

Agenda item	6
Report no	HLC/173/25

THE HIGHLAND COUNCIL

Committee: **THE HIGHLAND LICENSING COMMITTEE**

Date: **2 December 2025**

Report title: **Review of taxi tariff 2025/26**

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 one representation received following advertisement of the proposed tariff, all other further 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,

(ii) agree that any revised tariff will take effect from 9 February 2026, subject to any appeal being lodged as per 7.2 of the report and the caveats set out as per 8.1 of the report.

3. Background

3.1 At the meeting of the Highland Licensing Committee held on 16 September 2025, 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 be published with no changes to the existing tariffs. The only change proposed was to increase the maximum amount of the luggage charge from £5.00 to £10.00.

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 16 September 2025, is attached as **Appendix 2**.

4.0 Consultation response

4.1 The proposed scale was published by Council press release and in the Press and Journal (Highland edition) on 19 September 2025 and on the licensing page of the Council's website. Members of the public were invited to submit their comments on the proposals by 20 October 2025. 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 16 September 2025 report is attached as **Appendix 3** to this report.

4.2 One representation has been received from the public following publication of the abovementioned notice, a copy of which is attached in **Appendix 4**.

4.3 The following documents, which were considered by the Licensing Committee at its meeting held on 16 September 2025, are attached again for Members information:

- Note of taxi/PHC trade meetings – **Appendix 5**
- Summary of Proposals – **Appendix 6**
- Further written representations – **Appendix 7**
- Effects of Proposals – **Appendix 8**

5 Further Considerations

5.1 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 meeting of 16 September 2025.

5.2 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.

5.3 A comparison was provided between the Consumer Price Index (CPI) figures that were considered at the last tariff review in 2024 and the most up to date figures available for the 16 September 2025 meeting. A copy of these are re-attached as **Appendix 9** to this report for reference.

6.0 Implications

6.1 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.

6.2 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 £87.60.

7.0 Implementation

7.1 The next step in this process will be for the Committee to consider the representation 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.

7.2 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.

8.0 Implementation date

8.1 It is suggested that the implementation date be 9 February 2025. 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.

Date: 11 November 2025

Author: Michael Elsey

Background Papers: Appendix 1 – Copy of current tariff

Appendix 2 – Copy of the proposed tariff agreed by HLC on 16/09/25

Appendix 3 – Taxi tariff review timetable

Appendix 4 – Representation received

Appendix 5 – Note of taxi/PHC trade meetings

Appendix 6 – Summary of proposals

Appendix 7 – Further written representations from the trade

Appendix 8 – Effects of proposals from the trade

Appendix 9 – Additional information on associated costs

THE HIGHLAND COUNCIL

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 13 August 2024, 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 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 £ 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 £4.70
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 £4.70
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. 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 and the pick-up point or drop-off point. 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.

THE HIGHLAND COUNCIL

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 9 February 2026, the maximum fares will be as follows:-

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The initial period of waiting time of 119 seconds; or
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Appendix 3

Current taxi tariff start date: 13/08/24

Review to be completed by: 13/02/26

Action	Timetable 2025/6
The Council to consult/meet with persons or organisations appearing to be representative of operators of taxis within its area.	Second or third week of August 2025
The Highland Licensing Committee will consider the representations received and agree a draft tariff.	16 September 2025
The draft tariff will be publicised in the P&J (Highland Edition) and on the Council's website inviting the public to submit comments/representations in relation to the draft tariff within 28 days.	To be advertised on 19 September 2025
Deadline for submissions.	17 October 2025
The Highland Licensing Committee will meet to consider the results of the public consultation, and thereafter agree a final tariff.	2 December 2025
Letters to be sent to all taxi operators advising them of the new tariff and their right of appeal	By 5 December 2025
Deadline for appeal to Traffic Commissioner's Office	19 or 20 December 2025
Any revised fare scale would then come into effect, subject to no appeal to the Traffic Commission being made by the trade.	9 February 2026

Mike Elsey (Legal (Planning))

From: Iris Thompson-Burton [REDACTED]
Sent: 20 September 2025 08:53
To: Licensing
Subject: Subject: Representation Regarding Proposed Increase to Taxi Luggage Charges

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

To: The Principal Solicitor (Regulatory Services)
The Highland Council
Council Offices
High Street
Dingwall
IV15 9QN
Via email only

Subject: Representation Regarding Proposed Increase to Taxi Luggage Charges

Dear Principal Solicitor,

I write to formally express concern regarding the proposed increase to the maximum luggage charge within the Highland Council's draft Taxi Tariff for 2025/26.

