

## The Highland Licensing Committee

Meeting - 12 May 2015

Agenda Item	6.
Report No	HLC/30/15

### Review of Taxi Tariff 2015

#### Report by the Legal Manager

##### Summary

This Report advises the Committee of the feedback received from the taxi and private hire car (PHC) trade in relation to the review of the current taxi fare scales following a number of meetings held with the taxi/PHC trade in Highlands, and invites Members to consider the responses and the additional information in the report and thereafter agree a draft tariff for public consultation.

#### 1.0 Background

1.1 The Council has a statutory duty in terms of Section 17 of the Civic Government (Scotland) Act 1982 to review its scales for the fares and other taxi related charges every 18 months. The current fare scales are attached for Members' information in Appendix 1.

1.2 When reviewing and changing the tariff in previous years, the Council took account of changes in petrol costs and the capital costs of vehicles. The appropriate starting point for considering such cost increases for the purposes of the current review is accordingly the date of the last change to the tariff which resulted in a fare increase. This was in July 2011. The following changes indicate the variations made to the tariff since the last increase in fares in 2011:

**2011/12** - Yardages for Tariffs 1 and 2 decreased, giving approximately a 5% and 3% increase in fare income respectively. Tariff 3 permitted to be charged for vehicles carrying 5 passengers or more all day on Saturdays and on Good Friday, Easter Monday and May Day.

**2012/13** – Tariffs 2 and 3 to commence at 9.00pm instead of 10.00pm.

**2014/15** – No change to tariffs.

1.3 Section 17(3) of the abovementioned Act states that before the Licensing Authority fixes any scales or carries out any review it shall:

a) consult with persons or organisations appearing to it to be, or be representative of, the operators of taxis operating within it's area.

b) following such consultation:

- (i) review the existing scales, and
  - (ii) propose new scales (whether at altered rates or the same rates),
- (c) publish those proposed scales in a newspaper circulating in its area:
- (i) setting out the proposed scales,
  - (ii) explaining the effect of the proposed scales,
  - (iii) proposing a date on which the proposed scales are to come into effect, and
  - (iv) stating that any person may make representations in writing until the relevant date, and
- (d) consider such representations.

**1.4** A copy of the proposed timescale for the review process is attached in Appendix 2 of the Report.

## **2.0 Representations from the Taxi Trade**

**2.1** In compliance with the pre-review consultation requirements set out in Section 17(3)(a) of the Act, in March 2015 the Highland Licensing Committee's Taxi/PHC Sub Group held meetings with the taxi/PHC trade in Ft William, Wick, Dingwall and Inverness. Invitations to these meetings were sent to all taxi and private hire car operators and drivers in Highland. At these meetings the trade were invited to provide the Sub Group with their initial views in relation to the review of the tariff. The trade were also advised that they could submit their views in writing by mid April 2015.

**2.3** Below are details of the feedback received:

### **Lochaber**

- All four operators present advised that they would wish no increase to the tariff.
- Two operators requested that Tariff 2 apply from 12 midnight to 7.00am daily.
- Two operators were happy with the Tariff 2 times.
- One operator asked if he would have his meter calibrated to a tariff under the maximum tariff to be set by the Council.

### **Caithness**

- All four operators present advised that they would wish no increase to the tariff.
- All operators advised that they were happy with the current times in which Tariff 2 is charged.

### **Dingwall**

Various views expressed:

- Increase tariff by annual inflation since the last increase.
- Increase tariff by more than 10% (if the Council wish to improve the standard of vehicles).
- Increase tariff by at least 5%.

- Remove the 50p surcharge for booking ahead by telephone etc. and add this onto the tariff.
- Replace the £6.50 supplementary booking charge with the ability to start the meter at the start location of the hire (i.e. charge for 'dead miles').
- All operators advised that they were happy with the current times in which Tariff 2 is charged.

In addition to the above feedback from Dingwall operators at the meeting, a written representation was subsequently received from Mr Charles Cumming. A copy of this is attached in Appendix 3.

Mr Cumming has asked that the following amendments to the tariff be considered.

- Advance booking fee – Increased to £1.00 (currently 50p)
- Surcharge on hires starting 3 miles from stance/base and outward going – Change this to a flexible amount to cover a taxi fare from stance/base to pick up point. This would only apply if the customer agreed in advance.
- Tariff 1 – an increase in the flag fall to £3.00 for the first 707 yards with each additional 123 yards charged at 10p.
- Tariff 2 - an increase in the flag fall to £3.50 for the first 504 yards with each additional 83 yards charged at 10p.
- Tariff 3 - an increase in the flag fall to £4.00 for the first 400 yards with each additional 66 yards charged at 10p.

