

The Highland Licensing Committee

Meeting - 7 February 2017

Agenda Item	6
Report No	HLC/007/17

Review of taxi tariff 2016/17

Report by the Principal Solicitor – Regulatory Services

Summary

This report provides the Committee with details of the responses received following public advertisement of the proposed revised scale of the maximum fares that can be charged by taxis and private hire cars fitted with taxi meters.

1.0 Background

1.1 At the meeting of the Highland Licensing Committee held on 6 December 2016, Members undertook a review of the current scale of maximum fares and charges for taxis and private hire cars fitted with taxi meters. The Committee agreed to propose the following draft changes to the tariff:

- Increase the running mileage from £1.40 to £1.50 per mile. This was done by reducing the subsequent yardage from 130 yards (per 10p) to 118 yards (per 10p).
- Increase the waiting time from £18.00 per hour to £25.00 per hour.
- Introduce a notice of the charge for payment by credit card. This charge can be no higher than the fee directly charged to the operator for using that credit card to take payment. This charge may only be demanded if the customer is informed of the amount at the time of booking or before the journey commences.
- Increase the soiling charge from a maximum of £60.00 to a maximum of £100.00.
- Amend the outward journey supplementary booking charge 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). The maximum charge shall be the actual cost at the Tariff 1 rate of travelling between the starting location of the taxi or the location of the taxi base (as the case may be) and the pick-up point or drop-off point, whichever is the closer to the taxi or taxi base. This booking charge is in addition to the fare chargeable at the appropriate tariff for the journey from the pick-up point to the drop-off point. This charge may only be demanded if the customer is informed of the amount of the charge at the time of booking.

1.2 A copy of the current tariff is attached as Appendix 1 of the report.

1.3 A copy of the proposed tariff as agreed by the Licensing Committee on 6 December 2016 is attached in Appendix 2.

1.4 In accordance with the Civic Government (Scotland) Act 1982, the proposed scale was advertised and responses requested to be submitted to the Council by 10 January 2017.

2.0 Representations received

2.1 The following representations have been received a copy of which are attached in Appendix 3:

- Sneckie Taxis
- Inverness Taxi Alliance

2.2 For Members information the comparison tables which were provided in the report considered by the Committee at its meeting held on 6 December 2016 are re-circulated in Appendix 4 of this report.

3.0 Further information

3.1 Appendix 5 provides details of the waiting times and soiling charges for other Scottish licensing authorities.

3.2 Appendix 6 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 7.

4.0 Card payments

4.1 Further to the representation received from Sneckie taxis (detailed in Appendix 3), who have concerns that the proposed wording of the section relating to card payments would be unworkable, consultation was undertaken with the Council's Trading Standards Service in relation to this.

4.2 If the taxi operator/driver of a taxi or PHC has a debit/credit card machine they will have a contract or agreement with whoever provides their card machine in which the amount charged by the company for each card transaction would be detailed. This charge can then be passed onto the customer if they wish to make payment by this method. The operator/driver does not therefore require to know the transaction fee for each type of card as they are only permitted to recover the charge in which they incur from their card machine provider.

4.3 In the report which the Licensing Committee considered on 6 December 2016 the reference to card payments was in relation to credit cards only, however it is also recognised that operators/drivers may also be charged by their card machine company for receiving payments by debit card. It is therefore suggested that Members agree to amend the draft tariff to include reference to both debit and credit cards. This is also consistent with some other Scottish Councils who specify both within their tariffs.

5.0 Additional information

5.1 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.

5.2 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.

6.0 Implementation

6.1 The next step in this process will be for the Committee to consider the representations received, all other information before it and any further submissions which any taxi operator attending the meeting may make to the Committee at the meeting and thereafter agree a final tariff. In accordance with the Act, a letter will be sent to all taxi operators advising them of the outcome and of their right of appeal to the Traffic Commissioner within 14 days of the date of the meeting. If no appeal is lodged an advert will be inserted in a local paper informing the public of the new tariff and its commencement date.

