

Agenda item	11
Report no	HLC/057/18

THE HIGHLAND COUNCIL

Committee: THE HIGHLAND LICENSING COMMITTEE

Date: 7 August 2018

Report title: Review of taxi tariff 2018

Report by: The Principal Solicitor – Regulatory Services

1. Purpose/Executive summary

- 1.1 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.

2. Recommendation

- 2.1 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 19 November 2018, subject to any appeal being lodged as per 8.1 of the report.

3. Background

3.1 At the meeting of the Highland Licensing Committee held on 15 May 2018, 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:

- Tariff 1 - the price of the first mile increased from £4.00 to £4.50 and the price per mile thereafter increased from £1.80 to £2.00.
- Tariff 2 - the price of the first mile increased from £4.70 to £5.80 and the price per mile thereafter increased from £1.90 to £2.50.
- Tariff 3 - the price of the first mile increased from £5.70 to £6.80 and the price per mile thereafter increased from £2.40 to £3.00.
- Introduction of a new tariff 4 and tariff 5 in respect of the festive period.
- The booking ahead charge increased from 50p to £1.00.
- Provision to allow airport car parking costs incurred to be charged on production of a receipt to the hirer.

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

3.3 A copy of the proposed tariff as agreed by the Licensing Committee on 15 May 2018 is attached in **Appendix 2**.

3.4 In accordance with the Civic Government (Scotland) Act 1982, the proposed scale was advertised and responses requested to be submitted to the Council by 21 June 2018.

4.0 Representations received

4.1 15 representations have been received from the following. A copy of these are attached in **Appendix 3**:

Representations received from the public

- Ann Murdoch
- Steven Shearer
- John Scott
- Paul Cannop
- Brian Aspinall
- Mrs I Bruce

Representations received from the taxi trade

- Rod Hill
- Michael Hayward
- George Fox
- David Coutts
- Andrew MacCallum
- Dougie Greig

- Bill Cowan
- Raymond Munro - Sneckie Taxis, Inverness
- Colin MacLean – Speeders Cabs, Ft William

5.0 Observations on representations

- 5.1 Reference is made in the representation by Steven Shearer to the comparison with Edinburgh City Council's tariff where it is suggested that the proposed new Highland Council tariff 1 is over £2.00 more than Edinburgh. It should be noted however that the £2.10 referred to on the Edinburgh tariff sheet is in relation to the initial distance of 516 metres. The cost of the first mile of the Edinburgh tariff dated 13 November 2016 is in fact £3.60.
- 5.2 Edinburgh City Council have also recently undergone a tariff review and their revised tariff came into effect on 18 June 2018. The cost of the first mile on tariff 1 has now increased to £4.10. **Appendix 4** shows the comparison with Highland in relation to the tariff 1 first mile and per miles thereafter.
- 5.3 Moray Council, whose tariff was also referred to by a number of operators at the earlier stages of this current tariff review, have also recently reviewed their tariff and details of their new charges, which come into effect on 6 October 2018 are also contained in **Appendix 4**.

6.0 Additional Information

- 6.1 The following information, which was provided to the Committee at the previous meeting held on 15 May 2018, is again attached for Members consideration.
- 6.2 **Appendix 5** provides details of the current cost of a 2 mile taxi fare on tariff 1 for all Scottish Licensing Authorities.
- 6.3 **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.
- 6.4 **Appendix 7** provides information in relation to fuel prices as at March 2018.
- 6.5 **Appendix 8** details the current National Minimum Wage rates from April 2018.
- 6.6 **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 for purposes such as uprating pensions, wages and benefits and can aid in the understanding of inflation on family budgets.
- 6.7 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.
- 6.8 Members are also reminded of the Scottish Government guidance which was circulated at the meeting on 15 May 2018 and which advises licensing authorities on best practice in fixing fares. This guidance advises:

“The Secretary of State expects that in fixing fares authorities will want to pay primary regard to the costs incurred by the trade, having regard to the capital costs (including interest payments) of the vehicles, the costs of maintaining and replacing them to the standards required by the licensing authority, the costs of employing drivers, and the prevailing level of wages and costs in related road transport industries. In the Secretary of State’s view the public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return than by depressing fares for social reasons, however understandable. If fares are fixed at a level higher than the market can stand, the trade is free to reduce them.”

