

Agenda item	6
Report no	HLC/032/21

THE HIGHLAND COUNCIL

Committee: THE HIGHLAND LICENSING COMMITTEE

Date: 22 June 2021

Report title: Review of taxi tariff 2020/2021

Report by: The Principal Solicitor – Regulatory Services

1. Purpose/Executive summary

- 1.1** The purpose of this report is to seek the views of the Committee on the annual review of taxi fare scales as the first formal stage of the statutory process.
- 1.2** The informal consultation process inviting members of the taxi and private hire operators to submit their views, came to an end on 12 May 2021. Details of these responses have been collated and set out in this report for the Committee's consideration.

2. Recommendation

- 2.1** This report invites the Committee to:
- (i) 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;
 - (ii) approve that an advertisement be placed in the P and J (Highland Edition) detailing the Licensing Committee's proposal in relation to the maximum rates of fares in respect of taxi and private hire car licensing (where the private hire cars are fixed with taxi meters) and inviting representations;

3. Background

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

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

2018/2019:

Tariff 1: no change to the running mile or flagfall.

Tariff 2: the running mile to be the tariff 1 running mile x 1.25. No change to the flagfall.

Tariff 3: the running mile to be the tariff 1 running mile x 1.5. No change to the flagfall.

The removal of Christmas Day and New Year's Day from tariff 3.

The introduction of a Tariff 4 which 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. The running mile for tariff 4 to be the tariff 1 running mile x 2. The flagfall to be the same as tariff 3.

The introduction of a Tariff 5 which 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. The running mile for tariff 5 to be the to the new tariff 2 running mile x 2. The flagfall to be the same as tariff 3.

The booking fee to be increased from 50p to £1.

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

2019/2020

The soiling charge increased from a maximum of £100 to a maximum of £120.

4. Statutory process for reviewing the tariff

4.1 Section 17(3) of the abovementioned 1982 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 Operators of taxis or any person or organisation appearing to the Traffic Commissioner to be a representative of such taxi operators can appeal against any decision the Local Authority makes in respect of fares and surcharges. Any appeal is made to the Traffic Commissioner for the Scottish Traffic Area. An appeal to the Traffic Commissioner may be made within 14 days of notice being given by the licensing authority to taxi operators and representative taxi organisations of the agreed fare scales

4.3 A copy of the proposed timescale for the review process is attached as **Appendix 2** of the report.

5. Representations from the taxi trade

5.1 In accordance with Section 17(3)(a) of the 1982 Act, an informal consultation inviting members of the trade to submit their views has been carried out. In past years consultation with members of the trade have been held in Inverness, Wick, Dingwall and Fort William. However, due to restrictions imposed by Covid-19, in-person meetings with the taxi/PHC trade were not held. The informal consultation was carried out in writing and letters inviting all taxi and private hire operators to submit their initial views were sent on the 8 and 9 April 2021. The letter invited the trade to submit their initial views by 12 May 2021. It provided the trade with details of the Council's current taxi tariff together with information produced by the Office of National Statistics (ONS) regarding inflation figures. The trade was also advised that they could attend and address the meetings of the Highland Licensing Committee on 22 June and 7 September 2021. A copy of the letter is attached as **Appendix 3**.

6 Representations from the trade

6.1 Following the invite to all taxi/PHC operators to submit their initial views, 14 responses were received. The substance of each response is appended to the report at **Appendix 4** but is summarised as follows:

6.2 11 responses proposed that there should be no increase to the current tariffs. 7 of these responses raised their concerns regarding the economic impact that Covid-19 has had on the trade over the last 14 months. Although, it was noted by two respondents that a discretionary fund had been created by Scottish Government to alleviate some of the financial burden suffered, these funds only covered the cost of the vehicle and personal licence, insurance etc. It did not compensate their loss of earnings in anyway. Another respondent also noted that by choosing not to increase the taxi fares at this time, it would allow time for the economy to recover and provide a more realistic view of the trade further down the line.

6.3 1 response suggested increasing the tariff to match inflation. In the past when the taxi tariff had been increased, this had been of great benefit to all parties within the trade.

6.4 1 response proposed that the tariff review be postponed for 6-12 months to give the economy time to recover.

6.5 1 response proposed a 16% increase in relation to the initial flagfall for Tariff 1 and a 6% increase in relation to the initial flagfall for Tariff 2. Further proposals to the current fare card are detailed below and the consequence of these increases (for tariffs 1 and 2) are shown on **Appendix 5** of this report.

