

Agenda item	<b>6</b>
Report no	<b>HLC/056/22</b>

## **THE HIGHLAND COUNCIL**

**Committee:** THE HIGHLAND LICENSING COMMITTEE

**Date:** 29 November 2022

**Report title:** Review of taxi tariff 2022/2023

**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 13 February 2023, subject to any appeal being lodged as per 8.1 of the report and the caveats set out as per 9.2 of the report.

### 3. Background

3.1 At the meeting of the Highland Licensing Committee held on 6 September 2022, 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 a draft tariff to go out for public consultation. The proposed changes to the tariff were as follows:

- A 20% increase to all tariffs;
- The soiling charge be increased from a maximum of £120 to a maximum of £150
- The introduction of a £5 maximum charge for the carriage of bulky items that cannot be reasonably accommodated in the boot of the vehicle being hired. This charge may only be demanded if the customer is informed of the amount of the charge at the time of booking. For the avoidance of any doubt, this will not apply to any items designed to assist the mobility of users such as wheelchairs or walking aids.

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

3.3 A copy of the proposed tariff, as agreed by the Committee on 6 September 2022, is attached as **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 10 October 2022.

### 4.0 Representations received

4.1 Four representations have been received, from the following:

- Allan Duffy (Representation 1)
- Andrew Lannon (Representation 2)
- Bonnie McColl (Representation 3)
- Inverness Taxi Alliance (Representation 4)

A copy of these are attached as **Appendix 3** to this report.

### 5.0 Observations on representations

5.1 The proposed scale was published by Council press release and in the Press and Journal (Highland edition) on 9 September 2022. Members of the public were invited to submit their comments on the proposals by 10 October 2022. Section 17(4B) of the Civic Government (Scotland) Act 1982 states that a licensing authority must allow at least one month after the first publication by the authority of the proposed scales for representations in writing. A copy of the timetable, which was included with the 6 September 2022 report is attached as **Appendix 4** to this report.

### 5.2 Representation 1:

- Operators were written to individually and provided with the opportunity to complete a questionnaire. 116 responses were received. As of June 2022, there were 474 taxi operators licensed within The Highland Council area. A further written submission was also received and published.

### 5.3 Representation 4:

- As explained in the letter provided to all operators, it was not possible to schedule the Sub-group Committee meetings into this tariff review on the basis that a proportion of the trade had requested an urgent review of the tariff. A report was brought to the Highland Licensing Committee on 20 June 2022 at the request of a proportion of the trade. The basis of this request and the procedure followed is set out in the report which can be found at:

[Highland Licensing Committee | The Highland Council](#) – See Item 8 of the Agenda.

- In order to meet this request, consultation had to be undertaken by way of an online survey.
- Members reviewed the consultation responses at their meeting of 6 September 2022. A link to the report which was considered by the Committee together with all the supporting information, outcome of the survey of the trade and other documents which Members took into consideration when agreeing the draft tariff can be found at:

[https://www.highland.gov.uk/meetings/meeting/4664/highland\\_licensing\\_committee](https://www.highland.gov.uk/meetings/meeting/4664/highland_licensing_committee) - See Item 6 of the agenda

- The consultation survey not only asked questions on the tariff review but allowed operators the opportunity to comment on anything outwith the tariff. These were summarised as part of the report together with Officer's comments and discussed at the meeting.
- 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."*
- A table showing the comparison between the current tariff, the draft tariff proposed by the Committee on 6 September 2022 and the proposals submitted by the Inverness Taxi Alliance, as detailed in their representation is attached as **Appendix 5**.

### 6.0 Further Considerations:

- 6.1 In light of The Scottish Government's Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities guidance, the Committee were invited to consider figures supplied by the Government's Office of National Statistics (ONS) at their meetings of 20 June 2022 and 6 September 2022.

- 6.2** The main index is the Consumer Price Index which is a measure of consumer price inflation produced to international standards. However, figures are also provided for other statistics which may be relevant for taxi operators.
- 6.3** A comparison was provided between figures that were considered at the meeting of the Highland Licensing Committee on 22 June 2021 (at the last review of the taxi tariff) with the most up to date figures available for the 6 September 2022 meeting. A copy of these are re-attached as **Appendix 6** to this report for reference.
- 6.4** A further comparison has also been provided with the most up to date figures now available as **Appendix 7** to this report.

