

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 5

Contact Officer : Gareth Davies

Telephone Extension : 01543 308741

SUBMISSION BY TIM MATTHEWS– ENVIRONMENTAL HEALTH MANAGER

APPLICATION FOR HACKNEY CARRIAGE - FARE INCREASE

1.0 PURPOSE OF THE REPORT

- 1.1 To advise Members of the taxi trade's application and views on a tariff increase.
- 1.2 For Members to determine the tariff rates.

2.0 SUMMARY HIGHLIGHTS OF THE REPORT

- 2.1 The report details:
 - The current tariff and the proposed changes.
 - Information to assist members in determining the appropriate tariff rates.
 - The process to change the tariff if members decide to make changes.

3.0 BACKGROUND & INTRODUCTION.

- 3.1 The local authority controls the maximum fares charged by hackney carriages. This is enforced through the use of a meter for all journeys, which measures a combination of time and distance travelled.
- 3.2 The current hackney tariff can be found in **Appendix A**. This tariff was last increased in January 2009.
- 3.3 As was reported verbally to the May 2012 meeting of the Regulatory and Licensing Committee, a request had been received from a member of the trade for an increase. The rest of the trade were written to requesting their views and evidence for an increase. This correspondence is contained in **Appendix B**.
- 3.5 Traditionally when determining maximum tariffs we have compared our rates with other Local Authorities. Comparative information is contained in **Appendix C**. Two points of note are:
 - The maximum fare in Lichfield for a two mile Tariff 1 journey is the 314th lowest out of 363 authorities.
 - The Midlands average for Tariff 1 is £5.23 compared to £4.50 in the Lichfield District and for Tariff 2 the Midlands average is £6.95 for a two mile journey compared to £7.00 in the Lichfield District.

- 3.6 Diesel prices have increased from 132.9p litre 604.18p gallon (July 2008) to 140.4p litre / 638.27p gallon (August 2012) (Ref: AA website average diesel prices for West Midlands) **Appendix D**.
- 3.7 This equates to a fuel price increase of approximately 0.85 pence per mile. (Based on a car fuel performance of 40 miles per gallon)
- 3.8 Despite evidence being requested from the trade to support any requested increase none has been provided to date. Evidence from the AA has therefore, been included to provide Members with some comparative evidence on running costs. It must be noted that these are not evidence of taxi running costs but in the absence of evidence from the trade, some comparative information is included in **Appendix D**.
- 3.9 As can be seen in **Appendix B**, a large percentage of the respondents requested that the distance travelled should be changed not the amount currently shown on the meter. It is Officer's view that the purpose of this would be to attempt to hide the increases from the public. The purpose of regulating fares is to protect the public and any change done as suggested by the trade, could defeat the principal behind the legislation. Any changes to the distances travelled would also require the re-measuring and marking of the route used to calculate fares.
- 3.10 Currently the Tariff includes a waiting time. This is designed to protect drivers caught in heavy traffic and the costs they would incur because of this. It is Officer's view that this element should be removed. The levels of congestion found in the Lichfield District don't justify it and in addition it makes enforcement more difficult and fraudulent behaviour easier. In a recent case of overcharging, it was hard in court to prove that overcharging had definitively taken place as there is an unquantifiable element of time. A large proportion of the trade objected to this proposal.
- 3.11 The principal view of the trade is that the soiling charge does not currently cover costs. A small increase is probably justified based on the data collected in **Appendix E**.
- 3.12 Evidence from the AA in **Appendix D** indicates that for a diesel car doing 20,000 miles a year, which cost between £22,000 and £27,000 to buy new, the standard running costs have increased from 40.79 pence per mile in the 2008 to 51.11 pence per mile in year. Comparative fares are provided for different journeys in **Appendix F**.
- 3.13 Members recently changed the exceptional condition policy, removing the mileage limit of 250,000. This will allow more vehicles to meet this test, effectively allowing the trade to run vehicles for longer.
- 3.14 Officers suggest the current tariffs are changed and these proposals are set out in **Appendix F**. In comparison with Midlands averages it appears that Lichfield had become cheap for short journeys and more expensive for longer journeys. The proposal is to reverse this trend and realign our fare structures with Midland averages. The overall levels have been set slightly above current averages, this is because fares have been only adjusted historically about once every three years. It is likely that the trend of costs will continue to rise for the trade.

4.0 THE CONSULTATION PROCESS

- 4.1 The consultation conducted with the trade to date on this matter can be found in **Appendix B**.

- 4.2 If Members decide to change the tariff the Local Authority has to advertise the change in a local paper.
- 4.3 If no objection is duly made the new tariff comes into force at the day of expiry for the period of consultation.
- 4.4 If objection/s are duly made the Local Authority shall within two months set a new date for the tariff to come into force after reviewing the tariff in consideration of the objection/s.

5.0 ENVIRONMENTAL, COMMUNITY SAFETY & OTHER STRATEGIC CONSIDERATIONS

- 5.1 None identified.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The financial impact for Lichfield District Council will include advertising costs and the re-testing^a of all hackney carriage meters. These costs will be met from current budgets.

7.0 SUSTAINABILITY ISSUES

- 7.1 The service for licensing contributes to the well-being and safety of our residents and towards protecting and providing a high quality and sustainable environment for this and future generations.

8.0 HUMAN RIGHTS ISSUES

- 8.1 None identified.

9.0 CRIME AND COMMUNITY SAFETY ISSUES

- 9.1 None identified.

10.0 RISK MANAGEMENT ISSUES

- 10.1 There is a risk of a legal challenge and the potential associated costs.

11.0 RECOMMENDATIONS

Members are requested to:-

- 11.1 Set the maximum tariff rates for Hackney Carriages in the Lichfield District subject to the statutory consultation.
- 11.2 Authorise the Chairman and Vice Chairman of Regulatory and Licensing Committee to consider any consultation responses and to set the maximum tariff rates for Hackney Carriages in the Lichfield District.

