

Agenda item	<b>14</b>
Report no	<b>HLC/037/18</b>

**THE HIGHLAND COUNCIL**

**Committee:** THE HIGHLAND LICENSING COMMITTEE

**Date:** 15 May 2018

**Report title:** Review of taxi tariff 2018

**Report by:** The Principal Solicitor – Regulatory Services

**1. Purpose/Executive summary**

- 1.1** This report relates to the statutory requirement to undertake, and complete, a review of the Council's taxi tariff within 18 months of the current tariff coming into effect.

**2. Recommendation**

- 2.1** This report invites the Committee to consider the information contained in the report and any further submissions made to the Committee by taxi operators attending the meeting and then agree a draft tariff for public consultation.

### **3. Background**

**3.1** 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**.

**3.2** The following information indicates the variations made to the tariff at the last five 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.

**2016/2017** – The price of the first mile for tariff 1 was increased from £3.80 to £4.00 and the price per mile thereafter was increased from £1.40 to £1.80p.

The waiting time was increased from £18.00 per hour to £25.00 per hour.

The soiling charge increased from a maximum of £60.00 to a maximum of £100.00.

Provision for a charge was introduced where the customer is paying by debit or credit card (note, however, that surcharging for payments by debit or credit card subsequently became unlawful and is no longer practised).

The supplementary booking charge to compensate for the cost of the outward journey for hires commencing 3 miles or more away from the taxi or taxi base (whichever is nearer) was amended to reflect the actual cost, at the tariff applicable at the time, of travelling to pick up the customer.

### **4.0 Statutory process for reviewing the tariff**

**4.1** 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.

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

## **5.0 Representations from the taxi trade**

**5.1** In compliance with the pre-review consultation requirements set out in Section 17(3)(a) of the Act, in April 2018 the Highland Licensing Committee's Taxi/PHC Sub Group held meetings with the taxi/PHC trade in Dingwall, Fort William, Inverness and Wick. 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 15 May and 7 August 2018.

**5.2** 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**.

### **5.3 Dingwall – Mr Charles Cumming**

- Tariff 1 – Flag fall amount should be increased from £3.00 to £3.50. Yardages should stay the same so that the cost for each additional mile (currently £1.80 per mile) remains unchanged.
- Tariff 2 – Flag fall amount should be increased from £3.30 to £4.00. Additional yardage should be amended so that the cost of each additional mile for tariff 2 is 1¼ that of Tariff 1 (which would take it from £1.90 to £2.25 per mile).
- Tariff 3 - Flag fall amount should be increased from £3.90 to £4.50. Additional yardage should be amended so that the cost of each additional mile for tariff 3 is 1½ that of Tariff 1 (which would take it from £2.40 to £2.70).
- The extra 'booking ahead e.g. by telephone' charge should be increased from 50p to £1.00.

Mr Cumming felt that the distinction between Tariff 1 and the two higher tariffs had been eroded over the years since Tariffs 2 and 3 had last been increased and that these two tariffs no longer reflected the higher rate of pay (such as time and a quarter or time and a half) which operators are likely to require to pay their employed drivers during the periods when these two tariffs apply. He believed that this was largely the reason why there was now no 24 hour taxi service in the Dingwall area. There was no incentive for operators to provide such a service.

In addition to the above Mr Cumming also advised that:

- The supplementary booking charge for outward journeys which was agreed at the last tariff was very fair and he did not wish to see any change to this, or to the soiling charge.
- The removal of the ability to charge for the use of credit cards would have an impact on those operators/drivers who offered this service to customers. However the abovementioned increases would help to offset this.
- As there was no VAT applied to taxi tariffs any VAT registered operators or companies would automatically have to take 20% of income off any fares received.

#### **5.4 Fort William**

- The majority of operators who attended the meeting (8 out of the 13 attendees) stated that they wished to see no change to any of the 3 tariffs. They also confirmed that they did not wish to see any change to the booking ahead fee, supplementary booking fee or the soiling charge.
- The other 5 operators who attended the meeting wished to see no change to Tariff 1 or Tariff 3 but indicated that they would like to see an increase to Tariff 2 to provide more incentive and benefit for night shift operating and those operating larger vehicles. They indicated that a rise which took tariff 2 to 1¼ of tariff 1 (taking it from £1.90 to £2.25 per mile) would be acceptable. They also advised that they did not wish to see any change to the booking ahead fee, supplementary booking fee or the soiling charge.

#### **5.5 Inverness**

##### **Inverness Taxi Alliance**

The ITA seek no change to tariff 1.

