## Information in Support of a Variation in the Hackney Carriage Table of Fares

1. The Hackney Carriage trade respectfully ask Birmingham City Council Licensing Committee for a variation in the Hackney Carriage Table of Fares.
2. The last increase in the Hackney Carriage Table of Fares was February 2012 and was implemented in June 2012.
3. It is now 10 years since the Hackney Carriage trade applied for an increase in the Table of Fares.
4. This application for a variation in the Hackney Carriage Table of Fares is for an increase in Initial Charges on Tariffs One, Two, Three \& Four and an increase in Distance Charges on Tariff One \& Tariff Four.
5. There is a proposal for an increase in the Initial Charge (The Flag Drop) for Tariff One from £2.20 to £3.20, an increase of $£ 1.00$.
6. On Tariff One the proposed variation in Distance Charges equates to an average percentage increase in the aggregate proposed fares at one mile distances for the first ten miles of $13 \%$. This represents a proposed increase of $1.23 \%$ per annum for the last 10 years since the last application for a variation in the Table of Fares in February 2012.
7. The proposed variation in Waiting Time Charges on Tariff One is an increase of $£ 1.10$ pence per hour which equates to a percentage increase of $7 \%$. This represents a proposed increase of $\mathbf{0 . 7 \%}$ per annum for the last 10 years since the last application for a variation in the Table of Fares in February 2012.
8. There is a proposal to change the operational end time of Tariff One from 23:00hrs to 22:00hrs. Current end time for Tariff One is 23:00hrs.
9. There is a proposal for an increase in the Initial Charge (The Flag Drop) for Tariff Two from $£ 2.40$ to $£ 3.20$, an increase of $£ 0.80$ p.
10. The Hackney Carriage trade are not seeking an increase in Distance Charges or Waiting Time Charges on Tariff Two.
11. There is a proposal to change the operational start time of Tariff Two from 23:00hrs to 22:00hrs. Current start time for Tariff Two is 23:00hrs.
12. There is a proposal for an increase in the Initial Charge (The Flag Drop) for Tariff Three from $£ 2.60$ to $£ 3.20$, an increase of $£ 0.60$ p.
13. The Hackney Carriage trade are not seeking an increase in Distance Charges or Waiting Time Charges on Tariff Three.
14. There is a proposal to change the operational start time of Tariff Three from 23:00hrs to 22:00hrs. Current start time for Tariff Three is 23:00hrs. On Christmas Eve and on New Years Eve we propose the start time of Tariff Three change from $19.00 h r s$ to $18.00 h r s$. The current start time of Tariff Three on Christmas Eve and New Years Eve is 19.00hrs.
15. There is a proposal for an increase in the Initial Charge (The Flag Drop) for Tariff Four from $£ 3.00$ to $£ 4.20$, an increase of $£ 1.20$ p.
16. On Tariff Four the proposed variation in Distance Charges equates to an average percentage increase in the aggregate proposed fares at one mile distances for the first ten miles of $14 \%$. This represents a proposed increase of $1.31 \%$ per annum for the last 10 years since the last application for a variation in the Table of Fares in February 2012. The Hackney Carriage trade are not seeking an increase in Distance Charges or Waiting Time Charges on Tariff Four.
17. The Hackney Carriage trade is not seeking an increase in the Soilage Charge on any of the tariffs.
18. The existing Table of Fares mandates that night tariffs finish at 04.00hrs on weekday mornings and at 07.00 hr on Saturday and Sunday mornings. The Hackney Carriage trade is not seeking any changes.
19. The percentage changes in the Consumer Price Index [All Items] over 12 Month periods from February 2012 (the date of the last application for a variation in the Table of Fares) to February 2021 are provided by the ONS website, forexample:

- February 2012 to February 2013; + 2.4\%
- February 2013 to February 2014; + 1.4\%
- February 2014 to February 2015; + 0.0\%
- February 2020 to February 2021; + 3.4\%

This information is from the Office for National Statistics website.
This represents a total percentage increase of $\mathbf{1 7 . 0 0 \%}$ in the Consumer Price Index for the $\mathbf{1 0}$ year period from February 2012 (the date of the last application for a variation in the Table of Fares) to February 2021

## Source;

https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/ead6/mm23
20. The percentage changes in the Retail Prices Index [All Items] over 12 Month periods from February 2012 (the date of the last application for a variation in the Table of Fares) to February 2021 are provided by the ONS website, for example:

- February 2012 to February 2013; + 3.0 \%
- February 2013 to February 2014; + 2.4 \%
- February 2014 to February 2015; + 1.0 \%
- February 2020 to February 2021; + 4.1 \%

This information is from the Office for National Statistics website.
This represents a total percentage increase of $\mathbf{2 5 . 8 \%}$ in the Retail Price Index for the 10 year period from February 2012 (the date of the last application for a variation in the Table of Fares) to February 2021.

## Source; <br> https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/czeq/mm23

21. The Hackney Carriage trade is seeking an increase in Extra Charges on all of the tariffs for the carriage of domestic pets outside of suitable pet carriers, bulky items such as domestic \& office furniture, domestic \& commercial appliances, bicycles, boxed items with a total volume equal to or in excess of 0.5 cubic metres.
$\mathbf{£ 5 . 0 0}$ is justified for carriage of pets for cleaning the vehicle afterwards.
£15.00 is justified for carriage of bulky items such as washing machines, televisions, Mattresses, etc. The list is not exhaustive and refers to situations where a 'man-with-a-van' or an actual removal company would be most appropriate.
22. Since the last application for an increase in the Table of Fares, living costs have escalated noticeably and household bills continue to increase.
23. Hackney Carriage proprietors can no longer continue to absorb these relentless increases in operating costs and overheads and drivers also need to balance their household budgets.
24. The Hackney Carriage trade therefore respectfully ask that the Licensing Committee approve the proposed increase in the Table of Fares, not only to enable Hackney Carriage proprietors to arrest their spiralling operating costs and thereby continue to maintain their vehicles to the high standards required for the travelling public's safety, but also to help all drivers in the trade to try to preserve a minimum standard of living.
25. The Hackney Carriage trade would like to highlight the importance of an increase in tariff for Hackneys to continue as a viable form of employment in view of the fact that Hackney numbers have now dropped to an alarming low of 627.