6.9 The Committee is asked to bear this guidance as to best practice in mind when considering its final tariff.

7.0 Implications

7.1 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.

7.2 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.

8.0 Implementation

8.1 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.

8.2 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.

9.0 Implementation date

9.1 It is suggested that the implementation date be 19 November 2018. 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. It will also give Trading Standards officers time to mark out and set up revised test tracks in the various areas of the Council and, due to staff being on leave in October and early November, it will also ensure that there are sufficient Trading Standards officers available to carry out the meter testing as quickly and efficiently as possible.

Date: 4 July 2018

Author: Michael Elsey

Background Papers: Appendix 1 – Copy of current tariff
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Council tariffs
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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 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; 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

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 October 2018, the maximum fares will be as follows:-

Tariff 1: Applies to vehicles carrying up to 4 passengers, except when a higher tariff applies.

- 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 £3.30
- For each additional 88 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 £4.50 for the first mile plus £2.00 per mile thereafter plus extras*

Tariff 2: Applies to vehicles carrying up to 4 passengers on Good Friday, Easter Monday or May Day and, except when a higher tariff applies, between **9.00pm and 7.00am on any day** and all day on Saturday and Sunday. When 5 or more passengers are being carried, it also applies **at any time** of any day or night, except where a higher tariff 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 £ 4.00
- For each additional 70 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 £5.80 for the first mile plus £2.50 per mile thereafter plus extras*

Tariff 3: Applies between 6am and midnight on both Boxing Day and 2nd January. When 5 or more passengers are being carried, and except where Tariff 5 applies, it also applies between **9.00pm and 7.00am**, all day on Saturday and Sunday and on Good Friday, Easter Monday and May Day.

- 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 £ 4.50
- For each additional 59 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 £6.80 for the first mile plus £3.00 per mile thereafter plus extras*

Tariff 4: Applies to vehicles carrying up to 4 passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year's Eve and 6.00am on 2 January.

- For the first 444 yards or part; or £4.50
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 44 yards or part, or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire: £7.50 for the first mile plus £4.00 per mile thereafter plus extras*

Tariff 5: Applies to vehicles carrying 5 or more passengers at any time between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year's Eve and 6.00am on 2 January.

- For the first 444 yards or part; or £4.50
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 35 yards or part, or .10p
Each additional period of waiting time of 14 seconds; or
A combination of additional time and distance as above

General effect – the price of a hire: £8.30 for the first mile plus £5.00 per mile thereafter plus extras*

*Extra Charges

- Booking ahead e.g. by telephone £1.00
- Any bridge tolls or ferry charges, where applicable.
- Any airport car parking charges (Only chargeable on production of a receipt to the hirer)

In addition, a supplementary booking charge may be 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). 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.

General effect of proposed changes

For tariff 1 the price of the first mile to be increased from £4.00 to £4.50 and the price per mile thereafter to be increased from £1.80 to £2.00.

For tariff 2 the price of the first mile to be increased from £4.70 to £5.80 and the price per mile thereafter to be increased from £1.90 to £2.50.

For tariff 3 the price of the first mile to be increased from £5.70 to £6.80 and the price per mile thereafter to be increased from £2.40 to £3.00.

Introduction of a new tariff 4 and tariff 5 in respect of the festive period, as detailed above.

The booking ahead charge increased from 50p to £1.00.

Airport car parking costs incurred may be charged on production of a receipt to the hirer.

Licensing

From: Ann Murdoch [REDACTED]
Sent: 21 May 2018 12:07
To: Licensing
Subject: Increase in taxi tariff

Already far too expensive so if increase further I will not use, a foolish decision that will cost taxi jobs.

Licensing

From: [REDACTED]
Sent: 21 May 2018 16:34
To: Licensing
Subject: Taxi fares
Attachments: image1.jpeg; ATT00001.txt

The increase is absolutely ridiculous it should be going down our taxis should be cheaper than Edinburgh not dearer as they can cover more miles quicker due to less traffic therefore they make more money.
Tariffs 1 is over £2 a difference!!!! Why do we get ripped off for living in the north of Scotland.