Tariff 1

Flagfall- increase from £3.00 to £3.50 per mile
Running mileage-no change

Tariff 2

Flagfall-increase from £3.30 to £3.50
Running mileage-no change

A change in terms of the times in which a higher tariff applies has been proposed. Currently, the tariff applies between 9:00pm and 7:00am on any day. It is proposed that the tariff apply between 10:00pm and 7:00am on any day.

Tariff 3

Flagfall-no increase

Running mileage-no change

A change in terms of the when the tariff should apply has been proposed. Currently, the tariff applies between 6am and midnight on both Boxing Day and 2 January. It is proposed that the tariff apply on 24, 26, 31 December and 2 January from 12:00am to 11:59pm.

Tariff 4 and 5

In terms of Tariff 4 and Tariff 5, it is proposed that these are removed from the current fare card.

7. Observations on Further Considerations

7.1 In considering whether the current tariff structure should be altered the Committee are invited to consider the following information detailed at **Appendix 6**:

- 7.2**
- (i) The Scottish Government's Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities;
 - (ii) Consumer Price Index (CPIH) figures relating to the cost of running and maintenance of vehicles;
 - (iii) AA fuel report;
 - (iv) Average weekly earnings;
 - (v) Percentage increases across all tariffs; and
 - (vi) any other factors raised by the trade during the meeting.

7.3 On review of Appendix 6, the Committee are invited to note the increase in respect of fuel prices both in Scotland as well as in the UK. This sharp fluctuation in prices between April 20 and February 21 can be attributed to the global price of crude oil, which was dramatically impacted by the lack of demand, owing to travel restrictions imposed by Covid-19. A similar pattern can also be seen in respect of average weekly earnings. Average weekly earnings examine several factors including occupation, full-time or part-time status and the age of an employee. The change in pay growth between April 20 and January 21 is in part attributed to the decrease in the number and proportion of lower paid jobs, as well as a change in the number of employees who are furloughed, and the extent to which employers have topped up payments received by their employees.

7.4 Since, the last taxi fare review, the trade has experienced an extremely unusual period and continues to be greatly impacted by Covid-19. As restrictions are eased and more of the economy begins to open up, it is hoped that the trade will see an increase in taxi and PHC users. What continues to remain unclear is the ongoing impact that the trade will experience moving forward.

8 Implications

8.1 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.

8.2 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.

Date: 2 June 2021

Author: Rhoda Banfro

Background Papers: Appendix 1 – Copy of current tariff
Appendix 2 – Timescale for review
Appendix 3 – Invitation letter to the trade for initial views
Appendix 4 – Representation from the trade
Appendix 5 – Effect of proposed tariff
Appendix 6 – Additional Information

REVIEW OF TAXI FARES

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

With effect from 30 April 2020, 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 £3.00
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 98 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 £4.00 for the first mile plus £1.80 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; or £ 3.30
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 78 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 £4.90 for the first mile plus £2.30 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 £ 3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 65 yards or part .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 £6.00 for the first mile plus £2.70 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 £3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 49 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: £6.60 for the first mile plus £3.60 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 £3.90
The initial period of waiting time of 119 seconds; or
A combination of time and distance as above
- For each additional 39 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: £7.30 for the first mile plus £4.50 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 £120.00 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.

Appendix 2

Action	Timetable 2021
The Council to consult with persons or organisations appearing to be representative of operators of taxis within its area.	Early April
The Highland Licensing Committee will consider the representations received and agree a draft tariff.	HLC-22 June 2021
The draft 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.	June 2021
Deadline for submissions	Mid July 2021
The Highland Licensing Committee will meet to consider the results of the public consultation, and agree a final tariff.	7 September 2021
Any revised fare scale would then come into effect, subject to no appeal to the Traffic Commission being made by the trade.	Mid-Late September

Appendix 3



Please ask for: Michael Elsey
Direct Dial: (01463) 785098
Your Ref: 12/2/4
Our Ref:
Date: 9 April 2021

Dear Licence Holder,

TAXI TARIFF REVIEW

I refer to the above and write to inform you that we are shortly to commence our taxi tariff review. As you will be aware, under the Civic Government (Scotland) Act 1982 we are required to review the taxi fares in the Highland Council area every 18 months, and the current fare scale is due to be reviewed by 30 October 2021.