Appendix A

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

The Current Hackney Tariff

Current Hackney Carriage Fare Rates

LICHFIELD DISTRICT COUNCIL JANUARY 2009 HACKNEY CARRIAGE FARE RATES

THIS 'TABLE OF FARES' IS MADE BY THE COUNCIL UNDER SECTION 65 OF THE LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS ACT) 1976 AND IS THE MAXIMUM AMOUNT THAT THE PROPRIETOR OR DRIVER OF A HACKNEY CARRIAGE SHALL BE ENTITLED TO DEMAND FOR THE HIRE OF THE TAXI. THE FARE PAYABLE IS A COMBINATION OF TIME AND DISTANCE THAT IS AUTOMATICALLY CALCULATED AND DISPLAYED ON THE TAXIMETER FITTED INSIDE THE VEHICLE. THE TAXIMETER MUST BE MOVED TO THE 'HIRED' POSITION WHEN THE HIRER COMMENCES THE JOURNEY.

HIRING CHARGES	TARIFF 1	TARIFF 2
FOR THE FIRST 1760 YARDS (1 MILE OR 1609 METRES) OR THE FIRST 6 MINS OR UNCOMPLETED PART THEREOF	£3.00	£4.50
FOR EACH SUBSEQUENT 176 YARDS (161 METRES) OR 36 SECONDS OR UNCOMPLETED PART THEREOF	.18p	.25p

TARRIFF 1 NORMAL CHARGE (FOR ANY HIRING WHERE (2) DOES NOT APPLY)

TARIFF 2 - ONLY FOR HIRINGS COMMENCED BETWEEN:

- (i) MIDNIGHT AND 0659HRS ON ANY DAY OR
- (ii) 1800HRS AND 2359HRS ON CHRISTMAS EVE, NEW YEAR'S EVE OR
- (iii) ON ANY PUBLIC BANK HOLIDAY

ADDITIONAL CHARGES

FOR EACH PERSON IN EXCESS OF TWO	.20p
FOR EACH PUSHCHAIR, PRAM OR LARGE SUITCASE	.20p
FOR EACH DOG (EXCEPT ASSISTANCE DOGS) CARRIED	£1.00p
SOILING CHARGE (SHOULD A VEHICLE REQUIRE VALETING)	£25.00

- THE METER MUST BE USED FOR ALL JOURNEYS.
- THE PROPRIETOR OR DRIVER SHALL NOT BE ENTITLED TO DEMAND OR TAKE A FARE GREATER THAN THAT RECORDED ON THE FACE OF THE TAXIMETER.
- A HIRER MAY AGREE A SET FARE IN ADVANCE OF THE JOURNEY BUT THIS MUST NOT EXCEED THE AMOUNT DISPLAYED ON THE TAXIMETER.

**ANY QUERIES PLEASE CONTACT
LICHFIELD DISTRICT COUNCIL ON 01543 308735**

Appendix B

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

Correspondence with the Trade

Your ref

Our ref TAXI010.200312

Ask for Stephen Pearce

Email stephen.pearce@lichfielddc.gov.uk

Ask for Tove Lindgren

email tove.lindgren@lichfielddc.gov.uk

District Council House, Frog Lane
Lichfield WS13 6ZE

Switchboard +44 (0) 1543 308000
Fax +44 (0) 1543 308728
Taxi Office +44 (0) 1543 308735
Minicom only +44 (0) 1543 308078

20 March 2012

Dear Sir / Madam

**Local Government (Miscellaneous Provisions) Act 1976
Request for meter tariff fare increase**

I am writing to you as a Combined Hackney Carriage and Private Hire badge holder (Taxi Trade Member), currently registered with Lichfield District Council.

A member of the Taxi trade has submitted a request to increase current fare rates. This request is being considered by Lichfield District Council and as part of this process I am requesting your opinion:

- (1) Do you think the current meter tariff fare rates need increasing?
- (2) What should the current fare rates be changed to?

Your views both positive and/or negative should be put in writing (using the address at the top of this letter) and returned to me by **Tuesday 10 April 2012**. Evidenced based claims will carry more weight, for example:

- **Increase** - my insurance premiums have gone up every year for the past four years. Please provide evidence that your insurance premiums have increased. This should be like for like comparisons, ideally receipts for the same vehicle and a copy of the claims history.
- **Increase** - the additional Soiling Charge does not reflect the current prices charged for cleaning the vehicle. Please provide evidence in the form of a receipt. If possible evidence to show that it was for the soiling only, not a whole vehicle valets.
- **No increase** - any further increase could put people off using Taxi's.

This information will assist the local Councilors to make a fair decision on what increase, if any, should be introduced.

A copy of the current 2009 tariff can be found on the reverse of this letter. Please note: the current fuel element was based on a diesel prices of 132.9p litre (Ref: AA website average diesel prices for West Midlands July 2008). No evidence is needed on fuel prices as it is likely that a current price will be obtained from the AA website.

We are also considering scrapping or changing the current waiting tariffs. Please provide your views on this element also.

I look forward to hearing from you.

Yours faithfully

Stephen Pearce
Environmental Health – Pollution

Lichfield District Council
District Council House
Frog Lane
Lichfield
WS13 6ZE

15 April 2012

Dear Sir/ Madam

Local Government (Miscellaneous Provisions) Act 1976
Request for meter tariff fare increase

We, (number of taxi drivers) have decided to put our opinion and suggestions as a group with regard to the above; firstly we all agree that the tariff fares should be increased and secondly to the following:

(PROPOSED) HIRING CHARGES	
TARIFF 1	
£3.00	FOR THE FIRST 1120 YARDS (OR 1024 METERS) OR THE FIRST 6 MINS OR UNCOMPLETED PART THEREOF
18p	FOR EACH SUSEQUENT 160 YARDS (OR 146 METERS) OR 36 SECONDS OR UNCOMPLETED PART THEREOF
TARIFF 2	
£4.50	FOR THE FIRST 1760 YARDS (OR 1609 METERS) OR THE FIRST 6 MINS OR UNCOMPLETED PART THEREOF
25p	FOR EACH SUSEQUENT 160 YARDS (OR 146 METERS) OR 36 SECONDS OR UNCOMPLETED PART THEREOF
ADDITIONAL CHARGES	
FOR EACH PERSON IN EXCESS OF TWO	20p
FOR EACH PUSHCHAIR, PRAM OR LARGE SUITCASE	20p
FOR EACH DOG (EXCEPT ASSISTANCE DOGS) CARRIED	£2.00
SOILING CHARGE (SHOULD A VEHICLE REQUIRE VALETING)	£40.00

*Proposed changes in Red

We feel that the above tables of fares is fair and justified increase and we feel that rather than increasing the amount, you reduce the yards the taxi meter clicks over.