You should be responsible and try to prevent drink driving not encourage it cheaper taxis would mean less people would attempt to drink drive.....

Cheaper taxis safer communities.

Plus think of some poorer pensioners and normal families on benefits that can't afford a taxi but need one in desperate times these prices nowadays they can't justify a £5 - £10 taxi journey to shops in winter as that could feed them for a few days!!!!

**THE CITY OF EDINBURGH COUNCIL
CIVIC GOVERNMENT (SCOTLAND) ACT 1982**

FARE TABLE FOR TAXIS

With effect from 13 November 2016

FOR UP TO 2 PASSENGERS

TARIFF 1 Monday - Friday 6am - 6pm	TARIFF 2 Monday - Friday 6pm - 6am the following day 6am Saturday - 6am Monday
TARIFF 3 Monday - Friday 6am - 6pm during Christmas and New Year	TARIFF 4 Monday - Friday 6pm - 6am the following day 6am on Saturday - 6am Monday during Christmas and New Year
CHRISTMAS	6pm on 24 December to 6am on 27 December
NEW YEAR	6pm on 31 December to midnight on 2 January

CHARGES	TARIFF 1	TARIFF 2	TARIFF 3	TARIFF 4
<ul style="list-style-type: none"> • Initial hire not exceeding 516m • Initial 105 seconds of waiting time • Combination of initial time and distance 	£2.10	£3.10	£3.10	£4.10
<ul style="list-style-type: none"> • Each additional 184m up until 1988m and thereafter each additional 213m • Each additional 39 seconds of waiting time • Combination of additional time and distance 	£0.25	£0.25	£0.35	£0.45

EXTRA PAYMENTS

When more than 2 passengers	Each	£0.20
Note: Only 2 children under 12 years will be reckoned as one passenger. No extra fare will be charged for one child under 5 years of age.		
Each Passenger must be properly seated		
Hires ending at Edinburgh Airport Inner Drop-off Zone (See Note 4 below)	£1.00	
Call Out Charge Applicable when pre-booked	£0.80	Airport Pickup For hires commencing at Edinburgh airport
Cancellation Fee Applicable when taxi is pre-booked but not used	£2.20	Payment Of Fare By Credit/Debit Card Extra applicable when fare paid by the above means
		5.0 %
Cleaning Fee Applicable when taxi is soiled (by travel sickness)	£50.00	

NOTES

- (1) The above Tariff is applicable only within the City of Edinburgh.
- (2) Any hire which terminates outside the City of Edinburgh area - FARE MUST BE NEGOTIATED AND AGREED WITH DRIVER BEFORE THE JOURNEY COMMENCES.
- (3) A copy of the Licensing Conditions can be inspected at the Council's Licensing Offices, 249 High Street, Edinburgh, EH1 1YJ and downloaded from www.edinburgh.gov.uk
- (4) **The Airport Extra** is only payable if passenger is dropped off in the covered inner drop-off zone at Edinburgh Airport and the driver has explained to the passenger before the start of the journey - (1) He will take the passenger to the drop off point just beside the airport terminal and that there is a £1 extra for this. (2) If the passenger states he is disabled, the £1 extra still has to be paid, but the driver understands that the passenger can reclaim this from the airport at the drop-off point. (3) If the passenger wishes to avoid the £1 extra, he can be taken to an outer drop-off point. However, this is further from the airport terminal, involves the use of a free shuttle bus and will require more time for the passenger to get to the airport terminal.

COMPLAINTS

Any hirer aggrieved at the level of the fare charged for any hire or for any other reason may discuss the matter with the Taxi Licensing Officer (0131 529 4250). Any complaint must be made in writing and addressed to the Complaints Officer, Licensing Section, The City of Edinburgh Council, 249 High Street, Edinburgh EH1 1YJ, and should include the vehicle's licence number and time and date of the incident.

Licensing

From: [REDACTED]
Sent: 21 May 2018 23:04
To: Licensing
Subject: Proposed increase in taxi fares.

Taxi fares are expensive at the moment. An increase will hit those who have no other option but to use a taxi. Hiring a taxi in other Scottish cities doesn't cost anywhere what it does in Inverness.

