Taxi fares and tariffs consultation

A PDF document with all relevant information
Taxis fares and tariffs consultation
Printable information
What are we proposing

We are seeking views on changes to taxi fares and tariffs in London, to take place in April 2015.

Transport for London (TfL) licenses and regulates taxi and private hire services in London. As part of this, we set the maximum fares that taxis (black cabs or ‘hackney carriages’) can charge. These fares are determined by tariffs that are reviewed each year and normally changed in early April, to reflect changes in a Cost Index that reflects the costs of operating a taxi.

Previous tariff reviews have followed three basic principles:

- Using the taxi cost index to guide the increase in average fares;
- Maintaining reasonable differentials between the day, evening/weekend and late night tariffs;
- Maintaining a reasonable progression of fare with journey length.

We propose to change taxi fares on this basis from 11 April 2015. Using the best information currently available, we would increase average taxi fares by 0.3 per cent.

We also propose to continue the present arrangement that allows taxi drivers to add an extra charge of 40 pence if fuel prices increase significantly.

Taxi tariffs

Any change to taxi tariffs needs to be based on robust information to ensure that tariffs represent reasonable value for customers and the taxi trade. It will not be acceptable to impose arbitrary changes or increases.

Based on the latest available information, the cost index currently indicates an increase in average fares of 0.3 per cent would be appropriate. This could change as updated information becomes available, particularly on fuel prices which are subject to rapid increases and decreases. We will update the cost index in December 2014 with the latest fuel figure available.

Fuel charges

Fuel prices can vary rapidly and unpredictably, and a high increase during the year would result in additional costs for drivers which they would not be able to recover from passengers. Since July 2008, special provisions have been in place to allow an extra charge of 40 pence to be added to each taxi fare if diesel price changes make this appropriate.

The extra charge would be authorised if diesel prices reach a threshold level. The threshold represents the price at which the overall increase in taxi costs would be in proportion to the increase in the average fare, represented by the fuel charge.

To illustrate, if the fuel charge were a 4 per cent increase on the average taxi fare, the threshold would represent a 4 per cent increase in the total costs; and if the fuel costs represented 10 per cent of the cost index elements, this would correspond to a 40 per cent increase in fuel prices. The current threshold level for diesel fuel prices is set at 175.48
pence per litre (as measured by the AA Fuel price report). The new threshold figure will be calculated in late December 2014.

If the threshold diesel price is exceeded before the next tariff revision we will ensure appropriate publicity is produced to inform passengers and taxi drivers of the fuel charge. Once in place, the metered extra would remain in force until the annual tariff revision, even if fuel prices subsequently decreased.

We propose to continue this arrangement, setting an appropriate threshold for fuel prices to trigger the approval of an extra on taxi fares during 2015/16. The threshold will depend on the level of the general fares increase and the fuel price used in the calculation of the fare increase.

**Background information**

Taxi and private hire services in London are licensed and regulated by Transport for London (TfL). The Service Operations directorate within TfL has day to day responsibility for the delivery of taxi and private hire licensing services.

We license London taxis (hackney carriages) and taxi drivers under the Metropolitan Public Carriage Act 1869. Section 9 of this Act allows us to make regulations which fix the rates or fares to be paid for taxis. The London Cab and Stage Carriage Act 1907 allows us to make regulations to fix the fares to be paid for the hire of taxis fitted with taximeters, on the basis of time or distance or both. The London Cab Order 1934 (the 1934 Order) is the main set of regulations made under these Acts and (as amended) sets the fares regime that covers most taxi journeys in London.

Tariff rates are reviewed each year, with a revision typically on the first Saturday in April. In 2015 this coincides with Easter weekend so the revision would take effect on Saturday 11 April.

London has just over 25,500 licensed taxi drivers and around 22,500 taxis. Drivers can be licensed to ply for hire anywhere in London (All London/Green Badge, of which there are around 21,900 drivers) or in one or more of nine suburban sectors (Suburban/Yellow Badge drivers, of which there are around 3,700)\(^1\). All licensed taxi drivers must only pick up passengers within the areas they are licensed to ply for hire, however they may drop off passengers in any area.