6.2 Should an appeal be submitted to the Traffic Commissioner this will have the effect of suspending the decision of the Council and the tariff will effectively be on hold, with the original tariff remaining in operation meantime.

7.0 Implementation date

7.1 It is suggested that the implementation date be 27 March 2017. This is to ensure that the advert which requires to be placed in the press (at least 7 days prior to the tariff coming into effect) can be done following confirmation of no appeal (if this is the case). It will also afford the taxi operators time in which to arrange for their meters to be recalibrated, if required.

8.0 Recommendation

The Committee are invited to:

- (i) consider the representations received following advertisement of the proposed tariff, all other further information before it and any submission which any taxi operator attending the meeting may make to the Committee at the meeting and thereafter agree a final tariff
- (ii) agree that any revised tariff will take effect from 27 March 2017, subject to any appeal being lodged as per 4.1 of the report.

Date: 20 January 2017
Author: Michael Elsey

Appendix 1: Copy of current tariff.

Appendix 2: Copy of proposed tariff as agreed by HLC on 6 December 2016.

Appendix 3: Copy of representations received.

Appendix 4: Comparison table.

Appendix 5: Details of the waiting times and soiling charges for other Scottish Councils.

Appendix 6: Details of the latest available AA motoring costs figures and shows increases/decreases in estimated running costs between 2011 and 2014.

Appendix 7: Details of current fuel prices.

THE HIGHLAND COUNCIL

TAXI FARES

With effect from midnight 28th 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 2nd 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

THE HIGHLAND COUNCIL

REVIEW OF TAXI FARES

In accordance with the requirements of the Civic Government (Scotland) Act 1982, the Highland Council is reviewing the maximum level of charges for the hire of Taxis or Private Hire Cars fitted with Taxi Meters.

It is proposed that with effect from 27 March 2017, the maximum fares will be as follows:-

Tariff 1;

- For the first 785 yards or part; or
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above £3.00
- For each additional 118 yards or part; or
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above .10p

General effect – the price of a hire £3.90 for the first mile plus £1.50p per mile thereafter plus extras*

Tariff 2; applies on Good Friday, Easter Monday and May Day and between **9.00pm and 7.00 a.m. 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
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above £ 3.30
- For each additional 92 yards or part
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above .10p

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- For the first 444 yards or part
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above £ 3.90
- For each additional 74 yards or part
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above .10p

General effect – the price of a hire £5.70 for the first mile plus £2.40 per mile thereafter plus extras*

*Extra Charges

- Booking ahead e.g. by telephone 50p
- Any bridge tolls or ferry charges, where applicable.
- Payment by credit card – this charge can be no higher than the fee directly charged to the operator for using that credit card to take payment. This charge may only be demanded if the customer is informed of the amount at the time of booking or before the journey commences.

In addition, provision has been made for a supplementary booking charge 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). The maximum charge shall be the actual cost at the Tariff 1 rate of travelling between the starting location of the taxi or the location of the taxi base (as the case may be) and the pick-up point or drop-off point, whichever is the closer to the taxi or taxi base. This booking charge is in addition to the fare chargeable at the appropriate tariff for the journey from the pick-up point to the drop-off point. 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 £100.00 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.

General effect of proposed changes

For tariff 1 the price of the first mile to be increased from £3.80 to £3.90 and the price per mile thereafter to be increased from £1.40 to £1.50p.

Waiting time to be increased from £18.00 per hour to £25.00 per hour.

Soiling charge to be increased from a maximum of £60.00 to a maximum of £100.00.

Provision for a charge to be made where the customer is paying by credit card.

The supplementary booking charge to be amended as detailed above.

Despite the fact there has been no increase to the running mile fare in the last 5 years The Highland Council has decided to endorse the Inverness Taxi Alliance (ITA) recommendations of a 10p per running mile increase for tariff 1 only.