I don't agree with the proposal to raise fares.

John Scott
IV2 3HR

Licensing

From: [REDACTED]
Sent: 22 May 2018 09:02
To: Licensing
Subject: taxi review

things are going to be even harder is the prices go up eg old people won't make ends meet and won't be able to afford the taxi am not in favour of the price rise

things are hard for people who are on benefits

please don't put up the prices any more
Paul Cannop
[REDACTED]

Licensing

From: [REDACTED]
Sent: 22 May 2018 18:25
To: Licensing
Subject: Increase in Taxi fares

You gotta be joking, I have never seen taxi fares so high, apart from the Black cabs in London.

Inverness taxi's are a rip off compared to other cities, you ought to be ashamed of even thinking about increasing the fares.

Brian Aspinall

26th May '18

Dear Madam,

Re- your request for views on a plan to review taxi fares.

Have you considered that the elderly depend on taxis for shopping, doctors surgeries, dentists etc.

My husband and I are both eighty years old and I am his 24 hour carer. I am using taxis and Dial A Ride constantly for getting him and myself about, we have no other help and no family to assist us, so taxi fares are a large part of our budget, as with other pensioners. I hope you will think about this when making a decision.

Licensing

From: [REDACTED]
Sent: 23 May 2018 13:26
To: Licensing
Subject: Taxi Tarrif review

Sir/Madam,

As a licensed Taxi driver in Inverness I feel that the proposed review will kill the already stretched Taxi trade in the City. The last review on Tarrif has pushed it to the limit. The city is flooded with Taxis/Private hire cars during the day as the difference between T 1 and 2 is so small, so yes this needs to be addressed. To make any changes to T1 would hurt the very people who need Taxis most, the infirmed, elderly ect who rely on Taxis because of a Bus service that at best unreliable. As for Mr Munro of Snekie Taxis reason for wanting a rise is nothing short of a joke because he offers 20% reduction on all fares, this destroys his reasoning. As for placing a cap on the number of licenses that are issued this has to happen in particular the number of Private hire ones, they only benifit the taxi company owners, who abuse the rules put down in writing, for example Pre Booked. This term is a joke and abused. Also the lack of a knowledge test, imagine a customer in Hilton being collected wanting to go to Whetherspoons and been told by the driver they did not know where it is, on being told Church St again the same answer. I am not joking here this kind of incident happens on a regular basis. Some cars are a mess as are the drivers again breaking your written rules. Why? Because nobody is on the Street monitoring them. The frustration this causes is nothing short of a disgrace to driver who try very hard to offer the service you as the authority requires. The trade needs a complete overhaul not a price increase.

I would like to finish by saying if this does go ahead I would like to apply to be allowed to leave my rates the same and not change my meter.

Regards

Rod Hill

Sent from Samsung tablet.

Licensing

From: [REDACTED]
Sent: 03 June 2018 16:47
To: Licensing
Subject: Tariff increase

As a taxi driver for 25 years in my opinion the tariff increase is to much , and given the amount of taxis that work inverness would be bad for business and bad for the public regards Mr M hayward

Licensing

From: [REDACTED]
Sent: 17 June 2018 19:10
To: Licensing
Subject: Taxi fare consultation2018

I object to the following tariff increases proposed as I think this would make the cost of hiring a taxi too high and result in a reduction in the numbers of people using taxis.

- *For tariff 2 the price of the first mile to be increased from £4.70 to £5.80 and the price per mile thereafter to be increased from £1.90 to £2.50;*
- *For tariff 3 the price of the first mile to be increased from £5.70 to £6.80 and the price per mile thereafter to be increased from £2.40 to £3.00;*
- *Introduce new tariffs 4 and 5 for vehicles carrying passengers over the festive period between 6.00pm on Christmas Eve and 6.00am on Boxing Day and between 6.00pm on New Year 's Eve and 6.00am on 2 January, tariff 4 being applicable to vehicles carrying up to 4 passengers and tariff 5 being applicable where 5 or more passengers are carried;*
- *Increase the booking ahead charge from 50p to £1.00;*

As a licensed Taxi Driver I believe this rise would be detrimental to my livelihood and although the fares would increase the footfall would reduce.