As for the additional charges, we feel are also a justified and definitely needs an increase, especially when you carry dogs you have to clean the seats, removing hairs etc, left by the dogs to make it comfortable for passengers. Soiling charge needs an increase as it does not reflect the true cost of cleaning the vehicle.

The percentage increases of various journeys for the proposed meter tariffs are as follows:

Tariff 1

2 mile 18%
5 mile 14%
10 mile 12%
20 mile 11%

Tariff 2

2 mile 3.6%
5 mile 7%
10 mile 8%
20 mile 9%

We all feel that the above is a right and justified increase as it is no secret that the fuel prices and insurance premiums have been at record levels. Insurance premiums increasing year on year about 40% and fuel increases by the day. Evidence of which is readily available on the World Wide Web, and there is no shortage of media reports concerning motorist and how of a difficult of a time they are having.

Finally, we all strongly disagree about scrapping the waiting tariffs or reducing it, which is we believe is totally unfair, and detrimental to our business.

Thank you for your co-operation.

Yours faithfully

Lichfield taxi drivers

Signature	Name	License Number
	Z.I. MIRZA	C-184
	FARRUKH SHAHZAD	C-195
	ZAHID HUSSAIN	C151
	SAID MAHMOOD	C216
	MOHAMMAD WAHEED	C168
	TAYYAB MAHMOOD	C202
	SULTAN	C134
	RASA AMER TOQAN	C243
	QADIR SARVARI	C058
	NASIR ZIA	C120
	M. HAFIF	C146
	S. HASHMI	C079
	K. MIAH	C171
	WARIS MIAH	C014
	TAHIR MAWLOOD	C088
	MOHAMMED IMRAN	C237
	MOHAMMED REHMAN	C152
	ANWAR	C
	SAEED CHOUDHRY	C098

[THERE IS SEVERAL MORE TO SIGN BUT COULD NOT GET THIS TO THEM IN TIME.]

17 APR 2012

RECEIVED

DEAR MR. STEPHEN PEARCE,

THANKS FOR YOUR LETTER, AS A HICKNEY CARRIAGE BASE HOLDER I THINK THAT CURRENT METER TARIFF DO NEED INCREASE DUE TO INCREASE IN INSURANCE, ROAD TAX, PARTS AND FUEL.

1 - IN MY OPINION CURRENT METER TARIFF SHOULD GO UP BY REDUCING FOR THE FIRST MILE CURRENT YARDS LIMIT, BUT THE FACE VALUE OF THE METER SHOULD STAY THE SAME FOR THE FIRST 1060 YARDS SHOULD BE £3.00 FOR TARIFF 1 AND FOR THE FIRST 1060 YARDS SHOULD BE £4.50 FOR TARIFF 2 AS CURRENT FACE VALUE, THEN FOR THE EACH 176 YARDS OF TARIFF 1 SHOULD GO UP FROM 18p TO 20p.

TARIFF 2 SHOULD STAY THE SAME 25p EACH 176 ^{AFTER} YARDS REDUCING THE FIRST MILE YARDS LIMIT TO 1060 (YARDS)

2 - CURRENT SOILING CHARGE SHOULD GO UP FROM £25-00 TO £45-00.

3 - THE ADDITIONAL CURRENT CHARGES FOR EACH PERSON IN EXCESS OF TWO SHOULD BE SCRAPED AND THERE SHOULD BE NO ^{EXTRA} CHARGE FOR UP TO 4 PERSONS. £0.20p

4 - THERE SHOULD BE TARIFF 3 INTRODUCED FOR MORE THEN FOUR PERSONS BECAUSE OF HIRING LARGE VEHICLE.

PLEASE NOTE THAT A LARGE VEHICLE DO COST US ALOT MORE THEN A SALOON CAR TO RUN, BY PAYING EXTRA INSURANCE, EXTRA FUEL, EXTRA ROAD TAX ETC. TARIFF 3 SHOULD BE A TIME AND HALF OF NORMAL FARE, AS PEOPLE DO KNOW THAT EVERY THING IS GONE UP, DUE TO FUEL PRICE INCREASE. PEOPLE WHO REQUIRED BUS TAXIS WILL SAVE MONEY BY NOT HIRING MORE THEN ONE TAXI FOR THE SAME RUN.

I HOPE THAT YOU WILL CONCEDER MY REQUEST.

THANK YOU.

MOHAMMAD AJOUS

255 TAXIS LICHIPTED

16/04/2012.

Pearce, Stephen

From: Shaz s [shehzad_sultan@hotmail.com]
Sent: 09 April 2012 12:22
To: Pearce, Stephen; Lindgren, Tove; Shaz s
Subject: Meter tariff increase RESPONSE

To whom it may concern,

I do think that there should be a **SMALL** increase (not to discourage people using taxis) in price by at least **10 - 12%**

Insurance

At the end of March 2011, ALL premiums had risen by over 40%, this is not speculation as the can be substantiated by looking at any website reporting information on the motoring trade ie.. the AA website and RAC website and also places like WHAT CAR website. All vehicles on the road for commercial purposes are at greater risk to collisions and motoring offences which result in higher insurance premiums.

General, Mechanical Maintance & Valeting (due to soiling)

these are on the increase in price i.e 20% VAT (parts) increase in national minimum wage (labour). These & more prices started to increase since the beginning of the rescission and are showing that they are not coming down. The soiling charge does not reflect the councils current rate to the charge we should be enforcing ie. burton, derby birmingham all charge £50.00 as any valet that involves shampooing upholstery or carpets charges minimum £50.00 upwards (please find check the price guide below for local valeters) as it stands we a currently losing money on the valet alone and that's not mentioning loss of earning for the rest of the night ie.. 1:30 am saturday night the car is most likely soiled, the operator still requires payment of radio rent and the rest of the shift the vehicle becomes unavailable to work when the bulk of the money is to be made or recouped.

Fuel Prices

Current fuel prices are constantly on the increase as as it stands diesel is up to £1.48.9 a litre yet the maximum we can charge remains the same 2 years later.

Intermediate energy: The index for intermediate energy goods rose 6.9 percent in January, the largest increase since a 9.6-percent jump in November 2007. A major factor in the January advance was a 20.4% surge in diesel fuel prices. The indexes for gasoline and jet fuel also contributed significantly to higher intermediate energy goods prices.