While I appreciate the Council's commitment to reviewing tariffs in line with operational realities, I am troubled by the decision to double the luggage charge from £5.00 to £10.00—a 100% increase that appears disproportionate and, crucially, lacking in clear justification.

This change raises several questions:

- **What evidence supports the need for such a steep increase?** Has there been a demonstrable rise in the cost or burden of transporting luggage that merits this adjustment?
- **Is this not, in effect, a penalty on tourists and travellers?** Many visitors to the Highlands arrive with luggage as a necessity, not a luxury. To charge them extra for this seems at odds with our region's commitment to hospitality and welcome.
- **How does this align with broader tourism strategy?** In light of the proposed visitor levy, this additional fee risks creating the impression that costs are being added quietly and cumulatively, in ways that feel less like stewardship and more like opportunism.
- **Is the Council confident this change won't discourage travel to the Highlands, especially among budget-conscious visitors?**

The proposed visitor levy already introduces a new cost to those choosing the Highlands as a destination. While intended to support local infrastructure, its success depends entirely on sustained visitor numbers. Introducing additional charges—such as a doubled luggage fee—risks compounding the financial burden and undermining the very income the levy is designed to generate. We are already perceived as an expensive region to visit. If costs continue to climb, we must ask whether we are pricing ourselves out of reach for the very travellers we rely on.

Tourism is not a peripheral concern—it is a cornerstone of the Highland economy. In 2024 alone, the Highlands welcomed 1.79 million overnight visitors, contributing over £750 million to the local economy. Tourism sustains more than 21,000 jobs and over 1,500 businesses across our region. These visitors—many of whom arrive with luggage—depend on taxis to navigate our beautiful but often remote landscapes. This reliance is exacerbated by the deeply inadequate public transport system, particularly the unreliable, infrequent service offered by Stagecoach buses. At Highland Escape, we welcome guests from across the UK and overseas—many of whom rely on taxis as their primary mode of transport. Doubling the luggage fee risks sending the wrong message: that we are penalising the very people who help sustain our communities.

The hospitality sector is already grappling with significant staffing challenges. At Highland Escape and across the region, recruiting and retaining skilled staff has become increasingly difficult. If visitor numbers decline due to rising costs and diminished perceptions of value, the impact on employment will be immediate and severe. Fewer guests mean fewer shifts, fewer roles, and fewer opportunities for local people. We cannot sustain vibrant hospitality businesses without a steady flow of visitors—and we cannot attract those visitors if we continue to layer on charges that make the Highlands feel inaccessible.

Consider the visitor arriving at Inverness station after a long journey, greeted not by Highland hospitality but by a surcharge for their suitcase. A family of four with two suitcases and a pushchair could face an unexpected £20 surcharge—before they’ve even reached their accommodation. And that’s just the arrival. Most guests will also require a return journey—to the station, airport, or next destination—meaning the surcharge is effectively doubled. A family could face £40 in luggage fees alone, simply for travelling with the essentials. These costs add up quickly and quietly, and risk turning a warm welcome into a costly farewell.

And that £40? It’s money not spent in our restaurants, visitor attractions, shops, and local activities. It’s a meal missed, a ticket unbought, a gift left behind. These small decisions ripple outward—affecting not just the visitor experience, but the livelihoods of those who depend on a thriving, circulating local economy.

For many travellers—especially families, older visitors, and those arriving from overseas—luggage is not optional. Taxis are a critical link in their journey, particularly where public transport is limited or unreliable. This fee increase risks making basic travel logistics feel punitive.

We must ask: are we building a region that welcomes with open arms, or one that charges for every suitcase?

The Highlands are known for their hospitality, heritage, and breathtaking beauty. Let’s ensure our policies reflect that spirit—not erode it. As a business rooted in community and committed to sustainable tourism, I urge the Licensing Committee to reconsider this proposal and protect the integrity, accessibility, and economic resilience of our region.

Thank you for the opportunity to contribute to this consultation. I trust that representations such as this will be given due consideration in the Committee’s deliberations.

Yours sincerely,

Iris

Iris Thompson-Burton

Operations Director

[REDACTED]

[REDACTED]