Regards
George Fox



Licensing

From: [REDACTED]
Sent: 18 June 2018 22:23
To: Licensing
Subject: Taxi fare proposed increase.

Dear sir/madam i wish to lodge my objection to the current proposed taxi fare increases advertised in recent publications.

I am currently a taxi driver operator in Inverness and have been for 30years. With the large tarriff 1 increase which came into effect after the last increase, i and all my taxi driver colleagues agree that the fares already in place adequately allow us to make sufficient earnings to provide an adequate service and income providing we can get enough people to use taxis in our area. This is where a problem exists, because of the very large increase previously , passenger numbers have diminished and we struggle to make a living because of this. Yet another fare hike would without doubt put the price of taxis way beyond the price people will be willing to pay and result in people using taxi less and less having the opposite effect on income. It has always been known that fares are the maximum fare allowed to be charged, and individual drivers can charge less but that simply will not and never has happened in the past. There is no point for instance in charging under the meter price if when the next times the passenger comes back to the same taxi rank or company and is charged the full price every other time They will still be seeking other ways to get transport because its just too expensive for them. The highland council has a tail wagging the dog situation if they consider increasing the taxi fares on a proposal from Mr Raymond Munro of Snekkie taxis who has decided to employ taxi drivers and expects the taxi fares to be increased to make his buisness venture more profitable for himself. We believe any increase, especially on tarriff 1 will seriously affect our ability to make a living and be far too expensive for our existing passengers and tourists alike. With the large increases in hotel and travel inn type accommodation in recent times around the highlands and in Inverness, if the proposed increases in the taxi fares are approved and go ahead Inverness will very quickly get the reputation for being a very very expensive place to visit. Does the highland council really want that . To summarise, we can make a good living with the fares as they are IF we can get passengers to use our service and we won't get more people in the taxis if the fares go up. **FARES ARE ALREADY HIGH ENOUGH.** Thank you David Coufts [REDACTED]
Get [Outlook for Android](#)

Susan Blease
Principal Solicitor
The Highland Council
Council offices
High Street
Dingwall
IV15 9QN

Andrew MacCallum



The Highland Council Review of Taxi Fares 21 May 2018

I would like to submit my objections to the recent proposals to increase the Highland Council Taxi tariffs and to add a further two tariffs 4 and 5 to the current fare structure.

Tariff 1

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be 70p. This would make a 2 mile journey on tariff 1 at £6.50 and if a £1.00 booking fee was added this would increase to £7.50. I feel that this is too much for the public to pay for a general weekday journey and would possibly deter people from using Taxis, I therefore propose that Tariff 1 be left as it currently is with no increase.

Tariff 2

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be £1.70. This would make a 2 mile journey on tariff 2 at £8.30 and if a £1.00 booking fee was added this would increase to £9.30. I feel that this is too much for the public to pay for evening and weekend journeys and would possibly deter people from using Taxis, I therefore propose that Tariff 2 be left as it currently is with no increase.

Tariff 3

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be £1.70. This would make a 2 mile journey on tariff 3 at £9.80 and if a £1.00 booking fee was added this would increase to £10.80. I feel that this is too much for the public to pay for evening and weekend journeys on vehicles with 5 or more passengers, Christmas day and Boxing day, New Year's Day and 2nd January. This would possibly deter people from using Taxis, I therefore propose that Tariff 3 be left as it currently is with no increase.

Tariff 4 & 5

I do not see the need to charge the public an additional tariff over the Christmas and New year period when there is already a tariff (3) in place which most of the public know is there to cover this time of year. Shops, Supermarkets, Pubs, Railway and Bus companies do not increase their prices at this time of year regardless of what rate they pay their staff so why should Taxi's?

The public already wrongly presume that tariff 2 is double that of tariff 1 and Tariff 3 is double that of tariff 2, adding another 2 tariffs would only confuse them more and

possibly deter them from using Taxi's I therefore propose to not introduce tariff 4 & 5 to the taxi fare structure

Booking Fee

I do not see the need to increase this fee by 100% to £1.00, we are reliant on members of the public to use our service, so we can make a living, I do not see why we should penalise them by adding £1.00 to their fare for using their phone to offer us business by booking a Taxi. We should be encouraging people to do this, so I therefore propose not to increase this fee.