## **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. 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 £70.58 (£58.81+VAT).

## **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 1982 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 notice being given to them of the Committee's decision. 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 13 February 2022. 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). If there are amendments to any of the tariffs 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 it will also ensure that there are sufficient Trading Standards officers available to carry out the meter testing as quickly and efficiently as possible.
- 9.2** However, Trading Standards have commented that the test track calibration and mass testing of meters at this time of year, with the earlier agreed timetable, could be hindered should there be bad weather. Confirmation is also awaited that a suitable location near

the test track on Stadium Road, Inverness is available for Trading Standards to undertake the administrative aspects of the meter checks.

Date: 15 November 2022

Author: Claire McArthur

Background Papers: Appendix 1 – Copy of current tariff  
Appendix 2 – Copy of the draft tariff agreed by HLC on 06/09/22  
Appendix 3 – Representations received  
Appendix 4 – Timetable for implementation of the taxi tariff  
Appendix 5 – Comparison of tariffs  
Appendix 6 – Comparison of costs since the last tariff review  
Appendix 7 – Comparison of costs since the last tariff review  
(updated)

# **THE HIGHLAND COUNCIL**

## **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 18 October 2021, 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 2<sup>nd</sup> 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.

## PROPOSED TAXI TARIFF

It is proposed that with effect from February 2023, 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 £3.70  
The initial period of waiting time of 119 seconds; or  
A combination of time and distance as above
- For each additional 82 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 £2.20 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 £ 4.00  
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; 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 £5.90 for the first mile plus £2.70 per mile thereafter plus extras\***

**Tariff 3:** Applies between 6am and midnight on both Boxing Day and 2<sup>nd</sup> 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 £ 4.70  
The initial period of waiting time of 119 seconds; or  
A combination of time and distance as above
- For each additional 54 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 £7.20 for the first mile plus £3.30 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 41 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: £8.00 for the first mile plus £4.30 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 32 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: £8.90 for the first mile plus £5.50 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 £150.00 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.

**Luggage Charge** – A maximum charge of £5.00 be introduced for the carriage of bulky items which cannot be reasonably accommodated in the boot of the vehicle being hired. This charge may only be demanded if the customer is informed of the amount of the charge at the time of booking. For the avoidance of any doubt, this will not apply to any items designed to assist the mobility of users such as wheelchairs or walking aids.

## Representation 1

-----Original Message-----

From: Allan Duffy

Sent: 21 September 2022 20:25

To: Licensing <licensing@highland.gov.uk>

Subject: My view on the new taxi tariff draft increase

Dear Claire,

I am writing to put my view and opinions on the proposed taxi tariff increase, but before I do I would like to ask to come to the meeting and speak at it.

As a taxi user I have already reduced the number of occasions that I use them as the tariffs are already stupidly high, as the current situation with fuel and energy costs being higher than it was before it would seem like a good idea to increase the tariffs, however, if a proper study is done you will find that a reduction in use will be more apparent.

From the times I've used taxis I've spoke with the drivers regarding the tariff increases over the years and they have all gave me the same recurring answer, that is that they don't want an increase in tariff, there are a few that want it but that is only due to the fact that some of them are less educated on how the system works the other recurring factor that shows up is that they feel they aren't listened to as all they see is the larger taxi firms representing taxis which doesn't give a true reflection on how they feel, they see the larger firm owners and directors wanting more of an income from them.

So I feel that the increase will reduce usage and those who have to rely on taxis will be taken advantage off, I myself will stop using taxis as many others will also do.

Kind Regards,  
Allan Duffy

## Representation 2

**From:** Andrew Lannon

**Sent:** 26 September 2022 18:21

**To:** Licensing <licensing@highland.gov.uk>

**Subject:** Taxi fare rise

I would happily pay an increase in taxi fares but recently it has been almost impossible to get a taxi in Thurso to take us home to Weydale. It is not safe to walk home so either we need a designated driver or just stay at home, which must harm local businesses.