TAXI/PHC SUBGROUP MEETING

THURSDAY 07 AUGUST 2025 AT 11.00AM

WICK CHAMBERS, WICK TOWN HALL, WICK

1.	Welcome and introductions
	Present: • Cllr Sean Kennedy – HLC Chair • Cllr Willie MacKay – HLC Member • Sgt Sarah Paterson (Teams) – Police Scotland • Iain Meredith – HLC (Licensing) Solicitor • Maureen Duffy – HLC (Licensing) Solicitor • Michael Elsey – HLC (Licensing) Senior Licensing Officer • John Urquhart • Laurien Irvine • Susan McIntosh (via MS Teams)
2.	Taxi Tariff - Consultation
	• All taxi/PHC trade representatives present at the meeting indicated that they did not wish to see any change to any of the five tariffs, or any of the extra charges. • The following points were noted as being the reasons for the request for a status quo. Most operators don't tend to charge the £1 booking fee. Operators have difficulty enforcing and getting payment for the soiling charge. The £5 luggage fee is sufficient.
3.	Private Hire Car Drive – Knowledge Test
	• Those present were of the view that a knowledge test for all private hire car applicants and drivers would be beneficial, stating that PHC drivers also require to have a basic knowledge of the area before being granted a licence, particularly in the rural areas where residential addresses can sometimes not be clear. • There was a suggestion that the multiple choice section of the test could be made more difficult.

	• SP from Police Scotland was of the view that a knowledge test for PHC drivers would ensure a consistent approach is taken for both types of licence.
4.	Issues which the trade wish to raise
	• Problem with PHC parking on taxi ranks • Drivers smoking in taxis. • Drivers not complying with the dress code. • Age limit for vehicles should be considered. • Taxi rank signage and painting required on the Princes Street and Trail Street ranks. The Part time rank outside Top Joes nightclub (6.00pm to 8.00am) could not be accessed due to private vehicle parking there. SP would speak to the local officers view a view to them monitoring this. • Noted that any issues of vandalism, intimidation, threatening behaviour etc. should be reported to Police Scotland. SP advised that she would review the reports already submitted.
5.	AOCB
	• The trade representatives stated that there is very little demand for WAVs within the area. There are currently no WAV's licensed in Wick/Thurso areas. • SP advised the trade representatives that they should keep reporting any alleged unlicensed taxi and/or PHC to Police Scotland.

TAXI/PHC SUB- GROUP MEETING

MONDAY 11 AUGUST 2025 AT 2.00PM

COMMITTEE ROOM 3, HIGHLAND COUNCIL HEADQUARTERS

1.	Welcome and introductions
	Present: • Cllr Sean Kennedy – HLC Chair • Cllr Kate MacLean – HLC Member (MS Teams) • Sgt Sarah Paterson – Police Scotland (SP) • Mark McGinty – THC Trading Standards (MMcG) • Iain Meredith – HLC (Licensing) Solicitor (IM) • Claire McArthur – HLC (Licensing) Principal Solicitor (CMcA) • Alistair MacLeod – HLC (Roads) Principal Technician (AM) • Michael Elsey – HLC (Licensing) Senior Licensing Officer (ME) • Kata Somogyi – HLC (Licensing) Administrative Assistant • Gavin Johnston (Inverness Taxis) (GJ) • Duncan Fraser (DF) • Alistair Turner (AT) • Marlene Mackay (MM) • David Coutts (DC) • Russel Fraser (RF) • Domingos Moreira (DM) • Bryant Ntakieutimana (BN) • Shir Wali Khan Sadiq (SS) • Paul Reid (PR) (MS Teams) • Robert Donaldson (RD) (MS Teams)
2.	Taxi Tariff - Consultation
	<u>Tariff 1</u> • DF suggested a 5% increase of the flag fall and a 10% on the yardage on the basis that the 2022 tariff review failed to take into consideration the individual drivers views, and that it showed no consideration of the public's views. In respect of Tariff 1, Highland are currently in the middle of the table of Scottish Licensing Authorities, therefore a 5% was justified. DF stated too many drivers were refusing short journeys on the basis of the current tariff. • DC, PR, RD and DC requested that there be no change to Tariff 1. The reasons

cited was that the tariff review in 2022 saw a 20% increase, which in their view was too high and resulted in a drop in the use of taxis by the public. Fuel prices had also dropped significantly from the last time the tariffs were increased in 2022.

- GJ proposed that the flag fall be increased from £3.70 to £4.10 and that the waiting time be amended to 10p for every 10 seconds.
- DC stated he opposed the waiting time change proposed by GJ as currently the waiting time in traffic is far too expensive. DC suggesting that if any change is proposed to Tariff 1 then the waiting time is currently too short and should go up to 30 seconds.

Tariff 2

- GJ proposed that the flag fall be increased from £4.00 to £4.50 and that the waiting time be amended to 10p for every 10 seconds. GJ also are requested that the period which Tariff 2 covers should be from 7.00pm and 7.00am instead of 9.00pm and 7.00am.
- DF, DC suggested that there be no increase to Tariff 2 as the rates were currently high enough.
- DC and AT were of the opinion that Saturdays should not be included in Tariff 2 and that they should revert back to Tariff 1.
- BN requested that Tariff 2 be retained for Saturdays.

Tariff 3

- DF, GJ suggested that there be no change to Tariff 3.