I feel some Taxi companies in Inverness are using the Taxi review to over inflate the Taxi prices so once achieved they can advertise big discounts to entice customers, this is all very well for large companies who are taking bookings over the phone but leaves customers on the street with no way of knowing what the price of a Street (Rank) Taxi is going to be until they get in which is quite confusing for the customer.

Yours Sincerely

A solid black rectangular box used to redact the signature of the sender.

Date 14/06/18

Susan Blease
Principal Solicitor
The Highland Council
Council offices
High Street
Dingwall
IV15 9QN

Dougie Greig



The Highland Council Review of Taxi Fares 21 May 2018

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If the intended fare review goes ahead the increase for the first 2 miles of a journey will be £1.70. This would make a 2 mile journey on tariff 3 at £9.80 and if a £1.00 booking fee was added this would increase to £10.80. I feel that this is too much for the public to pay for evening and weekend journeys on vehicles with 5 or more passengers, Christmas day and Boxing day, New Year's Day and 2nd January. This would possibly deter people from using Taxis, I therefore propose that Tariff 3 be left as it currently is with no increase.

Tariff 4 & 5

I do not see the need to charge the public an additional tariff over the Christmas and New year period when there is already a tariff (3) in place which most of the public know is there to cover this time of year. Shops, Supermarkets, Pubs, Railway and Bus companies do not increase their prices at this time of year regardless of what rate they pay their staff so why should Taxi's?

The public already wrongly presume that tariff 2 is double that of tariff 1 and Tariff 3 is double that of tariff 2, adding another 2 tariffs would only confuse them more and

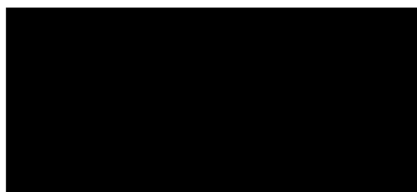
possibly deter them from using Taxi's I therefore propose to not introduce tariff 4 & 5 to the taxi fare structure

Booking Fee

I do not see the need to increase this fee by 100% to £1.00, we are reliant on members of the public to use our service, so we can make a living, I do not see why we should penalise them by adding £1.00 to their fare for using their phone to offer us business by booking a Taxi. We should be encouraging people to do this, so I therefore propose not to increase this fee.

Yours Sincerely

Date 14/06/18



Susan Blease
Principal Solicitor
The Highland Council
Council offices
High Street
Dingwall
IV15 9QN

The Highland Council Review of Taxi Fares 21 May 2018

I would like to submit my objections to the recent proposals to increase the Highland Council Taxi tariffs and to add a further two tariffs 4 and 5 to the current fare structure.

Tariff 1

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be 70p. This would make a 2 mile journey on tariff 1 at £6.50 and if a £1.00 booking fee was added this would increase to £7.50. I feel that this is too much for the public to pay for a general weekday journey and would possibly deter people from using Taxis, adding further congestion as if taxis are not moving then other taxis cannot join the rank and will circle around the town until a space becomes available. I therefore propose that Tariff 1 be left as it currently is with no increase.

Tariff 2

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be £1.70. This would make a 2 mile journey on tariff 2 at £8.30 and if a £1.00 booking fee was added this would increase to £9.30. I feel that this is too much for the public to pay for evening and weekend journeys and would possibly deter people from using Taxis, and we want to encourage people from out of town to use the facility's of Inverness at the evening and weekends. I therefore propose that Tariff 2 be left as it currently is with no increase.

Tariff 3

If the intended fare review goes ahead the increase for the first 2 miles of a journey will be £1.70. This would make a 2 mile journey on tariff 3 at £9.80 and if a £1.00 booking fee was added this would increase to £10.80. I feel that this is too much for the public to pay for evening and weekend journeys on vehicles with 5 or more passengers, Christmas day and Boxing day, New Year's Day and 2nd January. This would possibly deter people from using Taxis, surely we want people to be able to visit relatives and friends at this time of year sharing a glass of wine and have an affordable transport system available to take them home. I therefore propose that Tariff 3 be left as it currently is with no increase.