<http://www.reliableplant.com/Read/22904/Producer-Price-Index-rose>

Vehicle Rent or Finance vs Ownership

after all the above we need to also pay for our vehicles, I was unable to purchase my own vehicle and had no choice but to rent

Ownership £8,000-£10,000

Rent £200 - £250 PW totalling £10,400 - £13,000 PA

Finance vehicles bought off companies that arrange the finance, automatically charge more than a private seller, some offer a small warranty most DON'T below is a typical vehicle finance based on a vehicle costing £10,000 with a £500 deposit. Click the link

below to use the website calculator

£10,000 deposit £500 Total Amount RE-Payable £15,200.00

60 Monthly Payments of £253.33

Representative APR * 22.8%

<http://www.creditplus.co.uk/car-loan-calculator.html>

After everything I have mentioned I still would like to draw a wage to feed my kids and pay my bills, but I understand that not to discourage people using taxis the increase should not be too high but a small amount that everyone can be happy with, I think that there should be a 10-12% increase overall and the soiling charge should be increased to £50.00 to cover costs and discourage people drinking violently

Local valeting services

<http://thetravellingcarvaleterltd.co.uk/price-guide>

<http://www.rsautospa.co.uk/Valet-Services-Gift-Vouchers.html>

<http://www.prestigevaletingburton.co.uk/valeting-services>

Pearce, Stephen

From: Steve Coleman [steve280159@gmail.com]
Sent: 12 April 2012 11:33
To: Pearce, Stephen; Lindgren, Tove
Subject: Proposed fare increase

Many Thanks
 Steve
 E7 Taxis
 07962228908

Begin forwarded message:

From: Steve Coleman <steve280159@gmail.com>
Date: 6 April 2012 10:39:45 GMT+01:00
To: Pgt <grimleypaul@sky.com>, Debs Cab <debbiebaker786@googlmail.com>
Subject: **Let me know your thought on this email**

With regard to your letter lets take it in segments:-

(1)

Starting with fuel prices in 2008,if you check the AA figures for 2008 you will find that the month of July was the second highest of the year which were as follows,for diesel.So by you taking the month of July as a reference point is in fair and out of context,unless of course taxi drivers only bought fuel in July,these figures are available on google produced by the AA.

Jan 109.2 p
 Feb 109.3 p
 March 114.3 p
 April 117.4 p
 May 124.2p
 June 131.6p
 July 133.1p
 August 125.6p
 September 124.3p
 October 117.7p
 November 108.8p
 December 101.93p

To get a fare representation of the fuel price in 2008 an average should be taken over the 12 months of 2008, not just pick out the highest of the year.

(2)

Soiling charge

The charge should not only cover the cost of cleaning the taxi,but should also go towards compensation for the driver not being able to work for the rest of the shift ie if the taxi is soiled on a Saturday night the driver and the company can miss out on a significant amount of earnings so a charge of £75.00 is not unreasonable,when look at it in this context.Also when someone has soiled a taxi just cleaning the soiled area does not get rid of the smell,the whole taxi requires cleaning to do this (try it in your own car I am sure you will see the relevance of this point,would you like to get in a smelly cab after drunks the night before had soiled (beer and curry/kebab not a nice thought).

(3)

Yes the meter tariff rates do need increasing.

At present a hackney taxi can pick up from a taxi rank, the meter starts at £3.00 or £4.50 after midnight or on bank holiday, but a private hire is approx £4.00 or £6.00 after midnight or on a bank holiday depending on company used of course, so please make it a level playing field and increase the starting price of the meter to £4.00 & £6.00 starting point.

Also the current 18p per unit charge is needs increasing to 20p & the 25p unit increasing to 30p to go some way towards our increased costs.

Waiting charges should not be scrapped as these are a way of the taxi earning money when customers keep us waiting, which seems to be happening more & more, perhaps adding additional charges would be a good idea, eg parking charges occurred at Airports, Toll roads are 2 fine examples.

(4)

Insurance costs

The proof of insurance cost rising is available by researching it on Google, the costs for private insurance,

In 2008 which you seem to be taking as a reference, the average cost of insurance was topping £500 per year (reference www.motor-trade-insider.com/2008)

In Jan. 2012 the cost had risen to £971.00 (reference www.Telegraph.co.uk/.../insurance)

I am sure that by looking at your own car insurance you have seen rises in prices.

I hope you find this information useful in making a decision regarding changes in tariff of taxi meters.

I am of the opinion asking taxi drivers to prove increased insurance costs is unreasonable, when they are available in the public eye by way of the Internet the same way as you

Research the fuel prices,

Many Thanks

Steve Coleman (steve280159@googlemail.com)

E7 Taxis

07962228908

DEAR SIR.

REGARDING YOUR RECENT
LETTER ABOUT AN INCREASE IN
METER TARIFFS. I WOULD PROPOSE
THAT NO INCREASE SHOULD BE MADE
PEOPLE FIND AT THE MOMENT THAT
ENOUGH PRICE INCREASES ARE MAKING,
THEIR FUNDS VERY DIFFICULT AT
THE MOMENT SO ANY RISE IN FARES
MAY RESULT IN PEOPLE NOT USING
THIS SERVICE. ALSO WAITING TARIFFS
SHOULD REMAIN THE SAME.

REGARDS

G. A. Baton

Pearce, Stephen

From: Tranter, Steve (County Cllr) [steve.tranter@staffordshire.gov.uk]

Sent: 16 April 2012 13:26

To: Pearce, Stephen

Subject: letter

Mr. Pearce, many thanks for your letter asking for my thoughts. No, is the answer to any increases of any kind. I am quite happy to leave things as they are. I am more interested to know, that after all these years of dealing with pjs auto's we now have to change. Would you please be so kind as to tell me why. Kind regards steve Tranter

Staffordshire County Council -

For your family, our community, and a prosperous Staffordshire

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Do you really need to print this email? It will use paper, add to your waste disposal costs and harm the environment.

Pearce, Stephen

From: Debbie Baker [debscabs@gmail.com]

Sent: 23 January 2012 13:50

To: Pearce, Stephen

Subject: Possible fare increase

Subject: Possible taxi fare increases

I would like you to consider my proposals for a possible fare increase to the meter prices for hackney carriages in the Lichfield area.

When we last had a fare increase in 2009, when we were paying £0:86 pence a litre of diesel, we are currently paying £1:40 per litre, on top of this we have just been hit with a 25% rise in insurance costs, also increased servicing costs and tyres due to recent vat rise to 20%.

