

REPORT TO: LICENSING COMMITTEE - 23 APRIL 2012

REPORT ON: PROPOSED SIMPLIFICATION OF TAXI FARE STRUCTURE AND ANNUAL TAXI FARE INCREASE METHODOLOGY

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 176-2012

1 PURPOSE OF REPORT

- 1.1 The Licensing Committee at its meeting of 4 November 2010 instructed that officers review and consider simplification of the taxi fare structure and proposed taxi fare increase methodology.
- 1.2 Following the taxi fare scale appeal hearing held in the City Chambers on 29 March 2011 and the subsequent determination by the Traffic Commissioner, it is now appropriate to revisit the review of the methodology.
- 1.3 This report outlines a fares increase methodology which has been agreed by the trade.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the taxi fare increase methodology contained in this report.
- 2.2 It is recommended that if 2.1 is approved that approval is given for commencement of the statutory fares increase consultation in relation to the 6.36% increase proposed.
- 2.3 It is recommended that the committee instructs the Director of City Development to review the fares structure and increase process after 3 years and report findings to the Licensing Committee

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications for Dundee City Council.

4 BACKGROUND

Taxi Fare Structure

- 4.1 The make up of a taxi fare in the City of Dundee has traditionally been made up of a combination of
 - 'The Flag' - a minimum hire charge that incorporates a flat fee for the initial distance travelled. Currently the initial distance is $\frac{4}{10}$ of a mile and costs £2.70.
 - Once the initial distance has been undertaken, an increase to the fare for each time the vehicle travels a set number of yards. Currently the set number of yards is 250 yards or part thereof and increases the charge by 20 pence.
 - Extra charges for additional passengers and/or baggage/parcels are also levied. Currently 30 pence per additional passenger and 30 pence per item carried (excluding loose groceries, provisions or shopping).

The yardage charge can vary as a time element is automatically levied whilst the vehicle travels at a speed below approximately 11 mph.

- 4.2 To accommodate a premium payment for unsocial hours work the meter automatically varies 'the Flag' or yardage as set out in the tariff in force. Additionally during the defined Festive Period (1800 hrs 24 December to 0600 hrs 27 December and 1800 hrs 31 December to 0600 hrs 03 January) the fare is increased by 50%, but the flagfall yardage (ie after 4/10ths of a mile) is increased from 250 to 270.
- 4.3 Meter technology now includes the date and time thus the tariff automatically changes at the pre-determined times. Likewise the meter technology can easily accommodate fare increases by 1 pence increments, whereas previous meter technology resulted in cruder increments of 10 pence and 20 pence.
- 4.4 Since the 1970s the Education curriculum has focussed on metric rather than imperial measurement systems. The historic use of yardage in the taxi fare structure is increasingly alien to users.
- 4.5 Taking on board the remit to introduce a simple fare structure whilst ensuring that appropriate enhancements are included to acknowledge unsocial hours of operation, the revised fare structure below is proposed. This moves away from the current system for unsocial hours of fixed extras (£0.60 Monday to Thursday and £1.00 Friday to Sunday) and replaces it with a 10%, 20% or 40% increase to the metered fare (ie combination of flag plus yardage).

Proposed Fare Structure for Dundee City Council

For the first passenger carried:

CHARGES	TARIFF 1 DAYTIME	TARIFF 2 EVENINGS	TARIFF 3 EVENINGS	TARIFF 4 FESTIVE
		Tariff 1 + 10%	Tariff 1 + 20%	Tariff 1 + 40%
Initial hire not exceeding $\frac{4}{10}$ of a mile or 169 seconds of waiting time or a combination of both time and distance.	Monday to Sunday 6am - 10pm £2.70	Monday to Thursday 10pm - 6am next day £2.97	Friday to Sunday 10pm - 6am next day £3.24	Festive Period as detailed below £3.78
Increments in 1/10th of a mile or part thereof, or XX seconds of waiting time or part thereof, or a combination of both time and distance.	14.1p per 1/10 of a mile	15.5p per 1/10 of a mile	16.9p per 1/10 of a mile	19.7p per 1/10 of a mile
indicative 3 mile fare	£6.36*	£7.00	£7.63	£8.90
	* Flag drop £2.70 + £0.85 + 1.41 + £1.41			
MILEAGE RATE	Incremented in 1/10th of a mile or part thereof, after completion of the Initial hire			£1.41
EXTRAS - ALL TARIFFS	For each passenger in excess of the first passenger For each parcel carried in the luggage compartment, boot or rack			30 pence 30 pence
FESTIVE PERIOD	Between 6.00pm on 24 December until 6.00am on 27 December and between 6.00pm on 31 December until 6.00am on 3 January			

NB No charge shall be made for a child's perambulator or carriage, a bag or bags containing loose groceries, provisions or shopping carried in a taxi, whether in the luggage compartment or inside the taxi.

