

Board

Date: 29 March 2017

Item: Taxi Fares and Tariffs and Taximeter Specification

This paper will be considered in public

1 Executive Summary

Decision required	The Board is asked to note the paper and approve the recommendations.
Previous consideration	On 2 March 2017, the Customer Service and Operational Performance Panel received an update on taxi fares and tariffs.
Sponsoring Director	Contact Officer: Peter Blake Number: 020 3054 8089 Email: PeterBlake@tfl.gov.uk
Information classification	Public.
Summary	
<ul style="list-style-type: none">• The purpose of this paper is to update the Board on the annual taxi fares and tariffs review and the changes to the taximeter specification and ask that it approve the changes shown in Section 2.• A full review of taxi fares and tariffs was requested by the Board in February 2016. This has been carried out by an external company and this paper also provides a summary of the recommendations from this review.• The review concluded that short distance and daytime fares offer relative value for money but this is less so for evenings and longer journeys. We have consulted on proposals to begin to amend taxi fares accordingly.• The five main taxi driver associations have responded, raising legitimate concerns surrounding the future deployment of zero emission capable vehicles, the capital and running costs of which will impact heavily on the Cost Index. They have submitted revised proposals that begin to address the balance of fares across daytime and evenings and recognise that further work is required in the longer term.• Having reviewed the proposals set out by the taxi driver associations, we recommend adopting these proposals for 2017/18 taxi fares and committing to a further review of taxi fares and during the year.• The taxi fares and tariffs review was considered by the Customer Service and Operational Performance Panel at its meetings on 30 January 2017 and 2 March 2017.	

2 Recommendation

2.1 The Board is asked to note the paper and approve:

- (a) an increase to Tariff 1 of 3.7 per cent;**
- (b) an increase to Tariff 2 of 3.9 per cent;**
- (c) no change to Tariffs 3 and 4;**
- (d) an extension of the fuel charge arrangements until 6 April 2018;**
- (e) the minimum taxi fare remaining at £2.60.**

2.2 The Board is also asked to note that:

- (a) further work and research will be conducted to look at taxi fares and tariffs, fixed/capped fares to and from Heathrow Airport and the possibility of allowing greater flexibility when setting fixed fares for pre-booked taxi journeys; and**
- (b) the taximeter specification will be updated as necessary to reflect the Board's decision.**

3 Background

- 3.1 The Metropolitan Public Carriage Act 1869 and the London Cab and Stage Carriage Act 1907 allow TfL to make regulations setting taxi fares. TfL may prescribe fares based on time or distance or both and may prescribe different fares for different circumstances.
- 3.2 The London Cab Order 1934 ('the Cab Order') specifies the fares regime that covers most taxi journeys in London and provides that taximeters must be fitted to cabs to calculate the fare, sets out the fare structure and provides the maximum fare payable. Drivers can charge lower fares if they wish.
- 3.3 Taxi fares are normally revised annually and the revision is based on changes to a Cost Index in use since 1981. The Index combines changes in operating costs with national earnings to produce a suggested change in average fares aimed at maintaining drivers' earnings net of operating costs. In previous years the increase calculated by the Cost Index has been applied across all tariff rates.
- 3.4 In February 2016, the Board requested a review of taxi fares, taxi tariffs and the Cost Index. This followed questions about how we balance our responsibilities to customers to keep fares affordable and attractive against the need to adequately compensate taxi drivers for changes in their costs. Members questioned the regular incremental increases to taxi fares to compensate drivers for market changes and requested a full review of the formula that has been in place since 1981.
- 3.5 In light of the above, we commissioned Systra (a transport consultancy) to undertake an independent review of taxi fares and tariffs. The review included passenger and taxi driver surveys and these helped inform Systra's

recommendations. The recommendations from Systra's review were then publicly consulted on between 10 January and 19 February 2017. A copy of the Systra report and the consultation report are included as Background Papers and have been provided to Members.