So could you please look into a possible fare increase, suggestions are as follows.

The starting point is:-

Tariff 1 from current £3:00 for the 1st mile being increased to £4:00 and the units being increased from current £0:18 pence to £0:20 pence. (this also get rid of the odd pennies that currently occur due to 18 pence per unit, needing the taxi drivers to have to carry coppers).

Tariff 2 from the current £4:50 for the first mile increased to £5:50 and the units staying the same at £0:25 pence.

Both these proposed increases, I hope you will agree are fair and in line with the current prices being charged by the private hire taxis.

Which currently charge £4:20 day rate and £6:30 after midnight.

After recently having a customer be sick in my cab, it cost me £70 to have it valeted. I would also like you to increase our £25.00 to £70 as I am out of pocket again.

I look forward to your response on my suggestions

Yours sincerely

D Baker

Deb's Cab's 07596032613

Appendix C

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

Comparative Fare Information (sourced from the Private Hire and Taxi Monthly September 2012 issue)

SEPTEMBER 2012

THE NATIONAL AVERAGE FARE

at T1 is now	£2.67	2 mile fare T1 is now	£5.48	10 mile fare T1 is now	£19.96
at T2 is now	£3.55	2 mile fare T 2 is now	£7.21	10 mile fare T 2 is now	£26.15
fare T1 is now	£3.66	5 mile fare T1 is now	£10.89	Running mile on T1 is now	£1.80
fare T 2 is now	£4.84	5 mile fare T 2 is now	£14.60	Running mile on T2 is now	£2.36

TARIFF ONE

FLAGFALL AVERAGE BY AREA		ONE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£2.93	EAST ANGLIA	£3.80
MIDLANDS	£2.64	MIDLANDS	£3.54
NORTH	£2.41	NORTH	£3.44
SOUTH	£2.86	SOUTH	£4.00
SOUTH WEST	£2.87	SOUTH WEST	£3.91
SCOTLAND	£2.62	SCOTLAND	£3.38
WALES	£2.81	WALES	£3.31
TWO MILE FARE AVERAGE BY AREA		FIVE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£3.54	EAST ANGLIA	£10.63
MIDLANDS	£3.23	MIDLANDS	£10.29
NORTH	£3.11	NORTH	£10.14
SOUTH	£3.92	SOUTH	£11.69
SOUTH WEST	£3.97	SOUTH WEST	£12.64
SCOTLAND	£3.08	SCOTLAND	£10.19
WALES	£3.14	WALES	£10.59
TEN MILE FARE AVERAGE BY AREA		RUNNING MILE AVERAGE BY AREA	
EAST ANGLIA	£19.21	EAST ANGLIA	£1.71
MIDLANDS	£18.68	MIDLANDS	£1.69
NORTH	£18.55	NORTH	£1.68
SOUTH	£21.76	SOUTH	£1.94
SOUTH WEST	£22.40	SOUTH WEST	£2.05
SCOTLAND	£18.69	SCOTLAND	£1.70
WALES	£19.66	WALES	£1.81

TARIFF TWO

FLAGFALL AVERAGE BY AREA		ONE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£3.85	EAST ANGLIA	£4.91
MIDLANDS	£3.53	MIDLANDS	£4.72
NORTH	£2.98	NORTH	£4.26
SOUTH	£3.99	SOUTH	£5.55
SOUTH WEST	£3.69	SOUTH WEST	£5.41
SCOTLAND	£3.33	SCOTLAND	£4.18
WALES	£3.56	WALES	£4.19
TWO MILE FARE AVERAGE BY AREA		FIVE MILE FARE AVERAGE BY AREA	
EAST ANGLIA	£7.16	EAST ANGLIA	£13.84
MIDLANDS	£6.96	MIDLANDS	£13.63
NORTH	£6.41	NORTH	£12.79
SOUTH	£8.29	SOUTH	£16.09
SOUTH WEST	£8.09	SOUTH WEST	£16.48
SCOTLAND	£6.06	SCOTLAND	£11.70
WALES	£6.55	WALES	£13.57
TEN MILE FARE AVERAGE BY AREA		RUNNING MILE AVERAGE BY AREA	
EAST ANGLIA	£25.00	EAST ANGLIA	£2.22
MIDLANDS	£25.22	MIDLANDS	£2.25
NORTH	£23.48	NORTH	£2.13
SOUTH	£29.56	SOUTH	£2.65
SOUTH WEST	£30.46	SOUTH WEST	£2.76
SCOTLAND	£21.11	SCOTLAND	£1.88
WALES	£25.28	WALES	£2.34

THIRTEEN YEAR AREA AVERAGES COMPARED WITH THE NATIONAL AVERAGE

NATIONAL AVERAGE	EAST ANGLIA		MIDLANDS		NORTH		SOUTH		SOUTH WEST		SCOTLAND		WALES	
£3.12	1999	£3.14	1999	£3.02	1999	£2.94	1999	£3.42	1999	£3.37	1999	£2.92	1999	£2.88
£3.40	2000	£3.21	2000	£3.06	2000	£3.00	2000	£3.78	2000	£3.39	2000	£2.92	2000	£3.09
£3.50	2001	£3.56	2001	£3.46	2001	£3.28	2001	£3.83	2001	£3.85	2001	£3.21	2001	£3.39
£3.72	2002	£3.75	2002	£3.66	2002	£3.45	2002	£4.05	2002	£4.09	2002	£3.35	2002	£3.49
£3.97	2003	£3.97	2003	£3.86	2003	£3.73	2003	£4.27	2003	£4.20	2003	£3.55	2003	£3.61
£4.01	2004	£4.10	2004	£3.94	2004	£3.78	2004	£4.39	2004	£4.43	2004	£3.60	2004	£3.71
£4.19	2005	£4.18	2005	£4.14	2005	£3.92	2005	£4.57	2005	£4.54	2005	£3.74	2005	£3.90
£4.48	2006	£4.41	2006	£4.43	2006	£4.22	2006	£4.82	2006	£4.92	2006	£4.07	2006	£4.13
£4.67	2007	£4.51	2007	£4.49	2007	£4.32	2007	£4.94	2007	£5.00	2007	£4.27	2007	£4.21
£4.78	2008	£4.81	2008	£4.67	2008	£4.53	2008	£5.19	2008	£5.18	2008	£4.33	2008	£4.42
£5.06	2009	£5.04	2009	£4.93	2009	£4.77	2009	£5.47	2009	£5.56	2009	£4.61	2009	£4.79
£5.15	2010	£5.08	2010	£4.95	2010	£4.80	2010	£5.53	2010	£5.66	2010	£4.64	2010	£4.78
£5.20	2011	£5.26	2011	£5.07	2011	£4.89	2011	£5.70	2011	£5.77	2011	£4.76	2011	£5.06
£5.43	2012	£5.45	2012	£5.23	2012	£5.05	2012	£5.91	2012	£5.94	2012	£5.08	2012	£5.14