In past years we have consulted with members of the trade at our meetings of the Taxi/PHC Sub-Group in Inverness, Wick, Dingwall, and Fort William. Under current restrictions we are not able to hold these meetings as normal, but we are still required by law to review the taxi tariff.

Therefore we are consulting with members of the trade by writing in order to gather your views on whether the maximum fares that can be charged in the Highland Council area require to be changed, and if so, by how much.

A copy of the Council's current taxi tariff is available at the link below. You will also find information regarding inflation figures from the Office of National Statistics (ONS) and other information which will assist you with your responses.

Please either type the link below into your browser or follow the path below to access a copy of the abovementioned documents:

https://www.highland.gov.uk/info/1125/licences_permits_and_permissions/465/licensing_news

- Go to www.highland.gov.uk, then click on the licences link on the left hand side under the 'Our Services' title. Then click on the 'Licensing News' link which can be found under the 'Information On' heading.

Please send your views on whether you wish to see any change to the current tariffs, along with any supporting evidence you wish the Highland Licensing Committee to consider to licensing@highland.gov.uk by **12 May 2021**.

The Highland Licensing Committee will consider the responses to this consultation at their meeting on 22 June 2021, following which there will be further public consultation over the summer period. It is likely that the meeting of 22 June 2021 will be conducted remotely via MS Teams, so should you wish to address the committee at that meeting please let us know at

licensing@highland.gov.uk, and arrangements will be made for you to join the meeting. It will also be streamed live on the Council website as all meetings are.

There will also be a further meeting on 7 September 2021 when responses to the draft tariff will be considered and the Highland Licensing Committee will make a final decision regarding the taxi tariff review. Please advise us if you would also like to address that meeting.

Yours sincerely

Iain Meredith

**IAIN MEREDITH
ACTING PRINCIPAL SOLICITOR**

Appendix 4

<p>Samuel Lund</p>	<p>Addressing the Highland Licensing Committee</p> <p>I thank you for your letter, and I thank you for inviting my opinion.</p> <p>As far as I recall, it's been a couple of years since our tariffs changed. When they did, it was definitely for the better, and was a great benefit to all parties within the trade.</p> <p>If memory serves, we did have a discussion similar to this a year or so ago, where the final decision was to leave the tariff as they were. I was glad at this, and so were various of my colleagues.</p> <p>My opinion is; that it is probably time to put the tariff up again, matching inflation somewhat. Weather you do or don't, wouldn't bother me greatly either way.</p> <p>I will insist however, if you indeed DO decide to alter the Tariffs once again, please make sure they're increasing by a substantial amount. it would be incredibly depressing to pay the various fees for the change, only to see an increase so insignificant, that it will never pay itself back.</p> <p>It is tradition for me to always remain neutral, and to never voice my opinion in matters like these. So, when I send this email, it is only because I have Genuine Pride in being a Taxi Driver, and Care so Deeply for the trade.</p> <p><i>In favour of an increase in the tariff</i></p>
<p>Alexander MacGillivray</p>	<p>Having considered The Highland Council Taxi fare scales review 2021 and the still, uncertain future. I would suggest NO INCREASE at this time. By April 2022, everyone will have a more realistic overview as to how the area is progressing. Which would allow for a more balanced and realistic indication if a Tariffs change would still be practical or not.</p> <p><i>No increase</i></p>
<p>Paul Reid</p> <p>Highland Cabs Ltd 52 Princes Street Thurso, Caithness Highland KW14 7AE</p>	<p>Highland Cabs recommendation for the taxi tariffs as follows....</p> <p>Tariff 1: Mon, Tue, Wed, Thu, Fri, Sat, Sun, between 7am to 10pm</p> <ul style="list-style-type: none"> • £3.50 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 stated. <i>(Increase)</i> • £0.10 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 stated. <i>(Remains the same)</i> <p>Tariff 2: Mon, Tue, Wed, Thu, Fri, Sat, Sun between 10pm to 7am (Good Friday, Easter Monday or May Day and, except when a higher tariff applies, between 10:00pm and 7:00am on any day) <i>(Change in proposed time, tariff should apply from 9am to 10am)</i></p> <ul style="list-style-type: none"> • £3.50 For the first 560 yards or part; The initial period of waiting time of 119 seconds; or a combination of time and distance as stated. <i>(Increase from 3.30-30.50)</i> • £0.10 For each additional 78 yards or part; Each additional period of waiting time of 14 seconds; or a combination of additional time and distance as stated. <i>(Remains the same)</i> <p>Tariff 3: December 24th from 12:00am to December 26th 11:59pm & December 31st from 12:00am to January 2nd 11:59pm <i>(Amendment to when the tariff should apply from-to include December 24th)</i></p>