Tariff 4

- DF advised that this was very expensive for the public and had not been properly thought through when introduced but should be retained.
- DC suggested this tariff should be removed.

Tariff 5

- AT suggested that Tariff 5 be scrapped and that Tariff 3 be used for 4 passenger seat vehicles, for the Christmas and new year period, with Tariff 4 being used for vehicles with more than 5 passengers during this period.
- PR and RD and DF suggested that Tariff 5 be scrapped completely, and it should all be covered under Tariff 4.

GJ suggested that 6.00pm start time for this was too early and that it should be amended to 12 midnight on Christmas Eve. GJ also requested that the tariff was a bit

high and it should be dropped down so the general effect of the price of the hire should be £8.00 for the first mile plus £5 per mile thereafter. **Booking ahead by telephone**

DF suggested no increase to the current £1.00 fee.

GJ requested that this fee be increased to £1.60.

Bridge Tolls, Ferry Charges and airport car parking charges

All present suggested no change to these charges.

Supplementary Booking Charge

All present suggested no change to this charge.

Soiling Charge

All present suggested no change to this charge.

Luggage Charge

GJ and PR suggested that this be increased to a maximum of £10 rather than the £5.00 currently in place.

Additional comments on the tariff review

GJ suggested the introduction of a new tariff covering Friday and Saturday evenings between 7.00am and 7.00pm, with the flag fall being £4.60 and the general effect of the price of a hire being £3.00 per mile thereafter. GJ advised that it is during these periods that the drivers experience customers with anti-social behaviour through alcohol and drugs, no-shows, and 'runners'. DF and AT disagreed with this proposal. AT advised that this would penalise workers who may finish their shift on Friday and Saturday evenings and would also require to pay the higher fare. DC advised that it is very quiet after 10pm on a Friday. DC advised that taxi operators can make a good living on the current tariffs in place.

RF and PR asked that consideration be given to the taxi and PHC's which service the rural areas and communities, where due to a lack of public transport, they are the only option.

DC stated that some licensed vehicles have boots which are not sufficiently large, and suggested that a minimum boot size be implemented. There was also a question raised about the use of trailers to take luggage.

In connection with Tariff 4 and Tariff 5, concerns were raised regarding the possibility of drivers changing their meter to these higher fares to overcharge costumers. GJ advised that their system could show an accurate estimation should a customer complain about being overcharged. MMcG also advised that Trading Standards could request information from an operator or taxi company and would be able to carry out a more

thorough investigation, should it be required.

GJ advised that the three main taxi companies in Inverness currently carry out between 25,000 to 30,000 per week.

MMcG advised that an additional fee cannot be charged for taking debit or credit payments.

3. Private Hire Car Drivers Knowledge Test

- It was noted that public consultation has already been carried out, however the Licensing Committee were still to consider whether to go ahead with this, and whether existing drivers would require to sit and pass the test. Currently 8 of the 32 Scottish Licensing Authorities have knowledge tests for both Taxi and PHC Drivers.
- GJ was in favour of the knowledge test, proposing the same test for PHC Drivers as Taxi Drivers, however only with a 50% pass mark. GJ also suggested that the pass mark for the Taxi Drivers could increase to 90%.
- AT supported the proposal of having knowledge tests for PHC Drivers.
- PR supported the idea of knowledge tests for new PHCD applicants.
- There was a suggestion of limiting the locality of drivers, and to only require the Knowledge Test for the Inverness area, however, CMcA advised that there can be no restrictions and such differences as the whole of the Highland Council is one licensing area.
- MM advised that she would not wish to see knowledge tests introduced for PHC's and this may cause difficulties in trying to recruit drivers in rural areas or persons giving up working as PHC drivers. She also advised that when a booking is taken for PHCs, their system will show the location and route, so in her view a test is unnecessary.
- DC also raised objections against the new test. He stated that this would encourage applicants to apply for taxi driver's licence rather than PHC as there would be no difference to the application process should a test be introduced. This, in turn, would have a serious impact on existing taxi drivers and also there is insufficient rank spaces to cope with this.
- AT raised the issue of sitting a local test within the area you are licensed but the ability to work in a different area within The Highland Council area.
- It was agreed that the trade would discuss the proposal of table and respond to CMcA if they wished a postponement of the report to a later Highland Licensing