- 3.6 The Mayor's Taxi and Private Hire Action Plan (published in September 2016) also includes a commitment to review the annual taxi fares process "to ensure drivers and customers get the best deal".
- 3.7 The Cost Index utilises the latest available figures to ensure that the calculation accurately reflects the most up to date costs of maintaining a taxi. This means that early calculations can differ before the final calculation is made. In October 2016 the calculation showed a 3.3 per cent increase to average taxi fares. In February 2017, when the final calculation was made, the latest available fuel figures and taxi vehicle costs were updated which showed an increase to average taxi fares of 2.8 per cent. 2.8 per cent has been used in the recommendations the Board are asked to approve.

4 Summary of the Systra Report

Cost Index

- 4.1 Systra concluded that the existing Cost Index formula remains the most fair and reasonable way of adjusting taxi fares to take account of year-on-year cost variations.
- 4.2 The main change to the Cost Index Systra recommended was to remove the 'Social Costs' aspect. This was originally introduced to compensate drivers working late at night. However, this is now effectively duplicated by Tariff 3, which applies every night between 22:00 and 05:00.
- 4.3 TfL and the five main taxi driver associations (LTDA, LCDC, Unite, RMT and UCG) agree that the Cost Index remains a fair and reasonable way of tracking year-on-year changes to the costs of operating a taxi and being a taxi driver in London.

Taxi Tariffs

- 4.4 In addition to Systra's overall proposal to retain the Cost Index, they also reviewed taxi tariffs with the intention to ensure drivers are adequately compensated and fares are reasonable and proportionate.
- 4.5 Systra proposed a number of changes to the existing tariffs and the intention of the changes was to reduce the cost of late night (Tariff 3) and longer taxi journeys (Tariff 4) and to mitigate the impact of this via an increase in the minimum fare.
- 4.6 The main recommendations Systra made were to:
 - (a) Reduce Tariff 3 from the current rate of £3.96 per mile to £3.50 per mile (having given this further consideration in the consultation we proposed changing the rate to £3.70, which is the same rate as and therefore consistent with Tariff 4);

- (b) Change when the tariff rate for longer journeys (Tariff 4) starts from six miles to between 10 and 12 miles (in the consultation we proposed changing this to 12 miles); and
- (c) Increase the minimum taxi fare (the 'flagfall') from £2.60 to between £3.00 and £4.00 (having given this consideration, in the consultation we proposed the lower amount of £3.00 to offset the change we made to Systra's proposal for Tariff 3 (see 4.6 (a)).

5 Consultation Responses

- 5.1 A public consultation was held between 10 January and 19 February 2017. The proposals in the consultation were based largely on the recommendations in the Systra report.
- 5.2 The responses to the consultation have been reviewed and are set out in the Taxi Fares and Tariffs and Taximeter Specification Consultation report. The main results from the consultation are below:
 - (a) there were 1,258 responses to the consultation, 85 per cent of the responses were from licensed taxi drivers with 10 per cent from taxi users and the remaining five per cent from other individuals or companies (the detailed breakdown of respondents is included in the Taxi Fares and Tariffs and Taximeter Specification Consultation report);
 - (b) the majority (63 per cent) of respondents felt that the Cost Index remained the best method of calculating changes to taxi fares in London and just over half (54 per cent) of respondents felt that the social costs element should not be removed from the Cost Index;
 - (c) the majority (70 per cent) of respondents did not agree with the proposed package of changes to the tariffs and the increase in the minimum fare;
 - (d) the majority (78 per cent) of respondents felt that the fuel surcharge arrangements should be retained and a similar number (75 per cent) of respondents felt that the soiling charge should be increased from £40 to £60;
 - (e) there were mixed views on conducting further research on capped or fixed fares to and from Heathrow Airport. 41 per cent of respondents felt that more research should be conducted but 50 per cent felt that it should not. The taxi driver associations suggested that a ballot among taxi drivers who work at Heathrow Airport should be carried out to establish if capped or fixed fares are supported, and if they are what the fares should be; and
 - (f) just under two thirds (61 per cent) of respondents did not have any comment on the impact of the proposals on people with protected characteristics. One of the comments made by those who did respond to this question was that the proposed changes would have a detrimental impact on the taxi industry which in turn would affect disabled passengers.