### **Inverness**

- The Inverness Taxi Alliance are seeking the following increases:

Tariff 1 - An increase in flag fall to £3.00 for the first 785 yards (20% increase) with each additional 115 yards charged at 10p (increase of 12%)

Tariff 2 - An increase in flag fall to £3.30 for first 560 yards (10% increase) with each additional 82 yards charged at 10p (increase of 12%)

Tariff 3 - An increase in flag fall to £3.90 for first 444 yards (8% increase) with each additional 74 yards charged at 10p (no increase)

No change to the other charges

- One operator advised that he did not wish to see any change to the tariffs.
- One operator requested that Tariff 2 be applied from 7.00am to 7.00pm.

## **2.3**

A summary of the above is detailed in Appendix 4 of the report.

### **3.0 Further Information**

- 3.1** Appendix 5 provides details of the effect of each of the above proposals on the tariff.
- 3.2** Appendix 6 attached provides details of the average motoring costs for the period 2011 to 2014 and percentage increases or decreases. These are drawn from motoring cost information published by the Automobile Association.
- 3.3** Appendix 7 details the cost of fares for other Scottish Local Authorities and provides a comparison with Highland.
- 3.4** Appendix 8 illustrates, for Tariff 1, year on year adjustments (since July 2011) for inflation using the Consumer Price Index.
- 3.5** Members will be aware that the taxi tariff only sets a maximum fare structure. Operators are entitled to charge any fare, provided it does not exceed the maximum provided for in the tariff.
- 3.6** The Council when fixing the tariff is exercising a balancing function between the legitimate expectations of taxi operators to earn sufficient income to make a living and the public expectation to be able to hire a taxi of reasonable quality at a reasonable cost.

### **4.0 Resource Implications**

- 4.1** The costs associated with the review of the taxi tariff in terms of outlays will be advertising costs only. Recalibration of taximeters is a cost which requires to be met by operators. The cost for this, (excluding any new chip required from the meter manufacturer) is currently £62.28.

### **5.0 Recommendation**

- 5.1** The Committee is invited to consider the information contained in the Report and agree a draft tariff for public consultation.

Date: 22 April 2015

Author/Reference: Michael Elsey: 12/2/5

Appendix 1 – Copy of current tariff

Appendix 2 – Timescale for Review

Appendix 3 – Letter of Submission from Charles Cumming

Appendix 4 – Summary of responses

Appendix 5 – Note of proposed effect on existing tariff

Appendix 6 – Details of average cost of fuel in Highland

Appendix 7 – Details of fares for other Scottish Local Authorities

Appendix 8 – Year on year adjustments for inflation using Consumer Price Index

# THE HIGHLAND COUNCIL

## TAXI FARES

With effect from midnight 21<sup>st</sup> January 2013, the maximum fares will be as follows:-

### Tariff 1;

- For the first 785 yards or part £2.50
- For each additional 130 yards or part .10p

General effect – the price of a hire £3.30 for the first mile plus £1.40p per mile thereafter plus extras\*

**Tariff 2;** applies on Good Friday, Easter Monday and May Day and between **9.00pm and 7.00am on any day**, all day on Saturday and Sunday **and when 5 or more** passengers are being carried **at any time** of any day or night, for example, by a "London" style taxi or by a "people carrier" or by a minibus, except where Tariff 3 applies.

- For the first 560 yards or part £3.00
- For each additional 92 yards or part .10p

General effect – the price of a hire: £4.40 for the first mile plus £1.90 per mile thereafter plus extras\*

**Tariff 3;** applies on Christmas Day, Boxing Day, New Years Day and 2<sup>nd</sup> January. It also applies when 5 or more passengers are being carried between **9.00pm and 7.00am**, all day on Saturday and Sunday and on Good Friday, Easter Monday and May Day for example, by a "London" style taxi or by a "people carrier" or by a minibus.

- For the first 444 yards or part £3.60
- For each additional 74 yards or part .10p

General effect – the price of a hire: £5.40 for the first mile plus £2.40 per mile thereafter plus extras\*

### **\*Extra Charges**

- Waiting time for first 2 minutes 10p
- For each additional period of 20 seconds or part thereafter 10p
- Booking ahead e.g. by telephone 50p
- Any bridge tolls or ferry charges, where applicable.

In addition, provision has been made for a supplementary booking charge of up to a maximum of £6.50 to compensate for the cost of the outward journey for hires which commence 3 miles or more away from the taxi or taxi base (whichever is the nearer) and the customer wishes to travel further away. This charge may only be demanded if the customer is informed of the amount of the charge at the time of booking.

