

Manchester City Council Report for Information

Report to: Licensing and Appeals Committee 20th February 2012

Subject: Hackney Carriage Annual Fare Increase

Report of: Assistant Chief Executive, Neighbourhood Strategy and Delivery

Summary

At its meeting on 23 January 2012 the committee considered a report in relation to the hackney carriage annual fare review, the decision of the committee was to defer the report and request officers to present a further report with additional information in relation to a review of hackney carriage fares

Purpose of Report

To present for the Committee's consideration further information in respect of a hackney carriage fare review.

Recommendations

1. That the Committee make a recommendation to Council as to whether
 - No hackney carriage fare increase should be applied in respect of 2012/13
 - The hackney carriage fare be increased by 5.88% as outlined in the report considered by the Committee on 23 January 2012
 - The hackney carriage fare be increased by an amount to be determined by the Committee

2. That the Committee determine whether the Halcrow Manchester formula continues to be used as the basis for an annual review of hackney carriage fares, and if so whether the amendments as highlighted below be incorporated into the formula
 - That the insurance element of the Halcrow Manchester formula be sourced from Westminster Insurance, and relates to the average cost of a Hire and Reward policy premium for vehicles licensed by the City of Manchester

 - That the annual average national earnings element of the Halcrow Manchester formula is sourced from the Annual Survey of Hours and Earnings (ASHE) provided by the Office of National Statistics. The formula to incorporate median labour costs (for motor mechanics and auto engineers) as opposed to the mean figure that has been used in previous years

3. That the Committee considers the proposals received from Mr T Nawaz of Manchester Hackney Carriage Association together with those from Network Rail and determine whether such proposals are to be recommended to Council for incorporation with the hackney carriage table of fares
4. In the event of recommendations regarding the hackney carriage tariff and table of fares being put to Council on 28 March 2012 that a further report be brought back to the next meeting of the Licensing and Appeals Committee ie 20 March 2012 providing a proposed fare chart to reflect any changes recommended by this Committee
5. That the Committee determine whether to request a review of the Council constitution in respect of the setting of hackney carriage fares

Wards Affected: All

Community Strategy Spine	Summary of the contribution to the strategy
Performance of the economy of the region and sub region	The hackney carriage fare is currently reviewed annually by the Council and takes into account the cost associated with setting up and maintaining a business as a taxi proprietor/driver. This strives towards security in driver jobs and a higher standard of vehicle. The standard of vehicles assists the performance of the regional economy in relation to the purchase and maintenance of vehicles.
Reaching full potential in education and employment	An increase in fares should maintain the income of taxi drivers and owners at a comparable rate to average earnings. This aims to maintain a professional aspect to taxi driving and seeks to encourage taxi drivers to commit to further education ie NVQ for taxi drivers, and job security
Individual and collective self esteem – mutual respect	
Neighbourhoods of Choice	

Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
 - Risk Management
 - Legal Considerations
-

Financial Consequences – Revenue

None

Financial Consequences – Capital

None

Contact Officers:

Name: Jenette Hicks
Position: Licensing Unit Manager
Telephone: 0161 234 4962
E-mail: j.hicks1@manchester.gov.uk

Name: Ann Marku
Position: Principal Licensing Officer (Taxis)
Telephone: 0161 957 5956
E-mail: a.marku@manchester.gov.uk

Background documents

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Relevant Sections of the Local Government (Miscellaneous Provisions) Act 1976
Halcrow/Manchester Formula.
Hackney Carriage Annual Fare Increase report to the Licensing and Appeals Committee 23 January 2012.

1. Introduction

- 1.1 This report includes information considered by the Committee in January, but with additional information provided as requested. The report also provides feedback following informal consultations with hackney carriage trade representatives
- 1.2 The legal process in relation to hackney carriage fare reviews was outlined in the report considered by the Committee on 23 January. The Committee requested clarification regarding any legal basis for an annual fare review. There is no legal requirement for an annual review of hackney carriage fares
- 1.3 At the Licensing and Appeals Committee meeting of the 4 June 2007, the Committee decided to use the Halcrow Manchester formula to calculate future fare increases annually,
- 1.4 There is a legal framework in relation to the timetable for implementation of any hackney carriage fare changes recommended by the committee, if a recommendation for a fare review is made at this meeting then the timetable outlined in Table 1 below will apply

Table 1 – Timetable for Implementation of Fare Increase:

20 February 2012	Licensing & Appeals Committee (Possibly further report to this committee 20 March as highlighted in the recommendations)
28 March 2012	Full Council
4 May 2012	Public notice in Manchester Evening News for fare increase 14 day consultation period
18 May 2012	End of consultation period. Where no objections are received the fares automatically take effect on 1 June I.
11 June 2012	Where objections are received the matter is re-considered by the Licensing & Appeals Committee who make a recommendation to Full Council.
11 July 2012	Full Council consider recommendation.
1 August 2012	Where objections have been considered new fares with or without modification from those advertised take effect

2. Methodology

- 2.1 The Halcrow Manchester Formula as approved in 2007 was used to calculate the 2012 hackney carriage fare review proposed on 23 January, with minor modifications to data sources in relation to insurance costs and average national earnings

3. The Halcrow Manchester Formula

- 3.1 Halcrow is an independent company who provides advice across the public and private sector. Halcrow was commissioned by Manchester City Council in March 2007 to review the model used by the Public Carriage Office in London to calculate increases in the hackney carriage table of fares and to develop a working model for Manchester, which is known as the Halcrow Manchester Formula.
- 3.2 Halcrow produced a set of component costs for running a Hackney Carriage in Manchester; these costs are shown in **Table 2** below. These are underpinned by assumptions relating to an annual mileage of 34500, average tyre life of 25000 miles and average life of a vehicle of 7.7 years. In order to maintain consistency officers have each year produced revised data from the same sources used in the original Halcrow Manchester Formula.
- 3.3 The formula has been used to calculate a suggested percentage increase for Hackney Carriage fares based on updated information on the component costs and average national earnings of the previous year.
- 3.4 In relation to the 2012/13 hackney carriage fare review there were some changes to the data sources used in 2 component parts of the formula. An explanation of these changes are detailed in the report at 3.62-3.65

Table 2 - Halcrow Manchester Formula calculation:

- 3.4.1 Table 2 below replicates the information provided to the Committee at its meeting on 23 January 2012, producing a suggested fare increase of 5.88%. This was mainly due to the substantial increase in the cost of driver insurance and fuel.

Component on index	Total Costs December 2010	Total Costs December 2011	% Change
Vehicle Cost	6752	6721	-0.45%
Parts	3211	3371	5.0%
Tyres	517	530	2.50%
Garage & Servicing - Labour	941	936	-0.05%

Fuel	4254	4923	15.73%
Insurance	1899(*)	2518	32.61%
Miscellaneous	462	472	0.40%
Total Operating Costs	18035	19471	7.96%
Average National Earnings	25100 (**)	26200	4.38%
Grand Total	43135	45671	5.88%

(*) This is an amended figure from that published in last years report and reflects the average costs of a hire and reward Insurance premium in Manchester as at Dec 2010, this enables an annual % change to be calculated on a like for like basis

(**) This is an amended figure from that published in last years report and reflects the median ASHE figure as at Dec 2009

3.5 Table 3 Data Source and Assumptions

3.5.1 The data in table 3 below details the component, data source and assumptions that make up the Halcrow. / Manchester Formula. All data is sourced on 1 December (or as soon as updated figures are released) each year.

Component	Data Source	Assumptions
Vehicle Cost	Mann and Overton	Vehicle costs are included for: Purchase new and run to scrap Purchase new and sell at 4 years Purchase at 4 years and sell at 8 Purchase at 8 and run to scrap
Parts	Mann and Overton	LTI vehicle parts
Tyres	Mann and Overton	Dunlop SP, calculated using the formula tyre life assumption
Garage & Servicing - Labour	Office of National Statistics	Percentage change in Median labour costs, specifically for motor mechanics and auto engineers, and is taken from the Annual Survey of Hours and Earnings (ASHE) provided by the

		Office of National Statistics
Fuel	AA	Directly related to the annual mileage (34,500) Price is running cost of diesel car of value £24,000 to £32,000 (SUM 34500/100%*diesel) Running cost Dec 2011 at 14.27 pence per mile with fuel at £130.7 pence per litre
Insurance	Westminster Insurance	Average cost of insurance for Manchester <i>Previous figures have been sourced using the following criteria: One owner (no NCD) employing one driver and having 1 claim resulting in loss of £400 excess</i>
Miscellaneous	Licensing Unit	Licence Fees
Average National Earnings	Office of National Statistics	These are taken from the Office of National Statistics – Median figure <i>Previous figures have been sourced using the 'mean' figure</i>

3.5.2 As outlined in the previous report there were difficulties sourcing the figures on 1 December 2011, in respect of insurance and Annual Average National Earnings using the original Halcrow / Manchester formula assumptions. The original assumptions are shown in *'italics'* in table 3. The following paragraphs 3.6.3. and 3.6.4 detail the difficulties surrounding the insurance and annual average national earnings.