	Committee meeting.
4.	Issues which the trade wish to raise & AOB
	• A request was raised in relation to the addition of further taxi ranks within Inverness. DF supported the idea of other Inverness City centre locations, while DC would prefer extending the Academy Street ones, outside Rohan for 3 or 4 spaces. This will be taken forward by AM in consultation with Shane Manning and Ross Bartlett. • The issue was raised of PHC Drivers receiving parking tickets whilst waiting to pick up a booking within the City Centre, if the waiting time is longer than expected. ME to contact Shane Manning regarding this matter to check what evidence the parking enforcement officers would require as evidence that they are in fact waiting for a passenger. • GJ advised that their drivers have had to put up with increased abuse and anti-social behaviour recently, and wished further help to improve the situation both from THC and Police Scotland. GJ suggested the use of stickers for vehicles, in partnership with THC and Police Scotland for increasing awareness. SP advised that the best course of action is their online reporting system which is easy to access and can be completed quickly. • The condition of cars was raised. DC suggested the 5-year-old age limit should be reintroduced, while GJ proposed stricter inspections. On this subject, MMcG confirmed that TS follows up each fault reported from the vehicle inspections, and that the Trading Standards penalty point system works well. • AT raised issues about driver conducts and unlicensed activities. SP will speak to AT regarding his concerns.

HIGHLAND LICENSING COMMITTEE - TAXI/PHC SUB-GROUP MEETING

WEDNESDAY 13 AUGUST 2025 AT 11.00AM

CHARLES KENNEDY BUILDING, FT WILLIAM

1.	Welcome and introductions
	Present: • Cllr Sean Kennedy – HLC Chair • Sgt Sarah Paterson – Police Scotland • Mark McGinty (MM) – HLC – Trading Standards • Claire McArthur – HLC (Licensing) Solicitor • Gary Somers – HLC (Licensing) Solicitor • Julie Traynor – HLC (Licensing) Licensing Officer • Michael Elsey – HLC (Licensing) Senior Licensing Officer • Mia MacPherson – HLC (Licensing) Administrative Assistant • Mairi Lamont - HLC (Licensing) Administrative Assistant • Colin MacLean (CM) – Speeders Cabs • Alan Hendrie (AH) – Alans Taxi • Andrew MacInnes (AM) – DM Taxis • Syed Hussain (SH) – PHC Operator • Melissa Donaldson (MD) – Taxi Operator (Teams)
2.	Taxi Tariff - Consultation
	<u>Tariff 1</u> • CM proposed that the flag fall be reduced to £2.50 and that there be an additional 10p per mile. The reasoning for this was that the lower flag fall may encourage more people to use taxis if they see that the initial amount is lower, with the charge being recouped by the increase in cost per mile. • AH, AM SH and MD all requested that there be no change to Tariff 1. <u>Tariff 2</u> • CM proposed that the flag fall be reduced to £2.50 and that there be an additional 10p per mile. The reasoning for this was the same as for Tariff 1. • AH, AM, SH and MD all requested that there be no change to Tariff 2.

Tariff 3

- CM proposed that the flag fall be reduced to £2.50 and that there be an additional 10p per mile.
- AH, AM, SH and MD all requested that there be no change to Tariff 3.

Tariff 4

- CM proposed that the flag fall be reduced to £2.50 and that there be an additional 10p per mile.
- AH, AM, SH and MD all requested that there be no change to Tariff 4.

Tariff 5

- CM proposed that the flag fall be reduced to £2.50 and that there be an additional 10p per mile.
- AH, AM, SH and MD all requested that there be no change to Tariff 5.

Booking ahead by telephone

All operators present advised that they do not use the telephone booking fee.

Bridge Tolls, Ferry Charges and airport car parking charges

All present suggested no change to these charges.

Supplementary Booking Charge

All present suggested no change to this charge.

Soiling Charge

All present suggested no change to this charge.

Luggage Charge

All operators present suggested that the maximum amount be increased to £50. MD advised that she recently had a fare to Inverness for 2 women who had an excessive amount of luggage, however as there were only 2 persons she was unable to charge a higher tariff. MD enquired as to whether the tariff could be amended to allow operators to charge a higher tariff where passengers have an excessive amount of items. MM advised that any additional charge for luggage should be dealt with by way of 'extras' added rather than charging a higher tariff.