When a taxi (or a private hire car fitted with a taxi meter) is called but not used, a charge shall be allowed as if it had been occupied from the time it left the stance or garage.

**Soiling Charge** – maximum of £60.00, payable by an offending passenger, where a vehicle requires to be removed from service for cleaning in order for it to be restored to a usable state and condition.

**The fare demanded for the hire of a taxi (or a private hire car fitted with a taximeter) for a journey within the Council area must be no more than an amount according to the Council tariff which applies when the journey begins and should include any extra charges incurred.**

IF YOU HAVE ANY COMMENTS OR COMPLAINTS ABOUT THIS TAXI OR THE DRIVER PLEASE CALL **THE HIGHLAND COUNCIL** ON

**0845 600 4 222** CALLS WILL BE CHARGED AT A LOCAL-CALL RATE

## Appendix 2

<b>Action</b>	<b>Timetable 2015/15</b>
The Council to consult/meet with persons or organisations appearing to be representative of operators of taxis within its area.	January to April 2015
The Highland Licensing Committee will consider the representations received and agree a draft tariff.	12 May 2015
The draft tariff will be publicised in the P&J (Highland Edition) and on the Council's website inviting the public to submit comments/representations in relation to the draft tariff within 28 days.	May 2015
Deadline for submissions.	End June 2015
The Highland Licensing Committee will meet to consider the results of the public consultation, and agree a final tariff.	11 August 2015
Any revised fare scale would then come into effect, subject to no appeal to the Traffic Commission being made by the trade.	Mid/late September 2015

Charles Cumming  
122 Deas Avenue  
DINGWALL  
IV15 9RJ

Phone 01349 863204  
Mobile 07850 121199  
E-Mail charles@cumming.org.uk

Date 30<sup>th</sup> March 2015

My Ref. 2015 03 30 Tariff Suggestion

Taxi Licensing  
The Highland Council Area Office  
Council Buildings  
High Street  
DINGWALL  
IV15 9QN

### **THOUGHTS ON UPCOMING TARIFF REVIEW**

#### **Area zoning & unmet demand.**

Having held a taxi operator and taxi driver license with the Highland council for the last 33 years. The last 10 years I have been operating in Inverness. I do accept that with the number of taxis and more and more private hire vehicles on the road. Apart from a couple of hours some Saturday nights it is becoming harder to make a living.

My concern to do with zoning is that being a Ross area plate holder (plate number RC 1) I would somehow be stopped from working or have some extra expense imposed on me to continue to make my living in Inverness.

Several years ago when the council introduced the knowledge test there was an amnesty and only new drivers were required to be tested.

Would it be the case that a similar amnesty would apply to existing operators if zoning were to be introduced?

I would not like to think that any change in council policy would threaten my livelihood.

#### **Wheelchair accessible vehicles**

I was one of the first operators within the Highland area to operate a wheelchair accessible vehicle. Recently I made enquiry's to replace my currant vehicle. These vehicles are normally multi passenger and can work on tariff 3 quite often.

This has always been a consideration when budgeting to replace a WAV. With the differential between the tariffs being eroded, and the length of time since the last actual tariff increase. I am finding the cost of renewing, a WAV prohibitive and am left with the dilemma of running my older vehicle for sometime to come or replace it with a non-WAV saloon car. Sadly this would be the first time in 20 years I could not offer my customers a wheelchair friendly vehicle.

### **Taxi tariff review**

I would be very interested if any of the council members could check the following example and give an explanation that I could understand.

Not counting the time that it took me recently to work my way to being first on the Academy Street taxi rank on a Sunday morning at 4am. I got a customer going to Skinner Court. By coincidence the round trip for this journey would take the same time as trading standards spend on checking my taximeter. I have to be available at my customer's convenience and received £4,80 for the time involved. Trading standards will check my taximeter 9am to 5pm Monday to Friday by appointment at their convenience and charge me their customer £62.

If the council would like to see a larger number of modern vehicles including wheelchair friendly they must set tariffs that allow operators to purchase these vehicles.

As I mentioned it has been so long since an actual tariff increase that some operators are finding the information held within their meters out of date. This March, many meters with out of date calendars did not change to British Summer Time (the information held within the taximeter is updated every time a new tariff is downloaded). As a result some operators meter clocks are one hour slow and others had the inconvenience of making an appointment with their meter agent and trading standards to have their clocks reset. Thankfully both were prepared to do this small task free of charge.

Another result of long time lapses between tariff changes is there are taximeters in operation that trading standards have not seen or checked for years on end.

I would like to see the tariff card remain the same apart from the following points.