The ITA advised that they wished to see no increase to the flag fall for tariff 2 but wished to see the running mile increased to £2.20, an increase of 16%. Their reasoning for this was that the present tariff 2 running mileage rate does not reflect the working of unsocial hours and added safety risks drivers face on night working in comparison to tariff 1, taking into account the overdue tariff 1 increase in 2017 to match the Scottish average.

The ITA advised that they wished to see no increase to the flag fall for tariff 3 but wished to see the running mile increased to £2.70, an increase of 15%. This increase was proposed to offset the higher costs in the outlay and running costs of mini-buses.

##### **Sneckie Taxis**

Raymond Munro from Sneckie taxis stated that due to forthcoming changes to, amongst other things, pension contributions, minimum wage rates, vehicle insurance premiums, provision of hybrid vehicles etc. their overall running costs would significantly increase.

He also highlighted the fact that operators who accepted credit/debit card payments were no longer able to apply surcharges to fares to cover the charge to the operator. He estimated that all of these additional operating costs and the investment required to comply with legislation will, by April 2020, add approximately 22.5% to overall costs of providing a taxi service.

In view of this he wished to see an increase in the flag fall in tariff 1 from £3.00 to £3.50 and for the additional yardage to increase by 2.2p per 98 yards. This would result in a £2.20 running mile which would put Highland on a par with Aberdeenshire & Moray Councils current rates. (Mr Munro also highlighted the fact that Moray have proposed a running mile increase to £3 per mile in their current tariff review which is out to consultation).

Mr Munro confirmed that he wished to see the flag fall for tariff 2 increased from £3.30 to £4.00 and that the cost per mile thereafter should be set at 1¼ times the cost per mile for tariff 1 (making it £2.75 per mile if tariff 1 is set at £2.20).

Mr Munro suggested that the tariff 3 flag fall be increased to £4.50 and that the cost per mile thereafter should be set at 1¼ times the cost per mile for tariff 2 (making it £3.45 per mile if tariff 1 is set at £2.20).

Mr Munro also suggested that the following additional tariffs be considered:

- Introduction of a higher “festive” tariff which would apply from 6.00pm on Christmas Eve and New Year’s Eve through to 12 midnight on Christmas Day and New Year’s Day respectively. The rates would be as follows:

Vehicle carrying up to 4 passengers: Tariff 1 running mile rate + 100%

Vehicle carrying 5 or more passengers: Tariff 2 running mile rate + 100%.

Mr Munro considered that these “festive” tariffs were appropriate given that an operator’s staff would be entitled to be paid double time on those dates. As things stood, people booking vehicles to carry 5 passengers or more on these particular dates could currently be charged no more than they would be on an ordinary Saturday night..

In subsequent discussion with Mr Munro to clarify Sneckie Taxis proposed new tariff structure (which is set out in full in **Appendix 3**), Mr Munro also requested that the Committee be advised that if his current proposals for the tariff structure were endorsed by the Committee, this would not only redress the current anomalies existing between tariffs 1 and 2 (brought about by the last increase in tariff 1), but might also provide the basis for a simpler review in future whereby a simple percentage increase, such as by the RPI indicator, might be applied across all tariffs.

## **Inverness Taxis**

Gavin Johnston from Inverness Taxis confirmed that they did not wish to see any change to tariff 1.

Mr Johnston also advised that he would be happy with the cost per mile for tariff 2 being increased to 1¼ that of tariff 1 (making it £2.25 per mile) as this would be more of an incentive for drivers to work during the unsociable evening and night shifts.

The suggestion of tariff 3 being increased so that the cost per mile would be 1½ times the cost per mile for tariff 1 (making it £2.70 per mile) was considered and Mr Johnston suggested that this would be reasonable and fairer to operators/drivers who purchase larger vehicles.

### **Other aspects of the tariff**

There was unanimous agreement that the booking ahead fee should be increased from 50p to £1.00.

There was agreement by the trade members present that the extra charge for bridge tolls or ferry charges should be extended to include airport car park charges. This was, in particular, relevant to the charges associated with pick-ups from Inverness Airport.

It was also suggested that an extra should be added to compensate drivers who are booked to meet passengers inside the terminal at Inverness airport, as sometimes they can be waiting up to one hour for a passenger to disembark, get through passport control and collect their luggage. Following discussion it was agreed that an additional amount, to be between £5.00 and £10.00 should be provided for in the “extras” section of the tariff for ‘meet and greet airport bookings’. Those operators present differed in their views on how much this “meet and greet” charge should be, their various suggestions being £5, £6, £8 or £10.

One of the Nairn operators had submitted a representation in writing in relation to the times in which tariff 3 operated. It was suggested that, instead of finishing at midnight on Boxing Day and 2 January that this time be extended to 7.00am on 27 December and 3rd January respectively. Otherwise an operator/driver would require to change from tariff 3 back to tariff 1 or 2 in the middle of a shift.