6 Taxi Driver Associations' Proposal

- 6.1 A joint response to the consultation was submitted by Heathrow Airport Taxi Drivers United (HATDU), the Licensed Taxi Drivers Association (LTDA), the London Cab Drivers Club (LCDC), Rail, Maritime and Transport workers' union (RMT), and Unite the Union. The driver associations strongly rejected Systra's recommendations and instead suggested an alternative proposal. Their proposal retains the overall total Cost Index increase of 2.8 per cent, however this amount is only applied to the daytime and evening (Tariffs 1 and 2) and the proposal provides that Tariffs 3 and 4 (late night and long distance) should be frozen. Therefore, the actual amount Tariffs 1 and 2 increase is proportionately higher than previous years because in previous years the Cost Index was applied across all four tariffs.
- 6.2 The proposal in detail is as follows:
- retaining the £2.60 minimum fare;
 - increasing Tariffs 1 and 2 so that the average fare increases by the change shown by the Cost Index (2.8 per cent);
 - no change to Tariffs 3 or 4 including to the distance at which Tariff 4 applies.
- 6.3 Under the proposal although the Cost Index indicates a 2.8 per cent increase, Tariffs 1 and 2 would increase by more than 2.8 per cent because Tariffs 3 and 4 would be frozen. Tariff 1 would increase by 3.7 per cent and Tariff 2 by 3.9 per cent.
- 6.4 The table below shows the current fares and tariffs and the proposals suggested by the taxi driver associations.

	When applicable	Current rate	Proposals under annual cost index review (2.8 per cent)	Recommendations following Systra report proposals incorporating revised 2.8 per cent	Taxi driver associations' proposals
Minimum fare	<ul style="list-style-type: none"> At all times 	£2.60	£2.60	£3.00	£2.60
Tariff 1	<ul style="list-style-type: none"> Monday to Friday, 05:00-20:00 For journeys up to six miles 	£2.60 per mile	£2.69 per mile	£2.69 per mile	£2.74 per mile

	When applicable	Current rate	Proposals under annual cost index review (2.8 per cent)	Recommendations following Systra report proposals incorporating revised 2.8 per cent	Taxi driver associations' proposals
Tariff 2	<ul style="list-style-type: none"> Monday to Friday, 20:00-22:00 Saturday and Sunday, 05:00-22:00 For journeys up to six miles 	£3.20 per mile	£3.31 per mile	£3.31 per mile	£3.37 per mile
Tariff 3	<ul style="list-style-type: none"> Every night, 22:00-05:00 and public holidays For journeys up to six miles 	£3.96 per mile	£4.10 per mile	£3.70 per mile	£3.96 per mile
Tariff 4	<ul style="list-style-type: none"> At all times For journeys over six miles 	£3.70 per mile	£3.83 per mile	£3.70 per mile	£3.70 per mile
Soiling charge	<ul style="list-style-type: none"> At all times 	£40.00	£40.00	£60.00	£60.00

6.5 The tariff details, plus example fares based on distance, for the taxi driver associations' proposals are shown in Appendix 1. The possible impacts of the changes are discussed below.

6.6 The majority of respondents to the consultation including the taxi driver associations did not support Systra's proposed changes. The taxi driver associations agreed with the Systra report to the extent that the Cost Index was the best method of calculating changes to taxi fares and so it is proposed that this is still used in this year's taxi fares and tariffs update. The taxi driver associations did not support any changes to the Tariffs beyond the 2.8 per cent increase as calculated using the Cost Index formula. However, they suggested it would be

beneficial from a passenger perspective to freeze Tariffs 3 and 4 and not make any increases to the minimum fare.

- 6.7 After considering the alternative proposal suggested by the taxi driver associations we are recommending that the Board approve this for the following reasons:
- (a) the majority of responses to the consultation, including those from taxi drivers and users, did not support the original package of proposals consulted on;
 - (b) the overall change to taxi fares proposed is based on the Cost Index, as supported by the majority of respondents to the consultation;
 - (c) in terms of any changes to the tariffs in addition to the annual Cost Index increase, the taxi driver associations felt that with the introduction of the new Zero Emission Capable (ZEC) taxis it was not an appropriate time to make the changes proposed by Systra to reduce the cost of Tariffs 3 and 4. This was because the cost of ZEC vehicles, cost of fuel and the impact on passenger demand will change and any impact should be assessed before making the proposed changes. The taxi driver associations proposed that Tariffs 3 and 4 should be frozen on the basis that a further review of taxi fares would be undertaken in 2017. TfL agrees with this point and will be carrying out further research taking into account the new ZEC taxi vehicle costs and associated package of measures to support the introduction of these new vehicles before considering any further changes to the tariffs.
 - (d) freezing tariffs 3 and 4 is beneficial to passengers. It is important TfL sets taxi fares so that they are at a level that encourages taxi drivers to support London's late night economy while not being set at a level that discourages passengers from using them.
- 6.8. We propose to retain the minimum fare at £2.60 as we don't believe any changes to the minimum fare should be made before further research and consideration has been undertaken.