### **Advance booking fee**

Increased to £1.00

### **Sur-charge on hires starting 3 miles from stance/base and outward going**

Increased to a flexible amount to cover a taxi fare from stance/base to pick up point. This would only apply if the customer agreed in advance.

### **Tariff 1**

Flag fall £3.00 and the equivalent of a 10% increase to journey.

For the first 707 yards or part	£3.00
For each additional 123 yards or part	£0.10



## **Tariff 2**

Flag fall £3.50 and the equivalent of a 10% increase to journey.

For the first 504 yards or part	£3.50
For each additional 83 yards or part	£0.10

## **Tariff 3**

Flag fall £4.00 and the equivalent of a 10% increase to journey.

For the first 400 yards or part	£4.00
For each additional 66 yards or part	£0.10

Thank you for your consideration

Charles Cumming

## Tariff Changes to Yardages and Amounts

### Lochaber & Caithness Operators & One Inverness Operator

No change to tariff distances or amounts.

### Inverness Alliance

Tariff 1 - An increase in flag fall to £3.00 for the first 785 yards (20% increase) with each additional 115 yards charged at 10p (increase of 12%)

Tariff 2 - An increase in flag fall to £3.30 for first 560 yards (10% increase) with each additional 82 yards charged at 10p (increase of 12%)

Tariff 3 - An increase in flag fall to £3.90 for first 444 yards (8% increase) with each additional 74 yards charged at 10p (no increase)

### Dingwall Operators

- Increase tariff by annual inflation since the last increase.
- Increase tariff by more than 10% (if the Council wish to improve the standard of vehicles).
- Increase tariff by at least 5%.

### Charles Cumming – Taxi Operator

Tariff 1 – an increase in the flag fall to £3.00 for the first 707 yards with each additional 123 yards charged at 10p.

Tariff 2 - an increase in the flag fall to £3.50 for the first 504 yards with each additional 83 yards charged at 10p.

Tariff 3 - an increase in the flag fall to £4.00 for the first 400 yards with each additional 66 yards charged at 10p.

### Tariff Times

- Consider whether Tariff 2 should apply from 12 midnight to 7.00am daily.
- Consider whether Tariff 2 be applied from 7.00am to 7.00pm.

### Pre-Booking Surcharge

- Consider removing the 50p surcharge for booking ahead by telephone etc. and adding this onto the tariff.
- Consider increasing the advance booking fee from 50p to £1.00

### Supplementary Booking Charge

- Consider replacing the £6.50 supplementary booking charge with the ability to start the meter at the start location of the hire (i.e. charge for 'dead miles').

- Review the Surcharge on hires starting 3 miles from stance/base and outward going by increasing to a flexible amount to cover a taxi fare from stance/base to pick up point. This would only apply if the customer agreed in advance.

**Other Requests**

- Consider whether operators could have their meters calibrated to a tariff under the maximum tariff set by the Council.

Inverness Taxi Alliance

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 1</b>	<b>% Increase</b>	<b>Proposed Tariff 2</b>	<b>% Increase</b>	<b>Proposed Tariff 3</b>	<b>% Increase</b>
1st Drop (Yds)	<b>785</b>	0.0%	<b>560</b>	0.0%	<b>444</b>	0.0%
2nd Drop (Yds)	<b>115</b>	11.5%	<b>82</b>	10.9%	<b>74</b>	0.0%
1st Drop Cost	£ <b>3.00</b>	16.7%	£ <b>3.30</b>	10.0%	£ <b>3.90</b>	8.3%
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%
Calculated Cost per additional Mile	£ <b>1.53</b>	13.0%	£ <b>2.15</b>	12.2%	£ <b>2.38</b>	0.0%
Actual Cost for 1st Mile	£ <b>3.90</b>	18.2%	£ <b>4.80</b>	9.1%	£ <b>5.70</b>	5.6%
Actual Cost for 2 Miles	£ <b>5.40</b>	14.9%	£ <b>7.00</b>	11.1%	£ <b>8.10</b>	3.8%
Actual Cost for 3 Miles	£ <b>7.00</b>	16.7%	£ <b>9.10</b>	11.0%	£ <b>10.50</b>	2.9%
Actual Cost for 4 Miles	£ <b>8.50</b>	14.9%	£ <b>11.30</b>	11.9%	£ <b>12.90</b>	2.4%
Actual Cost for 5 Miles	£ <b>10.00</b>	14.9%	£ <b>13.40</b>	11.7%	£ <b>15.20</b>	2.0%
Actual Cost for 10 Miles	£ <b>17.70</b>	14.2%	£ <b>24.10</b>	11.6%	£ <b>27.10</b>	1.1%
Actual Cost for 15 Miles	£ <b>25.30</b>	13.5%	£ <b>34.90</b>	12.2%	£ <b>39.00</b>	0.8%
Actual Cost for 20 Miles	£ <b>33.00</b>	13.8%	£ <b>45.60</b>	12.0%	£ <b>50.90</b>	0.6%
Actual Cost for 30 Miles	£ <b>48.30</b>	13.4%	£ <b>67.10</b>	12.2%	£ <b>74.70</b>	0.4%
Actual Cost for 40 Miles	£ <b>63.60</b>	13.4%	£ <b>88.50</b>	12.0%	£ <b>98.50</b>	0.3%
Actual Cost for 50 Miles	£ <b>78.90</b>	13.4%	£ <b>110.00</b>	12.1%	£ <b>122.30</b>	0.2%
Actual Cost for 100 Miles	£ <b>155.40</b>	13.2%	£ <b>217.30</b>	12.2%	£ <b>241.20</b>	0.1%
<b>Average Increase over 1 - 100 Miles</b>		<b>14.5%</b>		<b>11.6%</b>		<b>1.7%</b>