## SUMMARY of PROPOSED VARIATIONS in the HACKNEY CARRIAGE TABLE of FARES

|  | TARIFF ONE | $\begin{gathered} \text { TARIFF } \\ \text { TWO } \end{gathered}$ | TARIFF THREE | $\begin{aligned} & \text { TARIFF } \\ & \text { FOUR } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: |
| INITIAL CHARGE - FLAGDROP; <br> Current Flag Drop: <br> PROPOSED FLAG DROP: <br> CHANGES | $\begin{gathered} £ 2.20 \\ \text { £3.20 } \\ \text { £1 INCREASE } \end{gathered}$ | $\begin{gathered} £ 2.40 \\ \text { £3.20 } \\ \text { 80p } \\ \text { INCREASE } \end{gathered}$ | $\begin{array}{c\|} £ 2.60 \\ £ 3.20 \\ \text { 60p INCREASE } \end{array}$ | $\begin{gathered} £ 3.00 \\ £ 4.20 \\ £ 1.20 \text { INCREASE } \end{gathered}$ |
| FIRST MILE; <br> Current First Mile Charge: <br> PROPOSED FIRST MILE CHARGE: <br> CHANGES (First Mile) | $\begin{array}{ll}  & £ 4.40 \\ & £ 5.40 \\ £ 1 & \text { INCREASE } \end{array}$ | $\begin{gathered} £ 4.80 \\ \text { £5.60 } \\ \text { 80p } \\ \text { INCREASE } \end{gathered}$ | $\begin{gathered} £ 5.20 \\ \text { £5.80 } \\ \text { 60p } \\ \text { INCREASE } \\ \hline \end{gathered}$ | $\begin{gathered} £ 6.30 \\ £ 7.50 \\ £ 1.20 \text { INCREASE } \end{gathered}$ |
| MILEAGE CHARGE (Thereafter); <br>  <br> CHANGES (oer Mile) | $\begin{aligned} & £ 1.80 \\ & £ 1.92 \end{aligned}$ <br> 12pINCREASE | $\begin{gathered} £ 2.04 \\ £ 2.04 \\ \text { NO CHANGE } \\ \hline \end{gathered}$ | $\begin{aligned} & £ 2.21 \\ & £ 2.21 \end{aligned}$ <br> NO CHANGE | $\begin{gathered} £ 2.12 \\ £ 3.00 \\ \text { 28p INCREASE } \\ \hline \end{gathered}$ |
| WAITING \& TIME CHARGES; <br> Current Time Charges per Hour: <br> PROPOSED TIME CHARGES per HOUR: <br> CHANGES (per Hour) | $\begin{gathered} £ 15.72 \\ £ 16.82 \\ £ 1.10 \text { INCREASE } \end{gathered}$ | $\begin{gathered} £ 18.00 \\ \text { £18.00 } \\ \text { NOCHANGE } \end{gathered}$ | $\begin{gathered} £ 19.50 \\ \text { £19.50 } \\ \text { NOCHANGE } \end{gathered}$ | $\begin{gathered} £ 24.00 \\ \text { NO CHANANGE } \end{gathered}$ |
| SOILAGE CHARGES; <br> Current Soilage Charges: PROPOSED SO/LAGE CHARGES: | $\begin{gathered} £ 40.00 \\ \text { NO CH0.00 } \\ \text { NHANGE } \end{gathered}$ | $\begin{gathered} £ 40.00 \\ \text { NOCHANGE } \\ \hline \end{gathered}$ | $\begin{gathered} £ 40.00 \\ \text { NO CHANANGE } \end{gathered}$ | $\begin{gathered} £ 60.00 \\ \text { No CHANGE } \\ \hline \end{gathered}$ |
| EXTRA CHARGES; | YES | YES | YES | YES |

# BIRMINGHAM CITY COUNCIL HACKNEY CARRIAGE - TABLE of FARES 

It is a criminal offence TO NOT PAY THE TAXI FARE, which is covered by The Theft Act 1968, The Theft Act 1978 and The Fraud Act 2006.
The taximeter is programmed to select the correct tariff automatically, from the tariffs as detailed below, depending on the date, day and time of day that the Hackney Carriage is being hired using real time clock tariff changes in hired mode.

| TARIFF ONE: STANDARD DAY RATE Applicable | TARIFF TWO: WEEKDAY NIGHT RATE |
| :--- | :--- |
| Monday to Friday | Applicable Sunday to Thursday - From 22.00hrs to |
| From 04.00hrs to 22.00hrs AND on Saturday - From 07.00hrs to 22.00hrs | 04.00hrs the next day AND on Sunday - From 07.00hrs to 22.00hrs <br> (EXCEPT for those days and times |
| As specified in Tariffs Two, Three and Four) | AND All Bank Holidays - From 00.00hrs to 22.00hrs. (EXCEPT for <br> those days and times as specified in Tariffs Three \& Four) |
| TARIFF THREE: WEEKEND NIGHT RATE | TARIFF FOUR: CHRISTMAS \& NEW YEAR SEASON |
| Applicable Friday and Saturday - From 22.00hrs to | Applicable on Christmas Day and New Year's Day |
| 07.00hrs the next day AND on Boxing Day - From 00.00hrs to | On Christmas Day - From 00.00hrs to 24.00hrs |
| 24.00hrs AND on Christmas Eve - From 18.00hrs 19.00hrs to |  |
| 24.00hrs AND on New Year's Eve - From 18.00hrs 19.00hrs to | On New Year's Day - From 00.00hrs to 07.00hrs |
| 24.00hrs |  |

The fare is shown on the taximeter, which records on the basis of time or distance at the following rates.

## INITIAL CHARGES:

A charge of
For the first
or part thereof
MILEAGE CHARGES:
A charge of
For each subsequent
or part thereof until
have been travelled.
Thereafter:
A charge of
For each subsequent
or part thereof
Equivalent to a rate per mile of

## WAITING \& TIME CHARGES:

A charge of
For each
or part thereof
Equivalent to an hourly rate of

## SOILAGE CHARGES:

An additional charge may be made in the event of SOILAGE OR FOULING OF THE VEHICLE

| TARIFF ONE | $\begin{aligned} & \text { TARIFF } \\ & \text { TWO } \end{aligned}$ | TARIFF THREE | $\begin{aligned} & \text { TARIFF } \\ & \text { FOUUR } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| £3.20 187.5 | $\begin{gathered} £ 3.20 \\ 195.6 \text { vards } \end{gathered}$ | $£ 3.20$ 180.5 yards | $\mathrm{£4.20}^{2}$ |
| 187.5 yards | 195.6 yards | 180.5 yards | 220 yards |
| 20p | 20p | 20p | 30p |
| 125.0 yards | 97.8 yards | 90.3 yards | 110 yards |
| 1062.5 yards | 684.6 yards | 632 yards | 770 yards |
| 20p | 20p | 20p | 30p |
| 183.3 yards | 172.5 yards | 159.3 yards | 176.0 yards |
| $£ 1.92$ | £2.04 | £2.21 | $£ 3.00$ |
| 20 p 42.8 sec | 20p 40.0 sec | 20p | 30p |
| 42.8 sec | 40.0 sec | 36.9 sec | 45.0 secs |
| £16.82 | $£ 18.00$ | £19.50 | £24.00 |
| £40.00 | £40.00 | £40.00 | $£ 60.00$ |

## EXTRA CHARGES:

For every person in excess of one
For every article of luggage carried outside the passenger compartment
Carriage of any pets (outside of any pet carriers / containers)
£5.00
Carriage of any Bulky Items / Removals
£15.00
Any road toll or barrier charge incurred in the execution of the hiring

## COMPLAINTS

Any complaint of overcharging, or about this taxi or taxi driver, should be sent in writing to the Enforcement Section, Birmingham City Council, Phoenix House, Valepits Road, Garretts Green, Birmingham B33 OTD, or by telephoning 01213039611 , quoting the number of the taxi and the number of the driver's badge. Enquiries regarding property accidentally left in a taxi should be made at the nearest West Midlands Police Station.