	<u>Additional comments on the tariff review</u> CM advised that he sees some of his regular customers waiting at bus stops as they are using taxis less taxi trips due to the cost, albeit it was noted that the bus service in Ft William is poor. There is very little night time trade in Ft William. Dropping the flag fall and increasing the cost per mile may result in an increase of people using taxis as the perception would be that fares have reduced due to the lower initial price when they enter the vehicle. Clarification is required with the charges for boxing day on Tariff 3. Officers to review this and amend/simplify the wording for Tariff 3, Tariff 4 and Tariff 5 where required. Clarification required as to the definition of 'bulky items in the luggage charge. CM advised that the Ft William ranks are not overly busy.
3.	Private Hire Car Drive – Knowledge Test
	It was noted that drivers often use google maps or sat nav to work out the shortest route, however all operators present were of the view that a knowledge test for private hire car applicants would be a welcome addition as this would ensure that they have at least some knowledge of the area before they start. It was also noted that the operators present were of the view that all PHC drivers should be required to sit the test, with existing licence holders having to do this upon renewal of their licence. It was also agreed that the pass mark should be the same as the taxi driver's knowledge test.
4.	Issues which the trade wish to raise & AOCB
	- CM raised the issue of Ft William operators having to travel to Inverness to get their meters checked and sealed by Trading Standards. MM advised that following a re-structure of their Service a few years ago there were no locally based Trading Standards Officers, with the Service now being wholly based in Inverness. MM advised that officers would be able to travel to Ft William to check and seal meters however they may need several days notice to do so due to other commitments. It was noted that in some cases operators chose to travel to Inverness to get their meter checked and sealed as this would mean that they were able to start operating sooner. CM suggested that a lower meter test fee be charged to operators who had to travel to Inverness in order to get their meters checked. MM advised that the travel element of the meter test fee is minimal and therefore a reduction in fee would be unlikely. - SY raised the issue of the difficulty of getting taxis to carry out long runs on his behalf. CM advised that whilst he only does town runs there were other Ft

William operators who would carry out the longer runs out with the Lochaber area.

- CM asked if drivers were permitted to ask for a deposit from passengers at the start of the fare as they have experiences of people doing 'runners' and asking for deposit would mean that at least they receive some payment. Officers to look into this and thereafter respond.

Summary of Proposals from the Taxi/PHC Trade

Tariff 1

Area	Operator(s)	Proposal
Ft William	Alan Hendry Andrew MacInnes Melissa Donaldson Syed Hussain	No change to the tariff
Ft William	Colin MacLean	Flag fall to be set at £2.50 instead of £3.70 and an increase of 10p a mile thereafter.
Inverness	Duncan Fraser	5% increase on the flag fall and a 10% decrease on the additional yardage.
Inverness	Inverness Taxis (Gavin Johnston)	Flag fall to increase from £3.70 to £4.10
Inverness	Inverness Taxis (Gavin Johnston)	Additional waiting time to be amended from 10p for every 14 seconds to 10p for every 10 seconds
Inverness	David Coutts Paul Reid Robert Donaldson	No change
Inverness	David Coutts	Additional waiting time to be amended from 10p for every 14 seconds to 10p for every 30 seconds (only if there are other changes made to tariff 1)
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Tariff 2

Area	Operator	Proposal
Ft William	Alan Hendry Andrew MacInnes Melissa Donaldson Syed Hussain	No change to the tariff
Ft William	Colin MacLean	Flag fall to be set at £2.50 instead of £4.00 and an increase of 10p a mile thereafter.
Inverness	Inverness Taxis (Gavin Johnston)	Flag fall to increase from £4.00 to £4.50
Inverness	Inverness Taxis (Gavin Johnston)	Additional waiting time to be amended from 10p for every 14 seconds to 10p for every 10 seconds

Inverness	Inverness Taxis (Gavin Johnston)	Tariff to apply from 7.00pm to 7.00am instead of from 9.00pm and 7.00am
Inverness	Duncan Fraser Alistair Turner	No change
Inverness	David Coutts Alistair Turner	Saturdays to fall under tariff 1 rather than tariff 2.
Inverness	Bryant Ntakieutimana	Saturdays to remain as tariff 2.
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Tariff 3

Area	Operator	Proposal
Ft William	Alan Hendry Andrew MacInnes Melissa Donaldson Syed Hussain	No change to the tariff
Ft William	Colin MacLean	Flag fall to be set at £2.50 instead of £4.70 and an increase of 10p a mile thereafter.
Inverness	Duncan Fraser Gavin Johnston	No change
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Tariff 4

Area	Operator	Proposal
Ft William	Alan Hendry Andrew MacInnes Melissa Donaldson Syed Hussain	No change to the tariff
Ft William	Colin MacLean	Flag fall to be set at £2.50 instead of £4.70 and an increase of 10p a mile thereafter.
Inverness	David Coutts	Tariff 4 should be removed.
Inverness	Duncan Fraser	No change
Wick	John Urquhart	No change

	Laurien Irvine Susan McIntosh	
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Tariff 5