Charlie Cumming

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 1</b>	<b>% Increase</b>	<b>Proposed Tariff 2</b>	<b>% Increase</b>	<b>Proposed Tariff 3</b>	<b>% Increase</b>
1st Drop (Yds)	<b>707</b>	9.9%	<b>504</b>	10.0%	<b>400</b>	9.9%
2nd Drop (Yds)	<b>123</b>	5.4%	<b>83</b>	9.8%	<b>66</b>	10.8%
1st Drop Cost	£ <b>3.00</b>	16.7%	£ <b>3.50</b>	16.7%	£ <b>4.00</b>	11.1%
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%
Calculated Cost per additional Mile	£ <b>1.43</b>	5.7%	£ <b>2.12</b>	10.8%	£ <b>2.67</b>	12.1%
Actual Cost for 1st Mile	£ <b>3.90</b>	18.2%	£ <b>5.10</b>	15.9%	£ <b>6.10</b>	13.0%
Actual Cost for 2 Miles	£ <b>5.30</b>	12.8%	£ <b>7.20</b>	14.3%	£ <b>8.80</b>	12.8%
Actual Cost for 3 Miles	£ <b>6.80</b>	13.3%	£ <b>9.30</b>	13.4%	£ <b>11.40</b>	11.8%
Actual Cost for 4 Miles	£ <b>8.20</b>	10.8%	£ <b>11.40</b>	12.9%	£ <b>14.10</b>	11.9%
Actual Cost for 5 Miles	£ <b>9.60</b>	10.3%	£ <b>13.50</b>	12.5%	£ <b>16.80</b>	12.8%
Actual Cost for 10 Miles	£ <b>16.80</b>	8.4%	£ <b>24.10</b>	11.6%	£ <b>30.10</b>	12.3%
Actual Cost for 15 Miles	£ <b>23.90</b>	7.2%	£ <b>34.80</b>	11.9%	£ <b>43.40</b>	12.1%
Actual Cost for 20 Miles	£ <b>31.10</b>	7.2%	£ <b>45.40</b>	11.5%	£ <b>56.80</b>	12.3%
Actual Cost for 30 Miles	£ <b>45.40</b>	6.6%	£ <b>66.60</b>	11.4%	£ <b>83.40</b>	12.1%
Actual Cost for 40 Miles	£ <b>59.70</b>	6.4%	£ <b>87.80</b>	11.1%	£ <b>110.10</b>	12.1%
Actual Cost for 50 Miles	£ <b>74.00</b>	6.3%	£ <b>109.00</b>	11.1%	£ <b>136.80</b>	12.1%
Actual Cost for 100 Miles	£ <b>145.60</b>	6.0%	£ <b>215.00</b>	11.0%	£ <b>270.10</b>	12.1%
<b>Average Increase over 1 - 100 Miles</b>		<b>9.5%</b>		<b>12.4%</b>		<b>12.3%</b>