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# TARIFF ONE COMPARISON; PROPOSED FARES against CURRENT FARES 

| DAY RATE <br> Monda)'. to Frida)'. 04.00 hrs to 23.00 hrs AND SaturdaJ'. 07 00hre to 23 Onhrs |  | DAY RATE <br> Monda'\{.toFriday- <br> 04.00hrsto 22.00hrs <br> AND Saturday <br> 07.00hnste-22H0hrs |  | COMPARISON:PROPOSED and CURRENT FARES at DISTANCES in WHOLE MILES |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CURRE <br> TAR <br> (ع1-80- <br> Distance <br> in Yards | CURRENT FARE <br> TARIFF 1 <br> ( $81-80$ per mile) | PROPOSEDFARE TARIFF 1 <br> (f1 92 permile) |  | $\begin{array}{\|c\|} \hline \text { DISTANGE } \\ \hline \text { TRAVELLED } \\ \text { in } \\ \text { WHOLE } \\ \text { MILES } \\ \hline \end{array}$ | $\begin{aligned} & \text { CURRENT } \\ & \text { FARE } \\ & \\ & \text { at } \\ & \text { THIS } \\ & \text { DISTANCE } \end{aligned}$ | PROPOSED <br> FARE <br> at <br> THIS DISTANCE | PERCENT INCREASE of PROPOSED EARE |
| Flag | $f 2.20$ | Flag | f 3.20 |  |  |  |  |
| 187.5 | £ 2.40 | 187.5 | f 3.40 |  |  |  |  |
| 312.5 | \& 2.60 | 3125 | £ 360 |  |  |  |  |
| 437.5 | £ 2.80 | 4375 | \& 3.80 |  |  |  |  |
| 562.5 | \& 3.00 | 562.5 | F 4.001 |  |  |  |  |
| 687.5 | \& 3.20 | 687.5 | \& 4.20 |  |  |  |  |
| 812.5 | £ 3.40 | 812.5 | \& 4.40 |  |  |  |  |
| 937.5 | £ 3.60 | 937.5- | \& 4.60 |  |  |  |  |
| 1,062.5 | $\varepsilon \quad 3.80$ | 1,062.5 | £ 4.80 |  |  |  |  |
| 1.258 .1 | £ 4.00 | 1,245.8 | $\varepsilon \quad 5.00$ | 1 mil | $=1760$ | lards |  |
| 1.4537 | 4.20 | 1,429.1 | f 5.20 | 1 | $£ \quad 4.40$ | $£ \quad 5.40$ | 22.73\% |
| 1.649.3 | £ 4.40 | 1,612.4 | £ 5.40 |  |  |  |  |
| 1,844.9 | £ 4.60 | 1,795.7 | £ 5.60 |  |  |  |  |
| $2,040.5$ | \& 4.80 | 1,979.0 | \& 5.80 |  |  |  |  |
| 2,236.1 | £ 5.00 | 2,162.3 | £ 6.00 |  |  |  |  |
| 2,431.7 | \& 5.20 | 2,345.6 | $\mathcal{L} \quad 6.20$ |  |  |  |  |
| 2,627.3 | £ 5.40 | 2,528.9 | £ 6.40 |  |  |  |  |
| 2,822.9 | £ 5.60 | 2,712.2 | £ 6.60 |  |  |  |  |
| 3,018.5 | $£ \quad 5.80$ | 2,895.5 | $£ \quad 6.80$ |  |  |  |  |
| 3.214 .1 | 60 | 3,078.8 | \& 7.00 | 2mile | $=3520$ y |  |  |
| 3,409.7 | $\ddagger \quad 6.20$ | 3.262 .1 | £ 7.20 | 2 | $£ \quad 6.20$ | £ 7.40 | 19.35\% |
| 3,605.3 | £ 6.40 | 3,645.4 | \& 7.60 |  |  |  |  |
|  |  |  | \& 7.80 |  |  |  |  |
| 4.192 .1 | £ 7.00 |  | \& 8.00 |  |  |  |  |
| 4,387.7 | ¢ 7.20 | 4,178.6 | £ 8.20 |  |  |  |  |
| 4,583.3 | \& 7.40 | 4,361.9 | £ 8.40 |  |  |  |  |
| 4,778.9 | £ 7.60 | 4,545.2 | £ 8.60 |  |  |  |  |
| 4.974 .5 | ¢ 780 | 4,728.5 | ¢ 880 | 3 mile | $=5280$ | ards |  |
| 5170.1 | $\begin{aligned} & 8.00 \\ & \mathbb{F} \quad 8.00 \\ & \hline \end{aligned}$ | $-4,9+1.8$ | $\begin{aligned} & 9.00 \\ & \mathbb{F} \quad 0.00 \\ & \hline \end{aligned}$ | 3 | $£ \quad 8.00$ | $£ \quad 9.40$ | 17.50.0/0 |
| $5,561.3$ |  | 5,278.4 |  |  |  |  |  |
| 5,756.9 | £ 8.60 | 5,461.7 | £ 9.60 |  |  |  |  |
| 5,952.5 | £ 8.80 | 5,645.0 | $\mathcal{L} \quad 9.80$ |  |  |  |  |
| 6,148.1 | £ 9.00 | 5,828.3 | \& 10.00 |  |  |  |  |
| 6,343.7 | £ 9.20 | 6,011.6 | \& 10.20 |  |  |  |  |
| 6,539.3 | £ 9.40 | 6,194.9 | \& 10.40 |  |  |  |  |
| 6,734.9 | 9.60 | 6,378.2 | \& 10.60 |  |  |  |  |