THIRTEEN YEAR PERCENTAGE INCREASES PER AREA

NATIONAL AVERAGE	EAST ANGLIA	MIDLANDS	NORTH	SOUTH	SOUTH WEST	SCOTLAND	WALES
5%	76.43%	71.43%	73.81%	73.10%	77.15%	73.97%	78.47%

Remember if you are going for a rise and you would like to see your financial percentages you know where to call - 0161 280 2800 - or e-mail npha@btconnect.com

Appendix D

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

Fuel and vehicle running costs. (sourced from the AA website)

FUEL PRICE REPORT JULY 2008

Drivers were given their first real hope of a turnaround in fuel prices in the first two weeks of July. Not only has the rate of rise fallen dramatically, but most recent prices fell slightly. However, the volatility of the market guarantees that substantial price reductions in the near future are far from certain. Brent crude on 16 July was down \$2.56 at \$136.19 per barrel.

Nationally, unleaded prices have risen by 1.3ppl to 119.5ppl in the past month. Diesel prices have risen by 1.5ppl to 133.1ppl. The price difference between unleaded and diesel has risen from 13.4ppl to 13.6ppl

London recorded the highest price for unleaded at 120.3ppl followed by the South East at 120.2ppl. Yorkshire and Humberside and the North West recorded the lowest price for unleaded at 118.5ppl. Scotland recorded the highest diesel price at 133.7ppl. The North West has the cheapest diesel at 132.2ppl.

Supermarket prices for unleaded also rose over the month by 1.9ppl to 118.4ppl. The gap between supermarket prices and the UK average for unleaded has fallen to 1.1ppl. Overseas prices have altered slightly. The UK has the ninth highest unleaded price in Europe and the second highest diesel price.

Garages and Supermarkets	Unleaded 95 Octane		Diesel		Super Unleaded		LPG
	litres	(gallons)	litres	(gallons)	litres	(gallons)	
Northern Ireland	120.1	546.0	133.6	607.36	127.1	577.8	N/A
Scotland	119.1	541.4	133.7	607.81	125	568.3	58.2
Wales	119.8	544.6	133.4	606.45	125	568.3	53.2
North	119	541.0	132.9	604.18	126.3	574.2	56.3
North West	118.5	538.7	132.2	600.99	126.9	576.9	55.6
Yorkshire & Humberside	118.5	538.7	132.3	601.45	125.6	571.0	54.4
West Midlands	119.5	543.3	132.9	604.18	126.2	573.7	57.9
East Midlands	119.4	542.8	132.7	603.27	127	577.4	59.7
East Anglia	119.7	544.2	133.2	605.54	126	572.8	59.9
South East	120.2	546.4	133.4	606.45	126.8	576.4	60.3
South West	119.7	544.2	133.3	605.99	126.3	574.2	58.5
London	120.3	546.9	133.5	606.90	126.8	576.4	61.3
UK AVERAGE	119.5	543.3	133.1	605.08	126.5	575.1	58.7
Per cent taken as Tax		57.0		52.72		54.7	

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	litres	(gallons)	litres	(gallons)	litres	(gallons)	
SUPERMARKET AVERAGE	118.4	538.3	131.7	598.7	123.2	560.1	54.7
Per cent taken as Tax		57.4		53.12		55.8	

The AA Public Affairs Fuel Price Report uses data sourced from Experian Catalyst (www.catalist.com)
 They are an average of mid-month prices from the respective regions.

Fuel Price Report

August 2012



FUEL PRICE REPORT AUGUST 2012

Petrol and diesel pump prices across the UK have risen by around 2.5% in the past month after oil prices continued to rise from a summer low of \$90 a barrel to \$114 at present. Tighter supermarket competition has limited some of the impact for now, but substantial wholesale price increases point to even higher prices if the trend continues.

Unleaded prices have risen by 3.3ppl from 132.2ppl to 135.5ppl. Diesel prices have risen by 3.1ppl from 137.3ppl to 140.4ppl. The price difference between unleaded and diesel has fallen to 4.9ppl.

East Anglia recorded the highest price for unleaded at 136.1ppl. Yorkshire and Humberside recorded the lowest price for unleaded at 135.0ppl. The South West and Wales recorded the highest diesel price at 140.9ppl. Yorkshire and Humberside has the cheapest diesel at 140.0ppl.

Supermarket prices for unleaded rose by 3.2ppl to 133.0ppl. The gap between supermarket prices and the UK average for unleaded has risen to 2.5ppl.

The UK has the eighth highest petrol price in Europe and the highest diesel price.

Garages and Supermarkets	Unleaded 95 Octane (pence)		Diesel (pence)		Super Unleaded (pence)		LPG (pence)
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
Northern Ireland	136.0	618.3	140.6	639.18	141.4	642.8	75.4
Scotland	135.3	615.1	140.8	640.09	141.5	643.3	68.1
Wales	135.9	617.8	140.9	640.54	141.0	641.0	65.7
North	135.1	614.2	140.4	638.27	143.0	650.1	70.9
North West	135.4	615.5	140.1	636.91	143.5	652.4	70.2
Yorkshire & Humberside	135.0	613.7	140.0	636.45	144.3	656.0	68.2
West Midlands	135.6	616.4	140.4	638.27	145.3	660.5	73.7
East Midlands	135.6	616.4	140.1	636.91	143.2	651.0	73.2
East Anglia	136.1	618.7	140.7	639.63	143.7	653.3	72.9
South East	135.9	617.8	140.8	640.09	142.9	649.6	72.0
South West	136.0	618.3	140.9	640.54	143.8	653.7	73.4
London	135.2	614.6	140.1	636.91	143.0	650.1	71.5
UK AVERAGE	135.5	616.0	140.4	638.27	143.1	650.5	71.0
Per cent taken as Tax		59.4		57.94		57.2	

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
SUPERMARKET AVERAGE	133.0	604.6	138.2	628.3	138.0	627.4	66.6
Per cent taken as Tax		60.2		58.6		58.7	

The AA Public Affairs Fuel Price Report uses data sourced from Experian Catalist (www.catalist.com)
They are an average of mid-month prices from the respective regions.