Dingwall Operator

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 1</b>	<b>% Increase</b>	<b>Proposed Tariff 2</b>	<b>% Increase</b>	<b>Proposed Tariff 3</b>	<b>% Increase</b>
1st Drop (Yds)	<b>745</b>	5.1%	<b>535</b>	4.5%	<b>420</b>	5.4%
2nd Drop (Yds)	<b>122</b>	6.2%	<b>86</b>	6.5%	<b>70</b>	5.4%
1st Drop Cost	£ <b>2.50</b>	0.0%	£ <b>3.00</b>	0.0%	£ <b>3.60</b>	0.0%
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%
Calculated Cost per additional Mile	£ <b>1.44</b>	6.6%	£ <b>2.05</b>	7.0%	£ <b>2.51</b>	5.7%
Actual Cost for 1st Mile	£ <b>3.40</b>	3.0%	£ <b>4.50</b>	2.3%	£ <b>5.60</b>	3.7%
Actual Cost for 2 Miles	£ <b>4.80</b>	2.1%	£ <b>6.50</b>	3.2%	£ <b>8.10</b>	3.8%
Actual Cost for 3 Miles	£ <b>6.30</b>	5.0%	£ <b>8.60</b>	4.9%	£ <b>10.60</b>	3.9%
Actual Cost for 4 Miles	£ <b>7.70</b>	4.1%	£ <b>10.60</b>	5.0%	£ <b>13.10</b>	4.0%
Actual Cost for 5 Miles	£ <b>9.20</b>	5.7%	£ <b>12.70</b>	5.8%	£ <b>15.60</b>	4.7%
Actual Cost for 10 Miles	£ <b>16.40</b>	5.8%	£ <b>22.90</b>	6.0%	£ <b>28.20</b>	5.2%
Actual Cost for 15 Miles	£ <b>23.60</b>	5.8%	£ <b>33.10</b>	6.4%	£ <b>40.80</b>	5.4%
Actual Cost for 20 Miles	£ <b>30.80</b>	6.2%	£ <b>43.40</b>	6.6%	£ <b>53.30</b>	5.3%
Actual Cost for 30 Miles	£ <b>45.20</b>	6.1%	£ <b>63.80</b>	6.7%	£ <b>78.50</b>	5.5%
Actual Cost for 40 Miles	£ <b>59.60</b>	6.2%	£ <b>84.30</b>	6.7%	£ <b>103.60</b>	5.5%
Actual Cost for 50 Miles	£ <b>74.10</b>	6.5%	£ <b>104.80</b>	6.8%	£ <b>128.80</b>	5.6%
Actual Cost for 100 Miles	£ <b>146.20</b>	6.5%	£ <b>207.10</b>	6.9%	£ <b>254.50</b>	5.6%
<b>Average Increase over 1 - 100 Miles</b>		<b>5.3%</b>		<b>5.6%</b>		<b>4.9%</b>

## AA MOTORING COSTS – 2011/2014 COMPARISON

## PETROL CARS

2011 Purchase price of car when new	2011 Total standing and running costs <sup>1</sup> as pence per mile <u>at 20,000 miles</u> per year	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile <u>at 20,000 miles</u> per year	Percentage increase or decrease
Up to £12,000	34.35	Up to £13,000	28.72	-16.4%
£12,000 to £16,000	40.16	£13,000 to £18,000	37.28	-7.2%
£16,000 to £20,000	47.91	£18,000 to £25,000	42.52	-11.2%
£20,000 to £32,000	55.29	£25,000 to £32,000	52.49	-5.1%
Over £32,000	92.26	Over £32,000	78.91	-14.5%

2011 Purchase price of car when new	2011 Total standing and running costs <sup>1</sup> as pence per mile <u>at 30,000 miles</u> per year	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile <u>at 30,000 miles</u> per year	Percentage increase or decrease
Up to £12,000	30.33	Up to £13,000	25.45	-16.1%
£12,000 to £16,000	34.72	£13,000 to £18,000	32.12	-7.5%
£16,000 to £20,000	40.90	£18,000 to £25,000	36.22	-11.4%
£20,000 to £32,000	46.36	£25,000 to £32,000	43.80	-5.5%
Over £32,000	74.92	Over £32,000	62.99	-15.9%

<sup>1</sup>. 2011 costs include petrol at 133.3 pence per litre

<sup>2</sup>. 2014 costs include petrol at 129.0 pence per litre

## AA MOTORING COSTS – 2011/2014 COMPARISON

### DIESEL CARS

2011 Purchase price of car when new	2011 Total standing and running costs <sup>1</sup> as pence per mile <u>at 20,000 miles</u> per year	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile <u>at 20,000 miles</u> per year	Percentage increase or decrease
Up to £12,000	30.31	Up to £16,000	30.39	+0.3%
£12,000 to £17,000	37.77	£16,000 to £22,000	36.52	-3.3%
£17,000 to £20,000	42.36	£22,000 to £26,000	41.79	-1.3%
£20,000 to £32,000	52.99	£26,000 to £36,000	47.55	-10.3%
Over £32,000	79.87	Over £36,000	66.47	-16.8%

