

Date: 4 February 2015

Item 9: Taxi Fares and Tariffs Review 2015

---

## This paper will be considered in public

### 1 Summary

- 1.1 The purpose of this paper is to update the Board on the outcome of the annual review of taxi fares and tariffs and ask it to approve:
- (a) a freeze in taxi fares and tariffs based on the cost index for financial year 2015/16 and defers a decrease of 0.1 per cent to 2016/17; and
  - (b) the extension of the fuel charge extra.
- 1.2 On 30 October 2014, a paper was presented to Surface Transport Panel with an update on the proposals for the 2015/16 annual tariff review.
- 1.3 At its meeting on 22 January 2015, the Finance and Policy Committee endorsed the recommendations in this paper.

### 2 Recommendations:

- 2.1 **The Board is asked to note the paper and:**
- (a) **approve a freeze in taxi fares and tariffs based on the cost index for financial year 2015/16 and defers a decrease of 0.1 per cent to 2016/17; and**
  - (b) **approve the extension of the fuel charge extra, a 40 pence additional charge for all taxi journeys, to be implemented only if London retail diesel prices (as measured by the AA fuel price report) reach the threshold level as set by TfL at any point between Saturday 11 April 2015 and Friday 1 April 2016, and which, if implemented, would not extend beyond Friday 1 April 2016.**

### 3 Background

- 3.1 The Metropolitan Public Carriage Act 1869 and the London Cab and Stage Carriage Act 1907 allow TfL to make regulations setting taxi fares. We may prescribe fares based on time or distance or both and may prescribe different fares for different circumstances.
- 3.2 The London Cab Order 1934 ('the Cab Order') (as amended) sets the fares regime that covers most taxi journeys in London. The Cab Order sets out the fare

structure and provides a maximum fare payable. Drivers can charge a lower fare if they wish.

- 3.3 Taxi fares are normally revised every April and the revision is based on changes to a cost index in use since 1981. The index combines changes in operating costs with national earnings, to produce a change in average fares aimed at maintaining drivers' earnings. The cost index has worked largely satisfactorily since 1981 to ensure that fares paid by taxi passengers reflect the costs of the taxi service.
- 3.4 In February 2014 the Board approved a 0.7 per cent increase to taxi fares and a 40 pence additional fuel charge, should London diesel prices reach 175.48 pence per litre. The Board also approved changes to the maximum charge for credit and debit card payments of £1.00 or 10 per cent, whichever is greater, of the metered fare; a reduction of the Heathrow Airport extra from £3.20 to £2.80; and changes to the fixed fares for shared taxis that operate during the Wimbledon Tennis Championships.

### **Standing Orders**

- 3.5 Under TfL's Standing Orders, any proposal to make, amend or revoke a Cab Order which prescribes fares for taxis is a matter reserved to the Board. Authority to make, amend or revoke other Cab Orders is delegated to the Commissioner, or other officers where specified.

### **Consultation**

- 3.6 The taxi trade associations, taxi radio circuits and London TravelWatch (LTW) were asked to provide comments on the proposals through a public consultation, which took place between 7 November and 5 December 2014. The three main taxi driver associations, Licensed Taxi Drivers Association (LTDA), London Cab Drivers Club (LCDC) and Unite the Union attended a meeting with TfL on 14 December 2014 and submitted a response after this meeting.
- 3.7 Other key stakeholders, such as the London boroughs, London Assembly Members and London Members of Parliament, were informed of the consultation and invited to respond.

## **4 Annual revision – general change in fares and tariffs**

- 4.1 The taxi cost index was published on 7 November 2014, for the purposes of public consultation, and showed a proposed increase to taxi fares of 0.3 per cent. However, this is subject to change as the cost index has to be recalculated, using the most up to date Retail Price Index (RPI) figures, ahead of the meeting of the Board in February 2015. The final cost index, based on the data as at end of December 2014, shows a small decrease of 0.1 per cent.
- 4.2 The LTDA, LCDC and Unite stated that if the cost index remains low their preference would be for any changes to be deferred and taken into consideration as part of the 2016 review.
- 4.3 One of the taximeter companies has raised the cost of carrying out the meter change for such a small increase and advised that many drivers chose not to

update their meters last year with the 0.7 per cent increase.