MOTERING COSTS 2008

Diesel Cars

See
note:

		Purchase price of the car when new:				
		Up to £10,000	£10,000 to £13,000	£13,000 to £20,000	£20,000 to £30,000	Over £30,000
A	VED (Road Tax)	35	120	170	210	400
B	Insurance	420	472	606	810	961
C	Cost of capital	468	582	829	1170	2061
D	Depreciation	1202	1858	2410	3156	5461
E	Breakdown cover	44	44	44	44	44
Standing charges only: £		2169	3076	4059	5390	8927

Standing charges as pence per mile

at 5,000 miles per year	42.90	60.78	80.22	106.54	176.36
at 10,000	21.69	30.76	40.59	53.90	89.27
at 15,000	14.78	21.00	27.70	36.77	60.97
at 20,000	11.45	16.31	21.50	28.53	47.37
at 25,000	9.25	13.20	17.39	23.07	38.33
at 30,000	7.75	11.06	14.57	19.33	32.12

Running costs, pence per mile

F	Diesel Fuel *	8.42	9.00	11.61	12.61	16.93
G	Tyres	0.52	0.68	1.03	1.68	1.96
H	Service labour costs	2.75	2.71	2.79	2.79	4.33
I	Replacement parts	1.98	1.83	2.06	2.32	2.39
J	Parking and tolls	1.80	1.80	1.80	1.80	1.80
Running costs only: p.		15.47	16.02	19.29	21.20	27.41

* NB Fuel at: 117.4 pence per litre

For each penny more or less,
add or take away:

0.07	0.08	0.10	0.11	0.14
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Total of standing and running costs as pence per mile

at 5,000 miles per year	58.36	76.80	99.51	127.74	203.77
at 10,000	37.16	46.78	59.88	75.10	116.68
at 15,000	30.25	37.03	46.99	57.98	88.38
at 20,000	26.91	32.33	40.79	49.73	74.78
at 25,000	24.72	29.22	36.68	44.28	65.74
at 30,000	23.22	27.08	33.86	40.54	59.54

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.



Motoring Costs 2012

Diesel Cars

See note:	Standing charges per year, £	Purchase price of the car when new:				
		Up to £16 000	£16 000 to £22 000	£22 000 to £27 000	£27 000 to £39 000	Over £39 000
A	VED (Road Tax)	100	120	215	250	460
B	Insurance	738	874	1139	1550	1989
C	Cost of capital	300	394	499	714	1100
D	Depreciation	1490	2244	3024	3699	7547
E	Breakdown cover	50	50	50	50	50
	Standing charges only: £	2678	3682	4927	6263	11146

Standing charges as pence per mile

	Up to £16 000	£16 000 to £22 000	£22 000 to £27 000	£27 000 to £39 000	Over £39 000
at 5,000 miles per year	52.96	72.74	97.33	123.78	219.90
at 10,000	26.78	36.82	49.27	62.63	111.46
at 15,000	18.25	25.15	33.65	42.74	76.32
at 20,000	14.14	19.53	26.15	33.16	59.50
at 25,000	11.43	15.81	21.16	26.83	48.21
at 30,000	9.57	13.25	17.73	22.48	40.42

Running costs, pence per mile

	Up to £16 000	£16 000 to £22 000	£22 000 to £27 000	£27 000 to £39 000	Over £39 000
F Diesel Fuel *	10.37	11.24	14.96	16.06	18.60
G Tyres	1.15	1.63	1.82	2.83	3.75
H Service labour costs	3.29	3.37	3.61	3.65	4.97
I Replacement parts	2.60	2.51	2.57	2.78	3.02
J Parking and tolls	2.00	2.00	2.00	2.00	2.00
Running costs only: p.	19.41	20.75	24.96	27.32	32.34

* NB Fuel at: 137.8 pence per litre

For each penny more or less,

add or take away:

0.07	0.08	0.10	0.11	0.14
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Total of standing and running costs as pence per mile

	Up to £16 000	£16 000 to £22 000	£22 000 to £27 000	£27 000 to £39 000	Over £39 000
at 5,000 miles per year	72.37	93.49	122.29	151.10	252.25
at 10,000	46.19	57.57	74.23	89.95	143.80
at 15,000	37.66	45.90	58.61	70.06	108.66
at 20,000	33.54	40.28	51.11	60.49	91.85
at 25,000	30.83	36.56	46.12	54.15	80.55
at 30,000	28.98	34.00	42.69	49.80	72.77

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.

Appendix E

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

Verbal quotes obtained from local firms to valet the rear of a vehicle if someone has been sick inside it.

Internal Valeting Prices

Company	Price
DTmautoval.co.uk	£45
Spires Valeting	£35
Burntwood Valeting Service	£30
Lichfield Hand Wash	£25