I would say encouraging more taxi's to operate at key times rather than avoiding them should be a condition of any taxi fare rise.

Thanks in advance

### Representation 3

**From:** Bonnie McColl

**Sent:** 21 September 2022 22:53

**To:** Licensing <licensing@highland.gov.uk>

**Subject:** Review if Taxi Tariff 2022/23

Dear Sir/Madam,

With regard to Highland Council's proposed taxi tariff increase, with respect, I feel compelled to strongly object.

I believe the timing to be wrong. Firstly, because we have such a dreadfully poor and unreliable alternative public transport service which is forcing many people to pay for taxis to get to e.g., work, hospital/doctor appointments and secondly, because there is so much pressure on people's finances right now. The unreliable bus service we currently have is a complete disaster impacting negatively on people of all ages. Frankly, the current tariffs are already expensive and a luxury to many. Until such time as a solution to the current Stagecoach staffing situation is found, or a completely different public transport solution is found, I think it would be irresponsible if Highland Council was to force a hike on taxi fares for the local communities for 2022/23. The current cost of living situation must also be taken into account. What is the point in gaining a little relief from energy freezing costs if you need to spend an average of £18 per day to get to and from work, as opposed to £4.60 for a return bus fare? This is what I find myself having to spend more often than not these days because the bus service keeps letting me down and it is crippling. Unfortunately I have hip problems preventing me from walking to work which would take me about 55 minutes each way to complete and there are plenty of folk worse off than me both physically and financially.

I hope that Highland Council will reconsider and delay the proposed taxi tariff increase.

Kind regards,  
Bonnie McColl

Dissatisfaction that the Sub-group Committee meetings were not scheduled into the Tariff Review programme.

These Sub-group Committee meetings were agreed with Highland Council after the 2014 Traffic Commissioners appeal hearing.

There is no rationale as to why the Tariff Review was brought forward at the expense of the Sub-group Committee meetings.

The survey, tho well intended, fell well short of the meaningful consultation tht the Sub-group meetings provide.

These Sub-group Committee meetings also provide a better knowledge and understanding of the Taxi Trade to Licencing Committee Members.

It is understood that Licencing Committee Members do not need to have full working knowledge of the Taxi Trade. The need to have a better knowledge of the Taxi Trade has never been more apparent than during this Tariff Review meeting.

With so many new members.

The 2 two most important decisions of Flag Fall and Running Mile were given no more than 25 minutes with little or no rationale culminating in a get out clause of 20% across the board. Over one thousand reated jobs and thousands of consumers deserve a lot better.

On top of that the public were left with the reality of having to barter as if at a car boot sale to get a fair deal with the other option being a slap in the face at a time when everybody is under financial pressure.

## TRAFFIC COMMISSIONERS REPORT 2014

**98. It occurred to me that the parties to the appeal were not far apart on the issues and factors to be taken into consideration when fixing the scales – mainly the costs associated with a taxi and the ( Maximum ) charges to be applied to the cost of the hire of a taxi so that operating costs are covered and a profit can be made by the operator. It is a matter of trying to get the balance right and be fair to the Taxi Trade and the public making use of their taxis.**

The clause on Maximum Fare Scales should not be used to neglect the responsibility of using rationale to comply with the above passage.

It is understood that Licencing Committee Members would want to set Fare Scales that compromise the needs of all stakeholders.

This is clearly not the case to this point as there has been no rationale presented from the Taxi Trade and none from the Licencing Committee to justify this 20% rise.

It is completely impracticable and confusing to the public not to set a fare scale in the first place.

Booking through companies and trying to negotiate a fair price is impractical unless the company advertises discounts across the board on all fares.

Company drivers are self-employed and have the final sale. This scenario is quite

frankly beyond reality.

Booking Apps are now widely used and are not open to negotiation.

**GOVERNMENT BEST PRACTICE 2012**

It is not good practice, however, to encourage such negotiations at rank, or for on street hailings as there would be risks of confusion and security problems.

How do the elderly and people with mobility and impairment issues go about negotiating a fair deal when outdoors in inclement weather.

What happens in rural areas where there is no competition.