The operators present agreed that there should be no change to the supplementary booking charge.

They also agreed that there should be no change to the soiling charge.

It was noted that following a change in the legislation operators and drivers were no longer permitted to charge an additional fee for credit card payments. This was therefore further justification for the proposed increase in tariffs.

## **5.6 Wick**

- The operators who attended stated that they did not wish to see any increase to tariff 1. They also advised that they would agree with the suggestion by the Dingwall operator that tariff 2 be increased to 1¼ of tariff 1 and that tariff 3 be increased to 1½ of tariff 1. They stated that the gap between tariff 1 and tariff 2 was currently too small and there was no incentive for operators or drivers to work during the tariff 2 hours.
- There was an alternative suggestion that tariff 3 also be applied from 4.00am to 7.00am for any size of vehicle to recognise the unsociable hours drivers have to work to provide a service during these times.

- Those present advised that they had no objections to the booking ahead fee being increased from 50p to £1.00 as they stated that most operators in the area do not apply this additional charge.
- They also confirmed that they had no issues or objections to the suggestion by the Inverness operators that car park fees be added to the extra charges and that an additional 'meet and greet charge' be introduced for airport pick-ups.

## **6.0 Effect of proposed tariffs**

**6.1 Appendix 4** shows the effect in % terms of the various proposed increases to the tariffs as suggested by the trade.

## **7.0 Additional Information**

**7.1 Appendix 5** provides details of the current cost of a 2 mile taxi fare on tariff 1 for all Scottish Licensing Authorities.

**7.2 Appendix 6** details information outlining the average cost of owning and running both a petrol and diesel car. This information is prepared by the Automobile Association (AA) and whilst they have no official status they may be instructive for the purpose of this review. The latest information they have available is from 2014.

**Appendix 7** provides information in relation to fuel prices as at March 2018.

**7.3 Appendix 8** details the current National Minimum Wage rates from April 2018.

**7.4 Appendix 9** details the Consumer Price Index (CPI) % change since 2008. The CPI is the inflation measure used in the Government's target for inflation. The CPI is also used

**7.5** for purposes such as uprating pensions, wages and benefits and can aid in the understanding of inflation on family budgets.

## **8.0 Considerations**

**8.1 Appendix 10** provides Members with a summary of the aspects of the tariff to be considered following the feedback received at the Sub Group meeting and by the trade present at today's meeting.

## **9.0 Implications**

**9.1** 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.

**9.2** 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.

Date: 27 April 2018

Author: Michael Elsey

Background Papers: Appendix 1 – Copy of current tariff  
Appendix 2 – Timescale for review  
Appendix 3 – Letters of submission from ITA & Sneckie Taxis  
Appendix 4 – Effect of proposed tariffs  
Appendix 5 - Current cost of a 2 mile taxi fare on tariff 1 for all Scottish Licensing Authorities.  
Appendix 6 – Car running costs  
Appendix 7 - Fuel prices as at March 2018.  
Appendix 8 - Current National Minimum Wage rates from April 2018.  
Appendix 9 - Consumer Price Index (CPI) % change since 2008.  
Appendix 10 – Considerations



# THE HIGHLAND COUNCIL

## TAXI FARES

With effect from 24 April 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 98 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 £4.00 for the first mile plus £1.80p 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; or  
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, 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: £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; or  
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, 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: £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 debit or credit card – Up to a maximum of 5% of the fare. This charge can be no higher than the costs incurred by the operator for taking payment by this method, or 5% of the fare whichever is the lower.

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 which applies at the time 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.

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 2018</b>
The Council to consult/meet with persons or organisations appearing to be representative of operators of taxis within its area.	April 2018
The Highland Licensing Committee will consider the representations received and agree a draft tariff.	15 May 2018
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/June 2018
Deadline for submissions.	Late June 2018
The Highland Licensing Committee will meet to consider the results of the public consultation, and agree a final tariff.	7 August 2018
Any revised fare scale would then come into effect, subject to no appeal to the Traffic Commission being made by the trade.	Mid October 2018

**INVERNESS TAXI ALLIANCE**

**PROPOSALS FOR THE HIGHLAND COUNCIL TAXI TARIFF REVIEW / APRIL 2018**

**Tariff 1**

Flag Fall – No Change

Running Mileage – No Change

**Tariff 2**

Flag Fall – No Change

Running Mileage – Increase to £2.20 per mile ( Increase of 16% )

**Tariff 3**

Flag Fall – No Change

Running Mileage – Increase to £2.70 per mile ( Increase of 15% )

**Booking Fee**

Increase to £1.00 ( Increase of 100% )

**All other extras and supplements – No Change**

**Reasons for proposed increases**

**Tariff 2**

The present Tariff 2 running mileage rate does not reflect the working of unsocial hours and added safety risks drivers face on night working in comparison to Tariff 1. Taking into account that the overdue Tariff 1 increase in 2017 to match the Scottish average.