SOILING CHARGE (which results in the vehicle being taken off service for any period of time) Minimum - £25, Maximum - £50.

- 4.6 This fare structure reflects the tradition of 'the Flag' and inclusive $\frac{4}{10}$ mile travel but introduces clarity in premium rates. Dundee's night time economy relies on taxi operation to convey participants home safely and promptly and the Friday-Sunday rate should hopefully reward and encourage taxi operators and drivers for operating at these unsocial hours. Further indicative fares based on the proposed fare structure are detailed in Appendix 1.
- 4.7 This simplified fare structure will also bring significant simplification in terms of meter testing requirements. This will be further discussed in the following sections on the Annual Taxi Fare Increase Methodology.

Annual Taxi Fare Increase Methodology

- 4.8 Taxi fare increases in the City of Dundee are usually initiated by a request from taxi operators. The request is then considered by the Licensing Committee. The decision of the Committee will take on board advice from the Director of City Development in relation to prevailing transport operating cost considerations. The Committee will also consider any public and taxi trade representations. Once the Committee decision is made any taxi operator or trade representative may appeal to the Traffic Commissioner.
- 4.9 The fares increase process has sometimes in the past resulted in conflict within the taxi trade and also between the taxi trade and Dundee City Council and has raised concerns from the users of the taxi service.
- 4.10 Recent discussions at the Taxi Liaison Group have focussed on the need for fairness, the need for Dundee taxi fares to be at least average in comparison to other areas, and that consideration should be given to a formula based increase methodology.
- 4.11 Previously taxi fares in Dundee were increased in line with Transport Cost Indices. It was agreed in 2006 to break this link to allow Dundee taxi fares to increase to achieve average levels as compared to other areas. The post 2006 increases have now achieved this aim with Dundee taxi fares now above average (Appendix 2 refers). The comparison of increase from 2001 to 2011 confirms that breaking the linkage to transport costs has yielded an increase from 2001 to 2011 of 50% as compared to 37% if the transport costs methodology had been maintained (Appendix 3 refers).
- 4.12 With the aim of average or above fares being achieved, it is now an appropriate opportunity to reinstate the linkage to transport cost indices.
- 4.13 Given the judgement made by the Scottish Traffic Commissioner following the Dundee Taxi Fare Scale Appeal Hearing of 29 March 2011, it is legitimate to argue that the taxi fares in the city are currently set at the correct level and provide a sound starting point from which future increases can be applied.
- 4.14 Dundee City Council has consistently monitored transport cost indices since 1996 to award an annual price increase to qualifying home to school conveyance contracts and local bus service support grants. Details of how this formula is calculated can be found in Appendix 4. The most recent evaluation of transport costs resulted in an annual increase of 6.36% being awarded in July 2011.