Appendix F

SUBMISSION TO REGULATORY AND LICENSING COMMITTEE

1st October 2012

Agenda Item: 4

Application for Hackney Carriage Fare Increase

Proposed changes to the Hackney Carriage Maximum Tariffs

	Current	Proposed	Change
Starting Mile	£1.00	£1.00	£0.00
1st Mile	£1.00	£1.10	£0.10
2nd Mile	£1.00	£1.20	£0.20
3rd Mile	£1.00	£1.30	£0.30
4th Mile	£1.00	£1.40	£0.40
5th Mile	£1.00	£1.50	£0.50
6th Mile	£1.00	£1.60	£0.60
7th Mile	£1.00	£1.70	£0.70
8th Mile	£1.00	£1.80	£0.80
9th Mile	£1.00	£1.90	£0.90
10th Mile	£1.00	£2.00	£1.00
11th Mile	£1.00	£2.10	£1.10
12th Mile	£1.00	£2.20	£1.20
13th Mile	£1.00	£2.30	£1.30
14th Mile	£1.00	£2.40	£1.40
15th Mile	£1.00	£2.50	£1.50
16th Mile	£1.00	£2.60	£1.60
17th Mile	£1.00	£2.70	£1.70
18th Mile	£1.00	£2.80	£1.80
19th Mile	£1.00	£2.90	£1.90
20th Mile	£1.00	£3.00	£2.00
21st Mile	£1.00	£3.10	£2.10
22nd Mile	£1.00	£3.20	£2.20
23rd Mile	£1.00	£3.30	£2.30
24th Mile	£1.00	£3.40	£2.40
25th Mile	£1.00	£3.50	£2.50
26th Mile	£1.00	£3.60	£2.60
27th Mile	£1.00	£3.70	£2.70
28th Mile	£1.00	£3.80	£2.80
29th Mile	£1.00	£3.90	£2.90
30th Mile	£1.00	£4.00	£3.00
31st Mile	£1.00	£4.10	£3.10
32nd Mile	£1.00	£4.20	£3.20
33rd Mile	£1.00	£4.30	£3.30
34th Mile	£1.00	£4.40	£3.40
35th Mile	£1.00	£4.50	£3.50
36th Mile	£1.00	£4.60	£3.60
37th Mile	£1.00	£4.70	£3.70
38th Mile	£1.00	£4.80	£3.80
39th Mile	£1.00	£4.90	£3.90
40th Mile	£1.00	£5.00	£4.00
41st Mile	£1.00	£5.10	£4.10
42nd Mile	£1.00	£5.20	£4.20
43rd Mile	£1.00	£5.30	£4.30
44th Mile	£1.00	£5.40	£4.40
45th Mile	£1.00	£5.50	£4.50
46th Mile	£1.00	£5.60	£4.60
47th Mile	£1.00	£5.70	£4.70
48th Mile	£1.00	£5.80	£4.80
49th Mile	£1.00	£5.90	£4.90
50th Mile	£1.00	£6.00	£5.00
51st Mile	£1.00	£6.10	£5.10
52nd Mile	£1.00	£6.20	£5.20
53rd Mile	£1.00	£6.30	£5.30
54th Mile	£1.00	£6.40	£5.40
55th Mile	£1.00	£6.50	£5.50
56th Mile	£1.00	£6.60	£5.60
57th Mile	£1.00	£6.70	£5.70
58th Mile	£1.00	£6.80	£5.80
59th Mile	£1.00	£6.90	£5.90
60th Mile	£1.00	£7.00	£6.00
61st Mile	£1.00	£7.10	£6.10
62nd Mile	£1.00	£7.20	£6.20
63rd Mile	£1.00	£7.30	£6.30
64th Mile	£1.00	£7.40	£6.40
65th Mile	£1.00	£7.50	£6.50
66th Mile	£1.00	£7.60	£6.60
67th Mile	£1.00	£7.70	£6.70
68th Mile	£1.00	£7.80	£6.80
69th Mile	£1.00	£7.90	£6.90
70th Mile	£1.00	£8.00	£7.00
71st Mile	£1.00	£8.10	£7.10
72nd Mile	£1.00	£8.20	£7.20
73rd Mile	£1.00	£8.30	£7.30
74th Mile	£1.00	£8.40	£7.40
75th Mile	£1.00	£8.50	£7.50
76th Mile	£1.00	£8.60	£7.60
77th Mile	£1.00	£8.70	£7.70
78th Mile	£1.00	£8.80	£7.80
79th Mile	£1.00	£8.90	£7.90
80th Mile	£1.00	£9.00	£8.00
81st Mile	£1.00	£9.10	£8.10
82nd Mile	£1.00	£9.20	£8.20
83rd Mile	£1.00	£9.30	£8.30
84th Mile	£1.00	£9.40	£8.40
85th Mile	£1.00	£9.50	£8.50
86th Mile	£1.00	£9.60	£8.60
87th Mile	£1.00	£9.70	£8.70
88th Mile	£1.00	£9.80	£8.80
89th Mile	£1.00	£9.90	£8.90
90th Mile	£1.00	£10.00	£9.00
91st Mile	£1.00	£10.10	£9.10
92nd Mile	£1.00	£10.20	£9.20
93rd Mile	£1.00	£10.30	£9.30
94th Mile	£1.00	£10.40	£9.40
95th Mile	£1.00	£10.50	£9.50
96th Mile	£1.00	£10.60	£9.60
97th Mile	£1.00	£10.70	£9.70
98th Mile	£1.00	£10.80	£9.80
99th Mile	£1.00	£10.90	£9.90
100th Mile	£1.00	£11.00	£10.00

These are the maximum tariffs for Hackney Carriages. The actual fare paid by the passenger will be the maximum tariff plus the driver's charge. The driver's charge is currently £1.00 per hour and is proposed to be £1.50 per hour. The proposed change would be to increase the driver's charge to £2.00 per hour. This would result in a total fare of £13.00 for a 100 mile journey.

Appendix F- Proposed Tariffs compared to the Midlands average

Tariff 1	One mile fare	Two mile fare	Five mile fare	Ten mile fare
Midlands Average	£3.54	£5.23	£10.27	£18.68
Lichfield Current	£3.00	£4.80	£10.20	£19.20
Lichfield Proposed	£3.60	£5.30	£10.40	£18.90
Tariff 2	One mile fare	Two mile fare	Five mile fare	Ten mile fare
Midlands Average	£4.71	£6.95	£13.61	£25.18
Lichfield Current	£4.50	£7.00	£14.50	£27.00
Lichfield Proposed	£4.80	£7.10	£14.00	£25.50

Tariff 1	Running Mile
Midlands Average	£1.69
Lichfield Current	£1.80
Lichfield	£1.70
Tariff 2	Running Mile
Midlands Average	£2.25
Lichfield Current	£2.50
Lichfield Proposed	£2.30

Current Soiling Charge	£25
Proposed Soiling Charge	£35
Current Waiting charge Tariff 1	18p per 36 secs
Current Waiting charge Tariff 2	25p per 36 secs
Proposed Waiting charge both Tariffs	0
Current Dog (not assistance)	£1
Proposed Dog (not assistance)	£2
Current Pram or large suitcase	20p each
Proposed Pram or large suitcase	20p each
Current Passengers in excess of 2	20p each
Proposed Passengers in excess of 2	20p each

Comparative Midlands figures are quoted from the September 2012 edition of Private Hire and Taxi Monthly. The Tariffs after the first mile are charged by the 10th of a mile (176 yards) or uncompleted part thereof. For example on Tariff 1 the proposed charge would be 17p per 176 yards or uncompleted part thereof and on Tariff 2 would be 23p per 176 yards or uncompleted part thereof.