7 Taxi Fares and Tariffs

- 7.1 In 2015 the overall passenger satisfaction score for London's taxi services was 84 out of 100 and the overall satisfaction score has remained fairly consistent since 2002.
- 7.2 However, the same research showed that just under two thirds (61 per cent) of taxi passengers thought that taxi fares were much or a little too expensive. Minicab users were also asked for their opinion of taxi fares and the majority (84 per cent) thought that taxi fares were much or a little too expensive whilst over half (54 per cent) of taxi users thought that minicab fares were about right.
- 7.3 Furthermore, research amongst taxi drivers from 2015/16 showed that:
- (a) 32 per cent of taxi drivers felt that fares on weekday nights (Monday – Thursday) were too high;

- (b) 24 per cent of taxi drivers felt that fares on Friday and Saturdays nights were too high;
 - (c) 25 per cent of taxi drivers felt that fares on Sunday nights were too high; and
 - (d) 19 per cent of taxi drivers felt that fares on public holidays were too high.
- 7.4 Increased tariffs in the evenings, at weekends and at night are intended to encourage drivers to work at these times, however increasing these tariffs may deter the public from using taxis at these times and this along with increased competition may negatively affect the demand for taxis.
- 7.5 Tariff 3 is the most expensive rate but freezing this and keeping the minimum fare at £2.60 will benefit passengers as fares for journeys between 22:00 and 05:00 will not increase. Freezing Tariff 4 will mean that once a journey reaches six miles the rate at which the fare increases will not change from the current rate.
- 7.6 However, increasing Tariffs 1 and 2 will increase fares during the daytime when taxis are considered to be relatively competitive and so could affect the demand for and usage of taxis during the periods when Tariffs 1 and 2 apply.
- 7.7 Increasing the soiling charge from £40 to £60 is not expected to have any impact on the demand for taxis. The taxi driver associations did suggest that on some occasions the charge can act as a deterrent and the higher charge will help drivers cover some of the costs such as the loss of earnings due to the vehicle being out of service, which is incurred when cleaning their taxi.

8 Fuel threshold extension

- 8.1 Since July 2008, special provisions have been in place to allow an extra charge to be added to taxi fares if London average diesel costs reached a threshold level, in order to compensate drivers for significant mid-year rises in fuel costs. If diesel costs reached this level then the Cab Order would be amended to include this extra charge. At its meeting in February 2016, the Board approved extending this arrangement, with 40 pence extra for each journey charged if London retail diesel fuel prices (as measured by the AA Fuel Report index) reached the threshold level.
- 8.2 At its meeting in February 2016 the Board also approved a new arrangement where the fare for each journey would be reduced by 40 pence if diesel prices fell significantly.
- 8.3 More than three quarters (78 per cent) of respondents to the consultation supported retaining the current fuel surcharge arrangements and it is proposed to extend these until the next review of taxi fares and tariffs.

9 Minimum Fare

- 9.1 A proposal to increase the minimum fare from £2.60 to £3.00 was included in the consultation (following the recommendation from Systra to increase this to between £3 - £4) however, this was not supported by the majority of respondents, to the consultation, including the five main taxi driver associations, and no change is now proposed.

- 9.2 At its meeting in February 2016 the Board approved increasing the minimum fare from £2.40 to £2.60 but this was a temporary increase which was approved alongside the instruction to carry out a full review of taxi fares and tariffs, hence the Systra review.
- 9.3 The minimum taxi fare in London remains quite low when compared to some other parts of the UK and it is not proposed to reduce the minimum fare to the previous level (£2.40) but instead the Board is asked to approve retaining the current minimum fare of £2.60.