	<p><i>and December 31st rather than Boxing Day and 2nd January. The time which is applies has also changed from 6am to 12am to 12am-11:59 on Dec 24, 26, 31 and 2nd January.)</i></p> <ul style="list-style-type: none"> • £3.90 For the first 444 yards or part; The initial period of waiting time of 119 seconds; or a combination of time and distance as stated. • £0.10 For each additional 65 yards or part; Each additional period of waiting time of 14 seconds; or a combination of additional time and distance as above. <p>Tariff 4 and 5 should be scrapped.</p> <p>Thank you for your time and I hope these new recommendations are suitable for consideration.</p>
<p>Connor Morrison Taxi 24/7 Ltd Nairn T: (01667) 459595 M: 07784 535498</p>	<p>I do not believe the current tariffs within the highland region need to change.</p> <p><i>No increase to tariff</i></p>
<p>Susan McIntosh</p>	<p>Following on from a really difficult year for everyone due to extended lockdowns, I feel that the tariffs should stay the same, I know this would be the second year without an increase but not only are passengers struggling but drivers and owners are as well. Yes we finally got a grant to help us out but by the time we have paid for Insurance, car tax, mot's we would be struggling to pay for having the meters re configured as well.</p> <p><i>No increase to tariff</i></p>
<p>Konrad Northern Sights Taxi & Private Hire</p>	<p>To whom it concerns.</p> <p>The Highland Council is currently ranked in the bottom 20% of all uk regional authorities primarily due to crass ineptitude The skill sets required are lacking in all disciplines primarily due to staffing from out with the Highlands and lacking in any and all knowledge associated with this environment. Outsiders embed within the local council for an easy career move and deliver nothing positive OK YA.</p> <p>These donkeys on the previous tariff adjustment decided to increase this by 28.55% when inflation was below 3% forced upon the Taxi & P/H industry Simply to raise 500 + times £68.00 to the Highland Council coffers.</p> <p>Have those in the Highland Council failed to notice the viral attack resulting in lockdown Business closures, job losses, lack & loss of income for many Reduction of income an future prospects and you want to raise more money.</p> <p>My advice to the donkey asylum that is the Highland Council think again defer it to 2022/2023.</p> <p>Clais-na-Buaile Lairg</p>

	<p>Sutherland IV27 4EH 01549 402399</p> <p><i>No increase to tariff</i></p>
<p>Stuart McIntosh Triple S Taxi</p>	<p>We feel that in the current climate that tariffs should stay at current levels. Yes this would be the second year without any increase but as an individual owner driver we would struggle with very little income in the last year to have to pay for meter changes etc.</p> <p><i>No increase to tariff</i></p>
<p>Ken Finnerty TCD-13-121 Sharon Finnerty TCD-13-93 Liam Finnerty PHCD-13-31</p>	<p>Dear Sirs</p> <p>We write to object to the proposed taxi tariff review.</p> <p>In our opinions, now is most definitely not the right time to start reviewing taxi fares, whilst the country is in the middle of a global pandemic. The past year has been difficult enough for us individually, as a business, and on the whole as a trade, with very little Covid funding available for taxi drivers times have been incredibly difficult financially for many of us. The £1500 discretionary fund payment was only enough to cover vehicle and personal licences and vehicle tests, but by no means any compensation for loss of earnings that other business and trades have been eligible for! We feel that an increase in tariffs would insult to injury!!</p> <p>Footfall had fallen prior to lockdown and it was hard enough to make ends meet. We as a company have seen our weekly jobs fall from over 1000 a week to between 250 and 300 per week over the past year, so we feel that another increase in tariffs would see a further fall in trade.</p> <p>Kind Regards</p> <p><i>No increase to tariff</i></p>
<p>George Fox Taxi operator/Driver IV20</p>	<p>In the current economic situation I would suggest postponing any taxi tariff review for 6 to 12 months to give the economy time to recover.</p> <p><i>Postponing tariff review altogether</i></p>
<p>Ali Dunnett</p>	<p>Tariffs should be frozen taking into account COVID has ravaged all types of business we need to built up the trade not to lose more customers due to increases plus any increase would hit drivers with more fees at a time when we are all stuggling</p> <p><i>No increase to tariff</i></p>
<p>Don Chisholm 11 696</p>	<p>In view of the fact that the taxi industry (possibly worldwide) has been decimated by Covid 19, furloughs, working from home, shop, bar, restaurant and school closures, I think any increase at this point would only cause more damage and delay recovery to our (very) badly hit industry.</p> <p>There are no perfect times to increase taxi fares, but this is one of the worst possible times in history. As this will come up for consideration in a further 18 months time, we should leave fares as they are for the time being, allowing the maximum possible recovery.</p>

