

## The Highland Licensing Committee

Meeting - 6 December 2016

Agenda Item	6
Report No	HLC/088/16

Review of taxi tariff 2016/17

Report by the Principal Solicitor – Regulatory Services

### 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, the additional information in the report and any further submissions which members of the trade attending the meeting may wish to make, 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 The following changes indicate the variations made to the tariff for the last four reviews:

**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.

**2015/16** – A 50p increase to the cost of the initial yardage for tariff 1. A 30p increase to the cost of the initial yardages for tariffs 2 and 3.

The charge applied 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 where the customer wishes to travel further was increased from a maximum of £6.50 to a maximum of £8.00.

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 its 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 notice of 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, being one month after the date of the first publication of the notice, 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 September and October 2016 Highland Licensing Committee's Taxi/PHC Sub Group held meetings with the taxi/PHC trade in Wick, Fort William, Inverness and Dingwall. Invitations to these meetings were sent to all taxi and private hire car operators 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 attend and address the meetings of the Highland Licensing Committee on 6 December 2016 and 7 February 2017.

**2.3** Below are details of the feedback received. A copy of the written submissions received from the Inverness Taxi Alliance and Sneckie Taxis are also attached in Appendix 3.

### **Caithness**

- All operators present unanimously agreed that they would not wish to see any increase to the current tariff.

### **Lochaber & Skye and Lochalsh**

- The operators present unanimously agreed that they would not wish to see any increase to the current tariff.
- They were split on the issue of pulling back tariff 2 to apply from 8.00pm to 8.00am only or keeping it as it was (9.00pm to 7.00am). The split was around 1:8 in favour of keeping it as it was.

## **Inverness**

- **Inverness Taxi Alliance:**

Tariff 1

Flag Fall - No change

Running Mileage - Increase from £1.40 to £1.50 per mile, equating to approximately 10p per 118 yards (in lieu of 10p per 130 yards)

Tariff 2

Flag Fall - Increase by reducing yardage. First 525 yards at £3.30. Currently, first 560 yards are charged at this rate.

Running Mileage - No change

Tariff 3

Flag Fall - No change

Running Mileage - No change

No change to any other extras and supplements.

- **Sneckie Taxis**

They wish to see, at the very least, taxi fares being increased by the amount required to bring the Highland taxi tariff into line with the national average fare for a running mile in Scotland. They also suggest that they could argue for it to be increased to the UK national average.

Scottish Average: Tariff 1 - £2.74 flag fall and £1.80 running mile

Tariff 2 - £3.44 flag fall and £1.97 running mile

National Average: Tariff 1 – £2.76 flag fall and £1.87 running mile

Tariff 2 – £3.63 flag fall and £2.45 running mile

## **Dingwall**

- One operator suggested that all 3 tariffs be increased by between 10% and 15% for both the flag fall and subsequent miles.

### **2.4**

Appendix 4 shows the existing tariffs and costs of journeys between 1 – 100 miles, then details the effect and % increase each of the suggested alternative tariffs would have. The final table in this appendix shows a 'side by side' comparison of the effect of the various proposals in terms of increased cost per miles.

### **3.0 Further considerations**

- 3.1** Appendix 5 details changes to the other aspects of the tariff which various members of the trade have requested that the Committee consider.

### **4.0 Further information**

- 4.1** Appendix 6 provides details of the waiting times and soiling charges for other Scottish licensing authorities.

4.2 Appendix 7 provides the latest available AA motoring costs figures and shows increases/decreases in estimated running costs between 2011 and 2014. This comparison was prepared for the tariff review work carried out in 2014/15 to give Members an indication of the difference in running costs since the last previous tariff increase in 2011. Unfortunately, no AA motoring cost data is as yet available beyond July 2014 so it is not possible to produce an update to show the difference in running costs between the 2015 tariff increase and the present day. Fuel prices and other running costs have clearly varied again between these dates. A note of current fuel prices is attached at Appendix 8.

4.3 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.

4.4 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.

#### 4.5 Tariff Card

A taxi meter when activated on a tariff, for example tariff 1, puts on an immediate fare of £3.00 (current tariff). This allows the taxi to travel 785 yards and then the fare increases by 10p. What is not currently written into the tariff card is that should the taxi not move, that £3.00 buys 2 minutes of waiting time and once 2 minutes has expired the fare increases by 10p and does so for every 20 seconds stationary after that. Both the initial £3.00 and the subsequent 10p are variable on distance travelled and time stationary. The meter calculates this so if for example the taxi did not move for 1 minute after activation of the meter, you would have half waiting time and half the distance, 1 minute stationary and 392.5 yards of distance. This is infinitely variable.

In view of this it is proposed that the relevant sections of the tariff card be updated to make it clear that the fare is made up of both distance and time. An example of this is detailed below:

#### **Current wording**

Tariff 1;

- For the first 785 yards or part £3.00
- For each additional 130 yards or part 10p

#### **Proposed new wording**

Tariff 1;

- For the first 785 yards or part; or £3.00
- The initial period of waiting time of 120 seconds; or
- A combination of time and distance as above

- For each additional 130 yards or part, or .10p
- Each additional period of waiting time of 20 seconds or part thereof; or
- A combination of additional time and distance as above

## **5.0 Resource implications**

**5.1** The costs to the Council associated with the review of the taxi tariff in terms of outlays will be advertising costs only together with the staff time costs associated with the process, from pre-review consultations with the trade to conclusion. The Traffic Commissioner's costs in determining any appeal following adoption of a final tariff will also be borne by the Council, irrespective of the outcome of any such appeal.

**5.2** The fee charged by the Trading Standards Service in relation to the checking and sealing of taxi meters requires to be met by operators. The cost for this, (excluding any new chip required from the meter manufacturer) is currently £68.52.