10 Additional Research

- 10.1 While the Systra report considers a number of important and relevant points, two areas that it does not cover are:
- (a) whether the fare level represents a reasonable level of remuneration for a taxi driver; and
 - (b) The question of price elasticity of demand and optimising value for money for the customer and cost efficiency for taxi drivers.
- 10.2 We are therefore proposing to undertake further work in this area. At the same time more work will be done to look at the options for capped or fixed fares to and from Heathrow Airport and the possibility of allowing greater flexibility when setting fixed fares for pre-booked taxi journeys.
- 10.3 We will also explore the financial impact on fares of the new zero emission capable taxis.

11 Taximeter Specification Update

- 11.1 As well as consulting on proposed changes to the taxi fares and tariffs the consultation also proposed changes to the current taximeter specification. The proposed changes will enable taximeters to be updated remotely, removing the need for each taximeter to be updated separately, and will make updates and testing more secure.
- 11.2 A draft copy of the updated taximeter specification with the proposed changes was published with the consultation paper.
- 11.3 64 per cent of respondents to the consultation agreed that the taximeter specification should be updated, so we are planning to proceed with this and the Board is asked to approve this.

12 Equality Implications

- 12.1 TfL must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not under section 149 of the Equality Act 2010. Due regard that is appropriate in all of the circumstances must be had at the time decisions are taken and is an ongoing obligation. This may involve removing or minimising any disadvantage suffered by those who share a relevant protected characteristic,

taking steps to meet the needs of such people; and encouraging them to participate in public life, or in any other activity where their participation is disproportionately low. The “protected” characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/ civil partnership status. Compliance with this obligation may involve treating people with a protected characteristic more favourably than those without the characteristic.

- 12.2 All taxis approved for use in London must meet a range of accessibility requirements including wheelchair accessibility, hearing induction loops and high visibility grab handles. All taxi drivers are required to undertake a taxi driving test, which includes a wheelchair handling element. Due to the DVSA recently cancelling the provision of this test TfL is in the process of procuring a new provider, therefore recently licenced taxi drivers are licenced on the condition that they must complete the test at a later date.
- 12.3 Taxis are relied upon to a greater extent by many disabled and elderly persons than people who do not fall into these protected groups, therefore the proposed changes to taxi fares, which increase certain fares, will have a greater and more significant impact on them.
- 12.4 The public consultation on changes to taxi fares provided an opportunity to anyone, including disabled and elderly taxi passengers and organisations that represent them to comment on the proposals and submit their comments or concerns to TfL. The consultation was sent to Age UK, Independent Age, London Members of Parliament, Transport for All and London TravelWatch.
- 12.5 The consultation asked respondents whether they had any comments about the possible impact of the proposals in the consultation on people with protected characteristics. Just under two thirds (63 per cent) of respondents did not have any comment. The comments from those who did respond included:
 - (a) the Cycle Superhighways make it harder for taxis to pick up disabled passengers;
 - (b) there is no requirement for private hire vehicles to be accessible unlike taxis;
 - (c) congestion leads to higher fares;
 - (d) keeping fares low has a positive impact on everyone;
 - (e) taxi drivers do not discriminate against passengers;
 - (f) suggestions to introduce a cheaper rate for disabled passengers or a minimum fare for private hire journeys to help protect the taxi industry;
 - (g) the negative impact the changes could have on the taxi industry, in that if the industry declines the supply and availability of taxis will be reduced ; and taxi drivers being negatively affected and having to work longer hours.
- 12.6 The proposed increase in some taxi fares will have a disproportionate impact on Taxicard users as many of these individuals have a greater reliance on taxi services. Taxicard is a scheme managed by London Councils and TfL and the

London boroughs fund it. The proposed increase in some taxi fares would mean a direct increase in costs for Taxicard users and the journeys they take becoming more expensive. This therefore may affect the number of trips individual Taxicard users are able to take or increase the amount they pay on top of their allowance. However, the specific financial impact varies as individual boroughs subsidise Taxicard users differently.

12.7 London Council's 2016 Taxicard Usage Review found that one of the determining factors in reduced Taxicard usage was the distance the subsidised fare enables passengers to travel. Any increase to taxi fares is therefore likely to have a dampening effect on Taxicard usage for longer distance journeys, although to what extent cannot currently be accurately estimated.