**It is extremely important that you as a Committee receive relevant information before the final Tariff Review Meeting to support rationale on your final decisions.**



Dear Members of the Taxi Licensing Committee the following is a proposal as discussed by members of the Committee of the Taxi Alliance.

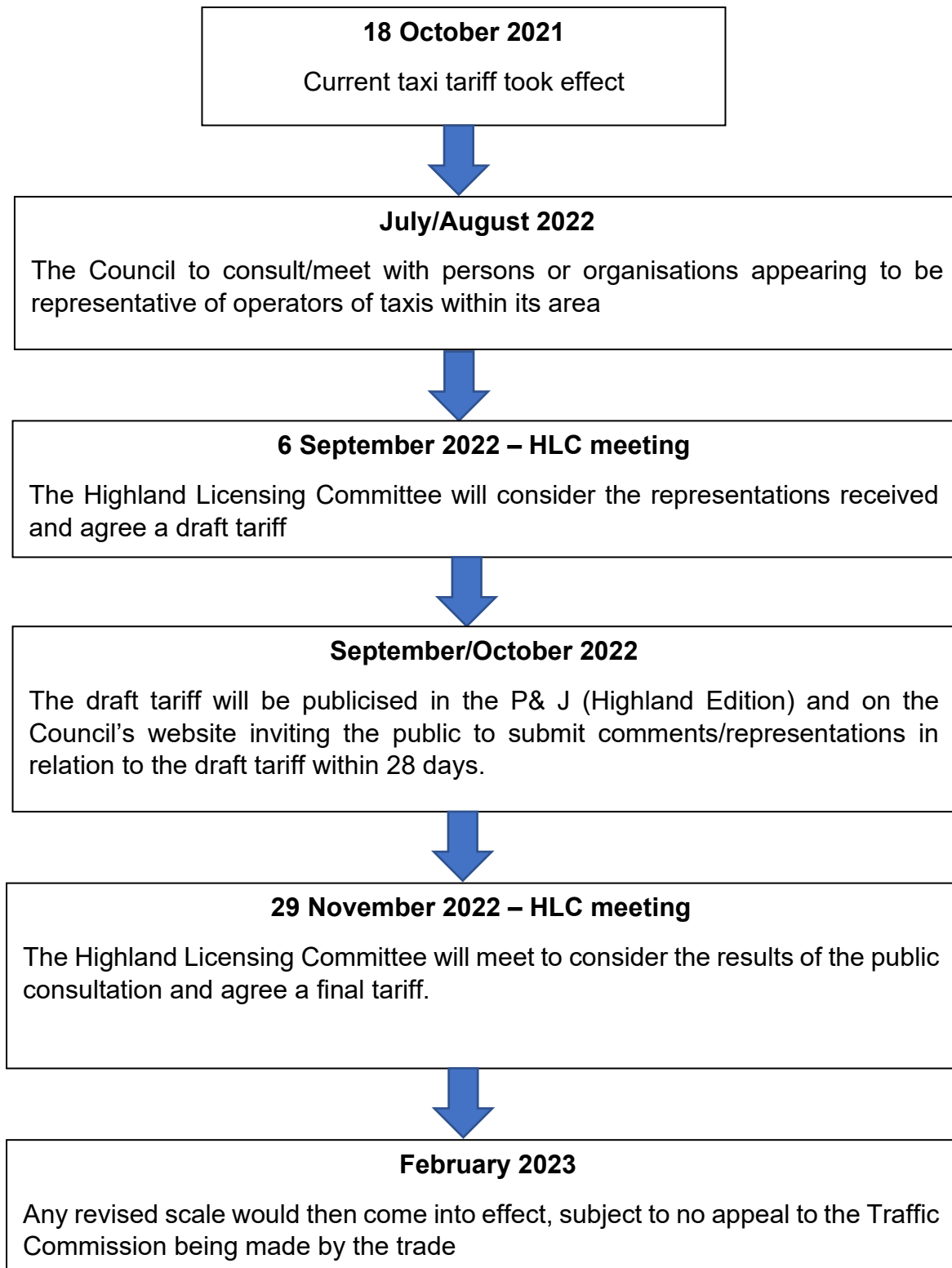
1. Flag Fall Tariff 1. 15% increase
2. Tariff 1. Running increase of 15%
3. Flag Fall Tariff 2 increase of 10%
4. Tariff 2 Running increase of 10%
5. Tariff 3 Flag Fall increase of 10%
6. Tariff 3 running increase of 10%
7. Tariff 4 No increase.
8. Tariff 5 No increase

Those are the proposals from Inverness Taxi Alliance.