3.5.3 **Insurance:** - In previous years this data has been obtained by use of a quote for one owner (with no No Claims Discount) employing one driver and having 1 claim resulting in loss of £400 excess. The Westminster Insurance Company have advised that they would no longer quote in relation to the above, and considered that the real way to measure premiums in the area is to establish the average cost of a Hire and Reward policy premium for the Manchester.

3.5.4 **Annual Average National Earnings:** - In previous years the 'mean' figure for the Annual Average National Earnings in respect of motor mechanics and

auto engineers has been used. However last year the 'median' figure was used in error. ASHE, who produce the data, advises the use of the 'median' figure and state,

"The headline statistics for ASHE are based on the median rather than the mean. The median is the value below which 50 per cent of employees fall. It is ONS's preferred measure of average earnings as it is less affected by a relatively small number of very high earners and the skewed distribution of earnings. It therefore gives a better indication of typical pay than the mean."

3.5.5 In December 2011 Halcrow were contacted in relation to the difficulties detailed above and agreed that:

- In relation to the insurance the average cost for Public Hire and Reward Insurance in Manchester would be a more representative source of data. They further advised that the figures for the average cost of insurance for Manchester should be added into the formula for 2010 and 2011 to enable a direct comparison to be made
- In relation to the Annual average national earnings data that as stated by ASHE the 'Median' figure should be used in place of the 'mean'. There was a further suggestion that to redress the comparison last year of a mean figure against the median figure that the following be used in this years formula:

3.5.6 'In the April 2011 annual fare increase the Dec 2010 median figure for annual average national earnings of £25900 was compared with the previous Dec 2009 mean figure, £26470 this was not comparing like for like and the resulting differential between the two figures ie -2.15% was therefore inaccurate. In order to re-dress this matter it is suggested that the median figure for Dec 2009 £25100 is used and compared with the median figure for Dec 2011 £26200 – this gives a percentage increase of 4.38%, which balances out the -2.15% of last year. It is recommended that the Annual average national earnings 'median' figure should be used in the future'

4 Alternative Options for a hackney carriage fare review

At its meeting in January the Committee asked officers to undertake further work to identify alternative options for a fare review, officers were requested to consider

- a revised formula,
- provide information in relation to the current rate of inflation,
- determine the degree to which driver/ proprietor expenses are tax deductible.

4.1 Revised formula,

- 4.1.1 Following the January meeting officers contacted Halcrow and requested that Halcrow advise officers of any other elements used to calculate formulas for hackney carriage fare increases, a response was received from Halcrow on 1 February in which they advised that Transport for London (previously the Public Carriage Office) operate a formula for fare reviews and that the Manchester formula was developed from the London formula
- 4.1.2 Officers have established that formulas are widely used by other local authorities when determining hackney carriage fares reviews, investigations to date have found that the formulas appear to include similar elements to the Halcrow Manchester formula. ie basic principles of motoring costs and average earnings
- 4.1.3 The National Taxi Association publish a model formula for hackney carriage fare increases, this could be considered if Committee wished to instigate a review of the formula approved in 2007
- 4.1.4 No consultations have taken place regarding a revised formula, it is recognized that the development of any revised formula would include consultation with the hackney carriage trade, and in accordance with Government Code of Practice on consultations this would normally be carried out over a 12 week period. There are further limitations in respect of consultations in the run up to the local elections.

4.2 The Current rate of inflation.

- 4.2.1 The latest published figures available in relation to December 2011
Provide the following data

Consumer Price Index (CPI)	4.2%
Retail Price Index (RPI)	4.8%
Retail Price Index x (RPIX)	5.0%

CPI replaced RPI as the official inflation fig in 2003

RPI includes mortgage interest payments and is used to calculate state pensions

RPI X excludes mortgage payments and is used to calculate income related benefits – also known as the underlying interest rate

4.3 Tax deductible expenses

In respect of self employed persons income tax and national insurance are payable against net profit.

In the case of a taxi driver net profit would equate to takings minus allowable expenses

e.g £30,000 (takings) - £10,000 (expenses) = £20,000 (net profit)

Income tax and national insurance would therefore be payable against £20,000 income as opposed to £30,000.