	<i>No increase to tariff</i>
David Coutts.	I believe the tarriffs are high enough currently and an increase would be detrimental to the trade and taxi patrons alike. Therefore i advocate a freeze of taxi tarrifs at the coming review. <i>No increase to tariff</i>
Brian MacCallum Taxi number 11 007	I wish it to be noted that I would not like to see any changes made to the current taxi tariffs. <i>No increase to tariff</i>
Douglas Lyall taxi in 67	As a taxi driver / operator since 1984 I hereby state I believe the current taxi tariff should remain the same with no increases across the board and reviewed in 18 months time . We have witnessed a terrible pandemic and we in the taxi trade have seen a huge decline in trade .So it would be great to get the public back on board and what better way than to forgo any tariff increases. Thank you <i>No increase to tariff</i>

NB – Officer comments in italics

Tariff 1 (applies to vehicles carrying 4 passengers, except when a higher tariff applies)**Current Scale**

Flagfall (first 785 yards)	£3.00
Mileage	£1.80
Examples	
1 mile journey	£4.00
2 mile journey	£5.80
3 mile journey	£7.60
4 mile journey	£9.40
5 mile journey	£11.20
6 mile journey	£13.00
7 mile journey	£14.80
8 mile journey	£16.60
9 mile journey	£18.40
10 mile journey	£20.20

Proposed Increase

Flagfall (first 785 yards)	£3.50
Mileage	£1.80
Examples	
1 mile journey	£4.50
2 mile journey	£6.30
3 mile journey	£8.10
4 mile journey	£9.90
5 mile journey	£11.70
6 mile journey	£13.50
7 mile journey	£15.30
8 mile journey	£17.10
9 mile journey	£18.90
10 mile journey	£20.70

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.

Current Scale

Flagfall (first 560 yards)	£3.30
Mileage	£2.30
Examples	
1 mile journey	£4.90
2 mile journey	£7.20
3 mile journey	£9.50
4 mile journey	£11.80
5 mile journey	£14.10
6 mile journey	£16.40
7 mile journey	£18.70
8 mile journey	£21.00
9 mile journey	£23.30
10 mile journey	£25.60

Proposed Increase

Flagfall (first 560 yards)	£3.50
Mileage	£2.30
Examples	
1 mile journey	£5.10
2 mile journey	£7.40
3 mile journey	£9.70
4 mile journey	£12.00
5 mile journey	£14.30
6 mile journey	£16.60
7 mile journey	£18.90
8 mile journey	£21.20
9 mile journey	£21.50
10 mile journey	£25.80

Appendix 6

The Highland Council

Taxi fare scales review 2021

In terms of the Civic Government (Scotland) Act 1982, the Council as Licensing Authority is required to review the maximum fares that taxis operating within The Highland Council may charge and to set scales. The 1982 Act requires that this should be within 18 months beginning with the date on which the scales came into effect.

The fares approved by the Council are maximum fares which may be charged. Taxi operators are able to discount these rates if they wish. Whilst it is obligatory to review fare levels periodically, there is no obligation to alter the existing fares.

The Scottish Government's Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities issued in April 2012 states that authorities are advised as best practice to pay regard to advice contained in paragraphs 2.34-2.37 of Scottish Department Circular 25/1986. This states 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 a standard of the licensing authority, of employing drivers and the prevalent level of wages and costs in related road transport industries. The public interest is best served by ensuring the maintenance of an adequate taxi service by giving the trade a fair return rather than depressing fares for social reasons, however understandable.”