ITA also suggested in their letter to the council a miniscule 10 pence increase for any journey on tariff 2. That particular 10p increase is regardless of the length of the journey travelled not the running mile! ITA also suggested THERE SHOULD BE NO OTHER CHANGES TO ANY OF THE CURRENT HIGHLAND TAXI TARIFFS!!!

We the undersigned don't believe (as it has not been evidenced) that the above recommendations are a fair or true representation of all ITA members' views far less Highland wide taxi operators in general!!! Therefore, we wish to object to the 2 proposals mentioned above as advertised in 12th December 2016 issue of the P&J.

Sneckie taxis on the other hand proposed that the Highland running mile on all 3 existing tariffs was brought into line with either the Scottish or UK averages because we can see no reason (particularly when Highland Council charge far more to drivers/operators here than councils elsewhere) why tariff 1 should be proposed to be as little as £1.50 per mile in Highland, while our nearest neighboring councils of Moray and Aberdeenshire charge £2.20 per that same running mile.

We are aware some drivers/operators (particularly from outlying areas) are opposed to any increase in charges put forward, however, tariffs set will be maximum prices with anyone free to charge less if they so wish.

Sneckie also suggested that there should be an increase in surcharges, waiting time, and a charge introduced to cover payment card charge but the proposal put forward by the council for card payment highlighted below must be strongly opposed as it's going to be completely unworkable lawfully and will lead to taxi customers been unable to pay by card.

this charge can be no higher than the fee directly charged to the operator for using that credit card to take payment. This charge may only be demanded if the customer is informed of the amount at the time of booking or before the journey commences.

NAME	SIGNATURE	DATE
		29/12/16
		29/12/16
		29/12/16
		29/12/16
		29/12/16

NAME	SIGNATURE	DATE
[REDACTED]		29/12/16
		30/12/16
		31/1/17
		3/1/17
		3/1/2017
		3/1/2017
		3/1/2017
		3/1/2017
		4/1/17
		4/1/17.
		5/1/17
		9/1/17.
		9/1/17

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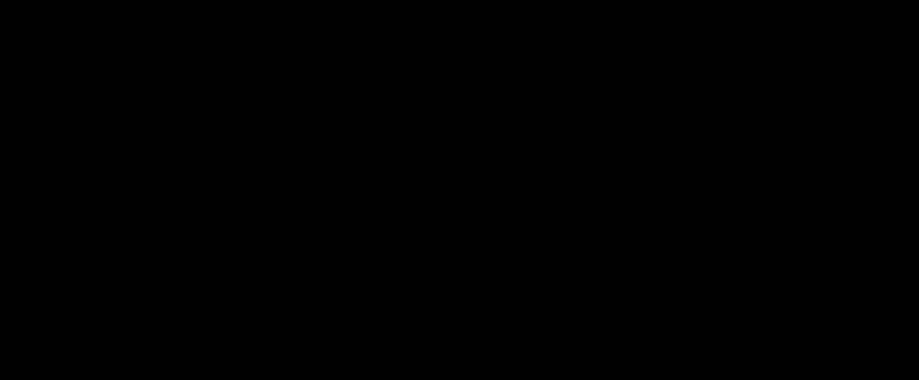
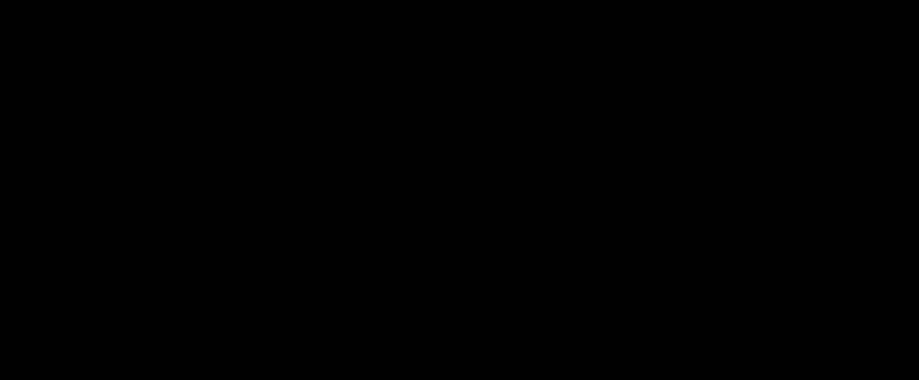
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NAME	SIGNATURE	DATE
		8/11/17
		8/11/17
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		8/11/17
		9-1-17