# TARIFF ONE COMPARISON; PROPOSED FARES against CURRENT FARES 

|  | CURRENT FARE <br> TARIFF 1 <br> ( $£ 1.80$ per mile) |  |  | $\begin{gathered} \hline \text { PROPOSED FARE } \\ \text { TARIFF } 1 \\ \text { (£1.92 per mile) } \end{gathered}$ |  |  | DISTANCE TRAVELLED <br> in <br> WHOLE MILES | $\begin{aligned} & \text { CURRENT } \\ & \text { FARE } \\ & \text { at } \\ & \text { THIS } \\ & \text { DISTANCE } \end{aligned}$ | $\begin{gathered} \hline \text { PROPOSED } \\ \text { FARE } \\ \text { at } \\ \text { THIS } \\ \text { DISTANCE } \\ \hline \end{gathered}$ | PERCENTINCREASEofPROPOSEDFARE |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Distance in Yards |  | at This tance | Distance in Yards |  | eatThis stance |  |  |  |  |  |
|  | 6930.5 | £ | 9.80 | 6,561.5 |  | 10.80 | 4 mile | = 7040 | vards |  |  |
|  | 7,126.1 | £ | 10.00 | 6744.8 | £ | 11.00 | 4 |  |  |  |  |
|  | 7,321.7 | £ | 10.20 | 6,928.1 | E | 11.20 | 4 |  |  |  |  |
|  | 7,517.3 | £ | 10.40 | 7,111.4 | E | 11.40\| |  |  |  |  |  |
|  | 7,712.9 | £ | 10.60 | 7,294.7 |  | 11.60 |  |  |  |  |  |
|  | 7,908.5 | £ | 10.80 | 7,478.0 | E | 11.80 |  |  |  |  |  |
|  | 8,104.1 | £ | 11.00 | 7,661.3 | E | 12.00 |  |  |  |  |  |
|  | 8,299.7 | £ | 11.20 | 7,844.6 |  | 12.20 |  |  |  |  |  |
|  | 8,495.3 | £ | 11.40 | 8,027.9 | £ | 12.40\| |  |  |  |  |  |
|  | 8,690.9 | £ | 11.60 | 8,211.2 | E | 12.60 | 5 mile | = BB00 | vards |  |  |
|  | 8,886.5 | £ | 11.80 | 8,394.5 |  | 12.80 | 5 | f 1160 | f 1320 | \% |  |
|  | 9,082.1 | £ | 12.00 | 8,577.8 |  | 13.00 | 5 | L 11.60 | £ 13.20 | 3.79\% |  |
|  | 9,277.7 | £ | 12.20. | 8,761.1 | E | 13.20\| |  |  |  |  |  |
|  | 9,473.3 | £ | 12.40 | 8,944.4 | E | 13.40\| |  |  |  |  |  |
|  | 9,668.9 | £ | 12.60 | 9,127.7 |  | 13.60 |  |  |  |  |  |
|  | 9,864.5 | £ | 12.80 | 9,311.0 | E | 13.80 |  |  |  |  |  |
|  | 10,060,1 | f | 13.00 | 9,494.3 | E | 14.00 |  |  |  |  |  |
|  | 10,255.7 | £ | 13.20 | 9,677.6 | $E$ | 14.20 |  |  |  |  |  |
|  | 10,451.3 | £ | 13.40 | 9,860.9 | E | 14.40 | 6 mile | = 1056 | vards |  |  |
|  | 10,646.9 | £ | 13.60 | 10,044.2 | E | 14.60 | 6 | f 13.40 | ¢ 15.00 | 4\% |  |
|  | 10,842.5 | £ | 13.80 | 10,277.5 | £ | 14.80 | 6 | $\pm 13.40$ | $\pm 15.00$ | 4\%, |  |
|  | 11,038.1 | £ | 14.00 | 10,410.8 | £ | 15.00 |  |  |  |  |  |
|  | 11,233.7 | £ | 14.20 | 10,594.1 | E | 15.20 |  |  |  |  |  |
|  | 11,429.3 | £ | 14.40 | 10,777.4 | E | 15.40 |  |  |  |  |  |
|  | 11,624.9 | £ | 14.60 | 10,960.7 | E | 15.60\| |  |  |  |  |  |
|  | 11,820.5 | £ | 14.80 | 11,144.0 | E | 15.80\| |  |  |  |  |  |
|  | 12,016.1 | £ | 15.00 | 11,327.3 | E | 16.00 |  |  |  |  |  |
|  | 12,211.7 | £ | 15.20 | 11,510.6 | E | 16.20 | 7 miles | $=1232$ | yards |  |  |
|  | 12,407.3 | £ | 15.40 | 11,693.9 | E | 16.40 | 7 | £ 15.20 | £ 17.00 | 1 84\% |  |
|  | 12,602.9 | £ | 15.60 | 11,877.2 |  | 16.60 | 7 | $\pm 15.20$ | 2 17.00 | 1.84\% |  |
|  | 12,798.5 | £ | 15.80 | 12,060.5 | E | 16.80 |  |  |  |  |  |
|  | 12,994.1 | £ | 16.00 | 12,243.8 | £ | 17.00 |  |  |  |  |  |
|  | 13,189.7 | £ | 16.20 | 12,427.1 | E | 17.20 |  |  |  |  |  |
|  | 13,385.3 | £ | 16.40 | 12,610.4 | £ | 17.40 |  |  |  |  |  |
|  | 13,580.9 | £ | 16.60 | 12,793.7 | E | 17.60 |  | - |  |  |  |
|  | 13,776.5 | £ | 16.80 | 12,977.0 | £ | 17.80 |  |  |  |  |  |
|  | 13,972.1 |  | 17.00 | 13,160.3 | E | 18.00 |  |  |  |  |  |
|  | 14,167.7 | £ | 17.20 | 13,343.6 | $\underline{E}$ | 18.20 | 8 miles | 1408 | yards |  |  |
|  | 14,363.3 | f | 17.40 | 13,526.9 | E | 18.40 | 8 | £ 17.00 | £ 19.00 | 11.76\% |  |
|  | 14,558.9 | £ | 17.60 | 13,710.2 |  | 18.60 |  |  |  | 11.76\% |  |
|  | 14,754.5 | £ | 17.80 | 13,893.5 | E | 18.80 |  |  |  |  |  |
|  | 14,950.1 | £ | 18.00 | 14,076.8 | E | 19.00 |  |  |  |  |  |
|  | 15,145.7 | f | 18.20 | 14,260.1 | E | 19.20 |  |  |  |  |  |
|  | 15,341.3 | モ | 18.40 | 14,443.4 |  | 19.40 |  |  |  |  |  |