Current scales – with effect from 30 April 2020

Tariff 1 (applies to vehicles carrying 4 passengers, except when a higher tariff applies)

Flagfall (first 785 yards)	£3.00
Mileage	£1.80
Examples:	
1 mile journey	£4.00
2 mile journey	£5.80
3 mile journey	£7.60
4 mile journey	£9.40
5 mile journey	£11.20
6 mile journey	£13.00
7 mile journey	£14.80
8 mile journey	£16.60
9 mile journey	£18.40
10 mile journey	£20.20

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 9.00 pm and 7.00 am 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.)

Flagfall (first 560 yards)	£3.30
Mileage	£2.30
Examples:	
1 mile journey	£4.90
2 mile journey	£7.20
3 mile journey	£9.50
4 mile journey	£11.80
5 mile journey	£14.10
6 mile journey	£16.40
7 mile journey	£18.70
8 mile journey	£21.00
9 mile journey	£23.30
10 mile journey	£25.60

Tariff 3 (applies between 6.00 am 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 9.00 pm and 7.00 am, all day on Saturday and Sunday and on Good Friday, Easter Monday and May Day.)

Flagfall (first 444 yards)	£3.90
Mileage	£2.70
Examples:	
1 mile journey	£6.00
2 mile journey	£8.70
3 mile journey	£11.40
4 mile journey	£14.10
5 mile journey	£16.80
6 mile journey	£19.50
7 mile journey	£22.20
8 mile journey	£24.90
9 mile journey	£27.60
10 mile journey	£30.30

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

Flagfall (first 444 yards)	£3.90
Mileage	£3.60
Examples:	
1 mile journey	£6.60
2 mile journey	£10.20
3 mile journey	£13.80
4 mile journey	£17.40
5 mile journey	£21.00
6 mile journey	£24.60
7 mile journey	£28.20
8 mile journey	£31.80
9 mile journey	£35.40
10 mile journey	£39.00

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

Flagfall (first 444 yards)	£3.90
Mileage	£4.50
Examples:	
1 mile journey	£7.30
2 mile journey	£11.80
3 mile journey	£16.30
4 mile journey	£20.80
5 mile journey	£25.30
6 mile journey	£29.80
7 mile journey	£34.30
8 mile journey	£38.80
9 mile journey	£43.30
10 mile journey	£47.80

Extra charges:

Booking ahead i.e. by telephone	£1.00
Soiling charge	£120.00 maximum
Any bridge tolls or ferry charges, where applicable	Actual cost
Any airport car parking charges	Actual cost (only chargeable on production of a receipt to the hirer)
Supplementary booking charge for outward journey which commence 3 miles or more away from the taxi or taxi base (whichever is the nearer)	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 charge may only be demanded if the customer is informed of the amount of the charge at the time of the booking.)
Called but not used	Charge will be the amount as if it had been occupied from the time it left the stance or garage.

Considerations for fixing a taxi tariff

In light of the above guidance, we have provided figures supplied by the Government's Office of National Statistics (ONS). The main index is the Consumer Price Index which is a measure of consumer price inflation produced to international standards.

The main index is the CPI (all items). However, we have also included other statistics which may be relevant to the taxi tariff fare review, namely 'purchase of vehicles, 'maintenance and repairs', 'petrol' and 'diesel'.

The ONS publishes regular updates on these statistics. To allow comparison between relevant times, the ONS gives figures as indices, meaning that the figures are stated relative to a stated base year or month. The base year or month always has a value of 100 so other times have values which are greater or less than 100 to show how they compare i.e. the implementation of the current taxi scale (April 2020) to the most recent figures (February 2021) which were released on 24 March 2021. The next publication date for updated figures is due on 21 April 2021.

Comparative figures have also been provided for fuel between April 2020 and January 2021 (most recent figures) based on the AA fuel reports.

Figures for changes in weekly earnings have also been obtained from the ONS and figures provided for the changes to the National Minimum Wage.