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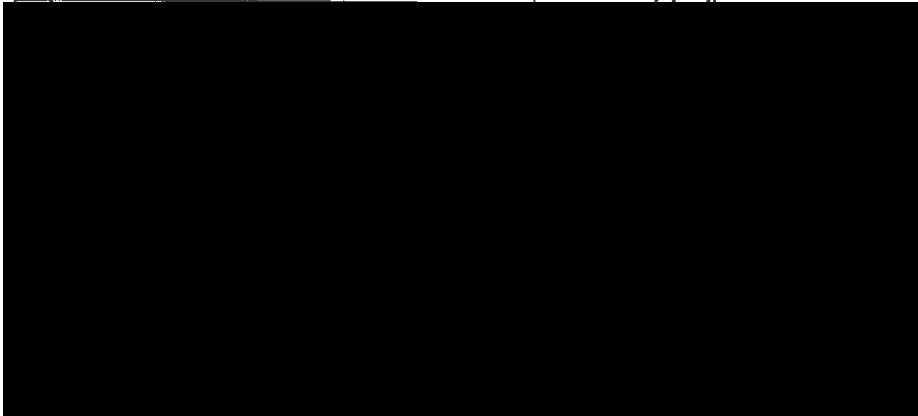

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NAME	SIGNATURE	DATE
		28/12/16
		9/1/17
		9/1/17
		9/1/17

Michael Elsey

From: Duncan D Fraser <[REDACTED]>
Sent: 09 January 2017 12:23
To: Michael Elsey
Subject: Re: Taxi Tariff Review 2016/17

Hi Mike

Thank you for your response to the I.T.A. Proposal.

You're right, some clarity would be clearer as to our proposal.

The Outward Journey Supplement has always been an area of contention. Could maybe be re-worded as Away From Base Extra or similar as it comes into effect For inward journeys.

The O.J.S. is one of the issues our members receive complaints about.
During the last Tariff Review you received concerns from a woman living in the Grantown area.

The issue concerning drivers is of course the number of unpaid miles taken during the hire.

In the example I gave of (Tariff 1) Cromarty to Fortrose, the loss due to unpaid or dead miles is from Fortrose to Inverness as would be the same from Fortrose to Cromarty.

To put the meter on from Inverness to Cromarty continuing on to Fortrose would add up to £52.00.
Our members have reported many examples of this kind on different routes.

This would be extremely unfair to rural commuters and open to immoral profiteering.

By limiting the O.J.S. to £10 on all Tariffs, any possible losses would be minimal.

The meter can accommodate the extra on view separately on arrival.

A suggestion that all O.J.S. journeys are issued a receipt would give the public some accountability and reassurance.

Duncan
I.T. A - V.C

Sent from my iPad

On 9 Jan 2017, at 09:53, Michael Elsey <Michael.Elsey@highland.gov.uk> wrote:

Hello Duncan

Thanks for your e-mail below.

Could you please provide a bit more clarification in relation to the example highlighted below.

I look forward to hearing from you.