There are estimated to be approximately 185,000 passenger-carrying taxi journeys per day, with an average taxi fare of almost £13 per journey and an average journey length of about 3 miles\(^2\). Although all taxis can carry five passengers and some can hold six, there are one or two passengers in a typical hiring.

In 2013 the overall passenger satisfaction score for London’s taxi services was 83 out of 100\(^3\) and the overall satisfaction score has remained fairly consistent since 2002. The 2013 survey showed that around one third (30 per cent) of taxi users thought taxi fares were about right, with over two thirds (68 per cent) thinking taxi fares were either a little too

---

\(^1\) Period 5, 2014/15 Licensing information

\(^2\) Taxi & PHV Driver Diary Survey, GfK NOP, 2009

\(^3\) Taxi and minicab Customer Satisfaction Survey, TNS, 2013/14
expensive or much too expensive. Only 2 per cent of people thought that fares were too low.

**Annual revisions – general change in tariffs**

Previous tariff reviews have adhered to three basic principles which are:

- Using the taxi cost index to guide the increase in average fares;
- Maintaining reasonable differentials between the day, evening/weekend and late night tariffs;
- Maintaining a reasonable progression of fare with journey length.

The cost index has been used for several years and provides a mechanism for calculating tariff changes taking into account changes in the cost of operating a taxi. However, the cost index does not allow driver or public opinion to be taken into account when reviewing tariffs and does not necessarily reflect the general economic or social state at the time.

The increased tariffs in the evenings, at weekends and at night are intended to encourage drivers to work at these times, when the supply of available taxis has been poor.

Any review and change to taxi tariffs needs to be based on robust information and it will not be acceptable to impose arbitrary changes or increases. The cost index provides a well established mechanism for reviewing taxi fares and tariffs and the average fare increase, based on the current fares and tariffs and calculated using the cost index, is shown as 0.3 per cent.

A list of the current status of the cost index elements is [here](#). The final cost index figures will be published in December and will include the latest figure available for the cost of fuel, which could result in the final average fare increase figure differing from 0.3 per cent.

Details of the proposed tariff changes based on the current cost index are shown [here](#).

**Consultation**

We are seeking the views of anyone with interest in these matters on these proposals. Please let us know your views by completing the online questionnaire at [https://consultations.tfl.gov.uk/taxis/fares-and-tariffs](https://consultations.tfl.gov.uk/taxis/fares-and-tariffs) by Friday 5 December 2014.

The responses to this consultation will be considered and taken into account in deciding whether to act on these proposals, or other proposals that are put forward. If appropriate, the TfL Board will be invited to approve changes to appropriate Regulations.

We would expect the TfL Board to approve any changes at its meeting in February 2015. Following the Board’s meeting we will make an announcement confirming any approved changes and their implementation. We plan to introduce any revised tariff on Saturday 11 April 2015.

A summary of the responses will be published after the consultation period ends.

---

4 Ibid.
Additional information

Enquiries about this consultation can be made by email to consultations@tfl.gov.uk with ‘Taxi tariff 2015’ in the subject line.

Impact assessments

Costs

Any taxi fare increase will be borne by taxi customers. The cost index has been established for over thirty years as the most appropriate way of ensuring that regulated fares remain in line with the costs of providing the taxi service.

The proposed tariff increase is likely to be lower than both the Retail Price Index (RPI) and the Consumer Price Index (CPI) which are 2.3 per cent and 1.2 per cent respectively (October 2014).

Any changes not based on the cost index would represent a break with the established method of reviewing taxi fares but it is expected that any changes not based on the cost index would only be implemented if they resulted in lower increases to taxi fares and would therefore benefit passengers.

Taxis are heavily used by disabled and elderly visitors and Londoners and these groups will be affected by fare increases.