- 4.4 Several taxi drivers suggested an increase in the flag-fall<sup>1</sup>, with proposals ranging from £3.60 to £8.00, with the most popular proposal being £5.00.
- 4.5 There were mixed comments about tariff three with some respondents saying it is too expensive and should be changed or abolished and others saying it had increased the availability of taxis late at night.
- 4.6 The consultation asked if respondents agreed with the elements included in the cost index calculation. Forty-nine per cent agreed with the elements included in the cost index. Of those that did not agree, some suggested the cost index does not keep pace with the cost of running a taxi or the cost of living; some said it was too complicated and others said the vehicle costs did not reflect taxi prices in London.
- 4.7 Over half of respondents remain in favour of using the cost index to calculate taxi fares including the LTDA, LCDC and Unite, LTW and taxi radio circuits. Computer Cab, Dial-a-Cab, Radio Taxis and Heathrow Airport Taxi Drivers United Limited (HATDU). The RMT disagreed, saying that fare increases should reflect the Consumer Prices Index (CPI) as well as the RPI. The London Suburban Taxi-drivers' Coalition requested a wholesale review of the tariffs, flag-fall and the changeover fare.
- 4.8 The consultation also asked if alternative approaches to reviewing taxi fares and tariffs should be considered; 43 per cent of respondents answered 'yes' and 32 per cent 'no', other respondents did not answer the question or had no opinion. A number of different suggestions were proposed by respondents including a request to reinstate the extra charges for luggage and the suggestion that taxi fares should be unregulated to allow them to compete with private hire services.
- 4.9 LTW said there should be more fixed price fares between airports and central London and also more opportunities for taxi sharing.
- 4.10 The majority of respondents said that the days and times when the current tariffs apply were still relevant and appropriate.
- 4.11 When asked if the three tariffs were set at an appropriate level, 26 per cent said they felt one or more of the tariffs were too high, particularly tariff three.
- 4.12 Dial a Cab and some other taxi drivers said that tariff three was too expensive for longer trips and Radio Taxis said that both tariffs two and three were too high.
- 4.13 TfL conducted separate research with taxi passengers in 2014; 67 per cent felt taxi fares were 'much too' or 'a little too' expensive while 31 per cent felt taxi fares were about right. Two per cent felt taxi fares were 'a little' or 'much too low'<sup>2</sup>.

---

<sup>1</sup> Minimum fare on the meter at the start of a taxi journey. This is currently £2.40, an amount which was set by the TfL Board in 2012.

<sup>2</sup> Taxi and Minicab Passenger Customer Satisfaction Survey 2014/15, TNS

- 4.14 Similar research was carried out with taxi drivers in 2013. The overwhelming majority of drivers, 84 per cent, felt that fares were set at the right level. A further nine per cent felt they were too high and six per cent felt they were too low. Sixty-seven per cent of taxi drivers felt tariff increases should continue to be calculated in the same way<sup>3</sup>.
- 4.15 The current cost index provides a reliable and tested method for reviewing taxi fares and allows TfL to try and ensure that fares are set at a level that enables drivers to recover their operating costs and maintain an acceptable level of income for drivers.
- 4.16 The cost index does not take into consideration public or driver opinion as part of the fares calculation. In view of the high percentage of passengers who already feel that taxi fares are too expensive, it is not felt appropriate to introduce fare calculation changes, such as using CPI or RPI, which would result in an increase higher than the cost index calculation.
- 4.17 Given the consultation response and incremental nature of the cost index decrease, it is recommended that the Board freeze taxi fares and tariffs for 2015/16 and defer the decrease of 0.1 per cent to 2016/17.