****It is open to anyone participating in the review process to suggest that the Licensing Committee should consider other factors****

Inflation figures (Consumer Price Index)

	Index name	Start	End	Change
1	ALL ITEMS	108.6	109.4	0.7%
	CPI Index 00 (2015=100)			
	Series: L522			
2	PURCHASE OF VEHICLES (all)	107.2	110	2.6%
	CPIH Index 07.1			
	Series: L543			
	PURCHASE OF NEW CARS	114.4	118.2	3.3%
	CPIH Index 07.1.1A			
	Series: L544			
	PURCHASE OF SECOND HAND CARS	96.3	97.2	0.9%
	CPIH Index 07.1.1B			
	Series: L545			
3	MAINTENANCE AND REPAIRS	113.3	113.6	0.3%
	CPI Index 07.2.3			
	Series: D7ED			
4	PETROL	98.3	108.3	10.2%
	CPI Index 97.2.2.2			
	Series ID: L7FP			
5	DIESEL	100.9	108.4	7.4%
	CPI Index 07.2.2.21			
	Series ID: L7FO			

Source – Office for National Statistics (www.ons.gov.uk)

Indicators are published monthly

START – April 2020

END – February 2021

AA fuel report

February 2021

	Unleaded (litres)	Diesel (litres)	Super Unleaded (litres)	LPG (litres)
Scotland	120.1	124.2	134.2	-
UK average	121.5	124.8	135.5	65.3
Supermarket average	117.7	120.4	125.9	56.8

April 2020

	Unleaded (litres)	Diesel (litres)	Super Unleaded (litres)	LPG (litres)
Scotland	108.6	114.9	121.6	-
UK average	110.4	115.6	125.9	54.9
Supermarket average	104.8	110.8	112.3	-

Percentage change between two periods:

	Unleaded (litres)	Diesel (litres)	Super Unleaded (litres)	LPG (litres)
Scotland	10.6%	8%	10.4%	n/a
UK average	10%	8%	7.6%	19%
Supermarket average	12.3%	8.7%	12.1%	n/a

Earnings

Average Weekly Earnings (AWE) – change in average earnings

January 2021 (latest figure)	4.0%
April 2020	1.3%
Change	2.7%

National Minimum Wage:

	25+	21-24	18-20	Under 18	Apprentice
April 2021	£8.91	£8.36	£6.56	£4.62	£4.30
April 2020	£8.72	£8.20	£6.45	£4.55	£4.15
Change	2.1%	2%	1.7%	1.5%	3.7%

Based on the information above, we have produced how the fares would change for different percentages across all tariffs compared with the current scale:

please note that the figures shown would be required to be rounded up/down to the nearest 10 pence to accord with the taxi meters

Tariff 1

	Current	0.5%	1%	1.5%	2%	2.5%	3%
Flagfall	£3.00	£3.02	£3.03	£3.05	£3.06	£3.08	£3.09
Mileage	£1.80	£1.81	£1.82	£1.83	£1.84	£1.85	£1.85
1 mile	£4.00	£4.02	£4.04	£4.06	£4.08	£4.10	£4.12
2 miles	£5.80	£5.83	£5.86	£5.89	£5.92	£5.95	£5.97
3 miles	£7.60	£7.64	£7.68	£7.71	£7.75	£7.79	£7.83
4 miles	£9.40	£9.45	£9.49	£9.54	£9.59	£9.64	£9.68
5 miles	£11.20	£11.26	£11.31	£11.37	£11.42	£11.48	£11.54
6 miles	£13.00	£13.07	£13.13	£13.20	£13.26	£13.33	£13.39
7 miles	£14.80	£14.87	£14.95	£15.02	£15.10	£15.17	£15.24
8 miles	£16.60	£16.68	£16.77	£16.85	£16.93	£17.02	£17.10
9 miles	£18.40	£18.49	£18.58	£18.68	£18.77	£18.86	£18.95
10 miles	£20.20	£20.30	£20.40	£20.50	£20.60	£20.71	£20.81

Tariff 2

	Current	0.5%	1%	1.5%	2%	2.5%	3%
Flagfall	£3.30	£3.32	£3.33	£3.35	£3.37	£3.38	£3.40
Mileage	£2.30	£2.31	£2.32	£2.33	£2.35	£2.36	£2.37
1 mile	£4.90	£4.92	£4.95	£4.97	£5.00	£5.02	£5.05
2 miles	£7.20	£7.24	£7.27	£7.31	£7.34	£7.38	£7.42
3 miles	£9.50	£9.55	£9.60	£9.64	£9.69	£9.74	£9.79
4 miles	£11.80	£11.86	£11.92	£11.98	£12.04	£12.10	£12.15
5 miles	£14.10	£14.17	£14.24	£14.31	£14.38	£14.45	£14.52
6 miles	£16.40	£16.48	£16.56	£16.65	£16.73	£16.81	£16.89
7 miles	£18.70	£18.79	£18.89	£18.98	£19.07	£19.17	£19.26
8 miles	£21.00	£21.11	£21.21	£21.32	£21.42	£21.53	£21.63
9 miles	£23.30	£23.42	£23.53	£23.65	£23.77	£23.88	£24.00
10 miles	£25.60	£25.73	£25.86	£25.98	£26.11	£26.24	£26.37