Any increase to taxi fares will affect the Taxicard scheme, which provides subsidised taxi travel for disabled Londoners with subsidy from TfL and the London boroughs. An increase in taxis fares will potentially result in members being able to make fewer trips if funding is not increased.

No other significant cost implications have been identified.

Crime and Disorder

Licensed taxis play a vital role in providing safer transport late at night and a balance needs to be maintained between ensuring that taxi drivers are encouraged to work late at night but that the public do not perceive taxis as unaffordable and see illegal, unsafe “cabs” as a cheaper and preferable option.

The proposed increase to taxi fares would help ensure that drivers are able to meet their costs and maintain earnings. This is important to ensure that taxi driving remains a viable career for drivers who have invested time and money in completing the Knowledge of London. It is also important to ensure that the supply of licensed taxis, especially at key times such as late at night, is not affected by drivers reducing their working time or leaving the trade.

Public Sector Equality Duty

Taxis are heavily used by disabled and elderly residents and visitors to London. These groups will be affected by the fare increases. Disabled residents in London are eligible for subsidised taxi journeys under the Taxicard scheme. An increase in taxi fares means that unless the Taxicard subsidy increases or Taxicard members are able to pay more towards
fares then they will not be able to travel as much. The Taxicard service provides a door-to-door service, using an accessible taxi for social trips.

Elderly residents are likely to have a Freedom Pass and so potentially they will be able to use other forms of public transport free of change. However, not all other transport services provide a fully accessible door-to-door service that may be essential for some elderly travellers.

Wheelchair users can use bus services free of charge and will be able to continue to do so. Although all buses, with the exception of the Heritage routes, are wheelchair accessible they do not provide a door-to-door service.

Some other disabled travellers may also be able to travel for free on the bus or Tube but again these services do not provide a door-to-door service that may be essential.

Some residents may be eligible to use the Dial-a-Ride service which does provide a door-to-door service and accessible vehicles.

Although elderly and disabled taxi users will be affected by a taxi fare increase the proposed increase is likely to be lower than both the October RPI and CPI figures, as stated above.

**Health and Safety**

No significant implications for health and safety have been identified.

**Environmental Sustainability**

No significant environmental implications have been identified.
Summary of taxi fares regulations

General
The London Cab Order 1934 (the 1934 Order) sets the fares regime that covers most taxi journeys in London. Article 35 of the 1934 Order provides that taximeters must be fitted to cabs to calculate the fare. Article 40 of the 1934 Order provides the maximum fare payable, which for most journeys is a hiring charge plus the applicable rate (a sum based on the time and/or distance travelled and the circumstances of the journey). Values prescribed in Article 40 are programmed into taximeters which automatically calculate the amount the driver can charge.

These values are revised each year by decision of the TfL Board after a consultation with taxi trade stakeholders, with new fares taking effect at or about the first weekend in April. Fare changes are legally implemented by amendment of the 1934 Order.

Most revisions since the early 1980s have been based on a cost index that reflects the costs of operating a taxi in London, with a few other amendments such as the introduction of evening and night tariffs and the removal of extra charges for luggage or additional passengers.

Specific provision has been made to cater for exceptional costs, such as the additional costs of making the fleet wheelchair accessible in the 1990s. In 2005 an environmental charge of 20p for each taxi journey was introduced to cover the costs of bringing all taxis up to the Euro III emissions standard. This was removed in 2008.

Different fare regulations apply to hirings under fixed fare schemes or sharing arrangements.
Projecting licensed taxi cost index changes 2014