# TARIFF ONE COMPARISON; PROPOSED FARES against CURRENT FARES 



## TARIFF ONE COMPARISON; PROPOSED FARES against CURRENT FARES



# TARIFF TWO COMPARISON; PROPOSED FARES against $\mathrm{C} \mu$ RRENT FARES 

| x | NIGHT RATESunda'\{ to Thursda'_ From23.00hrsto 04.00hrs!EVERY SUNDAY\& All Bank Holida's soen Boxing Da'_FromO4.00hrs to 23.00hrs |  |  |  | COMPARISON:$\begin{gathered} \text { CURRENT and PROPOSED } \\ \text { FARES } \\ \text { At } \end{gathered}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ${ }^{8}$ | CURREN TARIFF 2 <br> Distance | $\begin{aligned} & \text { IT FARE } \\ & (+13.3 \%) \\ & \text { Fareat This } \end{aligned}$ |  | $\begin{gathered} \hline \text { ED FARE } \\ (+6.25 \%) \\ \text { ermite) } \\ \text { Fareat This } \end{gathered}$ |  | CURRENT <br> FARE <br> at THIS | PROPOSED <br> FARE <br> at THIS | PERCENT <br> INCREASE <br> of <br> PROPOSED |  |
|  | inYards | Distance | inYards | Distance | TIIIES | DISTANCE | DISIANCE | FARE |  |
|  |  |  |  |  |  |  |  |  |  |
|  | Flad: 0 | \& 2.40 | Flaa:0 | £ 3.20 |  |  |  |  |  |
|  | 195.6 | £ 2.60 | 195.6 | E 3.40 |  |  |  |  |  |
|  | 293.4 | ₹ 2.80 | 293.4 | £ 3.60 |  |  |  |  |  |
|  | 391.2 | 3.00 | 391.2 | E 3.80 |  |  |  |  |  |
|  | 489.0 | £ 3.20 | 489.0 | £ 4.00 |  |  |  |  |  |
|  | 586.8 | E 3.40 | 586.8 | E 4.20 |  |  |  |  |  |
|  | 684.6 | ₹ 3.60 | 684.6 | E 4.40 |  |  |  |  |  |
|  | 857.1 | E 3.80 | 857.1 | £ 4.60 |  |  |  |  |  |
|  | 1029.6 | E 4.00 | 1029.6 | £ 4.80 |  |  |  |  |  |
|  | 1202.1 | t 4.20 | 1202.1 | £ 5.00 |  |  |  |  |  |
|  | 1374.6 | E 4.40 | 1374.6 | £ 5.20 |  |  |  |  |  |
|  | 1547.1 | t 4.60 | 1547.1 | ₹ 5.40 | 1mile | 1760 | ,ards |  |  |
|  | 1719.6 | £ 4.80 | 1719.6 | £ 5.60 |  |  | $\bigcirc \quad 560$ | 16670 |  |
|  | 1892.1 | £ 5.00 | 1892.1 | £ 5.80 |  |  |  |  |  |
|  | 2064.6 | £ 5.20 | 2064.6 | £ 6.00 |  |  |  |  |  |
|  | 2237.1 | t 5.40 | 2237.1 | £ 6.20 |  |  |  |  |  |
|  | 2409.6 | E 5.60 | 2409.6 | £ 6.40 |  |  |  |  |  |
|  | 2582.1 | E 5.80 | 2582.1 | £ 6.60 |  |  |  |  |  |
|  | 2754.6 | t 6.00 | 2754.6 | £ 6.80 |  |  |  |  |  |
|  | 2927.1 | $t \quad 6.20$ | 2927.1 | £ 7.00 |  |  |  |  |  |
|  | 3099.6 | t 6.40 | 3099.6 | £ 7.20 |  |  |  |  |  |
|  | 3272.1 | t 6.60 | 3272.1 | £ $\quad 7.40$ | 2mile | - 3520 | rds |  |  |
|  | 3444.6 | £ 6.80 | 3444.6 | £ 7.60 |  |  | $\propto \quad 7.60$ | 1176\% |  |
|  | 3617.1 | を 7.00 | 3617.1 | £ 7.80 |  |  |  |  |  |
|  | 3789.6 | £ 7.20 | 3789.6 | £ 8.00 |  |  |  |  |  |
|  | 3962.1 | E 7.40 | 3962.1 | £ 8.20 |  |  |  |  |  |
|  | 4134.6 | £ 7.60 | 4134.6 | £ 8.40 |  |  |  |  |  |
|  | 4307.1 | E 7.80 | 4307.1 | £ 8.60 |  |  |  |  |  |
|  | 4479.6 | Ł 8.00 | 4479.6 | £ 8.80 |  |  |  |  |  |
|  | 4652.1 | E 8.20 | 4652.1 | £ 9.00 |  |  |  |  |  |
|  | 4824.6 | Ł 8.40 | 4824.6 | £ 9.20 |  |  |  |  |  |
|  | 4971.1 | t 8.60 | 4997.1 | £ 9.40 | 3mile | $528 t$ | JJards |  |  |
|  | 5169.6 | ₹ 8.80 | 5169.6 | ₹ 9.60 |  |  |  | $000 \%$ |  |
|  | 5342.1 | E 9.00 | 5342.1 | £ 9.80 |  |  |  |  |  |
|  | 5514.6 | t 9.20 | 5514.6 | £ 10.00 |  |  |  |  |  |
|  | 5687.1 | ¢ 9.40 | 5687.1 | £ 10.20 |  |  |  |  |  |
|  | 5859.6 | Ł 9.60 | 5859.6 | £ 10.40 |  |  |  |  |  |