**Tariff 3**

This increase has been proposed to offset the higher costs in the outlay and running costs of mini-buses

Sneekie Taxis proposed tariff structure	Current flagfall	Proposed flagfall	Current running mile rate	Proposed running mile rate
<b>Tariff 1 – applicable:</b> (a) for vehicle carrying up to 4 passengers between 7 am and 9 pm	£3.00	£3.50	£1.80	<b>£2.20 (T1)</b> NB - This increase is proposed in order to put Tariff 1 in Highland on a par with current rates in Aberdeenshire and Moray
<b>Tariff 2 - applicable:</b> (a) for vehicle carrying up to 4 passengers on Good Friday, Easter Monday, May Day, between 9 pm and 7 am on any day, and all day Saturday and Sunday (b) for vehicle carrying 5 passengers or more at any time, except where Tariff 3 applies	£3.30	£4.00	£1.90	<b>£2.20 (T1) + 25% = £2.75 (T2)</b>
<b>Tariff 3 – applicable:</b> (a) for vehicle carrying up to 4 passengers on Boxing Day and 2 January (b) for vehicle carrying 5 passengers or more on Boxing Day, 2 January, Good Friday, Easter Monday and May Day, between 9 pm and 7 am on any day and all day Saturday and Sunday	£3.90	£4.50	£2.40	<b>£2.75 (T2) + 25% = £3.45</b>
<b>Festive surcharges</b> - applicable from 6 pm on Christmas Eve to midnight on Christmas Day and from 6 pm on New Year's Eve to midnight on New Year's Day <sup>1</sup>	£3.90 <sup>1</sup>	£4.50	£2.40 <sup>1</sup>	Vehicle carrying up to 4 passengers: <b>£2.20 (T1) + 100% = £4.40</b>  Vehicle carrying 5 or more passengers: <b>£2.75 (T2) + 100% = £5.50</b>

<sup>1</sup> Currently, Tariff 3 applies on Christmas Day and New Year's Day from 0001 hrs to 2400 hrs and irrespective of number of passengers carried

## Charles Cumming - Dingwall

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	0.0%	78	15.2%	65	12.2%
1st Drop Cost	£ 3.50	14.3%	£ 4.00	21.2%	£ 4.50	15.4%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 1.80	0.0%	£ 2.26	17.9%	£ 2.71	13.8%
Actual Cost for 1st Mile	£ 4.50	12.5%	£ 5.60	19.1%	£ 6.60	15.8%
Actual Cost for 2 Miles	£ 6.30	8.6%	£ 7.80	18.2%	£ 9.30	14.8%
Actual Cost for 3 Miles	£ 8.10	6.6%	£ 10.10	18.8%	£ 12.00	14.3%
Actual Cost for 4 Miles	£ 9.90	5.3%	£ 12.40	19.2%	£ 14.70	14.0%
Actual Cost for 5 Miles	£ 11.70	4.5%	£ 14.60	18.7%	£ 17.40	14.5%
Actual Cost for 10 Miles	£ 20.70	2.5%	£ 25.90	18.3%	£ 30.90	14.0%
Actual Cost for 15 Miles	£ 29.70	1.7%	£ 37.20	18.5%	£ 44.50	14.1%
Actual Cost for 20 Miles	£ 38.70	1.3%	£ 48.50	18.3%	£ 58.00	13.9%
Actual Cost for 30 Miles	£ 56.60	0.9%	£ 71.00	18.1%	£ 85.10	13.9%
Actual Cost for 40 Miles	£ 74.60	0.7%	£ 93.60	18.0%	£ 112.20	13.9%
Actual Cost for 50 Miles	£ 92.50	0.5%	£ 116.20	18.1%	£ 139.30	13.9%
Actual Cost for 100 Miles	£ 182.30	0.3%	£ 229.00	18.0%	£ 274.60	13.8%
Average Increase over 1 - 50 Miles		3.8%		18.5%		14.2%