<table>
<thead>
<tr>
<th>Index Component</th>
<th>Cost Increase</th>
<th>Weight</th>
<th>Contribution to Total</th>
<th>Data availability Latest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Cost</td>
<td>0.8%</td>
<td>9.1%</td>
<td>0.1%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Parts</td>
<td>2.0%</td>
<td>4.2%</td>
<td>0.1%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Tyres</td>
<td>2.0%</td>
<td>0.6%</td>
<td>0.0%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Garage &amp; servicing – premises</td>
<td>2.0%</td>
<td>0.6%</td>
<td>0.0%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Garage &amp; Servicing – labour</td>
<td>2.0%</td>
<td>2.0%</td>
<td>0.0%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Fuel</td>
<td>-2.8%</td>
<td>11.2%</td>
<td>-0.3%</td>
<td>Jul – Sep 2014</td>
</tr>
<tr>
<td>Insurance</td>
<td>1.3%</td>
<td>4.5%</td>
<td>0.1%</td>
<td>September 2014</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>-3.4%</td>
<td>1.0%</td>
<td>0.0%</td>
<td>N/A</td>
</tr>
<tr>
<td>The Knowledge</td>
<td>0.6%</td>
<td>5.3%</td>
<td>0.0%</td>
<td>May– Jul 2014</td>
</tr>
<tr>
<td>Social Costs</td>
<td>0.6%</td>
<td>2.7%</td>
<td>0.0%</td>
<td>May– Jul 2014</td>
</tr>
<tr>
<td>Total Operating Costs</td>
<td>-0.1%</td>
<td>41.2%</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Average national earnings</td>
<td>0.6%</td>
<td>58.8%</td>
<td>0.4%</td>
<td>May– Jul 2014</td>
</tr>
<tr>
<td>Grand Total</td>
<td>0.3%</td>
<td>100%</td>
<td>0.3%</td>
<td></td>
</tr>
</tbody>
</table>

Notes
1. The index components are as normally used in the cost formula. Further details are available below.
2. ‘Weight’ is the proportion that the component contributes to the total cost per mile.
3. ‘Contribution to total’ indicates the importance of each component’s cost change in determining the overall cost change. It is calculated for each component as the product of its percentage cost increase and its weight. The Grand Total is the sum of the individual components’ contributions.
4. The ‘latest’ column under ‘Data availability’ indicates the dates to which data in the ‘cost increase’ column relates.
5. The Office for National Statistics RPI figure for “purchase of motor vehicles” (DOCS) is being used to estimate vehicle cost because of issues with manufacturers’ figures.
6. As agreed in 2011, costs for Parts, Tyres and Garaging will be uplifted by the yearly change in the Office for National Statistics RPI figure for “motoring expenditure: maintenance of motor vehicles” (DOCT) published on 14 October 2014.
7. The change in fuel costs relates to the change from the average of the AA diesel price for the 3 months to December 2013 to the 3 months to September 2014. This figure will be revised as further monthly data becomes available.
8. As agreed in 2011, costs for insurance will be uplifted by the yearly change in the Office for National Statistics RPI figure for “motoring expenditure: vehicle tax and insurance” (DOCV) published on 14 October 2014.
Details of Taxi Cost Calculations 2014

This table shows the cost per mile of each cost component in 2014 and for 2013.

**Cost Index for April 2015**

<table>
<thead>
<tr>
<th>Component of index</th>
<th>Cost p per mile in 2013</th>
<th>Increase in costs 2014</th>
<th>Cost p per mile in 2014</th>
<th>Proportion of costs in 2014</th>
<th>Contribution to total increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Cost</td>
<td>21.25</td>
<td>0.8%</td>
<td>21.43</td>
<td>9.1%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Parts</td>
<td>9.67</td>
<td>2.0%</td>
<td>9.86</td>
<td>4.2%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Tyres</td>
<td>1.43</td>
<td>2.0%</td>
<td>1.46</td>
<td>0.6%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Garage &amp; Servicing - Premises</td>
<td>1.31</td>
<td>2.0%</td>
<td>1.33</td>
<td>0.6%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Garage &amp; Servicing - Labour</td>
<td>4.63</td>
<td>2.0%</td>
<td>4.72</td>
<td>2.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Fuel</td>
<td>27.11</td>
<td>-2.8%</td>
<td>26.37</td>
<td>11.2%</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Insurance</td>
<td>10.41</td>
<td>1.3%</td>
<td>10.55</td>
<td>4.5%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>2.43</td>
<td>-3.4%</td>
<td>2.35</td>
<td>1.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>The Knowledge</td>
<td>12.52</td>
<td>0.6%</td>
<td>12.60</td>
<td>5.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Social Costs</td>
<td>6.42</td>
<td>0.6%</td>
<td>6.46</td>
<td>2.7%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total operating costs</strong></td>
<td><strong>97.19</strong></td>
<td><strong>-0.1%</strong></td>
<td><strong>97.13</strong></td>
<td><strong>41.2%</strong></td>
<td><strong>0.0%</strong></td>
</tr>
<tr>
<td>Average national earnings</td>
<td>137.78</td>
<td>0.6%</td>
<td>138.65</td>
<td>58.8%</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>234.96</strong></td>
<td><strong>235.78</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>0.3%</strong></td>
<td><strong>0.3%</strong></td>
</tr>
</tbody>
</table>