In support of those proposals, and as the Sub Group Meetings did not take place we would like to submit the following for your consideration.

Further information will follow.

## Early taxi tariff review timeline – 2022



The tables below show the comparison between the current tariff, the Inverness Taxi Alliance proposal and the HLC draft tariff.

<b>Tariff 1</b>	<b>Current Tariff</b>	<b>ITA Proposal - 15% increase</b>	<b>HLC proposal - 20% Increase</b>
<b>1 Mile</b>	4.00	4.70	4.90
<b>2 Mile</b>	5.80	6.70	7.10
<b>3 Mile</b>	7.60	8.80	9.20
<b>4 Mile</b>	9.40	10.80	11.40
<b>5 Mile</b>	11.20	12.90	13.50
<b>10 Mile</b>	20.20	23.10	24.30
<b>15 Mile</b>	29.20	33.30	35.00
<b>20 Mile</b>	38.20	43.60	45.70
<b>30 Mile</b>	56.10	64.00	67.20
<b>40 Mile</b>	74.10	84.50	88.60
<b>50 Mile</b>	92.00	105.50	110.10
<b>100 Mile</b>	181.80	207.30	217.40

<b>Tariff 2</b>	<b>Current Tariff</b>	<b>ITA Proposal - 10% increase</b>	<b>HLC proposal - 20% Increase</b>
<b>1 Mile</b>	4.90	5.30	5.90
<b>2 Mile</b>	7.10	7.80	8.60
<b>3 Mile</b>	9.40	10.30	11.30
<b>4 Mile</b>	11.70	12.80	14.00
<b>5 Mile</b>	13.90	15.30	16.70
<b>10 Mile</b>	25.20	27.70	30.30
<b>15 Mile</b>	36.50	40.00	43.80
<b>20 Mile</b>	47.80	52.40	57.30
<b>30 Mile</b>	70.30	77.20	84.40
<b>40 Mile</b>	92.90	102.00	111.50
<b>50 Mile</b>	115.50	126.80	138.60
<b>100 Mile</b>	228.30	250.70	274.00

<b>Tariff 3</b>	<b>Current Tariff</b>	<b>ITA Proposal - 10% increase</b>	<b>HLC proposal - 20% Increase</b>
<b>1 Mile</b>	6.00	6.60	7.20
<b>2 Mile</b>	8.70	9.60	10.40
<b>3 Mile</b>	11.40	12.50	13.70
<b>4 Mile</b>	14.10	15.50	17.00
<b>5 Mile</b>	16.80	18.50	20.20
<b>10 Mile</b>	30.30	33.40	36.50
<b>15 Mile</b>	43.90	48.30	52.80
<b>20 Mile</b>	57.40	63.30	69.10
<b>30 Mile</b>	84.50	93.10	101.70
<b>40 Mile</b>	111.60	122.90	134.30
<b>50 Mile</b>	138.70	152.80	166.90
<b>100 Mile</b>	274.00	301.90	329.90



Tariff 4	Current Tariff	ITA Proposal - 0% increase	HLC proposal - 20% Increase
1 Mile	6.60	6.60	8.20
2 Mile	10.20	10.20	12.50
3 Mile	13.80	13.80	16.70
4 Mile	17.40	17.40	21.00
5 Mile	21.00	21.00	25.30
10 Mile	39.00	39.00	46.80
15 Mile	56.90	56.90	68.30
20 Mile	74.90	74.90	89.70
30 Mile	110.80	110.80	132.60
40 Mile	146.70	146.70	175.60
50 Mile	182.60	182.60	218.50
100 Mile	362.20	362.20	433.10