Area	Operator	Proposal
Ft William	Alan Hendry Andrew MacInnes Melissa Donaldson Syed Hussain	No change to the tariff
Ft William	Colin MacLean	Flag fall to be set at £2.50 instead of £4.70 and an increase of 10p a mile thereafter.
Inverness	Alistair Turner	Tariff 5 to be removed and Tariff 3 be used for 4 passenger seat vehicles for the Christmas and New Year period. Tariff 4 to be used for vehicles with more than 5 passengers during this period.
Inverness	Paul Reid, Robert Donaldson & Duncan Fraser	Tariff 5 be scrapped completely, and it should all be covered under Tariff 4.
Inverness	Inverness Taxis (Gavin Johnston)	Tariff to start at midnight. First mile to be decreased from £8.90 for the first mile to £8 and £5 a mile thereafter instead of £5.50.
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Booking ahead by telephone

Area	Operator	Proposal
Ft William		No change
Inverness	Duncan Fraser	No change
Inverness	Inverness Taxis (Gavin Johnston)	Increase fee from £1.00 to £1.60
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Bridge Tolls, Ferry Charges and airport car parking charges

Area	Operator	Proposal
All		No change

Supplementary Booking Charge

Area	Operator	Proposal
All		No change

Soiling Charge

Area	Operator	Proposal
All		No change

Luggage Charge

Area	Operator	Proposal
Ft William	Colin MacLean Alan Hendrie Andrew MacInnes Syed Hussain Melissa Donaldson	Increase the maximum amount from £5.00 to £50.00
Inverness	Gavin Johnston Paul Reid	Increase the maximum amount from £5.00 to £10.00
Wick	John Urquhart Laurien Irvine Susan McIntosh	No change

Proposal for New Tariff - Inverness Taxis (Gavin Johnston)

GJ suggested the introduction of a new tariff covering Friday and Saturday evenings between 7.00am and 7.00pm, with the flag fall being £4.60 and the general effect of the price of a hire being £3.00 per mile thereafter. AT advised that this would penalise workers who may finish their shift on Friday and Saturday evenings and would also require to pay the higher fare.

Mike Elsey (Legal Team (Licensing))

From: Gavin Johnston [REDACTED]
Sent: 13 August 2025 17:33
To: Mike Elsey (Legal Team (Licensing))
Cc: [REDACTED]
Subject: Taxi tariff

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Mike

After the meeting on Monday, I've consulted with Capital taxis, Inverness City Taxis, Russell from Loch ness hub Drumnadrochit, the lady from Dornoch and David Coutts the independent driver.

We are in agreement of the knowledge test for PHC new applicants at a pass rate of 50% on the current taxi knowledge test. No test for current PHC drivers. We would also suggest the current pass rate for a taxi driver to be set at 90%. We believe this will improve the service to the trade and to the citizens of the city.

Inverness city taxis, Capital taxis and Inverness taxis would also like you to give considerable consideration on our suggested tariff

Booking fee £1.60

Tariff 1 to start at £4.10

Tariff 2 to start at £4.50

Waiting time to be 10p for 10 seconds

Over sized items £10 (bikes for example)

Tariff two from 7pm to 7am

New Tariff

Friday and Saturday from 7pm to 7am

Start £4.6 and £3 a mile there after

There is an increasing number of no shows and customers not paying on these nights which leads to a waist of energy, fuel and wear and tear on vehicles, not to mention the extra stress this puts on drivers.

Tariff 5 to start at Midnight

Starting at £8 and £5 a mile thereafter

We did not have much time for AOCB but I wanted to bring up an email I sent in May 2023

As we are in the process of putting new cars on the road. I would like to take the opportunity to highlight the rules in place for fire extinguisher and first aid box.

Could I ask that this be brought up and discussed at the next committee meeting.

Taxi drivers are not trained to put out fires and any fire chief would advise if a car catches fire, to get away from the car and call 999. Not to mention we have a couple of electric cars in the fleet.

A drivers application does not cover first aid, therefore the majority of drivers are not first aiders.

In all my years of doing this I've never heard either being used

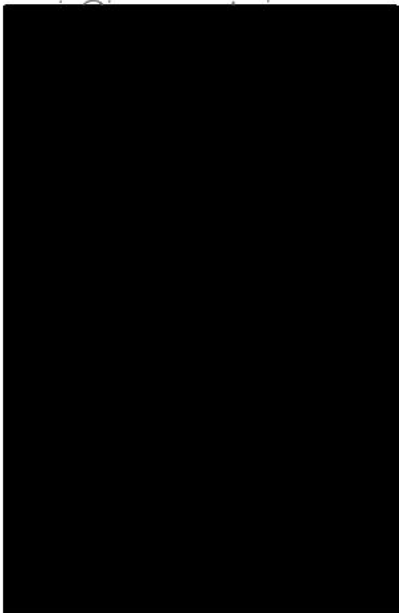
Could I ask on behalf of the trade that this outdated condition be removed on both these points.

I would be happy to addend and discuss.