Note that increases are rounded to one decimal place in the table, but greater precision has been used in the calculations.

**Vehicle Cost**

This figure has been assessed in the past by modelling different purchase strategies, making use of price information for both LTC taxis (TX models) and Vito taxis. This year, a number of factors mean that there is some uncertainty in the taxi market and prices are subject to rapid fluctuations. In addition it has proven difficult to get the information required. Use of a taxi-specific indicator would therefore be likely to misrepresent the underlying changes in costs, and we propose to use the ONS RPI figure for 'purchase of motor vehicles' which shows a year-on-year increase of 0.8 per cent.

**Parts, Tyres, Garaging & Servicing**

Until recently, changes in these costs were assessed by detailed enquiries of suppliers to the taxi trade, but this approach became more difficult and the results less robust in recent years. In 2011 a study was conducted comparing the changes in costs associated with parts, tyres, garaging and servicing incorporated into the cost index over recent years with the yearly changes in the Office for National Statistics RPI figure for “motoring expenditure:
maintenance of motor vehicles” (DOCT). The study concluded that the two series were comparable and it was agreed to use this ONS RPI figure to represent these cost index items in future.

In September 2014 the DOCT RPI series showed an annual increase of 2.0 per cent. This gives an increase in the cost per mile of these components from 17.04p in 2013 to 17.37p in 2014.

**Fuel**
The Derv price index from Arval, which has been used to calculate the change in fuel price, was discontinued in 2013. In deciding on an alternative source of fuel price data analysis of London diesel prices from the AA (available at [www.theaa.com/motoring-advice/motoring-costs.html](http://www.theaa.com/motoring-advice/motoring-costs.html)) shows close correlation with the Arval Derv price index. Based on AA data last used to calculate the index, the average fuel price over the three months to December 2013, was compared with the AA average price over the latest three months to September 2014. This gives a value of 134.3p per litre compared to 138.1p, giving a decrease of 2.8 per cent.

**Insurance**
A similar comparison to that made for parts, tyres and garaging costs was made of previous years’ cost index insurance figures versus the ONS RPI series figure for “motoring expenditure: vehicle tax and insurance” (DOCV), and again it was decided to use the RPI figure in future cost index revisions.

In September 2014 the DOCV RPI series showed an increase of 1.3 per cent compared to the benchmark October price level used to calculate the last index. This gives an increase in the cost per mile of these components from 10.41p in 2013 to 10.55p in 2014.

**Miscellaneous**
This comprises the cost of hiring a meter, smoke test, vehicle licence and driver licence. The requirement for a receipt printer to be installed in all taxis was removed from 1 January 2013. The average cost in 2013 was £498 or 2.43 pence per mile. The average cost for the same strategies in 2014 was £481 or 2.35 pence per mile, giving a decrease of 3.4 per cent.

**Earnings Related**
The latest average weekly earnings data (headline rate ONS series KAC3) show a 0.6% year on year increase for the three months to July 2014, compared to the three months to August 2013 used for the 2014 index. This gives a cost per mile figure for the updated index of 138.6p, representing 58.8 per cent of the total index cost.