Tariff 5	Current Tariff	ITA Proposal - 0% increase	HLC proposal - 20% Increase
1 Mile	7.30	7.30	8.70
2 Mile	11.80	11.80	14.10
3 Mile	16.40	16.40	19.40
4 Mile	20.90	20.90	24.70
5 Mile	25.40	25.40	30.10
10 Mile	47.90	47.90	56.70
15 Mile	70.50	70.50	83.40
20 Mile	93.10	93.10	110.10
30 Mile	138.20	138.20	163.40
40 Mile	183.30	183.30	216.70
50 Mile	228.30	228.30	270.10
100 Mile	454.10	454.10	536.70

Below are the workings in relation to the HLC draft proposal for a 20% increase for all tariffs.

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase	Proposed Tariff 3	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%	444	0.0%
2nd Drop (Yds)	82	16.3%	65	16.7%	54	16.9%
1st Drop Cost	£ 3.70	18.9%	£ 4.00	21.2%	£ 4.70	20.5%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.15	19.5%	£ 2.71	20.0%	£ 3.26	20.4%
Actual Cost for 1st Mile	£ 4.90	22.5%	£ 5.90	20.4%	£ 7.20	20.0%
Actual Cost for 2 Miles	£ 7.10	22.4%	£ 8.60	21.1%	£ 10.40	19.5%
Actual Cost for 3 Miles	£ 9.20	21.1%	£ 11.30	20.2%	£ 13.70	20.2%
Actual Cost for 4 Miles	£ 11.40	21.3%	£ 14.00	19.7%	£ 17.00	20.6%
Actual Cost for 5 Miles	£ 13.50	20.5%	£ 16.70	20.1%	£ 20.20	20.2%
Actual Cost for 10 Miles	£ 24.30	20.3%	£ 30.30	20.2%	£ 36.50	20.5%
Actual Cost for 15 Miles	£ 35.00	19.9%	£ 43.80	20.0%	£ 52.80	20.3%
Actual Cost for 20 Miles	£ 45.70	19.6%	£ 57.30	19.9%	£ 69.10	20.4%
Actual Cost for 30 Miles	£ 67.20	19.8%	£ 84.40	20.1%	£ 101.70	20.4%
Actual Cost for 40 Miles	£ 88.60	19.6%	£ 111.50	20.0%	£ 134.30	20.3%
Actual Cost for 50 Miles	£ 110.10	19.7%	£ 138.60	20.0%	£ 166.90	20.3%
Actual Cost for 100 Miles	£ 217.40	19.6%	£ 274.00	20.0%	£ 329.90	20.4%
Average Increase over 1 - 100 Miles		20.5%		20.1%		20.3%

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 4</b>	<b>% Increase</b>	<b>Proposed Tariff 5</b>	<b>% Increase</b>
1st Drop (Yds)	<b>444</b>	0.0%	<b>444</b>	0.0%
2nd Drop (Yds)	<b>41</b>	16.3%	<b>32</b>	17.9%
1st Drop Cost	£ <b>4.70</b>	17.0%	£ <b>4.70</b>	20.5%
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%
Calculated Cost per additional Mile	£ <b>4.29</b>	19.5%	£ <b>5.50</b>	21.9%
Actual Cost for 1st Mile	£ <b>8.00</b>	21.2%	£ <b>8.90</b>	21.9%
Actual Cost for 2 Miles	£ <b>12.30</b>	20.6%	£ <b>14.40</b>	22.0%
Actual Cost for 3 Miles	£ <b>16.50</b>	19.6%	£ <b>19.90</b>	21.3%
Actual Cost for 4 Miles	£ <b>20.80</b>	19.5%	£ <b>25.40</b>	21.5%
Actual Cost for 5 Miles	£ <b>25.10</b>	19.5%	£ <b>30.90</b>	21.7%
Actual Cost for 10 Miles	£ <b>46.60</b>	19.5%	£ <b>58.40</b>	21.9%
Actual Cost for 15 Miles	£ <b>68.10</b>	19.7%	£ <b>85.90</b>	21.8%
Actual Cost for 20 Miles	£ <b>89.50</b>	19.5%	£ <b>113.40</b>	21.8%
Actual Cost for 30 Miles	£ <b>132.40</b>	19.5%	£ <b>168.40</b>	21.9%
Actual Cost for 40 Miles	£ <b>175.40</b>	19.6%	£ <b>223.40</b>	21.9%
Actual Cost for 50 Miles	£ <b>218.30</b>	19.6%	£ <b>278.40</b>	21.8%
Actual Cost for 100 Miles	£ <b>432.90</b>	19.5%	£ <b>553.40</b>	21.9%
<b>Average Increase over 1 - 100 Miles</b>		<b>19.8%</b>		<b>21.8%</b>