## **6.0 Recommendation**

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

Date: 16 November 2016

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

Appendix 1 – Copy of current tariff

Appendix 2 – Timescale for review

Appendix 3 – Letters of submission from ITA & Sneckie Taxis

Appendix 4 – Note of proposed effects on existing tariff

Appendix 5 – Details of other changes proposed by the trade

Appendix 6 – Details of other Council's waiting times and soiling charges

Appendix 7 – AA motoring costs – 2011/2014 comparison

Appendix 8 – Current fuel prices

# **THE HIGHLAND COUNCIL**

## **TAXI FARES**

With effect from midnight 28<sup>th</sup> September 2015, the maximum fares will be as follows:-

### **Tariff 1;**

- For the first 785 yards or part £3.00
- For each additional 130 yards or part .10p

General effect – the price of a hire £3.80 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 £3.30
- For each additional 92 yards or part .10p

General effect – the price of a hire: £4.70 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 £3.90
- For each additional 74 yards or part .10p

General effect – the price of a hire: £5.70 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 £8.00 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**

**01463 228700**

## Appendix 2

<b>Action</b>	<b>Timetable 2016/17</b>
The Council to consult/meet with persons or organisations appearing to be representative of operators of taxis within its area.	September/October 2016
The Highland Licensing Committee will consider the representations received and agree a draft tariff.	6 December 2016
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.	December 2016
Deadline for submissions.	Early January 2017
The Highland Licensing Committee will meet to consider the results of the public consultation, and agree a final tariff.	7 February 2017
Any revised fare scale would then come into effect, subject to no appeal to the Traffic Commission being made by the trade.	End March 2017

**Michael Elsey**

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**From:** Duncan D Fraser <[REDACTED]>  
**Sent:** 28 October 2016 12:40  
**To:** Michael Elsey  
**Subject:** Fwd: TaxiTariff Review 2016

Sent from my iPad

Begin forwarded message:

**From:** Duncan D Fraser <[REDACTED]>  
**Date:** 28 October 2016 12:19:29 BST  
**To:** [Ian.Cockburn.cllr@highland.gov.uk](mailto:Ian.Cockburn.cllr@highland.gov.uk), [Allan.Duffy.cllr@highland.gov.uk](mailto:Allan.Duffy.cllr@highland.gov.uk),  
[Craig.Fraser.cllr@highland.gov.uk](mailto:Craig.Fraser.cllr@highland.gov.uk), [Richard.Greene.cllr@highland.gov.uk](mailto:Richard.Greene.cllr@highland.gov.uk),  
[Allan.Henderson.cllr@highland.gov.uk](mailto:Allan.Henderson.cllr@highland.gov.uk), [Liz.MacDonald.cllr@highland.gov.uk](mailto:Liz.MacDonald.cllr@highland.gov.uk),  
[Willie.MacKay.cllr@highland.gov.uk](mailto:Willie.MacKay.cllr@highland.gov.uk), [John.Rosie2.cllr@highland.gov.uk](mailto:John.Rosie2.cllr@highland.gov.uk),  
[Glynis.Sinclair.cllr@highland.gov.uk](mailto:Glynis.Sinclair.cllr@highland.gov.uk), [Maxine.Smith.cllr@highland.gov.uk](mailto:Maxine.Smith.cllr@highland.gov.uk),  
[Jamie.Stone.cllr@highland.gov.uk](mailto:Jamie.Stone.cllr@highland.gov.uk), [Hamish.Wood.cllr@highland.gov.uk](mailto:Hamish.Wood.cllr@highland.gov.uk)  
**Subject:** TaxiTariff Review 2016

Inverness Taxi Alliance proposals for the 2016 Tariff Review

**TARIFF 1**

Flag Fall - No change

Running Mileage - Increase to £1.50 per mile, approx 10p per 118 yards

**TARIFF 2**

Flag Fall - Increase by reducing yardage. First 525 yards at £3.30

Running Mileage - No change

**TARIFF 3**

Flag Fall - No change

Running Mileage - No change

No change to all other extras and supplements.

The ITA would like a gradual move to Scottish average Tariff 1 mileage as the Highlands is regarded by all levels of politicians to have the highest cost of living. Tariff 1 average stands at approximately £1.90. The highest is £2.29 and Highland is 20p per mile adrift at the foot of the table for mainland Scotland.

The ITA does not believe a steep rise at this stage would be beneficial to the trade or the public's perception of the trade.

Looking to the future, a move towards Scottish average on Tariff 1 would absorb the costs of the inevitable move towards WAV's and ULEV's.

The ITA sees no reason to raise Tariff 2 running mileage as Highland is only slightly below Scottish average.



The reason for no change on Tariff 3 is, that apart from a rate above Scottish average, those who invest in 6-8 seat vehicles do so for a trading advantage cancelling out the extra expense.

The ITA's proposal, though minimal, is fair and logical until the issue of over provision that Susan is looking into is resolved.

This should also address some of the geographical differences presented to committee.

Constant proposals to freeze tariffs by other areas of the Highlands is an unpredictable, high risk and commercially suicidal strategy as there is a 3 year gap in addressing any arising deficiencies.

The ITA accepts the problems Highland would face in carrying out an Absolute Tariff Review, thus making the committees task more difficult.

Hopefully the ITA's proposals are seen as fair and logical in addressing some of the issues faced.

Duncan Fraser

Vice Chairman Inverness Taxi Alliance

Sent from my iPad

Culloden Ltd (Sneckie Taxis)  
Unit 5, Culloden Service Station  
1 Barn Church Road  
Culloden  
Inverness  
IV2 7WB  
Tel 01463 611 111  
enquiries@sneckietaxis.co.uk  
[www.sneckietaxis.co.uk](http://www.sneckietaxis.co.uk)

17/10/2016

Please put forward the following representation for committee meeting on 06/12/2016

### **Taxi Tariff increase**

At the very least, we seek the taxi fares to be increased by the amount required to bring the Highland taxi tariff into line with the national average fare for a running mile in Scotland.