- 4.15 Taxi trade representations have indicated a desire to achieve systematic increases annually and the process followed by Glasgow City Council has been identified as a process acceptable to the Dundee taxi trade. The methodology followed in Glasgow is detailed in Appendix 5. The most recent evaluation in Glasgow resulted in an annual increase of 6.64% being awarded by their Licensing Committee on 25 May 2011.
- 4.16 The formula used by Dundee City Council to establish the inflationary uplift applicable to transport contracts is wholly transparent and is based on transport related indices collated and published by the Office of National Statistics. This data is easily sourced. Using a formula akin to that currently operated in Glasgow would require significant analysis and could still result in conflict over the validity of the source data. Glasgow City Council have decided that the formula is to be reviewed and it is therefore considered inappropriate to adopt this methodology at this time.
- 4.17 It is apparent that the Dundee and Glasgow methodology, although different, both arrived at a similar increase in 2011. Therefore it is proposed that the system already used by Dundee City Council for calculating the annual inflationary uplift for transport contracts is also applied for annual taxi fare increases.
- 4.18 The annual transport index would then be applied to the flag and the mileage rate based on Transport Cost Indices for the year up to and including 31 March. This would be applied and the updated tariff advertised as required by the Civic Government (Scotland) Act 1982 during July each year. Where no objections are received, the changes would be automatically applied, the target being to implement the new fare tariff from 1st April the following year.
- 4.19 If this new methodology is approved, it has been agreed with operators that the first increase will be eligible from 1 July 2012 with the 6.36% uplift applied. This would translate to new fare structure as detailed in Appendix 6 and indicative fares in Appendix 7.
- 4.20 Caution should be noted that transport indices could result in negative % change. However, a 'glass floor' will ensure that fares will not be forced downwards where a negative % change in transport costs occurs. However the % change in the following year will reflect the two year effect. If costs decrease for three years in a row, consideration would have to be given to what effect this would have on the fare scale.
- 4.21 It is intended that once the percentage increase has been calculated, a meeting of the Taxi Liaison Group would be held as the Council has a duty to consult with the trade before implementing any fares review. If the percentage increase was minimal then the Group may decide to hold the increase over as the costs of adjusting the meters may not be recovered over the year for low mileage operators. The Licensing Committee would be asked to approve any increase and the advertising process would begin.
- 4.22 Owing to technology limitations with meter equipment only whole one pences can be accommodated within the fare structure. It has been agreed with the taxi trade that where the tariff is calculated up to xx.69 pence it will be rounded down to the nearest whole one pence and where it is xx.70 pence or above it will be rounded up to the nearest whole one pence.
- 4.23 It should be noted that as a result of the rounding protocol detailed in 4.22 that each year the increase will be applied to the price in pence to two decimal points. For example if the previous year gave a daytime tariff of 1/10th of a mile costing 15.62 pence which was rounded down to 15 pence, the next year the percentage increase will be applied to 15.62 pence. The premium mileage rates (Tariff 2 and 3 [evenings] and Tariff 4 [Festive period]) will be based on the round Tariff 1 (day time) mileage rate. Future increases to the Taxi Fares Structure are applicable only to Tariff 1 as all other tariffs are linked directly to Tariff 1.

- 4.24 With an automatic fares increase methodology in place, coupled with a simplified taxi fare structure, it will greatly simplify the testing regime as only 'the Flag' and mileage rate will require electronic adaptation, the distances travelled will not require to be recertified. Taxi meters will then only require testing as part of the regular vehicle testing regime. This will bring time and administration benefits to both Dundee City Council and taxi operators. Discussions regarding sealing meters after a fares increase will be entered into with the meter companies.
- 4.25 Random road side testing will ensure that meter accuracy/consumer protection is maintained throughout the year. Dundee City Council will look at creating additional meter test routes convenient to the trade, i.e., near the City Centre so that random testing can be carried out efficiently.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues, a rapid EQIA has been undertaken and can be viewed at <http://www.dundee.gov.uk/equanddiv/equimpact/>

6 CONSULTATIONS

- 6.1 The Chief Executive, the Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Report 389-2010 Review of Taxi Fares

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Director of City Development

Neil Gellatly
Head of Transportation

MPG/NHG/LG

18 April 2012

Dundee City Council
Dundee House
Dundee

APPENDIX 1**INDICATIVE FARES****Tariff 1 Daytime (Monday to Sunday) from 6.00am to 10.00pm**

One person travelling daily between 6.00am and 10.00pm - non-festive period

Fare

1 mile	£3.54
2 miles	£4.95
3 miles	£6.36
4 miles	£7.77
5 miles	£9.18
6 miles	£10.58

Tariff 2 Weekdays (Monday to Thursday) from 10.00pm to 6.00am

One person travelling weekdays between 10.00pm and 6.00am - non-festive period

Fare

1 mile	£3.90
2 miles	£5.45
3 miles	£7.00
4 miles	£8.55
5 miles	£10.09
6 miles	£11.64

Tariff 3 Weekends (Friday to Sunday) from 10.00pm to 6.00am

One person travelling weekends between 10.00pm and 6.00am - non-festive period

Fare

1 mile	£4.25
2 miles	£5.94
3 miles	£7.63
4 miles	£9.32
5 miles	£11.01
6 miles	£12.70

Tariff 4 Festive Period

One person travelling during the festive period

Fare

1 mile	£4.96
2 miles	£6.93
3 miles	£8.91
4 miles	£10.88
5 miles	£12.85
6 miles	£14.82

NB: please note that the fares examples above are based on virtual fares.