The “knowledge” and “social” costs have also been uplifted each year in line with national earnings. In 2014 these increased to 12.60p and 6.46p respectively, together representing a further 8.1 per cent of the total index cost.
Illustrative tariff changes

Tariff Changes – 0.3 per cent average increase

Average Fares

<table>
<thead>
<tr>
<th></th>
<th>Current average</th>
<th>New average</th>
<th>Increase (£)</th>
<th>Increase (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tariff 1</td>
<td>£11.51</td>
<td>£11.55</td>
<td>£0.04</td>
<td>0.3%</td>
</tr>
<tr>
<td>Tariff 2</td>
<td>£13.34</td>
<td>£13.38</td>
<td>£0.04</td>
<td>0.3%</td>
</tr>
<tr>
<td>Tariff 3</td>
<td>£15.67</td>
<td>£15.72</td>
<td>£0.05</td>
<td>0.3%</td>
</tr>
<tr>
<td>All Week</td>
<td>£12.72</td>
<td>£12.76</td>
<td>£0.04</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Tariff Rates – 0.3 per cent average increase

<table>
<thead>
<tr>
<th></th>
<th>Tariff 1</th>
<th>Tariff 2</th>
<th>Tariff 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current</td>
<td>New</td>
<td>Current</td>
</tr>
<tr>
<td>minimum fare</td>
<td>£2.40</td>
<td>£2.40</td>
<td>£2.40</td>
</tr>
<tr>
<td>minimum units</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>metres/unit &lt; 6 miles</td>
<td>126.2</td>
<td>125.7</td>
<td>102.5</td>
</tr>
<tr>
<td>secs/unit &lt; 6 miles</td>
<td>27.1</td>
<td>27.0</td>
<td>22.0</td>
</tr>
<tr>
<td>metres/unit &gt; 6 miles</td>
<td>88.5</td>
<td>88.2</td>
<td>88.5</td>
</tr>
<tr>
<td>secs/unit &gt; 6 miles</td>
<td>19.0</td>
<td>19.0</td>
<td>19.0</td>
</tr>
<tr>
<td>Units at lower rate</td>
<td>76</td>
<td>76</td>
<td>94</td>
</tr>
<tr>
<td>Metres at lower rate</td>
<td>9591.2</td>
<td>9553.2</td>
<td>9635.0</td>
</tr>
<tr>
<td>changeover fare</td>
<td>£17.40</td>
<td>£17.40</td>
<td>£21.00</td>
</tr>
</tbody>
</table>

Tariff times

- Tariff 1: Monday to Friday between 06:00 and 20:00
- Tariff 2: Monday to Friday between 20:00 and 22:00, Saturday and Sunday between 06:00 and 22:00
- Tariff 3: Every night between 22:00 and 06:00, Public holidays
### Example Fares – 0.3 per cent average increase