## Inverness Taxi Alliance

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	0.0%	80	13.0%	65	12.2%
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	£ 1.80	0.0%	£ 2.20	15.0%	£ 2.71	13.8%
Actual Cost for 1st Mile	£ 4.00	0.0%	£ 4.90	4.3%	£ 6.00	5.3%
Actual Cost for 2 Miles	£ 5.80	0.0%	£ 7.10	7.6%	£ 8.70	7.4%
Actual Cost for 3 Miles	£ 7.60	0.0%	£ 9.30	9.4%	£ 11.40	8.6%
Actual Cost for 4 Miles	£ 9.40	0.0%	£ 11.50	10.6%	£ 14.10	9.3%
Actual Cost for 5 Miles	£ 11.20	0.0%	£ 13.70	11.4%	£ 16.80	10.5%
Actual Cost for 10 Miles	£ 20.20	0.0%	£ 24.70	12.8%	£ 30.30	11.8%
Actual Cost for 15 Miles	£ 29.20	0.0%	£ 35.70	13.7%	£ 43.90	12.6%
Actual Cost for 20 Miles	£ 38.20	0.0%	£ 46.70	13.9%	£ 57.40	12.8%
Actual Cost for 30 Miles	£ 56.10	0.0%	£ 68.70	14.3%	£ 84.50	13.1%
Actual Cost for 40 Miles	£ 74.10	0.0%	£ 90.70	14.4%	£ 111.60	13.3%
Actual Cost for 50 Miles	£ 92.00	0.0%	£ 112.70	14.5%	£ 138.70	13.4%
Actual Cost for 100 Miles	£ 181.80	0.0%	£ 222.70	14.8%	£ 274.00	13.6%
Average Increase over 1 - 50 Miles		0.0%		11.8%		11.0%

## Sneekie Taxis

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)	80	18.4%	64	30.4%	51	31.1%
1st Drop Cost	£ 3.50	14.3%	£ 4.00	21.2%	£ 4.50	15.4%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.20	22.5%	£ 2.75	43.8%	£ 3.45	45.1%
Actual Cost for 1st Mile	£ 4.80	20.0%	£ 5.90	25.5%	£ 7.10	24.6%
Actual Cost for 2 Miles	£ 7.00	20.7%	£ 8.70	31.8%	£ 10.60	30.9%
Actual Cost for 3 Miles	£ 9.20	21.1%	£ 11.40	34.1%	£ 14.00	33.3%
Actual Cost for 4 Miles	£ 11.40	21.3%	£ 14.20	36.5%	£ 17.50	35.7%
Actual Cost for 5 Miles	£ 13.60	21.4%	£ 16.90	37.4%	£ 20.90	37.5%
Actual Cost for 10 Miles	£ 24.60	21.8%	£ 30.70	40.2%	£ 38.20	41.0%
Actual Cost for 15 Miles	£ 35.60	21.9%	£ 44.40	41.4%	£ 55.40	42.1%
Actual Cost for 20 Miles	£ 46.60	22.0%	£ 58.20	42.0%	£ 72.70	42.8%
Actual Cost for 30 Miles	£ 68.60	22.3%	£ 85.70	42.6%	£ 107.20	43.5%
Actual Cost for 40 Miles	£ 90.60	22.3%	£ 113.20	42.7%	£ 141.70	43.9%
Actual Cost for 50 Miles	£ 112.60	22.4%	£ 140.70	43.0%	£ 176.20	44.1%
Actual Cost for 100 Miles	£ 222.60	22.4%	£ 278.20	43.4%	£ 348.80	44.6%
<b>Average Increase over 1 - 50 Miles</b>		<b>21.6%</b>		<b>38.4%</b>		<b>38.7%</b>

PROPOSED TARIFF	Proposed Tariff 4	% Increase	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	43.4%	444	20.7%
2nd Drop (Yds)	40	59.2%	32	65.2%
1st Drop Cost	£ 4.50	33.3%	£ 4.50	36.4%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 4.40	145.0%	£ 5.50	187.5%
Actual Cost for 1st Mile	£ 7.80	95.0%	£ 8.70	85.1%
Actual Cost for 2 Miles	£ 12.20	110.3%	£ 14.20	115.2%
Actual Cost for 3 Miles	£ 16.60	118.4%	£ 19.70	131.8%
Actual Cost for 4 Miles	£ 21.00	123.4%	£ 25.20	142.3%
Actual Cost for 5 Miles	£ 25.40	126.8%	£ 30.70	149.6%
Actual Cost for 10 Miles	£ 47.40	134.7%	£ 58.20	165.8%
Actual Cost for 15 Miles	£ 69.40	137.7%	£ 85.70	172.9%
Actual Cost for 20 Miles	£ 91.40	139.3%	£ 113.20	176.1%
Actual Cost for 30 Miles	£ 135.40	141.4%	£ 168.20	179.9%
Actual Cost for 40 Miles	£ 179.40	142.1%	£ 223.20	181.5%
Actual Cost for 50 Miles	£ 223.40	142.8%	£ 278.20	182.7%
Actual Cost for 100 Miles	£ 443.40	143.9%	£ 553.20	185.2%
<b>Average Increase over 1 - 50 Miles</b>		<b>129.6%</b>		<b>155.7%</b>