APPENDIX 2**DUNDEE CITY COUNCIL TAXI FARES COMPARED AGAINST ABERDEEN,
EDINBURGH AND GLASGOW (ALSO SET AGAINST UK TRADES)****Tariff 1 - Daytime**

COUNCIL	FLAG	1 MILE	2 MILES	5 MILES	10 MILES
Aberdeen	£2.40	£3.40	£5.40	£11.20	£21.00
Edinburgh	£2.00	£3.50	£5.50	£10.75	£19.75
Dundee	£2.70	£3.70	£5.10	£9.30	£16.30
Glasgow	£2.40	£3.20	£4.80	£9.60	£17.60
Average	£2.38	£3.45	£5.20	£10.21	£18.66

Tariff 2 - Evening/Night Time

COUNCIL	FLAG	1 MILE	2 MILES	5 MILES	10 MILES
Aberdeen	£3.40	£4.40	£6.40	£12.20	£22.00
Edinburgh	£3.00	£4.50	£6.50	£11.75	£20.75
Dundee	£3.70	£4.70	£6.10	£10.30	£17.30
Glasgow	£3.20	£4.00	£5.60	£10.40	£18.40
Average	£3.33	£4.40	£6.15	£11.16	£19.61

The above figures are taken from the Official Private Hire + Taxi Monthly Magazine dated March 2012. The figures used in the comparison tables above were correct as at 15 March 2012, Aberdeen and Edinburgh were awarded fares increase in December 2011.

APPENDIX 3

EFFECT ON TAXI FARES 2001-2010 IF TRANSPORT COSTS INDICES HAD BEEN APPLIED

Comparison of RPI Increases from 2001 onwards

Year	Dundee City Council Annual RPI Increase	Dundee City Council Annual Compound Increase
2001	3.36%	1.03
2002	2.24%	1.06
2003	1.94%	1.08
2004	3.25%	1.11
2005	3.29%	1.15
2006	2.87%	1.18
2007	1.80%	1.20
2008	2.64%	1.23
2009	1.53%	1.25
2010	3.06%	1.29
2011	6.36%	1.37

Example above is with Year 2000 as Base 1

Effect on Taxi Fares if Transport Costs Indices had been applied

Year	For a distance not exceeding 704 yards, an initial charge of £1.80	For each additional one tenth of a mile or part thereof 10p	For each passenger conveyed in excess of the first, a charge of 50p	For each hire commencing between 10pm and 6am, a charge of 50p	Approved RPI Increase
2001	£1.800000	£0.10	£0.20	£0.50	3.36%
2002	£1.840320	£0.102	£0.204	£0.511	2.24%
2003	£1.876022	£0.104	£0.208	£0.521	1.94%
2004	£1.936993	£0.108	£0.215	£0.538	3.25%
2005	£2.000720	£0.111	£0.222	£0.556	3.29%
2006	£2.058141	£0.114	£0.229	£0.572	2.87%
2007	£2.095187	£0.116	£0.233	£0.582	1.80%
2008	£2.150500	£0.119	£0.239	£0.597	2.64%
2009	£2.183403	£0.121	£0.243	£0.607	1.53%
2010	£2.250215	£0.125	£0.250	£0.625	3.06%
2011	£2.393329	£0.133	£0.266	£0.665	6.36%

For the first passenger daytime tariff		2001 Base	Fare at 2010	
			If based at RPI	Actual
	1 mile	£2.40	£3.29 (+37%)	£3.70 (+54%)
	2 mile	£3.40	£4.60 (+37%)	£5.10 (+50%)
	5 mile	£6.40	£8.77 (+37%)	£9.30 (+45%)

APPENDIX 4**Indices used in 2011****Table 18.4 - Motoring Expenditure
(40% weighting)**

