
		34194.28671	34445.71428	£29.90	£37.65
		34445.71528	34697.14286	£30.10	£37.90
		34697.14386	34948.57143	£30.30	£38.15
	<b>35200 20 miles</b>	<b>34948.57243</b>	<b>35200</b>	<b>£30.50</b>	<b>£38.40</b>

# MAXIMUM TABLE OF FARES

inclusive of VAT (where applicable)



Passengers are only obliged to pay the fare shown on the meter

1. **TARIFF 1 – Daytime** – Except as in Tariffs 3 and 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on any day  
**Fare for Distance**

(a)	For the first 110 metres or part thereof	£2.00
(b)	For the next 110 metres or part thereof	£0.20
(c)	For the next 110 metres or part thereof	£0.20
(d)	For the next 110 metres or part thereof	£0.20
(e)	For the next 110 metres or part thereof	£0.20
(f)	For each subsequent 235 metres or part thereof	£0.20

**Waiting Time** – For each period of forty-five seconds or part thereof £0.20
  
2. **TARIFF 2 – Night-Time** – Except as in Tariff 4 below, for any hiring begun after 11.00 p.m. and before 6.00 a.m. on any day  
**Fare for Distance**

(a)	For the first 110 metres or part thereof	£2.75
(b)	For the next 110 metres or part thereof	£0.25
(c)	For the next 110 metres or part thereof	£0.25
(d)	For the next 110 metres or part thereof	£0.25
(e)	For the next 110 metres or part thereof	£0.25
(f)	For each subsequent 235 metres or part thereof	£0.25

**Waiting Time** – For each period of forty-five seconds or part thereof £0.25
  
3. **TARIFF 3 – Sundays, Bank Holidays and New Year** - Except as in Tariff 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on a Sunday, Good Friday, a Bank or Public Holiday, or 1<sup>st</sup> January, Tariff 1 above plus a surcharge, per hiring, of £1.00
  
4. **TARIFF 4 – Christmas and New Year** – For any hiring begun after 8.00 p.m. on the 24th December and before 6.00 a.m. on the 27th December or after 8.00 p.m. on the 31<sup>st</sup> December and before 6.00 a.m. on the 1<sup>st</sup> January Double the rate of Tariff 1
  
5. **ITCHEN BRIDGE TOLLS**  
 If any hiring involves crossing the Itchen Bridge, and a toll is payable, there shall be added to the fare a sum equivalent to the toll paid
  
6. **SOILING CHARGE**  
 If the hackney carriage is soiled by a passenger or an animal £50.00

# PROPOSED MAXIMUM TABLE OF FARES

inclusive of VAT (where applicable)

Passengers are only obliged to pay the fare shown on the meter

1. **TARIFF 1 – Daytime** – Except as in Tariffs 3 and 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on any day  
**Fare for Distance**
  - (a) For the first 550 metres or part thereof £2.90
  - (b) For each subsequent 230 metres or part thereof £0.20**Waiting Time** – For each period of forty-five seconds or part thereof £0.20
  
2. **TARIFF 2 – Night-Time** – Except as in Tariff 4 below, for any hiring begun after 11.00 p.m. and before 6.00 a.m. on any day  
**Fare for Distance**
  - (a) For the first 550 metres or part thereof £3.90
  - (b) For each subsequent 230 metres or part thereof £0.25**Waiting Time** – For each period of forty-five seconds or part thereof £0.25
  
3. **TARIFF 3 – Sundays, Bank Holidays and New Year** - Except as in Tariff 4 below, for any hiring begun after 6.00 a.m. and before 11.00 p.m. on a Sunday, Good Friday, a Bank or Public Holiday, or 1<sup>st</sup> January, Tariff 1 above plus a surcharge, per hiring, of £1.00
  
4. **TARIFF 4 – Christmas and New Year** – For any hiring begun after 8.00 p.m. on the 24th December and before 6.00 a.m. on the 27th December or after 8.00 p.m. on the 31<sup>st</sup> December and before 6.00 a.m. on the 1<sup>st</sup> January Double the rate of Tariff 1
  
5. **ITCHEN BRIDGE TOLLS**  
If any hiring involves crossing the Itchen Bridge, and a toll is payable, there shall be added to the fare a sum equivalent to the toll paid
  
6. **SOILING CHARGE**  
If the hackney carriage is soiled by a passenger or an animal £50.00