2011 Purchase price of car when new	2011 Total standing and running costs <sup>1</sup> as pence per mile <u>at 30,000 miles</u> per year)	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile <u>at 30,000 miles</u> per year	Percentage increase or decrease
Up to £12,000	26.46	Up to £16,000	26.18	-1.1%
£12,000 to £17,000	31.84	£16,000 to £22,000	30.67	-3.7%
£17,000 to £20,000	35.65	£22,000 to £26,000	35.30	-1.0%
£20,000 to £32,000	43.80	£26,000 to £36,000	39.42	-10.0%
Over £32,000	64.15	Over £36,000	54.11	-15.6%

<sup>1</sup>. 2011 costs include diesel at 130.7 pence per litre

<sup>2</sup>. 2014 costs include diesel at 137.0 pence per litre



## Appendix 7

			TARIFF ONE						TARIFF TWO			
COUNCIL	FLAG	1 MILE	2 MILES	5 MILES	10 MILES		FLAG	1 MILE	2 MILES	5 MILES	10 MILES	
EAST LOTHIAN	£3.00	£4.40	£6.80	£13.60	£25.00		£3.00	£4.40	£6.80	£13.60	£25.00	
ARGYLL & BUTE	£3.00	£4.20	£6.20	£12.20	£22.20		£3.60	£4.80	£7.20	£14.20	£26.00	
SHETLAND ISLANDS	£3.80	£4.25	£6.05	£11.45	£20.45		£4.00	£4.55	£6.75	£13.35	£24.35	
ABERDEENSHIRE	£2.60	£3.80	£6.00	£12.60	£23.60		£3.60	£4.80	£7.00	£13.60	£24.60	
FIFE	£3.20	£4.00	£6.00	£12.20	£22.60		£3.95	£4.95	£7.45	£15.20	£28.20	
GLASGOW	£2.80	£3.80	£5.80	£11.40	£20.80		£3.80	£4.80	£6.80	£12.40	£21.80	
MIDLOTHIAN	£2.20	£3.80	£5.80	£11.40	£21.00		£2.70	£4.30	£6.30	£11.90	£21.50	
SOUTH Ayrshire	£2.80	£3.60	£5.80	£12.40	£23.40		£3.80	£4.60	£6.80	£13.40	£24.40	
SCOTTISH BORDERS	£2.25	£3.95	£5.75	£10.95	£19.75		£2.80	£4.90	£7.10	£13.70	£24.60	
EAST KILBRIDE	£2.80	£4.00	£5.70	£9.70	£16.30		£3.40	£4.60	£6.30	£10.30	£16.90	
EDINBURGH	£2.10	£3.60	£5.60	£11.35	£20.85		£3.10	£4.60	£6.60	£12.35	£21.85	
RENFREWSHIRE	£3.20	£4.00	£5.60	£10.00	£17.20		£4.20	£5.00	£6.60	£11.00	£18.20	
DUNDEE	£3.02	£3.98	£5.58	£10.38	£18.38		£3.62	£4.76	£6.66	£12.36	£21.86	
DUMFRIES & GALLOWAY	£4.50	£4.50	£5.50	£11.50	£21.50		£5.50	£5.50	£6.50	£12.50	£22.50	
MORAY	£3.30	£3.30	£5.50	£12.10	£23.10		£4.80	£4.80	£7.00	£13.60	£24.60	
ABERDEEN	£2.40	£3.40	£5.40	£11.20	£21.00		£3.40	£4.40	£6.40	£12.20	£22.00	
ANGUS	£3.30	£3.30	£5.40	£11.30	£21.10		£3.50	£4.20	£6.40	£13.00	£24.00	
CLACKMANNAN	£2.00	£3.36	£5.40	£11.52	£21.72		£2.66	£4.50	£7.26	£15.54	£29.11	
PERTH & KINROSS	£3.00	£3.80	£5.40	£10.20	£18.20		£3.80	£4.80	£6.80	£12.80	£22.80	
WEST LOTHIAN	£2.60	£4.00	£5.40	£9.80	£17.20		£3.00	£4.40	£5.80	£10.20	£17.60	
DUMBARTON	£2.40	£3.40	£5.30	£11.00	£20.50		£2.90	£4.00	£6.10	£12.40	£22.90	
ORKNEY ISLANDS	£3.50	£3.50	£5.20	£10.30	£18.80		£4.50	£4.50	£6.50	£12.50	£22.50	
STIRLING	£2.50	£3.40	£5.20	£10.60	£19.60		£3.00	£4.20	£6.40	£13.20	£24.40	
SOUTH LANARKSHIRE	£3.00	£3.00	£5.00	£11.00	£21.00		£4.00	£4.00	£6.70	£14.70	£28.00	
CLYDEBANK	£2.20	£3.20	£4.90	£10.00	£18.50		£2.70	£3.70	£5.50	£10.90	£19.90	
HAMILTON	£2.40	£3.20	£4.80	£9.60	£17.60		£3.00	£3.80	£5.40	£10.20	£18.20	
INVERCLYDE	£2.50	£3.20	£4.80	£9.60	£17.60		£2.60	£3.40	£5.00	£10.00	£18.20	
NORTH Ayrshire	£2.60	£3.10	£4.80	£9.90	£18.40		£3.00	£3.50	£5.30	£10.70	£19.70	