% Annual Change

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
17.57	16.44	14.69	12.20	11.03	8.14	9.07	8.41	9.05	9.93	10.48	11.34

Average	11.53
x 40%	4.612

Table 18.4 - Motoring Expenditure	Weights
Motoring Expenditure	144
Purchase of Motor Vehicles	50
Maintenance of Motor Vehicles	19
Petrol and Oil	49
Vehicle Tax and Insurance	26

Table 18.15 - Average Weekly earnings Transport & Storage Industry (60% weighting)

% Annual Change

Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
2.7	1.9	1.8	3.4	2.8	2.7	3.1	4.4	3.5	3.8	3.3	1.5

Average	2.91
x 60%	1.745

18.4	4.612
18.15	1.745
API 2011	6.36%

Data used is taken from the Office for National Statistics Monthly Digest.

Indices used in the formula may be amended from time to time to reflect changes in the way that the ONS compiles and presents data.

APPENDIX 5**TRANSPORT INDICES METHODOLOGY - GLASGOW CITY CENTRE****Assessment of Costs - Increase In Fare Tariff Calculation**

The percentage to be applied to the existing Fare Tariff is identified by comparing the difference in costs between the same components used to calculate the existing Tariff with the costs associated with the same components 1 year later.

The calculation applied to the difference in costs is designed to cover the operating costs of the business as well as a wages element from one year to the next.

Where required costs are weighted to reflect a variety of costs associated with components.

In making the calculation, seven main areas of expenditure are taken into account:-

The weighted cost of the vehicle - this is a mechanism to derive the cost of the 'typical' taxi and is obtained by obtaining the basic model cost from the supplier for each taxi type where there are no less than 100 in the Glasgow fleet and the model is still in production on the last day of February for each year. The figure is derived by weighting the purchase cost of each in relation to the number of vehicles meeting the criteria on the last day of February each year.

This is then converted to cost per mile based on 30,000 miles per annum. No account is taken of vehicles older than eight years.

The weighted parts costs - this is a mechanism to derive the cost of an agreed number of parts routinely required as part of the maintenance of the vehicle and weighted using a similar methodology to that for ascertaining the weighted cost of the vehicle. The costs are obtained from the agreed suppliers.

This figure is then divided by 30,000 in order to derive the cost per mile associated with replacement parts.

Parts: Clutch assembly, Rear spring, Rear Shock absorber, Exhaust assembly complete, Dunlop tyre, Radiator assembly, Brake servo pump, Brake master cylinder, Engine assembly, gearbox assembly, Front shock absorber, Front brake pads, rear brake pads, front brake disc, starter motor, Tail lamp assembly, Rear wing, Front wing complete, Front bumper and Boot door assembly.

Some of the parts noted could be excluded dependant upon the Vehicle Models that are to be included in the assessment.

Weighted labour costs - this is a mechanism to derive labour/repair costs - the hourly rate charged by the specified agreed repairer is obtained and the agreed assumption is that 41 hours maintenance or repair work will be required per annum.

This figure then being divided by 30,000 to give, once more, the cost per mile associated with this aspect of expenditure.

Fuel costs - expressed as cost per gallon divided by 25 to ascertain the cost per mile on the agreed assumption that the average vehicle does 25 miles per gallon.

It is agreed that this be based on the AA Scottish figures on the last day of February for each year.

Insurance - this is calculated on the basis of the Patons figures based on a 25 year old with four years No Claims Bonus.

This figure is, again, divided by 30,000 to obtain costs per mile.

Weighted Cost of licences - this is a mechanism to derive the weighted costs of a licence and is calculated in the same fashion as the other weighted elements. The weighted costs of the Taxi Licence is divided by 30,000 to obtain the cost per mile. The cost of the licence being obtained from the Corporate Services Department (Licensing Section).

The costs identified are then compared against corresponding costs for the previous year and converted to a percentage figure. This figure represents 49% of the figure to be applied to the existing Tariff.

The figure to be used in the wages element of the Fare Tariff is provided by the Office of National Statistics and is expressed as a percentage rate based on the Average Weekly Earnings UK - Regular Pay - Excl Bonuses.

The figure for this element of the tariff assessment represents 51% of the figure to be applied to the existing Tariff. .