Below are the workings in relation to the Inverness Taxi Alliance's proposal for a 15% increase for Tariff 1 and a 10% increase for tariffs 2 and 3.

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 1</b>	<b>% Increase</b>	<b>Proposed Tariff 2</b>	<b>% Increase</b>	<b>Proposed Tariff 3</b>	<b>% Increase</b>
1st Drop (Yds)	<b>785</b>	0.0%	<b>560</b>	0.0%	<b>444</b>	0.0%
2nd Drop (Yds)	<b>86</b>	12.2%	<b>71</b>	9.0%	<b>59</b>	9.2%
1st Drop Cost	£ <b>3.50</b>	14.3%	£ <b>3.60</b>	9.1%	£ <b>4.30</b>	10.3%
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%	£ <b>0.10</b>	0.0%
Calculated Cost per additional Mile	£ <b>2.05</b>	14.0%	£ <b>2.48</b>	9.9%	£ <b>2.98</b>	10.2%
Actual Cost for 1st Mile	£ <b>4.70</b>	17.5%	£ <b>5.30</b>	8.2%	£ <b>6.60</b>	10.0%
Actual Cost for 2 Miles	£ <b>6.70</b>	15.5%	£ <b>7.80</b>	9.9%	£ <b>9.60</b>	10.3%
Actual Cost for 3 Miles	£ <b>8.80</b>	15.8%	£ <b>10.30</b>	9.6%	£ <b>12.50</b>	9.6%
Actual Cost for 4 Miles	£ <b>10.80</b>	14.9%	£ <b>12.80</b>	9.4%	£ <b>15.50</b>	9.9%
Actual Cost for 5 Miles	£ <b>12.90</b>	15.2%	£ <b>15.30</b>	10.1%	£ <b>18.50</b>	10.1%
Actual Cost for 10 Miles	£ <b>23.10</b>	14.4%	£ <b>27.70</b>	9.9%	£ <b>33.40</b>	10.2%
Actual Cost for 15 Miles	£ <b>33.30</b>	14.0%	£ <b>40.00</b>	9.6%	£ <b>48.30</b>	10.0%
Actual Cost for 20 Miles	£ <b>43.60</b>	14.1%	£ <b>52.40</b>	9.6%	£ <b>63.30</b>	10.3%
Actual Cost for 30 Miles	£ <b>64.00</b>	14.1%	£ <b>77.20</b>	9.8%	£ <b>93.10</b>	10.2%
Actual Cost for 40 Miles	£ <b>84.50</b>	14.0%	£ <b>102.00</b>	9.8%	£ <b>122.90</b>	10.1%
Actual Cost for 50 Miles	£ <b>105.00</b>	14.1%	£ <b>126.80</b>	9.8%	£ <b>152.80</b>	10.2%
Actual Cost for 100 Miles	£ <b>207.30</b>	14.0%	£ <b>250.70</b>	9.8%	£ <b>301.90</b>	10.2%
<b>Average Increase over 1 - 50 Miles</b>		<b>14.8%</b>		<b>9.6%</b>		<b>10.1%</b>