We could argue for it to be increased even higher to the UK national average, due to the well-known fact that fuel prices have been for many years the highest in the UK up here in the Highlands, also that the Highland Council itself is one of the most expensive local authorities in Scotland when it comes to its own fees for taxi services, despite the almost non-existent taxi tariff increase of September 2015, the council in early 2016 increased its own fees to taxi operators and drivers by some 10% without any prior notice being given to the trade. One such example of the Highland Council increase was raising the taxi operators licence by £38 from £384 to £422.

Attached is an extract from a September 2016 article in a trade magazine titled "national fares table" this table shows the National average fare on Tariff 1 for a running mile to be £1.87 which is only 4% higher than the Scottish average of £1.80 per running mile. Currently the running mile charge on tariff 1 in Highland is £1.40. On tariff 2 the Scottish average is £1.97 per mile, while the national average is £2.45 per running mile. The highlands are ranked a lowly 343<sup>rd</sup> out of 365 councils listed!

As taxi operators we need a sensible increase in the tariff now it's due for review. The last increase in September 2015 saw fares only increase between 30 & 50 pence over a journey of any distance. A journey of 1 mile from city centre to Hilton increased by the amounts above and likewise a journey of 150 miles from Inverness to Edinburgh Airport increased by the same 30-50 pence. With no increase in the running mile charge over any distance in 2015, as a result, it's been almost 5 years since a proper increase in the local taxi tariff was actually implemented.

Our company must ensure we pay a living wage to our staff (in comparison to those operators renting out their operator licence and a vehicle to a driver on a self-employed/self-drive basis) We must pay employers national insurance contributions, comply with and provide work place pension contributions and pay over VAT on the taxi fares we receive. As a company we must deduct income tax directly from our employees, yet still retain enough income from the taxi fares we generate to provide for paid annual holidays, sickness benefit, trading profit etc.

Taxi operators not directly employing their drivers do not have these matters to consider when considering a possible tariff increase. Therefore, we doubt they will be shouting that loudly for a justified increase. Indeed, we think many operators will have the view that a tariff increase will merely mean a cost to them for meter recalibration, and a further fee to the council for a new taxi meter test.

### Waiting time

The current £17.50 per hour waiting time charge set by the council is a complete affront to anyone in business! That rate applies 24 hours per day 7 days per week so is clearly out of sync with Highlands other taxi tariff rates. It's also completely out of sync with every other business in this country i.e. a garage, a plumber or a maintenance engineer would charge in the region of £50 per hour for their time. Taxis waiting time should be at least the same as what they can earn on any 30-40 mph average journey. Again two of the council's charges for comparison are £95 for a taxi inspection which takes about 45 minutes and £68.52 for a meter test that takes all of 10 minutes!

Therefore, waiting time also needs to increase as a running car can take in £40-50 per hour. Any period of waiting beyond a few minutes (to allow for minor traffic hold ups) should be on a similar par, we know of no other trade or business model that would charge so little for their time or service they provide, perhaps the first few minutes could be free to help with traffic delays but multiples of 5 mins thereafter should be properly paid for.

### Surcharges

A charge needs to be introduced to the tariff sheet for customers whom wish to pay by card, the council itself charges customers for paying this way, we suggest a 5% surcharge would be reasonable taking into account that one-man band operators will probably not get very favourable rates with card companies due to low levels of card turnover involved for them.

Sickness/soiling charges should also increase to a maximum of £100 and have a compulsory sign in the vehicle to warn customers of the costs involved. When a customer soils a seat or is sick in the car the driver is usually off the road for a minimum of 2 hours to clean up and dry out the mess left. Sometimes a vehicle can be off the road for the remainder of the driver's shift.

The maximum surcharge for an outward journey should be increased significantly as its clearly wrongly priced at present. Particularly as the maximum surcharge is the same £8 price regardless of whether its 3pm or 3 am, it should be increased up to a maximum of what the standard fare would be to get you to that pick-up point. Basically however many miles you have to travel from base or town to get to the pickup point, then the normal charge to get to the passengers' final destination.

According to the current tariff sheet, if (but only if) the journey is going further away can the surcharge be applied. i.e. when a customer asks for a journey from Fortrose to travel two miles further away towards Cromarty. However, the customer on the tariff 2 rate would pay only a maximum fare of £12.30 (at the present surcharge rates) which is made up of the following £3.80 for the 2 miles travelled, 50 pence for the phone call, and £8.00 for the surcharge.

By comparison using the same example fares above, if the passenger was travelling directly from Inverness to Fortrose on tariff 2, then also travel an additional two miles beyond, it would cost approximately £32.40 for the journey when charged from Inverness or base. The surcharge should

apply regardless as to whether the customer wants to travel further away or not, because as the current fare table stands if the same example is used, and the customer being picked up in Fortrose actually wants to travel two miles closer to Inverness, then the fare could only be the first mile charge of £4.70 and a further £1.90 for the 2<sup>nd</sup> mile giving a total fare of £6.60! These fare examples above are not an economical or profitable fare for what's approximately a 27-mile round-trip for the taxi operator/driver.

Many smaller operators based in the outlying areas do not offer an out of hours' service, so customers in these areas have no choice should they require to use a taxi but to call a firm from elsewhere which operates 24 hours. Based on the current £8 surcharge the above example is asking operators to run at a significant loss! Any operator wishing to remain legal must either charge the above example of £6.60 or simply refuse such hires!