12.8 There are measures that TfL can potentially take to mitigate the impact any increase may have through raising awareness of the alternative options open to passengers travelling longer journeys. These include:

(a) Raising awareness of the TfL Travel Mentoring service which helps build confidence in using public transport to encourage some Taxicard customers to use a combination of mainstream public transport and Taxicard for longer distance journeys with Taxicard used to provide a door to door element at the start and end of the journey, rather than for the whole journey; and

(b) Encouraging the use of Dial-a-Ride in the evenings and on public holidays as journeys at these times are more expensive.

12.9 An Equality Impact Assessment (EqIA) has been prepared and is included as a Background Paper.

List of appendices to this report:

Appendix 1: Tariff details and example fares for taxi driver associations' proposal

List of Background Papers:

- Taxi Fares and Tariffs Review, Systra, 2016
- Taxi Fares and Tariffs and Taximeter Specification Consultation report
- Equality Impact Assessment (EqIA)
- Taxi and Private Hire Action Plan 2016
- Taxi Fares and Tariffs and Taximeter Specification Consultation document 2016
- Taximeter Specification
- Taxi and Minicab Passenger Customer Satisfaction Survey, TNS, 2015/16
- Taxi and Private Hire Licensee Customer Satisfaction Survey, TNS, 2015/16
- AA fuel price report

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Tariff details and example fares for taxi driver associations' proposal

Taxi Driver Associations' Proposal:

- Minimum fare: no change
- Increase Tariffs 1 and 2 up to six miles and so that the All Week Increase is 2.8 per cent
- Tariff 3: no change
- Tariff 4: no change
- Social costs element: leave in the Cost Index

Current Fares – Example Scenarios – Tariff 1-3

Example	Route	Mileage	Current Fares - Example		
			Tariff 1	Tariff 2	Tariff 3
1	Paddington station – King's Cross station	2.6	£9.20	£10.60	£12.60
2	Waterloo station – The Stables Market, Camden	3.5	£11.40	£13.40	£16.20
3	Barbican centre – The Royal Albert Hall	4.6	£14.40	£17.00	£20.60

Proposed Fares – Example Scenarios – Tariff 1-3

Example	Route	Mileage	Proposed Fares - Example		
			Tariff 1	Tariff 2	Tariff 3
1	Paddington station – King's Cross station	2.6	£9.60	£11.20	£12.60
2	Waterloo station – The Stables Market, Camden	3.5	£11.80	£14.00	£16.20
3	Barbican centre – The Royal Albert Hall	4.6	£15.00	£17.80	£20.60

Systra Fares – Example Scenarios – Tariff 1-3

Example	Route	Mileage	Proposed Fares - Example		
			Tariff 1	Tariff 2	Tariff 3
1	Paddington station – King's Cross station	2.6	£9.80	£11.40	£12.40
2	Waterloo station – The Stables Market, Camden	3.5	£12.20	£14.20	£15.60
3	Barbican centre – The Royal Albert Hall	4.6	£15.20	£18.00	£19.80

Example Scenarios – Tariffs 1, 2, 3 switching to Tariff 4 for longer journeys

	Route	Mileage			
			Current	Proposed	Systra
Tariff 1 switching to Tariff 4	Savoy Hotel – London City airport	9.1	£29.40	£30.20	£27.40
Tariff 2 switching to Tariff 4	Savoy Hotel – London City airport	9.1	£33.00	£34.00	£32.80
Tariff 3 switching to Tariff 4	Savoy Hotel – London City airport	9.1	£37.60	£37.60	£36.40

	Route	Mileage			
			Current	Proposed	Systra
Tariff 1 switching to Tariff 4	Heathrow Terminal 5 – The London Eye	20.1	£70.20	£71.00	£65.00
Tariff 2 switching to Tariff 4	Heathrow Terminal 5 – The London Eye	20.1	£73.80	£74.80	£72.40
Tariff 3 switching to Tariff 4	Heathrow Terminal 5 – The London Eye	20.1	£78.40	£78.40	£77.20