## **5 Fuel threshold extension**

- 5.1 Since July 2008, special provisions have been in place to allow an extra charge to be added to taxi fares if London average diesel costs reached a threshold level, in order to compensate drivers for significant mid-year rises in fuel costs. If diesel costs reached this level then the Cab Order would be amended to include this extra charge. At its meeting in February 2014, the Board approved extending this arrangement, with a 40 pence extra for each journey charged if London retail diesel fuel prices (as measured by the AA Fuel Report index<sup>4</sup>) reached the threshold level of 175.48 pence per litre at any point between Saturday 5 April 2014 and Friday 10 April 2015.
- 5.2 A proposed extension of the fuel charge extra during 2015/16 was included in the consultation.
- 5.3 Eighty-six per cent of respondents to the consultation felt there should be a provision to allow taxi fares to increase if diesel prices increased significantly, with nine per cent, including LTW, saying there should be no provision.
- 5.4 The majority of respondents felt that the current arrangement of allowing an extra charge to be added to the taxi fare was the appropriate way to do this although some respondents felt the arrangements would be confusing for passengers. Suggestions for notifying passengers if a fuel threshold was applied included stickers being displayed in taxis and media advertising.
- 5.5 Some respondents proposed alternative suggestions to the fuel threshold including: increasing the fare the following year to take into account fuel price

---

<sup>3</sup> Taxi and Private Hire Licensee Customer Satisfaction Survey 2013/14, TNS

<sup>4</sup> The AA fuel price report is available at: [http://www.theaa.com/motoring\\_advice/fuel/](http://www.theaa.com/motoring_advice/fuel/)

rises; TfL should bulk buy fuel for drivers; and incremental increases should apply each time fuel prices increase.

- 5.6 It is recommended that the Board approve the extension of the fuel charge extra and a 40 pence additional charge to be implemented only if London retail diesel prices (as measured by the AA fuel price report) reach the threshold level set by TfL at any point between Saturday 11 April 2015 and Friday 1 April 2016.
- 5.7 The Board is also asked to note that there was a discussion at Surface Transport Panel on 30 October 2014 regarding whether provision should be made for a reduction in fares if fuel prices fall below a certain threshold. This issue will be included in the next taxi fares and tariffs consultation later in 2015.

### **Annual revision – general change in tariffs**

- 5.8 Licensed taxis play a vital role in providing safer transport late at night. 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. Taxi fares and any increases should not become a barrier to people using taxis late at night.
- 5.9 Taxi fares help ensure drivers are able to meet their costs and maintain earnings. This is important to ensure 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.

### **Fuel threshold extension**

- 5.10 No significant crime and disorder implications have been identified if the fuel extra arrangement is extended.

## **6 Public Sector Equality Duty**

- 6.1 TfL must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not, under section 149 of the Equality Act 2010. This involves having due regard to the need to removing or minimising any disadvantage suffered by those who share a relevant protected characteristic that is connected to that characteristic, taking steps to meet the different needs of such people; and encouraging them to participate in public life or in any other activity where their participation is disproportionately low. The "protected" characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation and marriage/civil partnership status. Compliance with the Act may involve treating people with a protected characteristic more favourably than those without the characteristic. The duty must be exercised with an open mind and at the time a decision is taken in the exercise of TfL's functions. Conscientious regard must be had that is appropriate in all of the circumstances.

### **Annual revision – general change in tariffs**

- 6.2 TfL's consultation identified that taxis are heavily used by disabled and elderly visitors and other Londoners reliant on door to door transport services and that these 'protected' groups may be affected by fare increases potentially to a greater extent compared with those who do not share those characteristics. Disabled residents in London are however eligible for subsidised taxi journeys under the Taxicard scheme. The Taxicard service provides a door-to-door service, using an accessible taxi for social trips.
- 6.3 Also some residents may be eligible to use the Dial-a-Ride service which provides a door-to-door service and accessible vehicles.
- 6.4 Although it is accepted that any taxi fare increase may affect disabled and elderly users to a greater extent, given their greater reliance on door to door transport, TfL believes that the cost index remains a fair and proportionate means of calculating any such fare increase taking into account the impact on all passengers. The cost index ensures that any changes to operating costs are reflected in the taxi fares; ensuring drivers receive an acceptable level of income and are encouraged to work at times when there is passenger demand for taxis. The Taxicard scheme and the Dial-a-Ride service to some extent mitigate any different impact on these groups. Despite recommending to the Board taxi fares are frozen for the next financial year, the continuing impact of fare increases on those with protected characteristics will be kept under review.

### **Fuel threshold extension**

- 6.5 No significant equality and inclusion implications have been identified if the fuel threshold arrangement is extended.