# TARIFF TWO COMPARISON; PROPOSED FARES against GURRENT FARES 



# TARIFF TWO COMPARISON; PROPOSED FARES against CURRENT FARES 



# TARIFF TWO COMPARISON; PROPOSED FARES against CURRENT FARES 



# TARIFF THREE COMPARISON; PROPOSED FARES against c.URRENT FARES 



# TARIFF THREE COMPARISON; PROPOSED FARES against CURRENT FARES 

| CURRENT FARE TARIFF 3 (+22.8\%) ( $£ 2.21$ per mile) |  | PROPOSED FARETARIFF 3(+15.1\%)(£2.21 per mile) |  | DISTANCE <br> TRAVELLED <br> in | CURRENT FARE at | $\begin{gathered} \text { PROPOSED } \\ \text { FARE } \\ \text { at } \end{gathered}$ | PERCENT INCREASE of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{l\|} \hline \text { Distance } \\ \text { in Yards } \end{array}$ | Fare at This Distance | $\begin{array}{\|l\|} \hline \text { Distance } \\ \text { in Yards } \end{array}$ | Fare at This Distance | WHOLE MILES | THIS DISTANCE | THIS DISTANCE | $\begin{aligned} & \text { PROPOSED } \\ & \text { FARE } \\ & \hline \end{aligned}$ |
| 5570.3 | £ 10.00 | 5570.3 | £ 10.60 |  |  |  |  |
| 5729.6 | £ 10.20 | 5729.6 | £ 10.80 |  |  |  |  |
| 5888.9 | 10.40 | 5888.9 | £ 11.00 |  |  |  |  |
| 6048.2 | £ 10.60 | 6048.2 | £ 11.20 |  |  |  |  |
| 6207.5 | £ 10.80 | 6207.5 | £ 11.40 |  |  |  |  |
| 6366.8 | £ 11.00 | 6366.8 | £ 11.60 |  |  |  |  |
| 6526.1 | £ 11.20 | 6526.1 | £ 11.80 |  |  |  |  |
| 6685.4 | £ 11.40 | 6685.4 | £ 12.00 |  |  |  |  |
| 6844.7 | £ 11.60 | 6844.7 | £ 12.20 |  |  |  |  |
| 7004.0 | $\begin{array}{ll}\nsim & 11.80\end{array}$ | 7004.0 | £ 12.40 | 4mile | = 7040 | ards |  |
| 7163.3 | £ 12.00 | 7163.3 | £ 12.60 | 4 | £ 11.80 | $\mathscr{L} 12.40$ | 5.08\% |
| 7322.6 | £ 12.20 | 7322.6 | $\mathscr{L}$ 12.80 | 4 | £ 11.80 | $\nsim 12.40$ | 5.00\% |
| 7481.9 | £ 12.40 | 7481.9 | £ 13.00 |  |  |  |  |
| 7641.2 | £ 12.60 | 7641.2 | £ 13.20 |  |  |  |  |
| 7800.5 | £ 12.80 | 7800.5 | £ 13.40 |  |  |  |  |
| 7959.8 | £ 13.00 | 7959.8 | £ 13.60 |  |  |  |  |
| 8119.1 | £ 13.20 | 8119.1 | £ 13.80. |  |  |  |  |
| 8278.4 | £ 13.40 | 8278.4 | £ 14.00 |  |  |  |  |
| 8437.7 | £ 13.60 | 8437.7 | £ 14.20 |  |  |  |  |
| 8597.0 | £ 13.80 | 8597.0 | £ 14.40 |  |  |  |  |
| 8756.3 | $\nless 14.00$ | 8756.3 | £ 14.60 | 5mile | = 8800 | ards |  |
| 8915.6 | £ 14.20 | 8915.6 | £ 14.80 | 5 | $\mathscr{L} 14.00$ | $\mathscr{L} 14.60$ | 4.29\% |
| 9074.9 | £ 14.40 | 9074.9 | E 15.00 | 5 | $\mathscr{L} 14.00$ | $\mathscr{L}$ | 4.29\% |
| 9234.2 | £ 14.60 | 9234.2 | £ 15.20 |  |  |  |  |
| 9393.5 | £ 14.80 | 9393.5 | £ 15.40 |  |  |  |  |
| 9552.8 | £ 15.00 | 9552.8 | £ 15.60 |  |  |  |  |
| 9712.1 | £ 15.20 | 9712.1 | £ 15.80 |  |  |  |  |
| 9871.4 | £ 15.40 | 9871.4 | £ 16.00 |  |  |  |  |
| 10030.7 | £ 15.60 | 10030.7 | £ 16.20 |  |  |  |  |
| 10190.0 | £ 1580 | 10190.0 | £ 16.40 |  |  |  |  |
| 10349.3 | £ 16.00 | 10349.3 | £ 16.60 |  |  |  |  |
| 10508.6 | $\begin{array}{ll}\mathscr{L} & 16.20\end{array}$ | 10508.6 | £ 16.80 | 6 mile | 10560 | vards |  |
| 10667.9 | £ 16.40 | 10667.9 | £ 17.00 | 6 |  |  | 370\% |
| 10827.2 | £ 16.60 | 10827.2 | £ 17.20 |  | $\mathscr{L} 16.20$ | $\mathscr{L} 16.80$ | 3.70\% |
| 10986.5 | £ 16.80 | 10986.5 | £ 17.40 |  |  |  |  |
| 11145.8 | £ 17.00 | 11145.8 | £ 17.60 |  |  |  |  |
| 11305.1 | £ 17.20 | 11305.1 | £ 17.80 |  |  |  |  |
| 11464.4 | £ 17.40 | 11464.4 | £ 18.00 |  |  |  |  |
| 11623.7 | £ 17.60 | 11623.7 | £ 18.20 |  |  |  |  |
| 11783.0 | £ 17.80 | 11783.0 | £ 18.40 |  |  |  |  |
| 11942.3 | £ 18.00 | 11942.3 | £ 18.60 |  |  |  |  |
| 12101.6 | £ 18.20 | 12101.6 | £ 18.80 |  |  |  |  |
| 12260.9 | £ 18.40 | 12260.9 | £ 19.00 |  |  |  |  |
| 12420.2 | £ 18.60 | 12420.2 | £ 19.20 | 7 mile | 12320 | vards |  |
| 12579.5 | £ 18.80 | 12579.5 | £ 19.40 | 7 | $\mathscr{L} 18.40$ | $\mathscr{L} 19.00$ | 3.26\% |
| 12738.8 | £ 19.00 | 12738.8 | $\nsim 19.60$ |  | $\mathscr{L} 10.40$ | $\mathscr{L} 19.00$ | 3.26\% |

# TARIFF THREE COMPARISON; PROPOSED FARES against CURRENT FARES 



# TARIFF THREE COMPARISON; PROPOSED FARES against CURRENT FARES 

| \% | CURRENT FARE TARIFF 3 \{+22.8\%) <br> (£2.21 per mile) |  | PROPOSED FARETARIFF 3 (+15.1\%)(£2.21per mile) |  | DISTANCE TRAVELLED in WHOLE MILES | CURRENT <br> FARE <br> at <br> THIS <br> DISTANCE | $\begin{aligned} & \hline \text { PROPOSED } \\ & \text { FARE } \\ & \text { at } \\ & \text { THIS } \\ & \text { DISTANCE } \\ & \hline \end{aligned}$ | PERCENT <br> INCREASE <br> of <br> PROPOSED <br> FARE |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |
|  | Distance in Yards | Fare at This Distance | Distance in Yards | Fare at This Distance |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 1 Mile | £ 5.20 | £ 5.80 |  |  |
|  |  |  |  |  | 2 Miles | £ 7.40 | £ 8.00 |  |  |
|  |  |  |  |  | 3 Miles | £ 9.60 | £ 10.20 |  |  |
|  |  |  |  |  | 4Miles | £ 11.80 | £ 12.40 |  |  |
|  |  |  |  |  | 5 Miles | £ 14.00 | £ 14.60 |  |  |
|  |  |  |  |  | 6 Miles | £ 16.20 | £ 16.80 |  |  |
|  |  |  |  |  | 7 Miles | £ 18.40 | £ 19.00 |  |  |
|  |  |  |  |  | 8 Miles | £ 20.60 | £ 21.20 |  |  |
|  |  |  |  |  | 9 Miles | £ 22.80 | £ 23.40 |  |  |
|  |  |  |  |  | 10 Miles | £ 25.00 | £ 25.60 |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  | PERCEN <br> PROPO | AGE INCR <br> SED FARES | ASE OF AGG ROM 1 TO | REGATE <br> MILES | = | $£ 151.00$ | £157.0 | 3.97\% |  |