Average Fares

Average Fare Changes	Current Average	New Average	Price Increase	Percentage Increase
Tariff 1	£11.69	£12.12	£0.44	3.7%
Tariff 2	£13.56	£14.08	£0.52	3.9%
Tariff 3	£15.92	£15.92	£0.00	0.0%
All Week	£12.92	£13.28	£0.36	2.8%

Tariff Rates

	Tariff 1		Tariff 2		Tariff 3	
	Current	New	Current	New	Current	New
Minimum Fare	£2.60	£2.60	£2.60	£2.60	£2.60	£2.60
Minimum Units	2	2	2	2	2	2
Metres/Unit < T4 Tariff Distance	123.9	117.4	100.6	95.5	81.2	81.2
Secs/Unit < T4 Tariff Distance	26.6	25.2	21.6	20.5	17.5	17.5
Metres/Unit > T4 Tariff Distance	86.9	86.9	86.9	86.9	86.9	86.9
Secs/Unit > T4 Tariff Distance	18.7	18.7	18.7	18.7	18.7	18.7
T4 Tariff Unit Changeover	77	82	95	101	118	118
T4 Tariff Changeover	9540.3	9626.8	9557.0	9645.5	9581.6	9581.6

Example Fares

Journey Length	Tariff 1			Tariff 2			Tariff 3			
	Miles	Current	New	Change	Current	New	Change	Current	New	Change
Minimum		£2.60	£2.60	0.0%	£2.60	£2.60	0.0%	£2.60	£2.60	0.0%
0.5		£3.60	£3.60	0.0%	£3.80	£4.00	5.3%	£4.20	£4.20	0.0%
1		£4.80	£5.00	4.2%	£5.40	£5.60	3.7%	£6.20	£6.20	0.0%
1.5		£6.20	£6.40	3.2%	£7.00	£7.40	5.7%	£8.20	£8.20	0.0%
2		£7.40	£7.80	5.4%	£8.60	£9.00	4.7%	£10.20	£10.20	0.0%
2.5		£8.80	£9.20	4.5%	£10.20	£10.80	5.9%	£12.20	£12.20	0.0%
3		£10.00	£10.60	6.0%	£11.80	£12.40	5.1%	£14.20	£14.20	0.0%
3.5		£11.40	£11.80	3.5%	£13.40	£14.00	4.5%	£16.20	£16.20	0.0%
4		£12.60	£13.20	4.8%	£15.00	£15.80	5.3%	£18.20	£18.20	0.0%
4.5		£14.00	£14.60	4.3%	£16.60	£17.40	4.8%	£20.20	£20.20	0.0%
5		£15.20	£16.00	5.3%	£18.20	£19.20	5.5%	£22.20	£22.20	0.0%
6		£18.00	£18.80	4.4%	£21.60	£22.60	4.6%	£26.00	£26.00	0.0%
7		£21.60	£22.40	3.7%	£25.20	£26.20	4.0%	£29.80	£29.80	0.0%
8		£25.40	£26.20	3.1%	£29.00	£30.00	3.4%	£33.40	£33.40	0.0%
9		£29.00	£29.80	2.8%	£32.60	£33.60	3.1%	£37.20	£37.20	0.0%
10		£32.80	£33.60	2.4%	£36.40	£37.40	2.7%	£40.80	£40.80	0.0%
11		£36.40	£37.20	2.2%	£40.00	£41.00	2.5%	£44.60	£44.60	0.0%
12		£40.20	£41.00	2.0%	£43.80	£44.80	2.3%	£48.20	£48.20	0.0%
13		£43.80	£44.60	1.8%	£47.40	£48.40	2.1%	£52.00	£52.00	0.0%
14		£47.60	£48.40	1.7%	£51.20	£52.20	2.0%	£55.80	£55.80	0.0%
15		£51.40	£52.20	1.6%	£54.80	£55.80	1.8%	£59.40	£59.40	0.0%
16		£55.00	£55.80	1.5%	£58.60	£59.60	1.7%	£63.20	£63.20	0.0%
18		£62.40	£63.20	1.3%	£66.00	£67.00	1.5%	£70.60	£70.60	0.0%
20		£69.80	£70.60	1.1%	£73.40	£74.40	1.4%	£78.00	£78.00	0.0%