Tariff 4 & 5

I do not see the need to charge the public an additional tariff over the Christmas period as the above tariff is already in place to cover that period.

I therefore propose object to introducing tariff 4 & 5 to the taxi fare structure

Yours Sincerely

Date 14/06/18

**SNECKIE TAXIS
UNIT 5
1 BARN CHURCH ROAD
INVERNESS
IV2 7WB**

20th June 2018

We write in response to the public consultation regarding the Highland taxi tariff review to say that we are in full support of the proposed new pricing structure as agreed by the licensing committee on 15th May 2018.

Below is an extract from Scottish Government publication: - **Taxi and Private Hire Car Licensing: Best Practise Guidance for Licensing Authorities Second Edition, April 2012 (Current Edition)**

2.37 The Secretary of State expects that in fixing fares authorities will want to pay primary regard to the costs incurred by the trade, having regard to the capital costs. (including interest payments) of the vehicles, the costs of maintaining and replacing them to the standards required by the licensing authority, **the costs of employing drivers**, and the prevailing levels of wages and costs in related road transport industries. In the Secretary of State's view, the public interest is better served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return than by depressing fares for social reasons, however understandable. If fares are fixed at a level higher than the market can stand, the trade is free to reduce them.

We therefore contend that the above underlined Government advice should be firmly adhered too when considering any tariff review.

As taxi operators we have already faced sizeable increases to our operating costs since the last taxi tariff review in 2016, with even more significant increases to come through to 2020.

All these additional operating costs and investment required to comply with legislation already has, or will add, approximately 22.5% (since 2016) to our overall costs of providing a taxi service during the next 18-month period, before the next tariff review in April 2020 comes around.

These increases in costs associated with providing a taxi service to the public are due to increases in minimum wage, employer's national insurance contributions, employer's staff pension contributions, fuel costs, fleet and premises insurance costs, payment card processing costs (card costs can no longer be recovered from customer) and we must account for Vat within the taxi fares.

We are the largest taxi operator in the Highlands whom offers legitimate employment opportunities to its drivers, and therefore full employment rights. (our drivers are directly employed on a payroll with holiday and sick pay provision and all the other associated employment benefits)

Due to Government legislation, Taxi Operators will be expected to convert their existing cars/fleet by investing in Hybrid/emission friendly/low carbon type vehicles. These vehicles are in the region of 70% more expensive to acquire with a typical multi-seat minibus costing in excess of £50k as opposed to around £30k for the less environmentally friendly vehicles of today!

Whilst Tariff 1 was increased at the last review by 20p per mile (the first increase in 5 years), it still falls significantly short of what our near neighbouring councils charge. T1 in both Moray and Aberdeenshire is currently 40p per mile more than Highland with their rates being £2.20 per mile. Moray council last month approved a further 80p per mile increase.

T2 and T3 in Highland was completely ignored at the last Highland Council tariff review and has not seen any increase in around 7 years! The difference is currently only 10p per mile between T1 and T2 or £10 extra for a 200 mile/ 4-hour journey to Aberdeen & back (assuming you come back empty). We as Operators can't afford to, nor can we incentivise our staff to work backshift/nightshift or weekends at those rates. The proposed new tariffs will address all these current discrepancies between the different tariffs and make any subsequent increases in future years more straightforward, as only an RPI increase across all tariffs would then need to be looked at.

The cost for a telephone booking hasn't increased in at least 10 years despite the costs of running a Booking Office at least doubling in that same time!

Christmas and New Year Tariffs

Current tariffs for Xmas and New Year for a MPV or minibus (5-8 passengers) has no uplift whatsoever. With people booking these larger vehicles not asked to pay any more (as it currently stands) on these festive days than they would pay on a normal Saturday night.

Clubs, pubs and Hotels charge a premium for entry/dining on these days and we as Taxi Operators ferry people to and from these places at no extra cost to the customer.

We closed our office for part of Xmas Day last year because we would be running at a loss having to pay double time to staff etc.

We suggest the proposed new festive Tariffs T5 & T6 start from 6pm on the eve of both days.

Our final point is to reiterate the government advise above that these are maximum fares and: -

If fares are fixed at a level higher than the market can stand, the trade is free to reduce them.