If the strict letter of law was actually followed then we consider the council (based on its current £8 surcharge) is effectively stopping residents or other customers from these areas from legally hiring a taxi, even if the customer was willing to pay £32 for a journey such as the example above, currently the driver would be breaking the law if they accepted the hire on that basis or for that fee.

### **Wheelchair Accessible Vehicles (WAV) & Possible Discrimination towards wheelchair passengers**

Based on the number of calls we get on the matter, there is currently a significant unmet demand for wheelchair accessible taxis (WAV) from members of the public.

We have a proposal to put to the authority which would go a very long way towards ensuring sufficient WAVs are made available to the public by Taxi/PHC operators.

When we ourselves can't offer the service to the customer due to a lack of our own availability we are usually asked by customers where then can they get a WAV taxi. Many people who phone us tell us they have exhausted all other options having already tried the longer established taxi companies in Inverness, so we know that other firms are also failing to provide this service.

Our proposal is that in a similar manner to the affordable housing policy of the council then all Taxi/PHC operators that hold multiple Taxi or PHC operator's licences of 4 or more, should have to have at least 25% of their fleet as WAV (to be made a condition of holding multiple licences).

The council could police this by advertising the names of taxi operators on the HC web site that hold 4 or more licenses and that should therefore have WAV available to the public and at times that suits the public. We are often told by potential customers that competitors often say they will only provide a WAV if the driver happens to be working that day, so they the customer must then phone back on the day they require a taxi to check on availability!

Hopefully Councillors and officials of the council will both agree that type of business attitude is of no service to any disabled passenger wanting to pre plan their movements. In fact, it's probably bordering on discrimination towards a disabled passenger if they are not allowed to make a forward booking for a taxi in the same manner that an able bodied member of the public would be.

Such a condition/rule as we suggest in an operator's licences would go a very long way to properly cater for the needs of wheelchair customers. It may also address concerns from some sections of the trade whom have stated that there is an over provision of taxis in the area, we can demonstrate through our example above, that in the WAV sector, there is significant unmet demand.

The council could penalise operators whom refuse to take wheelchair passengers, as it's our belief that many operators despite having several WAV on their fleet (many operators currently carry out WAV school contract work for the council) currently shy away from such bookings. Possibly they

consider it uneconomical to take wheelchair passenger's, due to the fact that the journeys are often over a short distance, and when you add on loading/unloading and properly securing down wheelchairs then it's quite time consuming to take a wheelchair passenger. Generally, it adds 10-15 minutes to even a short journey, as well as these vehicle's being in the main considerably more expensive to acquire and run.

If our suggestion of an increase in waiting time is fully endorsed by the council where drivers/operators are properly paid for their time, then people would have no excuse not to service this type of WAV work.

One further point worth raising regarding these vehicles is the council apparently have no policy in place for these type of vehicles. It would appear you can put a wheelchair vehicle on as a taxi without producing any paperwork to say that vehicle has been either professionally or properly modified by an approved vehicle modifier to carry out and allow safe accommodation of wheelchairs. Apparently there's no training procedures in place to ensure the drivers of the same are suitably qualified, checked or trained in the handling of wheelchair passengers.