## **7 Financial Implications**

### **Annual revision – general change in tariffs**

- 7.1 TfL makes a contribution of approximately three quarters of the cost to the Taxicard scheme. The current multi-year agreement between TfL and London Councils provides for TfL to give a fixed rate grant of £9.4m (+£0.3m transition allowance) in 2012/13 and in future years (2013-2016 inclusive), TfL's grant to the Taxicard scheme will be based on the 2012/13 settlement, uplifted by the annual April Taxi Tariff increase. It is the responsibility of the participating London boroughs to provide any annual top up funding required between 2012-16 inclusive to fund local variations in provision.
- 7.2 As it is recommended to the Board to freeze fares and tariffs for 2015/16 and defer the 0.1 per cent decrease to 2016/17, no significant implications have been identified. It could be argued any such drops in the cost index should be passed on to passengers, but such a small incremental decrease would have a disproportionate impact on taxi drivers when the cost and time taken to recalibrate meters and update signage is taken into consideration.

### **Fuel threshold extension**

- 7.3 No significant financial implications have been identified if the fuel threshold arrangement is extended.

## **8 Views of the Finance and Policy Committee**

- 8.1 At its meeting on 22 January 2015, the Finance and Policy Committee endorsed the recommendations in this paper.
- 8.2 Members asked why the fuel charge extra compensated drivers immediately if prices increased above the set limit but not passengers if the price fell. They were informed that the formula applied to setting fares and tariffs reflected the costs of operating vehicles in the medium term. Therefore, if fuel costs remained low over a long period, this was reflected in the next annual review and would result in a fares freeze or reduction.
- 8.3 Members discussed the suggestion from London TravelWatch that there should be more fixed price fares between airports and central London and more opportunities for taxi sharing. TfL considered that the private hire industry catered for this demand and that taxi sharing was being addressed by the market.

### **List of appendices<sup>5</sup> to this report:**

Appendix 1: Projected licensed taxi cost index changes 2014

Appendix 2: Details of taxi cost calculations

Appendix 3: Tariff Changes – 0.1 per cent average decrease

Appendix 4: London diesel prices

### **List of Background Papers:**

Responses to the public consultation, which took place between 7 November and 5 December 2014

Paper submitted to the Board on 4 February 2014

Paper submitted to the Surface Transport Panel on 30 October 2014

Paper submitted to the Finance and Policy Committee on 22 January 2015

Contact Officer: Leon Daniels, Managing Director, Surface Transport

Number: 020 3054 0178

Email: [LeonDaniels@tfl.gov.uk](mailto:LeonDaniels@tfl.gov.uk)

---

<sup>5</sup> Appendices 1 to 3 were revised on 2 February 2015 to correct a drafting error. The taxi cost index has been changed to reflect the most up to date Retail Price Index (RPI) figures, in line with the Board paper (from 0.3% to -0.1%). These appendices supersede the versions published on [tfl.gov.uk](http://tfl.gov.uk) on 27 January 2015.

Projected licensed taxi cost index changes 2014<sup>6</sup>

Index Component <sup>1</sup>	Cost Increase	Weight <sup>2</sup>	Contribution to Total <sup>3</sup>	Data availability <sup>4</sup>
		Last Year		Final
Vehicle Cost <sup>9</sup>	0.0%	9.0%	0.0%	October 2014
Parts <sup>5</sup>	2.3%	4.1%	0.1%	October 2014
Tyres <sup>5</sup>	2.3%	0.6%	0.0%	October 2014
Garage & servicing – premises <sup>5</sup>	2.3%	0.6%	0.0%	October 2014
Garage & Servicing – labour <sup>5</sup>	2.3%	2.0%	0.0%	October 2014
Fuel <sup>6</sup>	-8.1%	11.5%	-0.9%	Oct – Dec 2014
Insurance <sup>7</sup>	1.2%	4.4%	0.1%	October 2014
Miscellaneous	-3.4%	1.0%	0.0%	N/A
The Knowledge <sup>8</sup>	1.0%	5.3%	0.1%	Jul–Sep 2014
Social Costs <sup>8</sup>	1.0%	2.7%	0.0%	Jul–Sep 2014
<b>Total Operating Costs</b>	<b>-1.6%</b>	<b>41.4%</b>	<b>-0.7%</b>	
Average national earnings <sup>8</sup>	1.0%	58.6%	0.6%	Jul–Sep 2014
<b>Grand Total</b>	<b>-0.1%</b>	<b>100%</b>	<b>-0.1%</b>	

**Notes**

1. The index components are as normally used in the cost formula. Further details are available on request.
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 'final' column under 'Data availability' indicates the dates to which data in the 'cost increase' column relates.
5. 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.
6. 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 December 2014.
7. 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.