<table>
<thead>
<tr>
<th>Journey length</th>
<th>Tariff 1</th>
<th></th>
<th></th>
<th>Tariff 2</th>
<th></th>
<th></th>
<th>Tariff 3</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current</td>
<td>New</td>
<td>Change</td>
<td>Current</td>
<td>New</td>
<td>Change</td>
<td>Current</td>
<td>New</td>
<td>Change</td>
</tr>
<tr>
<td>Miles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>minimum</td>
<td>£2.40</td>
<td>£2.40</td>
<td>0.0%</td>
<td>£2.40</td>
<td>£2.40</td>
<td>0.0%</td>
<td>£2.40</td>
<td>£2.40</td>
<td>0.0%</td>
</tr>
<tr>
<td>0.5</td>
<td>£3.40</td>
<td>£3.40</td>
<td>0.0%</td>
<td>£3.60</td>
<td>£3.60</td>
<td>0.0%</td>
<td>£4.00</td>
<td>£4.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>1.0</td>
<td>£4.60</td>
<td>£4.60</td>
<td>0.0%</td>
<td>£5.20</td>
<td>£5.20</td>
<td>0.0%</td>
<td>£6.00</td>
<td>£6.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>1.5</td>
<td>£6.00</td>
<td>£6.00</td>
<td>0.0%</td>
<td>£6.80</td>
<td>£6.80</td>
<td>0.0%</td>
<td>£8.00</td>
<td>£8.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>2.0</td>
<td>£7.20</td>
<td>£7.20</td>
<td>0.0%</td>
<td>£8.40</td>
<td>£8.40</td>
<td>0.0%</td>
<td>£9.80</td>
<td>£9.80</td>
<td>2.0%</td>
</tr>
<tr>
<td>2.5</td>
<td>£8.40</td>
<td>£8.60</td>
<td>2.4%</td>
<td>£10.00</td>
<td>£10.00</td>
<td>0.0%</td>
<td>£11.80</td>
<td>£11.80</td>
<td>0.0%</td>
</tr>
<tr>
<td>3.0</td>
<td>£9.80</td>
<td>£9.80</td>
<td>0.0%</td>
<td>£11.60</td>
<td>£11.60</td>
<td>0.0%</td>
<td>£13.80</td>
<td>£13.80</td>
<td>0.0%</td>
</tr>
<tr>
<td>3.5</td>
<td>£11.00</td>
<td>£11.00</td>
<td>0.0%</td>
<td>£13.00</td>
<td>£13.20</td>
<td>1.5%</td>
<td>£15.80</td>
<td>£15.80</td>
<td>0.0%</td>
</tr>
<tr>
<td>4.0</td>
<td>£12.40</td>
<td>£12.40</td>
<td>0.0%</td>
<td>£14.60</td>
<td>£14.80</td>
<td>1.4%</td>
<td>£17.60</td>
<td>£17.80</td>
<td>1.1%</td>
</tr>
<tr>
<td>4.5</td>
<td>£13.60</td>
<td>£13.60</td>
<td>0.0%</td>
<td>£16.20</td>
<td>£16.40</td>
<td>1.2%</td>
<td>£19.60</td>
<td>£19.60</td>
<td>0.0%</td>
</tr>
<tr>
<td>5.0</td>
<td>£14.80</td>
<td>£15.00</td>
<td>1.4%</td>
<td>£17.80</td>
<td>£17.80</td>
<td>0.0%</td>
<td>£21.60</td>
<td>£21.60</td>
<td>0.0%</td>
</tr>
<tr>
<td>6.0</td>
<td>£17.40</td>
<td>£17.60</td>
<td>1.1%</td>
<td>£21.00</td>
<td>£21.00</td>
<td>0.0%</td>
<td>£25.40</td>
<td>£25.60</td>
<td>0.8%</td>
</tr>
<tr>
<td>7.0</td>
<td>£21.00</td>
<td>£21.20</td>
<td>1.0%</td>
<td>£24.60</td>
<td>£24.80</td>
<td>0.8%</td>
<td>£29.00</td>
<td>£29.20</td>
<td>0.7%</td>
</tr>
<tr>
<td>8.0</td>
<td>£24.80</td>
<td>£24.80</td>
<td>0.0%</td>
<td>£28.20</td>
<td>£28.40</td>
<td>0.7%</td>
<td>£32.80</td>
<td>£32.80</td>
<td>0.0%</td>
</tr>
<tr>
<td>9.0</td>
<td>£28.40</td>
<td>£28.40</td>
<td>0.0%</td>
<td>£31.80</td>
<td>£32.00</td>
<td>0.6%</td>
<td>£36.40</td>
<td>£36.40</td>
<td>0.0%</td>
</tr>
<tr>
<td>10.0</td>
<td>£32.00</td>
<td>£32.20</td>
<td>0.6%</td>
<td>£35.40</td>
<td>£35.60</td>
<td>0.6%</td>
<td>£40.00</td>
<td>£40.20</td>
<td>0.5%</td>
</tr>
<tr>
<td>11.0</td>
<td>£35.60</td>
<td>£35.80</td>
<td>0.6%</td>
<td>£39.20</td>
<td>£39.40</td>
<td>0.5%</td>
<td>£43.60</td>
<td>£43.80</td>
<td>0.5%</td>
</tr>
<tr>
<td>12.0</td>
<td>£39.20</td>
<td>£39.40</td>
<td>0.5%</td>
<td>£42.80</td>
<td>£43.00</td>
<td>0.5%</td>
<td>£47.20</td>
<td>£47.40</td>
<td>0.4%</td>
</tr>
<tr>
<td>13.0</td>
<td>£43.00</td>
<td>£43.00</td>
<td>0.0%</td>
<td>£46.40</td>
<td>£46.60</td>
<td>0.4%</td>
<td>£51.00</td>
<td>£51.00</td>
<td>0.0%</td>
</tr>
<tr>
<td>14.0</td>
<td>£46.60</td>
<td>£46.80</td>
<td>0.4%</td>
<td>£50.00</td>
<td>£50.20</td>
<td>0.4%</td>
<td>£54.60</td>
<td>£54.80</td>
<td>0.4%</td>
</tr>
<tr>
<td>15.0</td>
<td>£50.20</td>
<td>£50.40</td>
<td>0.4%</td>
<td>£53.60</td>
<td>£54.00</td>
<td>0.7%</td>
<td>£58.20</td>
<td>£58.40</td>
<td>0.3%</td>
</tr>
<tr>
<td>16.0</td>
<td>£53.80</td>
<td>£54.00</td>
<td>0.4%</td>
<td>£57.40</td>
<td>£57.60</td>
<td>0.3%</td>
<td>£61.80</td>
<td>£62.00</td>
<td>0.3%</td>
</tr>
<tr>
<td>18.0</td>
<td>£61.00</td>
<td>£61.40</td>
<td>0.7%</td>
<td>£64.60</td>
<td>£64.80</td>
<td>0.3%</td>
<td>£69.00</td>
<td>£69.40</td>
<td>0.6%</td>
</tr>
<tr>
<td>20.0</td>
<td>£68.40</td>
<td>£68.60</td>
<td>0.3%</td>
<td>£71.80</td>
<td>£72.20</td>
<td>0.6%</td>
<td>£76.40</td>
<td>£76.60</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