Regards

Mike Elsey

Michael Elsey,
Senior Licensing Officer
Highland Council,
Town House,
Inverness, IV1 1JJ
Tel: (01463) 785098
e-mail: michael.elsey@highland.gov.uk

From: Duncan D Fraser [REDACTED]
Sent: 05 January 2017 13:13
To: Michael Elsey
Subject: Fwd: Taxi Tariff Review 2016/17

Sent from my iPad

Begin forwarded message:

From: Duncan D Fraser [REDACTED]
Date: 5 January 2017 13:10:37 GMT
To: Ian.Cockburn.cllr@highland.gov.uk, Allan.Duffy.cllr@highland.gov.uk,
Craig.Fraser.cllr@highland.gov.uk, Richard.Greene.cllr@highland.gov.uk,
Allan.Henderson.cllr@highland.gov.uk,
Liz.MacDonald.cllr@highland.gov.uk, Willie.MacKay.cllr@highland.gov.uk,
John.Rosie2.cllr@highland.gov.uk, Glynis.Sinclair.cllr@highland.gov.uk,
Maxine.Smith.cllr@highland.gov.uk, Jamie.Stone.cllr@highland.gov.uk,
Hamish.Wood.cllr@highland.gov.uk
Subject: Taxi Tariff Review 2016/17

Dear Councillor

Having consulted with its members the Inverness Taxi Alliance would like to propose an amendment to the Outward Journey Supplement.

The I.T.A. propose the O.J.S. Conditions to remain the same but raising the limit to £10.00.

An example from Sneckie Taxis at the Sub Group meeting gave Cromarty to Fortrose as an example.

Tariff 1 : Inverness to Cromarty at present is £37.00, Inverness to Fortrose is £22.00

By raising the maximum to £10.00 & continuing to exclude the first 3 miles there is very little difference in dead miles.

Considering the discounts offered by most radio companies this seems to be a sledgehammer to kill a mouse solution. The I.T.A. is of the opinion that their proposal is a fairer solution.

The I.T.A. is of the opinion that the present proposal will disenfranchise rural commuters.

The I.T.A. is of the opinion that this would damage an already poor public perception of the trade.

Of course, should Inverness have it's own licencing zone, rural areas are likely to be better served by taxis from their own zone who at present operate in Inverness.

This would also give these areas the opportunity to review their own Tariffs.

Duncan Fraser

Vice - Chairman, Inverness Taxi Alliance

Sent from my iPad

Unless related to the business of The Highland Council, the views or opinions expressed within this e-mail are those of the sender and do not necessarily reflect those of The Highland Council, or associated bodies, nor does this e-mail form part of any contract unless so stated.

Mura h-eil na beachdan a tha air an cur an cèill sa phost-d seo a' buntainn ri gnothachas Chomhairle na Gàidhealtachd, 's ann leis an neach fhèin a chuir air falbh e a tha iad, is chan eil iad an-còmhnaidh a' riochdachadh beachdan na Comhairle, no buidhnean buntainneach, agus chan eil am post-d seo na phàirt de chunradh sam bith mura h-eil sin air innse.

**Listening * Open * Valuing * Improving * Supporting * Partnering * Delivering
Èisteachd * Fosgailte * Luach * Leasachadh * Taic * Com-pàirteachas * Libhrigeadh**

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

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
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

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
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

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
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%
Average Increase over 1 - 100 Miles		28.0%		23.4%		0.0%

Sneekie Taxis - Scottish Average

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
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%
Average Increase over 1 - 100 Miles		23.5%		2.3%		0.0%

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 Times

Appendix 5

	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 Tariff 2: Initial 169 seconds - £3.28. Thereafter 16p for 42 seconds Tariff 3: Initial 169 seconds - £3.58. Thereafter 18p for 42 seconds Tariff 4: Initial 169 seconds - £4.17. Thereafter 21p for 42 seconds	£15.00 £16.00 £18.00 £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

	Soiling charge
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 ¹ 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 ² 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 ¹ 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 ² 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%

¹. 2011 costs include petrol at 133.3 pence per litre

². 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 ¹ 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 ² 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 ¹ 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 ² 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%

¹: 2011 costs include diesel at 130.7 pence per litre

²: 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 – November 2016