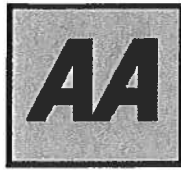
## Private Hire and Taxi Monthly

## Cost of a 2 mile taxi fare on Tariff 1

April 2018

	Local Authority	2 mile fare
1	East Lothian	£6.80
2	Fife	£6.60
3	Midlothian	£6.22
4	Argyll & Bute	£6.20
5	Shetland Isles	£6.05
6	Aberdeenshire	£6.00
7	South Ayrshire	£5.90
8	Clackmannanshire	£5.80
9	Glasgow	£5.80
<b>10</b>	<b>Highlands</b>	<b>£5.80</b>
11	East Ayrshire	£5.75
12	Scottish Borders	£5.75
13	East Kilbride (part of South Lanarkshire Council)	£5.70
14	Stirling	£5.70
15	Edinburgh	£5.60
16	Orkney	£5.60
17	Renfrewshire	£5.60
18	West Lothian	£5.60
19	Dundee	£5.58
20	Angus	£5.50
21	Dumfries & Galloway	£5.50
22	Moray	£5.50
23	Aberdeen	£5.40
24	East Dunbartonshire	£5.40
25	Perth & Kinross	£5.40
26	East Renfrewshire	£5.30
27	Clydebank / West Dunbartonshire	£5.20
28	South Lanarkshire	£5.20
29	Inverclyde	£5.10
30	North Lanarkshire	£5.00
31	Western Isles / Na h-Eileanan Siar	£4.85
32	Hamilton (part of South Lanarkshire Council)	£4.80
33	North Ayrshire	£4.80
34	Falkirk	£4.70

Average cost in Scotland of a 2 mile taxi fare on Tariff 1 = £5.58



## Motoring Costs 2014

### Petrol Cars

See note:	Standing charges per year, £	Purchase price of the car when new:				
		Up to £13 000	£13 000 to £18 000	£18 000 to £25 000	£25 000 to £32 000	Over £32 000
A	VED ( Road Tax)	110	145	180	283	609
B	Insurance	360	409	481	571	762
C	Cost of capital	203	251	355	494	877
D	Depreciation	1190	2156	2611	3672	6974
E	Breakdown cover	50	50	50	50	50
<b>Standing charges only: £</b>		<b>1913</b>	<b>3011</b>	<b>3678</b>	<b>5070</b>	<b>9271</b>
<b>Standing charges as pence per mile</b>						
at 5,000 miles per year		37.78	59.36	72.51	99.93	182.64
at 10,000		19.13	30.11	36.78	50.70	92.71
at 15,000		13.07	20.65	25.21	34.78	63.67
at 20,000		10.16	16.13	19.69	27.18	49.84
at 25,000		8.22	13.08	15.96	22.04	40.43
at 30,000		6.89	10.97	13.39	18.49	33.93
<b>Running costs, pence per mile</b>						
F	Petrol *	10.84	13.12	14.55	16.22	18.04
G	Tyres	1.37	1.57	1.94	2.32	3.35
H	Service labour costs	2.10	2.07	2.09	2.04	2.34
I	Replacement parts	2.24	2.39	2.25	2.73	3.34
J	Parking and tolls	2.00	2.00	2.00	2.00	2.00
<b>Running costs only: p.</b>		<b>18.56</b>	<b>21.14</b>	<b>22.83</b>	<b>25.31</b>	<b>29.06</b>
* NB: Petrol at 129.0 pence per litre						
For each penny more or less,						
add or take away:		0.08	0.10	0.11	0.13	0.14
<b>Total of standing and running costs as pence per mile</b>						
at 5,000 miles per year		56.34	80.51	95.34	125.24	211.70
at 10,000		37.68	51.26	59.60	76.01	121.78
at 15,000		31.63	41.79	48.04	60.09	92.73
at 20,000		28.72	37.28	42.52	52.49	78.91
at 25,000		26.78	34.22	38.79	47.35	69.50
at 30,000		25.45	32.12	36.22	43.80	62.99

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.