All example fares assume entire journey charged on distance rates.
Initial Consultation list

**Taxi driver associations:**
- Licensed Taxi Drivers’ Association
- London Cab Drivers’ Club Ltd
- London Suburban Taxi Drivers Coalition
- Heathrow Airport Taxi Drivers United Ltd (HATDU)
- Unite the Union Cab Trade Section
- RMT Cab Trade Section
- United Cabbies Group

**Other taxi organisations:**
- Computer Cab
- Dial-a-Cab
- Get Taxi
- Hailo
- Heathrow Taxis
- London Motor Cab Proprietors Association
- Radio Taxis Group

**User groups and other stakeholders**
- Action on Hearing Loss
- Age UK
- Disabled Persons Transport Advisory Committee
- Equality and Human Rights Commission
- Guide Dogs
- Heart of London
- Heathrow Airport Ltd
- Inclusion London
- Independent Age
- Joint Committee on Mobility for Disabled People
- Living Streets
- London Accessible Transport Alliance
- London Chamber of Commerce and Industry
- London City Airport Ltd
- London First
- London MPs
- London TravelWatch
- New West End Company
- Passenger Focus
- People 1st
- RNIB
- Society of West End Theatres
- Suzy Lamplugh Trust
- Transport for All
- London & Partners (Visit London)

- TfL-authorised card payment agencies
- TfL-authorised taximeter companies
- TfL Notice circulation including trades’ press

- Department for Transport
- London local authorities
- London Councils
- National Association of Licensing and Enforcement Officers (NALEO)

- London Assembly Members
- London MPs
- City of London Police
- Metropolitan Police Service