Tariff 3

	Current	0.5%	1%	1.5%	2%	2.5%	3%
Flagfall	£3.90	£3.92	£3.94	£3.96	£3.98	£4.00	£4.02
Mileage	£2.70	£2.71	£2.73	£2.74	£2.75	£2.77	£2.78
1 mile	£6.00	£6.03	£6.06	£6.09	£6.12	£6.15	£6.18
2 miles	£8.70	£8.74	£8.79	£8.83	£8.87	£8.92	£8.96
3 miles	£11.40	£11.46	£11.51	£11.57	£11.63	£11.69	£11.74
4 miles	£14.10	£14.17	£14.24	£14.31	£14.38	£14.45	£14.52
5 miles	£16.80	£16.88	£16.97	£17.05	£17.14	£17.22	£17.30
6 miles	£19.50	£19.60	£19.70	£19.79	£19.89	£19.99	£20.09
7 miles	£22.20	£22.31	£22.42	£22.53	£22.64	£22.76	£22.87
8 miles	£24.90	£25.02	£25.15	£25.27	£25.40	£25.52	£25.65
9 miles	£27.60	£27.74	£27.88	£28.01	£28.15	£28.29	£28.43
10 miles	£30.30	£30.45	£30.60	£30.75	£30.91	£31.06	£31.21

Tariff 4

	Current	0.5%	1%	1.5%	2%	2.5%	3%
Flagfall	£3.90	£3.92	£3.94	£3.96	£3.98	£4.00	£4.02
Mileage	£3.60	£3.62	£3.64	£3.65	£3.67	£3.69	£3.71
1 mile	£6.60	£6.63	£6.67	£6.70	£6.73	£6.77	£6.80
2 miles	£10.20	£10.25	£10.30	£10.35	£10.40	£10.46	£10.51
3 miles	£13.80	£13.87	£13.94	£14.01	£14.08	£14.15	£14.21
4 miles	£17.40	£17.49	£17.57	£17.66	£17.75	£17.84	£17.92
5 miles	£21.00	£21.11	£21.21	£21.32	£21.42	£21.53	£21.63
6 miles	£24.60	£24.72	£24.85	£24.97	£25.09	£25.22	£25.34
7 miles	£28.20	£28.34	£28.48	£28.62	£28.76	£28.91	£29.05
8 miles	£31.80	£31.96	£32.12	£32.28	£32.44	£32.60	£32.75
9 miles	£35.40	£35.58	£35.75	£35.93	£36.11	£36.29	£36.46
10 miles	£39.00	£39.20	£39.39	£39.59	£39.78	£39.98	£40.17

Tariff 5

	Current	0.5%	1%	1.5%	2%	2.5%	3%
Flagfall	£3.90	£3.92	£3.94	£3.96	£3.98	£4.00	£4.02
Mileage	£4.50	£4.52	£4.55	£4.57	£4.59	£4.61	£4.64
1 mile	£7.30	£7.34	£7.37	£7.41	£7.45	£7.48	£7.52
2 miles	£11.80	£11.86	£11.92	£11.98	£12.04	£12.10	£12.15
3 miles	£16.30	£16.38	£16.46	£16.54	£16.63	£16.71	£16.79
4 miles	£20.80	£20.90	£21.01	£21.11	£21.22	£21.32	£21.42
5 miles	£25.30	£25.43	£25.55	£25.68	£25.81	£25.93	£26.06
6 miles	£29.80	£29.95	£30.10	£30.25	£30.40	£30.55	£30.69
7 miles	£34.30	£34.47	£34.64	£34.81	£34.99	£35.16	£35.33
8 miles	£38.80	£38.99	£39.19	£39.38	£39.58	£39.77	£39.96
9 miles	£43.40	£43.62	£43.83	£44.05	£44.27	£44.49	£44.70
10 miles	£47.80	£48.04	£48.28	£48.52	£48.76	£49.00	£49.23