# Motoring Costs 2014

## Diesel Cars

See note:	Standing charges per year, £	Purchase price of the car when new:				
		Up to £16 000	£16 000 to £22 000	£22 000 to £26 000	£26 000 to £36 000	Over £36 000
A	VED (Road Tax)	30	110	180	180	361
B	Insurance	424	499	511	601	771
C	Cost of capital	245	325	429	541	823
D	Depreciation	1705	2426	2618	3373	5197
E	Breakdown cover	50	50	50	50	50
	<b>Standing charges only: £</b>	<b>2454</b>	<b>3411</b>	<b>3788</b>	<b>4745</b>	<b>7203</b>

### Standing charges as pence per mile

at 5,000 miles per year	48.40	67.24	74.71	93.55	141.98
at 10,000	24.54	34.11	37.88	47.45	72.03
at 15,000	16.81	23.38	25.95	32.53	49.40
at 20,000	13.12	18.27	20.25	25.41	38.61
at 25,000	10.63	14.81	16.41	20.60	31.31
at 30,000	8.92	12.42	13.76	17.28	26.26

### Running costs, pence per mile

F	Diesel Fuel *	9.28	10.20	12.65	12.88	16.79
G	Tyres	1.15	1.49	2.06	2.02	2.87
H	Service labour costs	2.10	2.14	2.29	2.24	2.76
I	Replacement parts	2.73	2.43	2.53	2.99	3.44
J	Parking and tolls	2.00	2.00	2.00	2.00	2.00
	<b>Running costs only: p.</b>	<b>17.26</b>	<b>18.25</b>	<b>21.54</b>	<b>22.14</b>	<b>27.85</b>

\* NB Fuel at: 137.0 pence per litre

For each penny more or less,

add or take away:	0.07	0.07	0.09	0.09	0.12
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### Total of standing and running costs as pence per mile

at 5,000 miles per year	65.66	85.49	96.25	115.69	169.83
at 10,000	41.80	52.36	59.41	69.59	99.88
at 15,000	34.08	41.64	47.49	54.67	77.26
at 20,000	30.39	36.52	41.79	47.55	66.47
at 25,000	27.90	33.06	37.94	42.74	59.16
at 30,000	26.18	30.67	35.30	39.42	54.11

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.

## Fuel price report (March 2018)

Unleaded prices have dropped 2.2p from 121.9 ppl to 119.7 ppl. Diesel prices have dropped 1.8p from 124.4 ppl to 122.6 ppl. The price difference between diesel and unleaded has grown to 2.9 ppl.

The **South East** has recorded the highest price for **unleaded** at 120.6 ppl. **Yorkshire & Humberside** has recorded the lowest price for **unleaded** at 118.8 ppl. The **South East and Essex & East Anglia** have recorded the highest **diesel** price at 123.4 ppl. **Northern Ireland** has the cheapest **diesel** at 121.6 ppl.

Supermarket prices for **unleaded** now average 116.8 ppl. The gap between supermarket prices and the UK average for **unleaded** has fallen to 2.9 ppl.

Garages and Supermarkets	Unleaded 95 Octane (pence)		Diesel (pence)		Super Unleaded (pence)		LPG (pence)
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
Northern Ireland	119.5	543.3	121.6	552.8	127.9	581.4	0.0
Scotland	119.2	541.9	122.7	557.8	128.6	584.6	0.0
Wales	119.3	542.3	122.3	556.0	127.8	581.0	55.7
North East	118.9	540.5	121.9	554.2	130.4	592.8	59.9
North West	119.3	542.3	122.1	555.1	129.8	590.1	0.0
Yorkshire & Humberside	118.8	540.1	121.8	553.7	131.7	598.7	0.0
West Midlands	119.1	541.4	121.9	554.2	131.1	596.0	62.9
East Midlands	119.8	544.6	122.5	556.9	130.4	592.8	0.0
Essex and East Anglia	120.5	547.8	123.4	561.0	130.2	591.9	0.0
London	120.2	546.4	122.8	558.3	130.7	594.2	0.0
South East	120.6	548.3	123.4	561.0	130.9	595.1	0.0
South West	119.9	545.1	123.0	559.2	129.6	589.2	0.0
<b>UK AVERAGE</b>	<b>119.7</b>	<b>544.2</b>	<b>122.6</b>	<b>557.4</b>	<b>130.3</b>	<b>592.4</b>	<b>60.4</b>
Per cent taken as Tax	65.1		63.9		61.1		

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	Litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
<b>SUPERMARKET AVERAGE</b>	<b>116.8</b>	<b>531.0</b>	<b>119.5</b>	<b>543.3</b>	<b>122.2</b>	<b>555.5</b>	<b>55.7</b>
Per cent taken as Tax	66.3		65.2		64.1		

The AA's fuel price report uses data sourced from Experian Catalist ([www.catalist.com](http://www.catalist.com)) They're an average of mid-month prices from the respective regions.