Raymond Munro

Managing Director

From: Colin Maclean [REDACTED]
Sent: 28 June 2018 09:53
To: Julie Traynor
Subject: Taxi Tariff Increase

To whom it may concern

I wish to object to the proposed tariff change as there are so many things involved that could prove catastrophic to the long term survival of my company, as the only full time 24hr service in the town where a lot of our work are short 1 or 2 mile journeys this new tariff will kill off most of the trade that I do and if this happens and drivers decide to leave then my 24hr service would end up being stopped which would affect a number of local businesses and local authorities as we are used by the Belford Hospital to provide a 24hr on call patient transport service and as for the proposed 5 tariffs this I would imagine would require a change of taxi meter as well which means, having 4 cars would cost money that would be very difficult to raise and also earn back also the proposed rise at Christmas and New Year would make it unaffordable for people to use taxis and with my company sometimes being the only company out would further endanger my service. I understand Inverness being a city want to get near city prices but we down here are a smaller seasonal tourist town that have mostly quiet winter months which prove hard enough to survive and the small journeys are our bread and butter where any higher starting rate will massively affect us.

I understand in Inverness the cars are doing longer mileage but raising the flag cost is madness and the tariffs are hard enough to explain to people as it is whereas in the smaller towns in the Highland Council area we rely on short trips most of the year. In my experience over the years putting up the prices all the time does not make you more money it in fact costs you because people class taxis as a luxury item and when money is tight luxury's are the first thing people cut back on. I can only hope that this rise is thought through very carefully as this is a rise that will dramatically affect every taxi driver's future.

Yours

SPEEDERS CABS

Colin Maclean
[REDACTED]

Comparison with Edinburgh City Council taxi tariff

	Highland Current	Highland Proposed	Edinburgh (pre-2018 review)
First Mile	£4.00	£4.50	£3.60
Per mile thereafter	£1.80	£2.00	£2.00

	Highland Current	Highland Proposed	Edinburgh Current (post-2018 review)
First Mile	£4.00	£4.50	£4.10
Per mile thereafter	£1.80	£2.00	£2.00

When there are more than 2 passengers travelling, Edinburgh also charge 20p for each passenger thereafter.

Comparison with Moray Council taxi tariff

	Highland Current	Highland Proposed	Moray Current (from 29/06/18)
First Mile	£4.00	£4.50	£3.60
Per mile thereafter	£1.80	£2.00	£3.00

A note of the Moray surcharges are detailed below:

- (a) For each hiring between 7.00 p.m. and 12 midnight on any day except Sundays, 24th, 25th, 26th, 31st December and 1st and 2nd January a surcharge of £1.00.
- (b) For each hiring between 12 midnight and 7.00 a.m. on any day except 25th, 26th and 27th December, 1st, 2nd and 3rd January a surcharge of £1.70 applies.
- (c) For each hiring between 7.00 a.m. and 12 midnight on Sundays and Bank Holidays a surcharge of £1.50 applies.
- (d) For each hiring between 7.00 p.m. on 24th to 7.00 a.m. on 27th December inclusive and between 7.00 p.m. on 31st December to 7.00 a.m. on 3rd January inclusive a surcharge of 50% on the basic fare, subject to a minimum fare (after allowing for the surcharge) of £6.45.
- (e) For each hiring where more than four passengers are carried, a surcharge of 50% applies.
- (f) For each hiring pre booked, a surcharge of £0.50 applies.

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
10	Highlands	£5.80
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 (£6.10 from June 2018)
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
Standing charges only: £		1913	3011	3678	5070	9271
Standing charges as pence per mile						
	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
Running costs, pence per mile						
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
Running costs only: p.		18.56	21.14	22.83	25.31	29.06
* 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
Total of standing and running costs as pence per mile						
	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
	Standing charges only: £	2454	3411	3788	4745	7203

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
	Running costs only: p.	17.26	18.25	21.54	22.14	27.85

* 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
UK AVERAGE	119.7	544.2	122.6	557.4	130.3	592.4	60.4
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
SUPERMARKET AVERAGE	116.8	531.0	119.5	543.3	122.2	555.5	55.7
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) 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.

Year	25 and over	21 to 24	18 to 20	Under 18	Apprentice
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