Regards

Raymond Munro

Council	Tariff 1	2 Miles	Pos.	Council	Tariff 1	2 Miles
EAST CAMBRIDGESHIRE	£5.50		293	AMBER VALLEY	£5.20	
EDEN	£5.50		294	CLYDEBANK	£5.13	
EAST STAFFORDSHIRE	£5.50		295	CONGLETON	£5.10	
EPPING FOREST	£5.50		296	GATESHEAD	£5.10	
EREWASH	£5.50		297	SOUTH STAFFORDSHIRE	£5.10	
GWYNEDD	£5.50		298	WIGAN	£5.10	
HAMBLETON	£5.50		299	ALNWICK	£5.05	
HUNTINGDONSHIRE	£5.50		300	SOUTH HOLLAND	£5.05	
LANCASTER	£5.50		301	SWANSEA	£5.05	
MORAY	£5.50		302	GALDERDALE	£5.00	
OLDHAM	£5.50		303	BLYTH VALLEY	£5.00	
SHROPSHIRE	£5.50		304	CHESTERFIELD	£5.00	
SOUTH HAMS	£5.50		305	CONWY	£5.00	
STAFFORD	£5.50		306	COPELAND	£5.00	
TYNEDALE	£5.50		307	DAVENTRY	£5.00	
WANSBECK	£5.50		308	LIVERPOOL	£5.00	
GEDLING	£5.50		309	NEATH PORT TALBOT	£5.00	
BARROW IN FURNESS	£5.44		310	NORTH EAST DERBYSHIRE	£5.00	
DONCASTER	£5.40		311	PETERBOROUGH	£5.00	
CHILTERN	£5.40		312	SOUTH LANARKSHIRE(clydsle)	£5.00	
GLACKMANNAN	£5.40		313	SOUTH NORTHANTS	£5.00	
DERBY	£5.40		314	THANET	£5.00	
FAREHAM	£5.40		315	WEST LINDSEY	£5.00	
MACCLESFIELD	£5.40		316	STOKE ON TRENT JJA	£4.95	
MID SUFFOLK	£5.40		317	BRIDGEND	£4.90	
NEWARK & SHERWOOD	£5.40		318	CHORLEY	£4.90	
NORTH LINCOLNSHIRE	£5.40		319	FLINTSHIRE	£4.90	
PERTSHIRE	£5.40		320	KINGSTON-UPON-HULL	£4.90	
PERKINS & KINROSS	£5.40		321	ROSSENDALE	£4.90	
RUGBY	£5.40		322	TELFORD & WREKIN	£4.90	
SUNDERLAND	£5.40		323	WELLINGBOROUGH	£4.90	
TANDRIDGE	£5.40		324	REDDITCH	£4.88	
TRAFFORD	£5.40		325	ALLERDALE	£4.85	
WINDSOR & MAIDENHEAD	£5.40		326	ASHFIELD	£4.80	
WYCHAVON	£5.40		327	CAERPHILLY	£4.80	
KINGS LYNN & W. NORFOLK	£5.40		328	DERBYSHIRE DALES	£4.80	
BASSETLAW	£5.40		329	HAMILTON	£4.80	
RICHMONDSHIRE	£5.40		330	INVERCLYDE	£4.80	
RURY ST. EDMUNDS	£5.40		331	MANSFIELD	£4.80	
BRADFORD	£5.36		332	NORTH AYRSHIRE	£4.80	
COTSWOLD	£5.35		333	NORTH LANARKSHIRE	£4.80	
EAST DUNBARTONSHIRE	£5.34		334	ROCHDALE	£4.80	
CRAVEN	£5.30		335	ROTHERHAM	£4.80	
DUNBARTON	£5.30		336	RUTHERGLEN	£4.80	
EAST RENFREW	£5.30		337	TORFAEN	£4.80	
ENLAND	£5.30		53	BARNSELY	£4.70	
ICHFIELD	£5.30		339	BERWICK ON TWEED	£4.70	
ILTON	£5.30		340	BLACKBURN	£4.70	
ORTH EAST LINCOLNSHIRE	£5.30		341	EAST NORTHANTS	£4.70	
ORTH NORFOLK	£5.30		342	FALKIRK	£4.70	
RIBBLE VALLEY	£5.30		343	HIGHLANDS	£4.70	
IP FOREST	£5.30		344	RYNDBURN	£4.70	
ALTON	£5.30		345	WEST LANCASHIRE	£4.70	
ALE ROYAL	£5.30		346	BOLSOVER	£4.50	
LABY	£5.30		347	KORB	£4.50	
EDFORD	£5.26		348	SEFTON	£4.60	
OLTON	£5.25		349	WAKEFIELD	£4.60	
RURY	£5.24		350	BURNLEY	£4.50	
ENBIGHSHIRE	£5.20		351	MERTHYR TYDFIL	£4.50	
LLESMERE PORT	£5.20		352	REDCAR & CLEVELAND	£4.50	
ALTON	£5.20		353	ST. HELENS	£4.50	
ORTH TYNESIDE	£5.20		354	STOCKTON ON TEES	£4.50	
ONYS	£5.20		355	KIRKLEES	£4.40	
RESTON	£5.20		356	KNOWSLEY	£4.40	
HONDDA CYNON TAFF	£5.20		357	OADBY & WIGSTON	£4.40	
OUTH TYNESIDE	£5.20		358	PENDLE	£4.40	
APPS MOORLANDS	£5.20		359	AYLESBURY VALE	£4.30	
TRILING	£5.20		360	BLAENAU GWENT	£4.30	
ARRINGTON	£5.20		361	MIDDLESBROUGH	£4.30	
RRAL	£5.20		362	NEWCASTLE-U-LYME	£4.20	
YS MON	£5.20		363	WESTERN ISLES	£4.20	
REDIGION	£5.20		364	HARTLEPOOL	£4.10	
ST RIDING	£5.20		366	SOUTH KESTEVEN	£3.50	

## THE NATIONAL AVERAGE FARE

Flag at T1 is now	£2.76
Flag at T2 is now	£3.63
1 mile fare T1 is now	£3.82
1 mile fare T2 is now	£5.04
2 mile fare T1 is now	£5.79
2 mile fare T2 is now	£7.45
5 mile fare T1 is now	£11.27
5 mile fare T2 is now	£14.73
10 mile fare T1 is now	£20.71
10 mile fare T2 is now	£27.06
Running mile on T1 is now	£1.87
Running mile on T2 is now	£2.45

## AREA FARE AVERAGES

### Tariff One

	Flag	1 ml.	2 mil.	5 ml.	10 ml.	Running Mile
East Anglia	£3.03	£3.95	£5.74	£11.04	£19.92	£1.78
Midlands	£2.73	£3.70	£5.47	£10.74	£19.53	£1.76
North	£2.46	£3.52	£5.23	£10.36	£19.00	£1.72
South	£2.97	£4.25	£6.24	£12.25	£22.63	£2.01
South West	£2.72	£4.02	£6.15	£12.51	£23.18	£2.12
Scotland	£2.74	£3.55	£5.33	£10.68	£19.62	£1.80
Wales	£2.82	£3.32	£5.16	£10.65	£19.79	£1.83
Nat. Avg.	£2.76	£3.82	£5.68	£11.27	£20.71	£1.87

### Tariff Two

	Flag	1 ml.	2 mil.	5 ml.	10 ml.	Running Mile
East Anglia	£3.95	£5.10	£7.39	£14.24	£25.65	£2.28
Midlands	£3.63	£4.90	£7.24	£14.10	£26.14	£2.34
North	£3.05	£4.37	£6.55	£13.09	£24.00	£2.19
South	£4.08	£5.86	£8.68	£16.83	£30.84	£2.76
South West	£3.76	£5.44	£8.29	£16.91	£31.27	£2.87
Scotland	£3.44	£4.34	£6.31	£12.21	£22.05	£1.97
Wales	£3.57	£4.20	£6.58	£13.66	£25.46	£2.36
Nat. Avg.	£3.63	£5.04	£7.45	£14.73	£27.06	£2.45

For full tables see  
[www.phtm.co.uk](http://www.phtm.co.uk) / [www.npha.org.uk](http://www.npha.org.uk)

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PHILIPPOD SAVE £1,000 ON AUTO