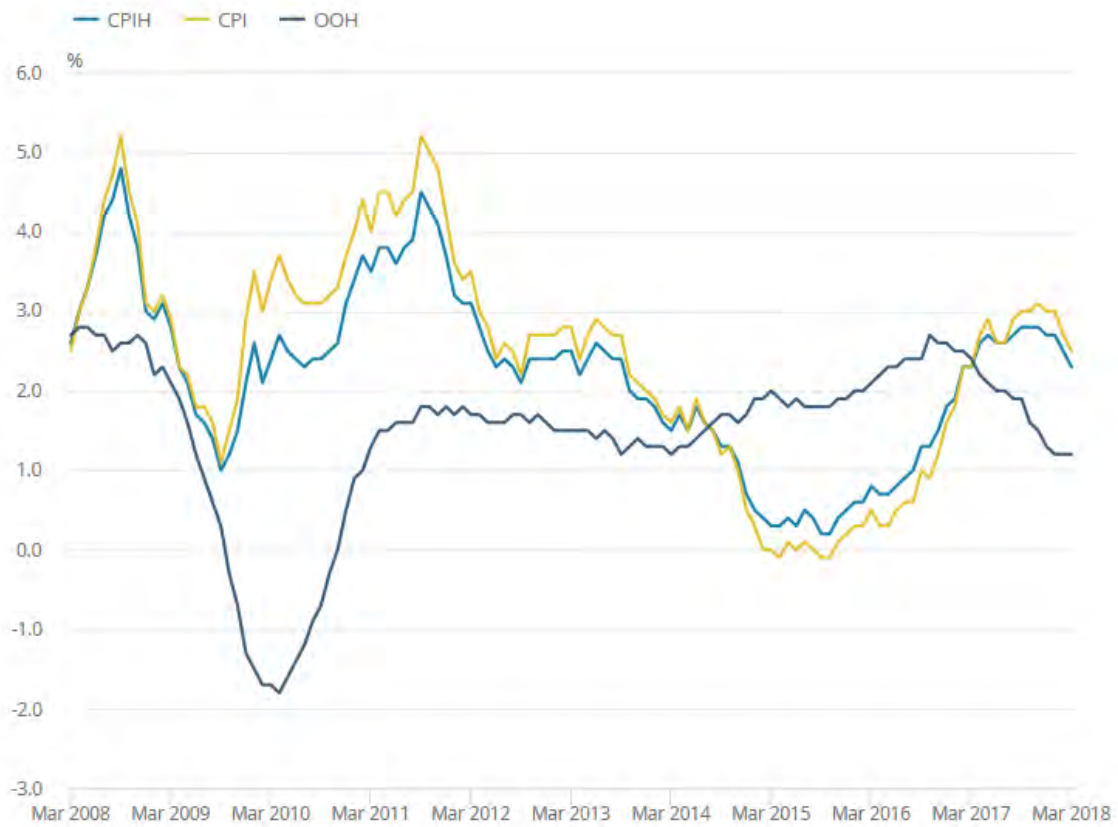
## National Minimum Wage 2018

These rates are for the National Living Wage and the National Minimum Wage. The rates change every April.

<b>Year</b>	<b>25 and over</b>	<b>21 to 24</b>	<b>18 to 20</b>	<b>Under 18</b>	<b>Apprentice</b>
April 2018	£7.83	£7.38	£5.90	£4.20	£3.70

Figure 1: CPIH, OOH component and CPI 12-month rates for the last 10 years, March 2008 to March 2018,

UK



## Aspects of the tariff to be considered

### Tariff 1

The Committee require to consider whether to:

- Amend the initial flag fall amount
- Amend the cost of the additional running miles

### Tariff 2

The Committee require to consider whether to:

- Amend the initial flag fall amount
- Amend the cost of additional running miles

### Tariff 3

The Committee require to consider whether to:

- Amend the initial flag fall amount
- Amend the cost of additional running miles
- Extend the tariff to apply between the hours of 4.00am and 7.00am for any vehicle
- Extend the period of this tariff so that instead of finishing at midnight on Boxing Day and 2 January that this time be extended to 7.00am on 27 December and 3rd January respectively.

### Additional Tariffs or Surcharges

The Committee require to consider whether to:

- Remove Christmas Day and New Year's Day from tariff 3 and introduce 2 new tariffs or surcharges which would apply from 6.00pm on Christmas Eve and New Year's Eve through to midnight on Christmas Day and New Year's Day respectively with the rates as follows:
  - Vehicle carrying up to 4 passengers: Tariff 1 running mile rate + 100%
  - Vehicle carrying 5 or more passengers: Tariff 2 running mile rate + 100%.

### Extra Charges

The Committee require to consider whether to:

- Increase the booking ahead fee from 50p to £1.00.
- Add to the "Extra Charges" currently allowed for bridge tolls and ferry charges to include airport car parking charges.
- Introduce an airport 'meet and greet charge', and if so what the maximum amount should be.

### Supplementary booking charge

- No proposals from the trade to amend this.

### Soiling charge

- No proposals from the trade to amend this.