Income tax at this level of income is payable at 20% (minus personal allowance)
NI class 2 is fixed at £124.80 payable each year
NI class 4 is payable at 8% net profit between £5,175 and £43,875

Using the example above if £30,000 takings were to be regarded as net profit ie with no tax deductible expenses then income tax and national insurance payment would be £2,800 greater than if £10,000 expenses had been offset against takings .

In very simplistic terms £10,000 of expenses off set against takings of £30,000 results in a reduction of £2,800 in income tax/ NI payments

5. Fare Increase Proposals

- 5.1 For the purpose of this report no calculations have been undertaken in respect of revised fare proposals. The previous report from January 2012 highlighted the impact on fares of a 5.88% increase. Copies of the January report are available on the Councils web site

6. Current National and Regional (North) Authority Fare Comparison

(all figures have been rounded up to a derivative of 20p for comparison)

- 6.1 The cost of 1, 2, 5 and 10-mile Manchester journey have been compared against the National and Regional (North) Average Fares, which are shown in table 4 below. In past years the Core Cities and AGMA authorities have been compared. This year the data has been sourced from the National League table, provided in "Private Hire & Taxi Monthly", a magazine that has been established for over 16 years and is the leading newspaper in the UK for both Private Hire and Public Hire trade. The figures given are those as published in November 2011. Using average figures for both National and Northern authorities provides a wider pool of comparators and a consistent data source in that the data has been drawn from Taxi and Private Hire Monthly.

6.2 Table 4 – Tariff 1-Day Time Journey Comparison

Tariff 1 Daytime Journey						
Comparator	*Flag	Running Mile	Journey Distance (Miles)			
			1	2	5	10

National Average	2.80	1.80	3.60	5.40	10.80	19.60
Regional Average	2.40	1.80	3.40	5.00	10.00	18.20
Manchester Current	2.30	1.80	3.80	5.60	10.80	19.60

* Flag distance will vary with each comparison

6.3 Table 5 – Tariff 2 Night Time Journey Comparison

Tariff 2 Night time Journey						
Comparator	*Flag	Running Mile	Journey Distance (Miles)			
			1	2	5	10
National Average	3.60	2.40	4.80	7.20	14.00	25.80
Regional Average	3.00	2.20	4.20	6.40	12.60	23.00
Manchester Current	2.80	2.40	5.00	7.20	14.40	26.20

*Flag distance will vary for each comparison

6.4 The night time's rate is set at a significant premium to the day rate to encourage more drivers to work at night and to assist in offsetting costs associated with funding the night-time taxi marshals. The hackney carriage proprietors licence fee includes an element, which is used to fund the costs of the Taxi Marshall service provided at key city centre ranks.

6.5 Since 2007 Officers have applied the Halcrow Manchester Formula to the existing waiting time rate. As there is no national average figure available Officers have compared the existing Manchester waiting time rates against the Core Cities (*excluding London) and AGMA Authorities. These figures are given in Table 6 &7 below

*London has not been included, due to the differing rates for different zone areas

6.6 Table 6 Core Cities - Hourly Waiting Time Comparison

6.6.1 The figures in the table have been compared as a percentage difference from the average day and night waiting time Hourly rate-

Table 6

City	Day	% Difference from Average	Night	% Difference from Average
Bristol	22.60	32.21	25.20	28.47%
Newcastle	18.00	14.88	20.00	9.87%
Manchester Existing	17.80	13.93	23.60	23.62%
Birmingham	15.00	-2.14	19.50	7.56%
Nottingham	15.00	-2.14	17.10	-5.41%
Liverpool	10.20	-50.21	13.20	-36.55%
Sheffield	13.17	-16.33	13.20	-36.55%
Leeds	11.60	-32.08	12.40	-45.36%
Average	15.32		18.02	

6.7 Table 7 - AGMA Hourly Waiting Time Comparison

6.7.1 The figures in the table have been compared as a percentage difference from the average day and night waiting time Hourly rate.

6.7.2 The average hourly daytime waiting time for the AGMA Authorities is £13.73, whilst the average hourly nighttime's waiting time is £17.82.