Appendix 4

Current Tariff

CURRENT TARIFF	Currentg Tariff 1	Current Tariff 2	Current Tariff 3
1st Drop (Yds)	785	560	444
2nd Drop (Yds)	130	92	74
1st Drop Cost	£ 3.00	£ 3.30	£ 3.90
2nd Drop Cost	£ 0.10	£ 0.10	£ 0.10
Approximate Cost per additional Mile	£ 1.35	£ 1.91	£ 2.38
Actual Cost for 1st Mile	£ 3.80	£ 4.70	£ 5.70
Actual Cost for 2 Miles	£ 5.20	£ 6.60	£ 8.10
Actual Cost for 3 Miles	£ 6.50	£ 8.50	£ 10.50
Actual Cost for 4 Miles	£ 7.90	£ 10.40	£ 12.90
Actual Cost for 5 Miles	£ 9.20	£ 12.30	£ 15.20
Actual Cost for 10 Miles	£ 16.00	£ 21.90	£ 27.10
Actual Cost for 15 Miles	£ 22.80	£ 31.40	£ 39.00
Actual Cost for 20 Miles	£ 29.50	£ 41.00	£ 50.90
Actual Cost for 30 Miles	£ 43.10	£ 60.10	£ 74.70
Actual Cost for 40 Miles	£ 56.60	£ 79.30	£ 98.50
Actual Cost for 50 Miles	£ 70.10	£ 98.40	£ 122.30
Actual Cost for 100 Miles	£ 137.80	£ 194.00	£ 241.20



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)	690	12.1%	493	12.0%	391	11.9%
2nd Drop (Yds)	116	10.8%	82	10.9%	66	10.8%
1st Drop Cost	£ 3.00	0.0%	£ 3.30	0.0%	£ 3.90	0.0%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.52	12.1%	£ 2.15	12.2%	£ 2.67	12.1%
Actual Cost for 1st Mile	£ 4.00	5.3%	£ 4.90	4.3%	£ 6.00	5.3%
Actual Cost for 2 Miles	£ 5.50	5.8%	£ 7.00	6.1%	£ 8.70	7.4%
Actual Cost for 3 Miles	£ 7.00	7.7%	£ 9.20	8.2%	£ 11.40	8.6%
Actual Cost for 4 Miles	£ 8.50	7.6%	£ 11.30	8.7%	£ 14.00	8.5%
Actual Cost for 5 Miles	£ 10.00	8.7%	£ 13.50	9.8%	£ 16.70	9.9%
Actual Cost for 10 Miles	£ 17.60	10.0%	£ 24.20	10.5%	£ 30.00	10.7%
Actual Cost for 15 Miles	£ 25.20	10.5%	£ 34.90	11.1%	£ 43.40	11.3%
Actual Cost for 20 Miles	£ 32.80	11.2%	£ 45.70	11.5%	£ 56.70	11.4%
Actual Cost for 30 Miles	£ 48.00	11.4%	£ 67.10	11.6%	£ 83.40	11.6%
Actual Cost for 40 Miles	£ 63.10	11.5%	£ 88.60	11.7%	£ 110.00	11.7%
Actual Cost for 50 Miles	£ 78.30	11.7%	£ 110.10	11.9%	£ 136.70	11.8%
Actual Cost for 100 Miles	£ 154.20	11.9%	£ 217.40	12.1%	£ 270.00	11.9%
Average Increase over 1 - 100 Miles		9.4%		9.8%		10.0%

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)	785	0.0%	525	6.3%	444	0.0%
2nd Drop (Yds)	118	9.2%	92	0.0%	74	0.0%
1st Drop Cost	£ 3.00	0.0%	£ 3.30	0.0%	£ 3.90	0.0%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.49	10.2%	£ 1.91	0.0%	£ 2.38	0.0%
Actual Cost for 1st Mile	£ 3.90	2.6%	£ 4.70	0.0%	£ 5.70	0.0%
Actual Cost for 2 Miles	£ 5.40	3.8%	£ 6.60	0.0%	£ 8.10	0.0%
Actual Cost for 3 Miles	£ 6.90	6.2%	£ 8.50	0.0%	£ 10.50	0.0%
Actual Cost for 4 Miles	£ 8.40	6.3%	£ 10.40	0.0%	£ 12.90	0.0%
Actual Cost for 5 Miles	£ 9.80	6.5%	£ 12.30	0.0%	£ 15.20	0.0%
Actual Cost for 10 Miles	£ 17.30	8.1%	£ 21.90	0.0%	£ 27.10	0.0%
Actual Cost for 15 Miles	£ 24.80	8.8%	£ 31.50	0.3%	£ 39.00	0.0%
Actual Cost for 20 Miles	£ 32.20	9.2%	£ 41.00	0.0%	£ 50.90	0.0%
Actual Cost for 30 Miles	£ 47.10	9.3%	£ 60.20	0.2%	£ 74.70	0.0%
Actual Cost for 40 Miles	£ 62.00	9.5%	£ 79.30	0.0%	£ 98.50	0.0%
Actual Cost for 50 Miles	£ 77.00	9.8%	£ 98.40	0.0%	£ 122.30	0.0%
Actual Cost for 100 Miles	£ 151.50	9.9%	£ 194.10	0.1%	£ 241.20	0.0%
Average Increase over 1 - 100 Miles		7.5%		0.0%		0.0%