<sup>6</sup> The figures in this appendix were revised on 2 February 2015 to correct a drafting error. The taxi cost index has been changed to reflect the most up to date Retail Price Index (RPI) figures, in line with the Board paper (from 0.3% to -0.1%). This appendix supersedes the version published on tfl.gov.uk on 27 January 2015.



8. Provisional Knowledge, Social Costs and Average National Earnings changes are derived from the ONS average weekly earnings averages for the three months to September 2013 and September 2014.
9. The Office for National Statistics RPI figure for “purchase of motor vehicles” (DOCS) is being used to estimate vehicle cost.

TfL Pricing & Forecasting, 2 January 2015

### Details of taxi cost calculations<sup>7</sup>

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

Component of index	Cost p per mile in 2013	Proportion of costs in 2014	Cost p per mile in 2014	Increase in costs 2014	Contribution to total increase
Vehicle Cost	21.25	9.1%	21.25	0.0%	0.0%
Parts	9.67	4.2%	9.89	2.3%	0.1%
Tyres	1.43	0.6%	1.46	2.3%	0.0%
Garage & Servicing - Premises	1.31	0.6%	1.34	2.3%	0.0%
Garage & Servicing - Labour	4.63	2.0%	4.74	2.3%	0.0%
Fuel	27.11	10.6%	24.92	-8.1%	-0.9%
Insurance	10.41	4.5%	10.53	1.2%	0.1%
Miscellaneous	2.43	1.0%	2.35	-3.4%	0.0%
The Knowledge	12.52	5.4%	12.64	1.0%	0.1%
Social Costs	6.42	2.8%	6.48	1.0%	0.0%
<b>Total operating costs</b>	<b>97.19</b>	<b>40.7%</b>	<b>95.60</b>	<b>-1.6%</b>	<b>-0.7%</b>
Average national earnings	137.78	59.3%	139.16	1.0%	0.6%
<b>Grand Total</b>	<b>234.96</b>	<b>100.0%</b>	<b>234.76</b>		<b>-0.1%</b>

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

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

<sup>7</sup> The figures in this appendix were revised on 2 February 2015 to correct a drafting error. The taxi cost index has been changed to reflect the most up to date Retail Price Index (RPI) figures, in line with the Board paper (from 0.3% to -0.1%). This appendix supersedes the version published on [tfl.gov.uk](http://tfl.gov.uk) on 27 January 2015.

comparable and it was agreed to use this ONS RPI figure to represent these cost index items in future.

In October 2014 the DOCT RPI series showed an annual increase of 2.3 per cent. This gives an increase in the cost per mile of these components from 17.04p in 2013 to 17.43p 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 December 2014. This gives a value of 126.9p per litre compared to 138.1p, giving a decrease of 8.1 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 October 2014 the DOCV RPI series showed an increase of 1.2 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 10.53p 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 September 2014, compared to the three months to September 2013 used for the 2014 index. This gives a cost per mile figure for the updated index of 139.2p, representing 59.3 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 12.64p and 6.48p respectively, together representing a further 8.1 per cent of the total index cost.

TfL Pricing & Forecasting, 2 January 2014

## Appendix 3

### Tariff Changes – 0.1 per cent average decrease<sup>8</sup>

#### Tariff Changes – 0.1 per cent average decrease

#### Average Fares

	Current average	New average	Increase (£)	Increase (%)
<b>Tariff 1</b>	£11.51	£11.50	-£0.01	-0.1%
<b>Tariff 2</b>	£13.34	£13.33	-£0.02	-0.1%
<b>Tariff 3</b>	£15.67	£15.66	-£0.01	-0.1%
<b>All Week</b>	£12.72	£12.71	-£0.01	-0.1%