Table 7

Council	AGMA			
	Day	% Difference from Average	Night	% Difference from Average
Manchester Existing	17.80	22.85	23.60	24.49
Stockport	14.00	1.91	14.00	-27.29
Trafford	16.20	15.23	21.70	17.88
Bury	16.00	14.17	16.00	-11.38
Rochdale	12.00	-14.44	15.00	-18.80
Tameside	13.20	-4.04	16.00	-11.38
Bolton	14.40	4.63	14.40	-23.75
Oldham	12.00	-14.44	12.00	-48.50
Salford	8.00	-71.66	12.00	-48.50
Wigan	13.73	00	15.70	-13.50
Average	13.73		17.82	

Source: Individual Authority Fare Cards December 2011

7. Trade Consultation Response

- 7.1 The report considered by the Committee on 23 January provided background information in relation to trade consultation that had taken place in respect of the preparation of that report.
- 7.2 As a result two specific responses were received. These have been attached in full at **Appendix A** but briefly summarised below.
- 7.3 Manchester Hackney Association have requested an increase in the fouling charge from £20 to £30.00 and that the cost to be linked in future years to the Halcrow Manchester Formula. They have also requested that the barrier charge through the airport is increased from 70p to 80p.
- 7.4. Network Rail has requested inclusion in the fare tariff an increase to the cost of the taxi rank at Manchester Piccadilly station from 20p per visit to 40p.
- 7.5. Following the Committees decision of 23 January to defer the recommendation in relation to the hackney carriage fare review. Officers contacted trade representatives from the following organisation Airport Taxi Association, GMB Union, Mantax Radios, Mr Blackcab, Taxi Owner Driver Association, UNITE Union and Manchester Hackney Carriage Trade Association
 - 7.5.1. On Friday 3 February Cllr N Murphy and Jenette Hicks, Licensing Unit Manager met with representatives of the following organisations , Manchester Hackney Carriage Association, Mantax, Manchester Taxi and Drivers Owners Association, Unite, Cab Committee and GMB to seek the trades views on possible ways forward
 - 7.5.2 The trade representatives were unanimous in their view that the Halcrow Manchester formula as introduced in 2007 was an appropriate means of reviewing hackney carriage fares. Trade representatives did not wish to return to the method used pre 2007 which tended to involve protracted negotiations over many months before any progress was made in relation to a fare review.
 - 7.5.3. The trade representatives did not support a move towards a 3 yearly fare review, concerns were expressed that a three yearly review would result in a sudden hike in fares which would adversely impact on the hackney carriage trade.
 - 7.5.4. A view was expressed that a failure to recoup costs associated with the running of hackney carriage vehicles could result in a decrease in vehicle safety standards, e.g. poorer quality maintenance
 - 7.5.5. Trade representatives also requested that consideration be given to amending the Councils Constitution so that the Licensing and Appeals Committee be given delegated powers to fix hackney carriage fares. It was felt that the requirement for proposals to be approved by Council prolonged the statutory process,

- 7.5.6. Trade representatives were aware that a further report on the fare review was to be presented to the Licensing and Appeals committee. Trade representatives appeared supportive of a compromise in relation to this years fare review. Whilst the trade were of the opinion that the Halcrow Manchester formula was an appropriate means of calculating the fare review they were aware of the Committees concerns.
- 7.5.7. The trade representatives appeared to support a suggested alternative in relation to this years fare review, by removing the fuel element from the Halcrow Manchester formula .This would reduce the annual fare increase from 5.88% to 4.33%. As a result no amendment should be made to the fuel surcharge on the tariff card
- 7.5.8 The trade acknowledge that the request for the additional fouling surcharge and the additional barrier charges in respect of Piccadilly station and the Airport remain as a matter for consideration by the Committee

8 Officers' comments on the trade's response are as follows:

8.1 In relation to 7.3 –

- The fouling charge has been at £20 since 2005/2006. If the charge were to be linked to the Manchester/Halcrow formula it would in future years be automatically increased/decreased accordingly. Had the fouling charge been subject to the same increases as the annual fare review then it is estimated that the current fouling charge would be £25.50
- On 21 January 2008 the Committee agreed to increase the barrier charge for journeys from Manchester Airport to 70p. This charge has not been increased since then. Manchester Hackney Carriage drivers working at the airport currently pay a £1.70 barrier charge to the airport each time they enter the airport feeder park (hackney carriage waiting area)

8.2 In relation to 7.4. –

- The current cost of driving through the barrier at the hackney rank located at Piccadilly Station is 20p. This has not risen since 2000.
- Network Rail do not require permission from the Council to increase the barrier charge, however if drivers are to recover the increase from passengers the increased amount must be included on the table of fares.

8.3 The Halcrow Manchester formula provides an consistent and transparent means of reviewing hackney carriage fares, similar formulas are widely used by other authorities

- 8.4 The Committee may wish to request legal officers review the constitution to consider delegated authority for hackney carriage fares being given to the Licensing and Appeals Committee. The current constitutional requirements in respect of Council does protract the legal process

9. Fare Card

- 9.1 A proposed fare card was included in the report considered by the Committee in January 2012 , No fare card is included in this report as there are no specific proposals re a fare increase.