<b>PROPOSED TARIFF</b>	<b>Proposed Tariff 4</b>	<b>% Increase</b>	<b>Proposed Tariff 5</b>
1st Drop (Yds)	<b>444</b>	0.0%	<b>444</b>
2nd Drop (Yds)	<b>49</b>	0.0%	<b>39</b>
1st Drop Cost	£ <b>3.90</b>	0.0%	£ <b>3.90</b>
2nd Drop Cost	£ <b>0.10</b>	0.0%	£ <b>0.10</b>
Calculated Cost per additional Mile	£ <b>3.59</b>	0.0%	£ <b>4.51</b>
Actual Cost for 1st Mile	£ <b>6.60</b>	0.0%	£ <b>7.30</b>
Actual Cost for 2 Miles	£ <b>10.20</b>	0.0%	£ <b>11.80</b>
Actual Cost for 3 Miles	£ <b>13.80</b>	0.0%	£ <b>16.40</b>
Actual Cost for 4 Miles	£ <b>17.40</b>	0.0%	£ <b>20.90</b>
Actual Cost for 5 Miles	£ <b>21.00</b>	0.0%	£ <b>25.40</b>
Actual Cost for 10 Miles	£ <b>39.00</b>	0.0%	£ <b>47.90</b>
Actual Cost for 15 Miles	£ <b>56.90</b>	0.0%	£ <b>70.50</b>
Actual Cost for 20 Miles	£ <b>74.90</b>	0.0%	£ <b>93.10</b>
Actual Cost for 30 Miles	£ <b>110.80</b>	0.0%	£ <b>138.20</b>
Actual Cost for 40 Miles	£ <b>146.70</b>	0.0%	£ <b>183.30</b>
Actual Cost for 50 Miles	£ <b>182.60</b>	0.0%	£ <b>228.50</b>
Actual Cost for 100 Miles	£ <b>362.20</b>	0.0%	£ <b>454.10</b>
<b>Average Increase over 1 - 50 Miles</b>		<b>0.0%</b>	

## Inflation figures (Consumer Price Index)

	INDEX NAME	START	END	CHANGE
<b>1</b>	<b>ALL ITEMS</b>	109.4	121.2	11%
	CPI Index 00 (2015=100)			
	Series: L522			
<b>2</b>	<b>PURCHASE OF VEHICLES (all)</b>	110	123.5	12%
	CPIH Index 07.1			
	Series: L543			
	<b>PURCHASE OF NEW CARS</b>	118.2	127.6	8%
	CPIH Index 07.1.1A			
	Series L544			
	<b>PURCHASE OF SECOND HAND CARS</b>	97.2	118.4	22%
	CPIH Index 07.1.1B			
	Series L545			
<b>3</b>	<b>MAINTENANCE AND REPAIRS</b>	113.6	122.5	8%
	CPI Index 07.2.3			
	Series: D7ED			
<b>4</b>	<b>PETROL</b>	108.3	170.8	58%
	CPI Index 97.2.2.2			
	Series ID: L7FP			
<b>5</b>	<b>DIESEL</b>	108.4	172.2	59%
	CPI Index 07.2.2.21			
	Series ID: L7FO			

Source – Office for National Statistics ([www.ons.gov.uk](http://www.ons.gov.uk))

START – February 2021

END – July 2022

## Inflation figures (Consumer Price Index)

	INDEX NAME	START	END	CHANGE
<b>1</b>	<b>ALL ITEMS</b>	109.4	122.3	11.8%
	CPI Index 00 (2015=100)			
	Series: L522			
<b>2</b>	<b>PURCHASE OF VEHICLES (all)</b>	110	124.7	13.4%
	CPIH Index 07.1			
	Series: L543			
	<b>PURCHASE OF NEW CARS</b>	118.2	128.2	8.5%
	CPIH Index 07.1.1A			
	Series L544			
	<b>PURCHASE OF SECOND HAND CARS</b>	97.2	120.3	23.8%
	CPIH Index 07.1.1B			
	Series L545			
<b>3</b>	<b>MAINTENANCE AND REPAIRS</b>	113.6	124.5	9.6%
	CPI Index 07.2.3			
	Series: D7ED			
<b>4</b>	<b>PETROL</b>	108.3	150.0	38.5%
	CPI Index 97.2.2.2			
	Series ID: L7FP			
<b>5</b>	<b>DIESEL</b>	108.4	158.0	45.8%
	CPI Index 07.2.2.21			
	Series ID: L7FO			

Source – Office for National Statistics ([www.ons.gov.uk](http://www.ons.gov.uk))

START – February 2021

END – September 2022