# TARIFF 4 COMPARISON; PROPOSED FARES against CURRENT FARES 

| $\frac{\text { CHRISTMAS DAY \& }}{\frac{\text { NEW YEAR'S DAY }}{}}$$\frac{\text { Christmas Da)! ; }}{\text { Erom }}$$\frac{00.00 \mathrm{hrs} \text { to } 24.00 \mathrm{hrs}}{\text { New Year's Da) } ;-}$ Erom00.00 hrs to 07.00 hrs |  | CHRISTMAS DAY\& NEW YEAR'S DAY Christmas Da'l. Erom 00.00hrs to 24.00hrs New Year's Da'l.i Erom 00.00hrs to 07.00 hrs |  | COMPARISON <br> CURRENT \& PROPOSED FARES <br> at <br> DISTANCES in WHOLE MILES |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CURRE <br> TARIFF <br> £2.72 <br> Distance <br> in Yards | $\left.\begin{array}{c\|} \hline \text { JT FARE } \\ (+51.1 \%) \\ \text { er mne } \end{array}\right]$ | PROPOS <br> TARIFF <br> £3.00 <br> Distance <br> in Yards | $\begin{aligned} & \text { ED FARE } \\ & (+56.2 \%) \\ & \text { er mile } \\ & \hline \begin{array}{c} \text { Fareat This } \\ \text { Distance } \end{array} \\ & \hline \end{aligned}$ | DISTANCE TRAVELLED in WHOLE MILES | $\begin{aligned} & \text { CURRENT } \\ & \text { FARE } \\ & \text { at } \\ & \text { THIS } \\ & \text { DISTANCE } \end{aligned}$ | $\begin{aligned} & \hline \text { PROPOSED } \\ & \text { FARE } \\ & \text { at } \\ & \text { THIS } \\ & \text { DISTANCE } \\ & \hline \end{aligned}$ | PERCENT INCREASE of PROPSED FARE |
| Flaa: 0 | £ 3.00 | Flag: 0 | $\pm 4.20$ |  |  |  |  |
| 220.0 | £ 3.30 | 220.0 | £ 4.50 |  |  |  |  |
| 330.0 | £ 3.60 | 330.0 | £ 4.80 |  |  |  |  |
| 440.0 | £ 3.90 | 440.0 | £ 5.10 |  |  |  |  |
| -550.0 | 4.2D | 550.0 | £ 5.40 |  |  |  |  |
| 660.0 | £ 4.50 | 660.0 | £ 5.70 |  |  |  |  |
| 770.0 | £ 4.80 | 770.0 | £ 6.00 |  |  |  |  |
| 964.1 | £ 5.10 | 946.0 | £ 6.30 |  |  |  |  |
| 1158.2 | £ $\quad 5.40$ | 1122.0 | £ 6.60 |  |  |  |  |
| 1352.3 | £ 5.70 | 1298.0 | £ 6.90 |  |  |  |  |
| 1546.4 | £ 6.00 | 1474.0 | £ 7.20 | 1 mil | = 1760 | ards |  |
| 1740.5 | £ 6.30 | 1650.0 | £ 7.50 | 1 | £ 6.30 | £ 7.50 | 19.05\% |
| 1934.6 | 6.60 | 1826.0 | £ 7.80 |  | L 6.30 |  |  |
| 2128.7 | £ 6.90 | 2002.0 | £ 8.10 |  |  |  |  |
| 2322.8 | £ 7.20 | 2178.0 | $\pm 8.40$ |  |  |  |  |
| 2516.9 | 7.50 | 2354.0 | £ 8.70 |  |  |  |  |
| 2711.0 | £ 7.80 | 2530.0 | £ 9.00 |  |  |  |  |
| 2905.1 | £ 8.10 | 2706.0 | £ 9.30 |  |  |  |  |
| 3099.2 | £ 8.40 | 2882.0 | £ 9.60 | 2 mile | = 3520 | ards |  |
| 3293.3 | 8.70 | 3058.0 | £ 9.90 |  |  |  |  |
| 3487.4 | £ 9.00 | 3234.0 | $£ 10.20$ | 2 | f 9.00 | $£ 10.50$ | 16.67\% |
| 3681.5 | 9.30 | 3410.0 | £ 10.50 |  |  |  |  |
| 3875.6 | 9.60 | 3586.0 | £ 10.80 |  |  |  |  |
| 4069.7 | £ 9.90 | 3762.0 | £ 11.10 |  |  |  |  |
| 4263.8 | 10.20 | 3938.0 | £ 11.40 |  |  |  |  |
| 4457.9 | £ 10.50 | 4114.0 | £ 11.70 |  |  |  |  |
| 4652.0 | £ 10.80 | 4290.0 | £ 12.00 |  |  |  |  |
| 4846.1 | 11.10 | 4466.0 | $£ 12.30$ |  |  |  |  |
| 5040.2 | 11.40 | 4642.0 | £ 12.60 | 3 mil | = 5280 | rds |  |
| 5234.3 | £ 11.70 | 4818.0 | $£ 12.90$ | 3 | £ 11.70 | £13.50 | 15.38\% |
| 5428.4 | £ 12.00 | 4994.0 | £ 13.20 | 3 | £ 11.70 |  |  |
| 5622.5 | 12.30 | 5170.0 | £ 13.50 |  |  |  |  |
| 5816.6 | £ 12.60 | 5346.0 | £ 13.80 |  |  |  |  |
| 6010.7 | £ 12.90 | 5522.0 | £ 14.10 |  |  |  |  |
| 6204.8 | £ 13.20 | 5698.0 | £ 14.40 |  |  |  |  |