#### Tariff Rates – 0.1 per cent average decrease

	Tariff 1		Tariff 2		Tariff 3	
	Current	New	Current	New	Current	New
minimum fare <sup>9</sup>	£2.40	£2.40	£2.40	£2.40	£2.40	£2.40
minimum units	2	2	2	2	2	2
metres/unit < 6 miles	126.2	126.2	102.5	102.7	82.7	82.6
secs/unit < 6 miles	27.1	27.2	22.0	22.0	17.8	17.9
metres/unit > 6 miles	88.5	88.6	88.5	88.6	88.5	88.6
secs/unit > 6 miles	19.0	19.0	19.0	19.0	19.0	19.0
Units at lower rate	76	76	94	94	116	116
Metres at lower rate	9591.2	9591.2	9635.0	9653.8	9593.2	9581.6
changeover fare	£17.40	£17.40	£21.00	£21.00	£25.40	£25.40

<sup>8</sup> The figures in this appendix were revised on 2 February 2015 to correct a drafting error. The taxi cost index has been changed to reflect the most up to date Retail Price Index (RPI) figures, in line with the Board paper (from 0.3% to -0.1%). This appendix supersedes the version published on [tfl.gov.uk](http://tfl.gov.uk) on 27 January 2015.

<sup>9</sup> The minimum fare is £2.40

## Example Fares – 0.1 per cent average decrease

Journey length Miles	Tariff 1			Tariff 2			Tariff 3		
	Current	New	Change	Current	New	Change	Current	New	Change
minimum <sup>10</sup>	£2.40	£2.40	0.0%	£2.40	£2.40	0.0%	£2.40	£2.40	0.0%
0.5	£3.40	£3.40	0.0%	£3.60	£3.60	0.0%	£4.00	£4.00	0.0%
1.0	£4.60	£4.60	0.0%	£5.20	£5.20	0.0%	£6.00	£6.00	0.0%
1.5	£6.00	£6.00	0.0%	£6.80	£6.80	0.0%	£8.00	£8.00	0.0%
2.0	£7.20	£7.20	0.0%	£8.40	£8.40	0.0%	£9.80	£9.80	0.0%
2.5	£8.40	£8.40	0.0%	£10.00	£10.00	0.0%	£11.80	£11.80	0.0%
3.0	£9.80	£9.80	0.0%	£11.60	£11.60	0.0%	£13.80	£13.80	0.0%
3.5	£11.00	£11.00	0.0%	£13.00	£13.00	0.0%	£15.80	£15.80	0.0%
4.0	£12.40	£12.40	0.0%	£14.60	£14.60	0.0%	£17.60	£17.60	0.0%
4.5	£13.60	£13.60	0.0%	£16.20	£16.20	0.0%	£19.60	£19.60	0.0%
5.0	£14.80	£14.80	0.0%	£17.80	£17.80	0.0%	£21.60	£21.60	0.0%
6.0	£17.40	£17.40	0.0%	£21.00	£21.00	0.0%	£25.40	£25.40	0.0%
7.0	£21.00	£21.00	0.0%	£24.60	£24.60	0.0%	£29.00	£29.00	0.0%
8.0	£24.80	£24.80	0.0%	£28.20	£28.20	0.0%	£32.80	£32.80	0.0%
9.0	£28.40	£28.40	0.0%	£31.80	£31.80	0.0%	£36.40	£36.40	0.0%
10.0	£32.00	£32.00	0.0%	£35.40	£35.40	0.0%	£40.00	£40.00	0.0%
11.0	£35.60	£35.60	0.0%	£39.20	£39.00	-0.5%	£43.60	£43.60	0.0%
12.0	£39.20	£39.20	0.0%	£42.80	£42.80	0.0%	£47.20	£47.20	0.0%
13.0	£43.00	£42.80	-0.5%	£46.40	£46.40	0.0%	£51.00	£51.00	0.0%
14.0	£46.60	£46.60	0.0%	£50.00	£50.00	0.0%	£54.60	£54.60	0.0%
15.0	£50.20	£50.20	0.0%	£53.60	£53.60	0.0%	£58.20	£58.20	0.0%
16.0	£53.80	£53.80	0.0%	£57.40	£57.20	-0.3%	£61.80	£61.80	0.0%
18.0	£61.00	£61.00	0.0%	£64.60	£64.60	0.0%	£69.00	£69.00	0.0%
20.0	£68.40	£68.40	0.0%	£71.80	£71.80	0.0%	£76.40	£76.40	0.0%