Sneekie Taxis - National Average

<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)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	94	27.7%	72	21.7%	74	0.0%
1st Drop Cost	£ 3.00	0.0%	£ 3.60	9.1%	£ 3.90	0.0%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.87	38.3%	£ 2.44	27.8%	£ 2.38	0.0%
Actual Cost for 1st Mile	£ 4.10	7.9%	£ 5.30	12.8%	£ 5.70	0.0%
Actual Cost for 2 Miles	£ 6.00	15.4%	£ 7.80	18.2%	£ 8.10	0.0%
Actual Cost for 3 Miles	£ 7.80	20.0%	£ 10.20	20.0%	£ 10.50	0.0%
Actual Cost for 4 Miles	£ 9.70	22.8%	£ 12.70	22.1%	£ 12.90	0.0%
Actual Cost for 5 Miles	£ 11.60	26.1%	£ 15.10	22.8%	£ 15.20	0.0%
Actual Cost for 10 Miles	£ 20.90	30.6%	£ 27.30	24.7%	£ 27.10	0.0%
Actual Cost for 15 Miles	£ 30.30	32.9%	£ 39.50	25.8%	£ 39.00	0.0%
Actual Cost for 20 Miles	£ 39.70	34.6%	£ 51.80	26.3%	£ 50.90	0.0%
Actual Cost for 30 Miles	£ 58.40	35.5%	£ 76.20	26.8%	£ 74.70	0.0%
Actual Cost for 40 Miles	£ 77.10	36.2%	£ 100.70	27.0%	£ 98.50	0.0%
Actual Cost for 50 Miles	£ 95.80	36.7%	£ 125.10	27.1%	£ 122.30	0.0%
Actual Cost for 100 Miles	£ 189.40	37.4%	£ 247.30	27.5%	£ 241.20	0.0%
<b>Average Increase over 1 - 100 Miles</b>		<b>28.0%</b>		<b>23.4%</b>		<b>0.0%</b>

Sneekie Taxis - Scottish Average

<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)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	98	24.6%	90	2.2%	74	0.0%
1st Drop Cost	£ 3.00	0.0%	£ 3.40	3.0%	£ 3.90	0.0%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.80	32.7%	£ 1.96	2.2%	£ 2.38	0.0%
Actual Cost for 1st Mile	£ 4.00	5.3%	£ 4.80	2.1%	£ 5.70	0.0%
Actual Cost for 2 Miles	£ 5.80	11.5%	£ 6.70	1.5%	£ 8.10	0.0%
Actual Cost for 3 Miles	£ 7.60	16.9%	£ 8.70	2.4%	£ 10.50	0.0%
Actual Cost for 4 Miles	£ 9.40	19.0%	£ 10.70	2.9%	£ 12.90	0.0%
Actual Cost for 5 Miles	£ 11.20	21.7%	£ 12.60	2.4%	£ 15.20	0.0%
Actual Cost for 10 Miles	£ 20.20	26.3%	£ 22.40	2.3%	£ 27.10	0.0%
Actual Cost for 15 Miles	£ 29.20	28.1%	£ 32.20	2.5%	£ 39.00	0.0%
Actual Cost for 20 Miles	£ 38.20	29.5%	£ 41.90	2.2%	£ 50.90	0.0%
Actual Cost for 30 Miles	£ 56.10	30.2%	£ 61.50	2.3%	£ 74.70	0.0%
Actual Cost for 40 Miles	£ 74.10	30.9%	£ 81.10	2.3%	£ 98.50	0.0%
Actual Cost for 50 Miles	£ 92.00	31.2%	£ 100.60	2.2%	£ 122.30	0.0%
Actual Cost for 100 Miles	£ 181.80	31.9%	£ 198.40	2.3%	£ 241.20	0.0%
<b>Average Increase over 1 - 100 Miles</b>		<b>23.5%</b>		<b>2.3%</b>		<b>0.0%</b>

### Tariff 1

	Current Tariff	Dingwall Operator Proposed Tariff	Inverness Taxi Alliance proposed tariff	Sneekie Taxis (Scottish Average) proposed tariff	Sneekie Taxis (National Average) proposed tariff
Flag Amount	£3.00	£3.00	£3.00	£3.00	£3.00
1 mile	£ 3.80	£ 4.00	£ 3.90	£ 4.00	£ 4.10
2 miles	£ 5.20	£ 5.50	£ 5.40	£ 5.80	£ 6.00
3 miles	£ 6.50	£ 7.00	£ 6.90	£ 7.60	£ 7.80
4 miles	£ 7.90	£ 8.50	£ 8.40	£ 9.40	£ 9.70
5 miles	£ 9.20	£ 10.00	£ 9.80	£ 11.20	£ 11.60
10 miles	£ 16.00	£ 17.60	£ 17.30	£ 20.20	£ 20.90
15 miles	£ 22.80	£ 25.20	£ 24.80	£ 29.20	£ 30.30
20 miles	£ 29.50	£ 32.80	£ 32.20	£ 38.20	£ 39.70
30 miles	£ 43.10	£ 48.00	£ 47.10	£ 56.10	£ 58.40
40 miles	£ 56.60	£ 63.10	£ 62.00	£ 74.10	£ 77.10
50 miles	£ 70.10	£ 78.30	£ 77.00	£ 92.00	£ 95.80
100 miles	£ 137.80	£ 154.20	£ 151.50	£ 181.80	£ 189.40