## NO CHANGE TARIFF 4 C $\triangleq$ RRENT FARES

| $\begin{gathered} \hline \text { CURRENT FARE } \\ \text { TARIFF } 4 \text { (+51.1\%) } \\ \text { £2;72 oer mile } \\ \hline \end{gathered}$ |  | PROPOSED FARE <br> TARIFF 4 (+56.2\%) £3.00 per mile |  | $\begin{gathered} \hline \text { DISTANCE } \\ \text { TRAVELLED } \\ \text { in } \end{gathered}$ | CURRENT FARE at |  | $$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Distance in Yards | Fare at This Distance | Distance in Yards | FareatThis Distance | WHOLE MILES | THIS DISTANCE |  | $\begin{array}{\|c} \text { PROPOSED } \\ \text { FARE } \end{array}$ |
| 6398.9 | £ 13.50 | 5874.0 | £ 14.70 |  |  |  |  |
| 6593.0 | £ 13.80 | 6050.0 | £ 15.00 |  |  |  |  |
| 6787.1 | £ 14.10 | 6226.0 | £ 15.30 |  |  |  |  |
| 6981.2 | £ 14.40 | 6402.0 | £ 15.60 | 4 mile $=7040$ vards |  |  |  |
| 7175.3 | £ 14.70 | 6578.0 | $\pm 15.90$ | 4 | £ 14.40 | £ 16.50 | 14.58\% |
| 7369.4 | £ 15.00 | 6754.0 | £ 16.20 |  |  |  |  |
| 7563.5 | £ 15.30 | 6930.0 | £ 16.50 |  |  |  |  |
| 7757.6 | £ 15.60 | 7106.0 | £ 16.80 |  |  |  |  |
| 7951.7 | £ 15.90 | 7282.0 | £ 17.10 |  |  |  |  |
| 8145.8 | £ 16.20 | 7458.0 | £ 17.40 |  |  |  |  |
| 8339.9 | £ 16.50 | 7634.0 | £ 17.70 |  |  |  |  |
| 8534.0 | £ 16.80 | 7810.0 | £ 18.00 |  |  |  |  |
| 8728.1 | £ 17.10 | 7986.0 | £ 18.30 | 5 mile $=8800{ }^{1}$ qrds |  |  |  |
| 8922.2 | £ 17.40 | 8162.0 | £ 18.60 | 5 | £ 17.10 | $£ 19.50$ | 14.04\% |
| 9116.3 | £ 17.70 | 8338.0 | £ 18.90 |  |  |  |  |
| 9310.4 | £ 18.00 | 8514.0 | £ 19.20 |  |  |  |  |
| 9504.5 | £ 18.30 | 8690.0 | £ 19.50 |  |  |  |  |
| 9698.6 | £ 18.60 | 8866.0 | £ 19.80 |  |  |  |  |
| 9892.7 | £ 18.90 | 9042.0 | £ 20.10 |  |  |  |  |
| 10086.8 | £ 19.20 | 9218.0 | £ 20.40 |  |  |  |  |
| 10280.9 | £ 19.50 | 9394.0 | £ 20.70 |  |  |  |  |
| 10475.0 | £ 19.80 | 9570.0 | £ 21.00 |  |  |  |  |
| 10669.1 | £ 20.10 | 9746.0 | £ 21.30 | 6 mile ${ }^{=} 10560$ yards |  |  |  |
| 10863.2 | £ 20.40 | 9922.0 | £ 21.60 | 6 | £ 19.80 | £ 22.50 | 13.64\% |
| 11057.3 | £ 20.70 | 10098.0 | £ 21.90 |  |  |  |  |
| 11251.4 | E 21.00 | 10274.0 | £ 22.20 |  |  |  |  |
| 11445.5 | £ 21.30 | 10450.0 | £ 22.50 |  |  |  |  |
| 11639.6 | £ 21.60 | 10626.0 | £ 22.80 |  |  |  |  |
| 11833.7 | £ 21.90 | 10802.0 | £ 23.10 |  |  |  |  |
| 12027.8 | £ 22.20 | 10978.0 | £ 23.40 |  |  |  |  |
| 12221.9 | £ 22.50 | 11154.0 | £ 23.70 | Z mile $=12320$ vards |  |  |  |
| 12416.0 | £ 22.80 | 11330.0 | $\pm 24.00$ |  |  |  |  |
| 12610.1 | £ 23.10 | 11506.0 | $\pm 24.30$ | 7 | £ 22.50 | £ 25.50 | 13.33\% |
| 12804.2 | £ 23.40 | 11682.0 | £ 24.60 |  |  |  |  |
| 12998.3 | £ 23.70 | 11858.0 | £ 24.90 |  |  |  |  |
| 13192.4 | £ 24.00 | 12034.0 | £ 25.20 |  |  |  |  |
| 13386.5 | £ 24.30 | 12210.0 | $\pm 25.50$ |  |  |  |  |
| 13580.6 | £ 24.60 | 12386.0 | $\pm 25.80$ |  |  |  |  |
| 13774.7 | £ 24.90 | 12562.0 | £ 26.10 |  |  |  |  |
| 13968.8 | £ 25.20 | 12738.0 | $\pm 26.40$ |  |  |  |  |
| 14162.9 | £ 25.50 | 12914.0 | £ 26.70 |  |  |  |  |
| 14357.0 | £ 25.80 | 13090.0 | £ 27.00 | $8 \mathrm{mile}=14080$-vards |  |  |  |
| 14551.1 | £ 26.10 | 13266.0 | $\pm 27.30$ | 8 | £ 25.20 | £28.50 | 13.10\% |
| 14745.2 | £ 26.40 | 13442.0 | $\pm 27.60$ |  |  |  |  |

# TARIFF FOUR COMPARISON; PROPOSED FARE against CI)RRENT FARES 

| CURRENT FARE TARIFF4 (+51.1\%) £2.72 per mile |  | PROPOSED FARE TARIFF 4 (+56.2\%) £3.00 per mile |  | $\begin{array}{\|c\|} \hline \text { DISTANCE } \\ \text { TRAVELLED } \\ \text { in } \end{array}$ | CURRENT FARE at |  | PERCENT INCREASE of |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Distance in Yards | Fare at This Distance | Distance in Yards | Fare at This Distance | WHOLE MILES | THIS DISTANCE |  | $\begin{aligned} & \text { PROPOSED } \\ & \text { FARE } \\ & \hline \end{aligned}$ |
| 14939.3 | £ 26.70 | 13618.0 | £ 27.90 |  |  |  |  |
| 15133.4 | £ 27.00 | 13794.0 | £ 28.20 |  |  |  |  |
| 15327.5 | £ 27.30 | 13970.0 | £ 28.50 |  |  |  |  |
| 15521.6 | £ 27.60 | 14146.0 | £ 28.80 |  |  |  |  |
| 15715.7 | $\mathscr{L} \quad 27.90$ | 14322.0 | £ 29.10 |  |  |  |  |
| 15909.8 | £ 28.20 | 14498.0 | £ 29.40 |  |  |  |  |
| 16103.9 | £ 28.50 | 14674.0 | £ 29.70 | $9 \mathrm{mile}=15840$ vards |  |  |  |
| 16298.0 | £ 28.80 | 14850.0 | £ 30.00 | 9 | £ 27.90 | £ 31.50 | 12.90\% |
| 16492.1 | £ 29.10 | 15026.0 | $\mathscr{L} 30.30$ |  |  |  |  |
| 16686.2 | £ 29.40 | 15202.0 | £ 30.60 |  |  |  |  |
| 16880.3 | £ 29.70 | 15378.0 | £ 30.90 |  |  |  |  |
| 17074.4 | £ 30.00 | 15554.0 | £ 31.20 |  |  |  |  |
| 17268.5 | £ 30.30 | 15730.0 | £ 31.50 |  |  |  |  |
| 17462.6 | $\mathscr{L} \quad 30.60$. | 15906.0 | £ 31.80 |  |  |  |  |
| 17656.7 | £ 30.90 | 16082.0 | £ 32.10 |  |  |  |  |
| 17850.8 | £ 31.20 | 16258.0 | £ 32.40 |  |  |  |  |
|  |  | 16434.0 | £ 32.70 | 10 mile | = 1760 | vards |  |
|  |  | 16610.0 | £ 33.00 | 10 | f 30.60 | $£ 34.50$ | 12.75\% |
|  |  | 16786.0 | $\mathscr{L} 33.30$ |  |  |  |  |
|  |  | 16962.0 | £ 33.60 |  |  |  |  |
|  |  | 17138.0 | £ 33.90 |  |  |  |  |
|  |  | 17314.0 | £ 34.20 |  |  |  |  |
|  |  | 17490.0 | £ 34.50 |  |  |  |  |
|  |  | 17666.0 | £ 34.80 |  |  |  |  |
|  |  |  |  |  |  |  |  |

## NO CHANGE TARIFF 4 CeRRENT FARES



## TIME CHANGES FOR CURRENT TARIFF ONE ONLY