<b>NORTH LANARKSHIRE</b>	<b>£2.20</b>	<b>£3.10</b>	<b>£4.80</b>	<b>£9.90</b>	<b>£18.50</b>		<b>£3.20</b>	<b>£4.10</b>	<b>£5.80</b>	<b>£10.90</b>	<b>£19.50</b>
<b>RUTHERGLEN</b>	<b>£2.40</b>	<b>£3.20</b>	<b>£4.80</b>	<b>£9.60</b>	<b>£17.60</b>		<b>£3.00</b>	<b>£3.80</b>	<b>£5.40</b>	<b>£10.20</b>	<b>£18.20</b>
<b>EAST AYRSHIRE</b>	<b>£2.75</b>	<b>£2.75</b>	<b>£4.70</b>	<b>£10.40</b>	<b>£19.85</b>		<b>£3.75</b>	<b>£3.75</b>	<b>£5.70</b>	<b>£11.40</b>	<b>£20.85</b>
<b>FALKIRK</b>	<b>£2.00</b>	<b>£2.90</b>	<b>£4.70</b>	<b>£10.00</b>	<b>£18.90</b>		<b>£2.50</b>	<b>£3.70</b>	<b>£5.90</b>	<b>£12.50</b>	<b>£23.70</b>
<b>HIGHLAND</b>	<b>£2.50</b>	<b>£3.30</b>	<b>£4.70</b>	<b>£8.70</b>	<b>£15.50</b>		<b>£3.00</b>	<b>£4.40</b>	<b>£6.30</b>	<b>£12.00</b>	<b>£21.60</b>
<b>EAST DUNBARTONSHIRE</b>	<b>£2.20</b>	<b>£3.00</b>	<b>£4.60</b>	<b>£9.40</b>	<b>£17.40</b>		<b>£3.70</b>	<b>£4.50</b>	<b>£6.10</b>	<b>£10.90</b>	<b>£18.90</b>
<b>EAST RENFREW</b>	<b>£3.10</b>	<b>£3.10</b>	<b>£4.60</b>	<b>£9.10</b>	<b>£16.60</b>		<b>£3.65</b>	<b>£3.65</b>	<b>£5.15</b>	<b>£9.65</b>	<b>£17.15</b>
<b>WESTERN ISLES</b>	<b>£2.60</b>	<b>£2.92</b>	<b>£4.20</b>	<b>£8.04</b>	<b>£14.44</b>		<b>£3.25</b>	<b>£3.65</b>	<b>£5.25</b>	<b>£10.05</b>	<b>£18.05</b>

<b>SCOTTISH AVERAGE</b>	<b>£2.74</b>	<b>£3.54</b>	<b>£5.33</b>	<b>£10.68</b>	<b>£19.62</b>		<b>£3.44</b>	<b>£4.34</b>	<b>£6.31</b>	<b>£12.21</b>	<b>£22.05</b>
<b>HIGHLAND</b>	<b>£2.50</b>	<b>£3.30</b>	<b>£4.70</b>	<b>£8.70</b>	<b>£15.50</b>		<b>£3.00</b>	<b>£4.40</b>	<b>£6.30</b>	<b>£12.00</b>	<b>£21.60</b>

**Appendix 8**

**Tariff 1 - Year on Year Adjustments for Inflation using Consumer Price Index**

	<b>Base Position</b>		<b>July 11 to July 12</b>		<b>July 12 to July 13</b>		<b>July 13 to July 14</b>		<b>July 14 to Mar 15 (9 months)</b>	
	Prices as at July 11	CPI Indices at July 11	Prices as Jul-12	CPI Indices at July 12	Prices as Jul-13	CPI Indices at July 13	Prices as Jul-14	CPI Indices at Jul 14	Prices as Mar-15	CPI Indices at Mar 15
Flag drop	£2.50	119.4	£2.56	122.5	£2.63	125.8	£2.68	127.8	£2.67	127.6
Additional 130 yards	£0.10	119.4	£0.10	122.5	£0.11	125.8	£0.11	127.8	£0.11	127.6