The percentage to be applied to the existing tariff would be applied throughout the tariff, including extras, however the formula requires certain targets to be achieved before the extras are altered. If the target figure is not achieved, the percentage to be applied to the extras element of the tariff for each assessment, is recorded cumulatively until such times as the target figure is achieved and the Extras are altered to reflect the cumulative amendments identified in each assessment.

The target figure for extras to be increased is 50% of the existing figure for each extra.

Applying the Percentage figure to the Fare Tariff:

- **Increments**

Initial Flag Fall:

Apply the percentage rate to the existing distance covered. If the new distance is greater than 880 yards, the % figure is applied to the Cash Unit (20p Units) and the distance should be reduced appropriately.

Apply the % figure to the existing distance and if the distance is less than 880 yards the new distance would be applied and the cash unit would remain unchanged.

Subsequent Flag Falls:

The methodology applied to the initial flag fall also applies to the subsequent flag falls. The distance figures for the subsequent flag falls is greater than 220 and less than 220 yards.

APPENDIX 6

PROPOSED FARE STRUCTURE FOR DUNDEE CITY COUNCIL + 6.36% INCREASE

For the first passenger carried:

CHARGES	TARIFF 1 DAYTIME	TARIFF 2 EVENINGS	TARIFF 3 EVENINGS	TARIFF 4 FESTIVE
		Tariff 1 + 10%	Tariff 1 + 20%	Tariff 1 + 40%
Initial hire not exceeding $\frac{4}{10}$ of a mile or 169 seconds of waiting time or a combination of both time and distance.	Monday to Sunday 6am - 10pm £2.87	Monday to Thursday 10pm - 6am next day £3.16	Friday to Sunday 10pm - 6am next day £3.44	Festive Period as detailed below £4.02
Increments in $\frac{1}{10}$ th of a mile or part thereof, XX seconds of waiting time or part thereof, or a combination of both time and distance.	15p per $\frac{1}{10}$ of a mile	16p per $\frac{1}{10}$ of a mile	18p per $\frac{1}{10}$ of a mile	21p per $\frac{1}{10}$ of a mile
indicative 3 mile fare	£6.77	£7.32	£8.12	£9.48
* Flag drop £2.87 + £0.90 + £1.50 + £1.50				
MILEAGE RATE	Incremented in $\frac{1}{10}$ th of a mile or part thereof, after completion of the initial hire			£1.50
EXTRAS - ALL TARIFFS	For each passenger in excess of the first passenger			30 pence
	For each passenger carried in the luggage compartment, boot or rack			30 pence
FESTIVE PERIOD	Between 6.00pm on 24 December until 6.00am on 27 December and between 6.00pm on 31 December until 6.00am on 03 January			

NB No charge shall be made for a child's perambulator or carriage, a bag or bags containing loose groceries, provisions or shopping carried in a taxi, whether in the luggage compartment of inside the taxi.

APPENDIX 7**INDICATIVE FARES WITH 6.36% INCREASE APPLIED (PROPOSED FROM 1 JULY 2012)****Tariff 1 Daytime (Monday to Sunday) from 6.00am to 10.00pm**

One person travelling daily between 6.00am and 10.00pm - non-festive period

Fare

1 mile	£3.77
2 miles	£5.27
3 miles	£6.77
4 miles	£8.27
5 miles	£9.77
6 miles	£11.27

Tariff 2 Weekdays (Monday to Thursday) from 10.00pm to 6.00am

One person travelling weekdays between 10.00pm and 6.00am - non-festive period

Fare

1 mile	£4.12
2 miles	£5.72
3 miles	£7.32
4 miles	£8.92
5 miles	£10.52
6 miles	£12.12

Tariff 3 Weekends (Friday to Sunday) from 10.00pm to 6.00am

One person travelling weekends between 10.00pm and 6.00am - non-festive period

Fare

1 mile	£4.52
2 miles	£6.32
3 miles	£8.12
4 miles	£9.92
5 miles	£11.72
6 miles	£13.52

Tariff 4 Festive Period

One person travelling during the festive period

Fare

1 mile	£5.28
2 miles	£7.38
3 miles	£9.48
4 miles	£11.58
5 miles	£13.68
6 miles	£15.78

NB: please note that the fares examples above are based on virtual fares.