### Tariff 2

	Current Tariff	Dingwall Proposed Tariff	ITA proposed tariff	Sneekie Taxis (Scottish Average) proposed tariff	Sneekie Taxis(National Average) proposed tariff
Flag Amount	£3.30	£3.30	£3.30	£3.40	£3.60
1 mile	£ 4.70	£ 4.90	£ 4.70	£ 4.80	£ 5.30
2 miles	£ 6.60	£ 7.00	£ 6.60	£ 6.70	£ 7.80
3 miles	£ 8.50	£ 9.20	£ 8.50	£ 8.70	£ 10.20
4 miles	£ 10.40	£ 11.30	£ 10.40	£ 10.70	£ 12.70
5 miles	£ 12.30	£ 13.50	£ 12.30	£ 12.60	£ 15.10
10 miles	£ 21.90	£ 24.20	£ 21.90	£ 22.40	£ 27.30
15 miles	£ 31.40	£ 34.90	£ 31.50	£ 32.20	£ 39.50
20 miles	£ 41.00	£ 45.70	£ 41.00	£ 41.90	£ 51.80
30 miles	£ 60.10	£ 67.10	£ 60.20	£ 61.50	£ 76.20
40 miles	£ 79.30	£ 88.60	£ 79.30	£ 81.10	£ 100.70
50 miles	£ 98.40	£ 110.10	£ 98.40	£ 100.60	£ 125.10
100 miles	£ 194.00	£ 217.40	£ 194.10	£ 198.40	£ 247.30

**Waiting time**

- Consider increasing this from the current £17.50 per hour to between £40 and £50 per hour.

**Card payment fee**

- Add a notice to the tariff sheet advising that it is admissible for an additional charge to be made for customers who wish to pay by debit or credit card and that the amount of any such charge is at the discretion of the operator.

**Soiling charge**

- Consider increasing this from a maximum of £60 to a maximum of £100.

**Outward journey supplementary booking charge (for hires commencing 3 miles or more away from stance/base)**

- Consider significantly increasing the maximum surcharge for an outward journey (currently a maximum of £8). It should be increased up to a maximum of what the standard fare would be to get you to that pick-up point. Basically, the charge should be however many miles you have to travel from base or town to get to the pickup point, then the normal charge to get to the passengers' final destination.
- According to the current tariff sheet, if (but only if) the journey is going further away from the stance/base can the surcharge be applied. i.e. when a customer asks for an Inverness taxi to takehim/her from Fortrose to two miles further away towards Cromarty. However, the customer on the tariff 2 rate would pay only a maximum fare of £12.30 (at the present surcharge rates) which is made up of the following £3.80 for the 2 miles travelled, 50 pence for the phone call, and £8.00 for the surcharge.
- The surcharge should apply regardless as to whether the customer wants to travel further away or not.

## Waiting Times

## Appendix 6

	Waiting time	Per Hour
Aberdeen City	£23 per hour	£23.00
Aberdeenshire	10p per 10 seconds	£36.00
Angus	10p per 15 seconds	£24.00
Argyle & Bute	30p per minute	£18.00
Clackmannanshire	First 3 minutes free, each additional minute or part thereof - 40p	£24.00
Dumfries and Galloway	35p per 2 minutes	£10.50
Dundee	Tariff 1: Initial 169 seconds - £2.98. Thereafter 15p for 42 seconds	£15.00
	Tariff 2: Initial 169 seconds - £3.28. Thereafter 16p for 42 seconds	£16.00
	Tariff 3: Initial 169 seconds - £3.58. Thereafter 18p for 42 seconds	£18.00
	Tariff 4: Initial 169 seconds - £4.17. Thereafter 21p for 42 seconds	£21.00
East Ayrshire	After initial period of 5 mins, each period of 5 mins (or part thereof) £1.80	£21.60
East Dumbarton	20p per 44 seconds	£16.36
East Renfrewshire	18p per 36 seconds	£18.00
East Lothian	20p per 40 seconds	£18.00
Edinburgh	Tariff 1: Initial 105 seconds - £2.10. Thereafter 25p for 40 seconds	£24.00
	Tariff 2: Initial 105 seconds - £3.10. Thereafter 25p for 40 seconds	£25.00
	Tariff 3: Initial 105 seconds - £3.10. Thereafter 35p for 40 seconds	£34.00
	Tariff 4: Initial 105 seconds - £4.10. Thereafter 45p for 40 seconds	£43.00

Fife	20p for 48 seconds	£15.00
Moray	£20 per hour. 5 minutes after customer informed of arrival of taxi	£20.00
Orkney	£27.00 per hour	£27.00
Scottish Borders	After 60 seconds each 35 seconds	
	10p – 1 to 4 passengers	£10.28
	15p – 5 to 8 passengers	£15.42
South Ayrshire	20p per 48 seconds	£15.00
Stirling	First 3 mins free 20p per minute thereafter	£11.40
West Lothian	Tariff 1: Initial 43 seconds - £2.60. Thereafter 20p for 43 seconds	£19.00
	Tariff 2: Initial 43 seconds - £3.00. Thereafter 20p for 43 seconds	£19.50
	Tariff 3: Initial 43 seconds - £3.90. Thereafter 30p for 43 seconds	£28.70



## Soiling charge

	<b>Soiling charge</b>
Aberdeen City	£50
Aberdeenshire	£50
Angus	£60
Argyll and Bute	£100
Clackmannanshire	£60
Dumfries and Galloway	£50
Dundee	£50
East Ayrshire	£50
East Dumbartonshire	£25
East Lothian	£100
East Renfrewshire	£40
Edinburgh	£50
Fife	£40
Moray	£100
Orkney	£120
Scottish Borders	£70
South Ayrshire	£60
Stirling	£40
West Lothian	£25

## 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 at <u>20,000 miles per year</u>	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile at <u>20,000 miles per year</u>	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 at <u>30,000 miles per year</u>	2014 Purchase price of car when new	2014 Total standing and running costs <sup>2</sup> as pence per mile at <u>30,000 miles per year</u>	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

## Average Fuel Prices – November 2016

	Unleaded Petrol	Diesel
Aviemore	118.9	121.9
Dingwall	115.9	117.4
Dornoch	118.9	120.9
Fort William	118.4	120.4
Inverness	115.8	117.8
Portree	116.4	117.9
Wick	113.9	117.9

Figures obtained from [www.petrolprices.com](http://www.petrolprices.com) – November 2016