10.0 Other legal implications

- 10.1 There are no other legal implications to consider.

11.0 Contributing to the Community Strategy

(a) Performance of the economy of the region and sub region

The hackney carriage table of fares is currently reviewed annually by the Council and takes into account the cost associated with setting up and maintaining a business as a taxi proprietor/driver. This strives towards security in driver jobs and a higher standard of vehicle. The standard of vehicles assists the performance of the regional economy in relation to the purchase and maintenance of vehicles.

(b) Reaching full potential in education and employment

An increase in fares should maintain the income of taxi drivers and owners at a comparable rate to average earnings. This aims to maintain a professional aspect to taxi driving and seeks to encourage taxi drivers to commit to further education ie NVQ for taxi drivers, and job security

(c) Individual and collective self esteem – mutual respect

(d) Neighbourhoods of Choice

12. Key Policies and Considerations

(a) Equal Opportunities

(b) Risk Management

(c) Legal Considerations

13 Conclusion

- 13.1 The report provides the Committee with information requested at its meeting in January. Further informal consultation has taken place with hackney carriage trade representatives and the views expressed by those representatives are outlined in this report.
- 13.2 The report includes suggested changes required to address the anomaly in last years figures in relation to the national Average Earnings and the issues experienced in sourcing this years figures in respect of driver Insurance and the need to amend that national earnings data to a “median” as opposed to “mean” figure
- 13.3 The report provides the Committee with details of proposed requests received from the taxi trade (Manchester Hackney Association) in relation to fouling charges and the Manchester Airport barrier charge. The Committee are requested to consider an increase of £10 on the fouling charge and 10p on the barrier charge. In addition the Committee are asked to consider whether the fouling charge is in future years linked to the formula.
- 13.4 The report provides the Committee with details of a proposed increase received from NetworkRail in relation to an additional 20p cost to the Piccadilly Station hackney carriage rank barrier charge, which would increase the fee to 40p per journey. The Committee are requested to consider an increase of 20p to be included in the hackney tariff fare card.



Tanvir Nawaz [redacted]
23/12/2011 12:29

To Ann Marku <a.marku@manchester.gov.uk>, Janette Hicks <j.hicks1@manchester.gov.uk>
cc
bcc
Subject Fwd: FARE

1. Fouling charge updated to £30.00 as this would be an accurate reflection of loss of current earnings when cleaning and drying inside of cab. Previous charge has been in place for numerous years without bringing it line with actual loss. Majority of fouling occurs on Friday/ Saturday nights.

For subsequent years can we link the fouling charge to the Halcrow/ Manchester formula so will be automatically updated.

2. Airport barrier charge set to 80p. 70p has been in place for 3 years with drivers funding balance of £1.60 charge. 10p will help airport drivers in current economical environment and will also reduce the wear and tear of the extras button as because of the 70p all extras are added in 10p increments, at 80p all increments can be added in 20p an automatic 50% reduction in use of the extras button.

WS

Khyzer

E-mail sent from my iPhone

On 23 Dec 2011, at 11:27, Tanvir Nawaz [redacted] wrote:

Can I have your formula.



Jenette Hicks
Licensing Unit Manager
Manchester City Council
Neighbourhood Services
PO Box 271
Manchester
M18 8YU
22nd December 2011

Square One, 1st Floor
4 Travis Street
Manchester
M1 2NY
T: +44 (0) 161 880 3549
F: +44 (0) 161 880 3987
E: liz.ratcliffe@networkrail.co.uk

Dear Jeanette,

I am writing with regard to Network Rail's intention to increase to the cost of the taxi rank at Manchester Piccadilly Station.

The current tariff of 20p per visit has been in place since 2000 and in this time costs of operation and maintenance have increased significantly.

Network Rail has also carried out works to improve loading speeds of the rank which was an issue raised by the various Associations last year.

Network Rail is now proposing to increase the charge to 40p per visit from the 1st April 2012 and wishes this to be included in the tariff reviews by the Licensing department to allow the Drivers to add this to the meter.

I would be grateful if you could advise on timescales for the Committee meetings and if any further information required.

If there is any further information required for this to go forward, please do not hesitate to contact me.

Yours faithfully,

A handwritten signature in black ink, appearing to be "Liz Ratcliffe", written over a light blue horizontal line.

Liz Ratcliffe
Account Manager
Property