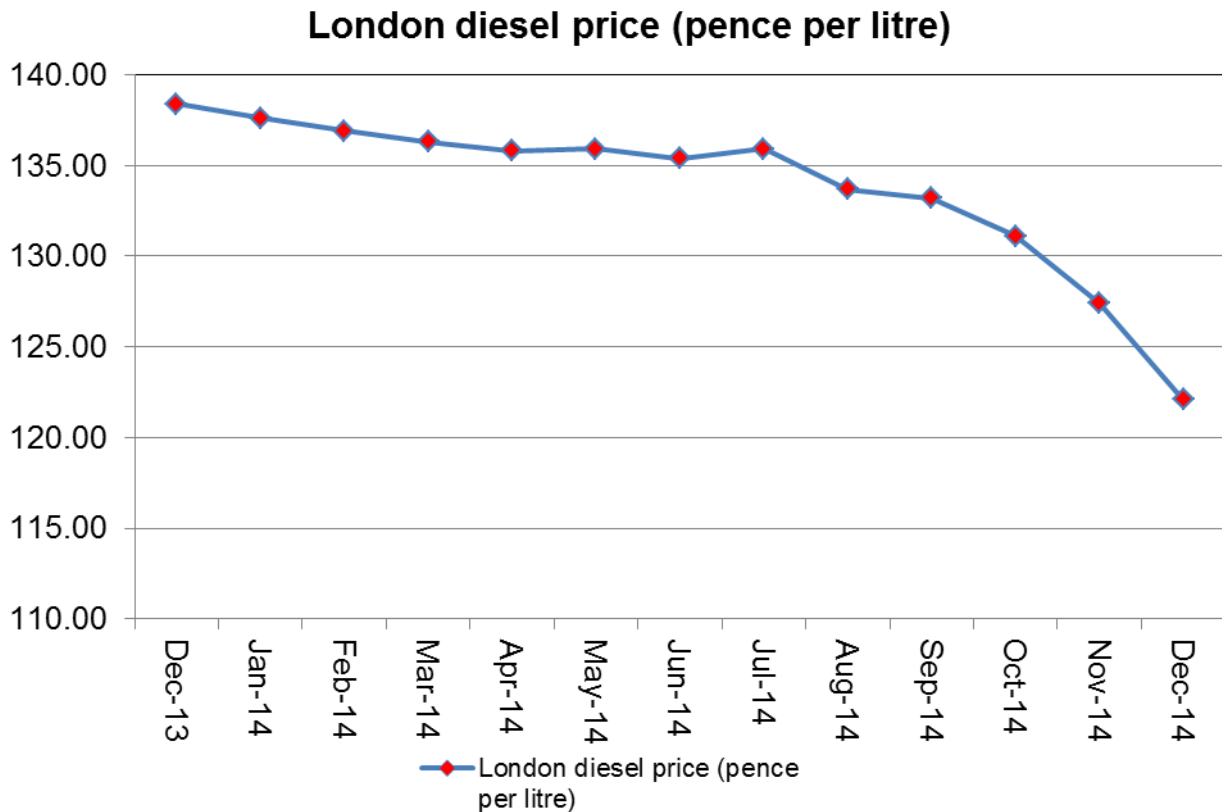
All example fares assume entire journey charged on distance rates

### 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

<sup>10</sup> The minimum fare is £2.40

## London diesel prices



The chart above shows London diesel prices, as measured by the AA fuel price report<sup>11</sup>.

The Arval index has previously been used to measure London retail diesel fuel prices but is no longer published and the average diesel price is now taken from the AA fuel price report. The AA fuel price report is used as this provides a reliable and trusted source for fuel prices. Although fuel prices are only published monthly, historical figures have closely followed the Arval index.

<sup>11</sup> AA Fuel Price Report, [http://www.theaa.com/motoring\\_advice/fuel/](http://www.theaa.com/motoring_advice/fuel/)