Could you please share the above with relevant parties.

Kind regards

Gavin Johnston



Mike Elsey (Legal Team (Licensing))

From: Claire McArthur (Legal Team (Licensing))
Sent: 14 August 2025 11:06
To: [REDACTED]
Cc: Iain Meredith (Legal Team (Licensing)); Mike Elsey (Legal Team (Licensing))
Subject: FW: Follow up from taxi tariff review meeting

Marlene

Further to the meeting on Monday, we have received an email from Gavin confirming that you are now in agreement with his proposal in relation to the introduction of PHC knowledge tests as set out below:

- We are in agreement of the knowledge test for PHC new applicants at a pass rate of 50% on the current taxi knowledge test. No test for current PHC drivers. We would also suggest the current pass rate for a taxi driver to be set at 90%. We believe this will improve the service to the trade and to the citizens of the city.

Are you able to confirm whether this is correct and supersedes the view you stated at the meeting?

Regards

Claire

Principal Solicitor
The Highland Council

Mike Elsey (Legal Team (Licensing))

From: Russell Fraser <[REDACTED]>
Sent: 14 August 2025 15:56
To: Claire McArthur (Legal Team (Licensing))
Cc: Mike Elsey (Legal Team (Licensing)); Iain Meredith (Legal Team (Licensing))
Subject: RE: Follow up from taxi tariff review meeting

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Thank you, Claire,

For clarity – Gavin and I spoke about new applicants for PHC, which I agreed to.

We did not discuss a pass rate for taxi drivers and as someone who does not currently have a taxi license, it is perhaps not my place to comment.

I will repeat what I said at the meeting, (and forgive my lack of knowledge), but a knowledge test that is Inverness centric is irrelevant to a rural taxi driver.

I think you mentioned the local knowledge test – unsure if this needs to be at 90%?

I apologise for any naivety or lack of insight.

Best
Russell

From: Claire McArthur (Legal Team (Licensing)) <[REDACTED]>
Sent: 14 August 2025 11:09

To: Russell Fraser <[REDACTED]>
Cc: Mike Elsey (Legal Team (Licensing)) <[REDACTED]>; Iain Meredith (Legal Team (Licensing)) <[REDACTED]>
Subject: Follow up from taxi tariff review meeting

Russell

Further to the meeting on Monday, we have received an email from Gavin confirming that you are now in agreement with his proposal in relation to the introduction of PHC knowledge tests as set out below:

- We are in agreement of the knowledge test for PHC new applicants at a pass rate of 50% on the current taxi knowledge test. No test for current PHC drivers. We would also suggest the current pass rate for a taxi driver to be set at 90%. We believe this will improve the service to the trade and to the citizens of the city.

Are you able to confirm whether this is correct and supersedes the view you stated at the meeting?

Regards

Claire

Principal Solicitor
The Highland Council

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

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

Mike Elsey (Legal Team (Licensing))

From: David Coutts [REDACTED]
Sent: 14 August 2025 19:18
To: Claire McArthur (Legal Team (Licensing))
Cc: Mike Elsey (Legal Team (Licensing)); Iain Meredith (Legal Team (Licensing))
Subject: Re: Follow up from taxi tariff review meeting

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Yes I am in agreement with this proposal with the assurance which was stated at the meeting that the tests are done in strict exam type conditions and applicants are not furnished with the questions or answers from anyone prior to testing. Kind regards David Coutts.

Sent from Outlook for Android

From: Claire McArthur (Legal Team (Licensing)) [REDACTED]
Sent: Thursday, August 14, 2025 11:02:35 AM
To: [REDACTED]
Cc: Mike Elsey (Legal Team (Licensing)) <[REDACTED]> Iain Meredith (Legal Team (Licensing))
[REDACTED]
Subject: Follow up from taxi tariff review meeting

David

Further to the meeting on Monday, we have received an email from Gavin confirming that you are now in agreement with his proposal in relation to the introduction of PHC knowledge tests as set out below:

- We are in agreement of the knowledge test for PHC new applicants at a pass rate of 50% on the current taxi knowledge test. No test for current PHC drivers. We would also suggest the current pass rate for a taxi driver to be set at 90%. We believe this will improve the service to the trade and to the citizens of the city.

Are you able to confirm whether this is correct and supersedes the view you stated at the meeting?

Regards

Claire

Principal Solicitor
The Highland Council

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Mura h-eil na beachdan a tha air an cur an cèill sa phost-d seo a' buntainn ri gnothachas Chomhairle na Gàidhealtachd, 's ann leis an neach fhèin a chuir air falbh e a tha iad, is chan eil iad an-còmhnaidh

Mike Elsey (Legal Team (Licensing))

From: info info [REDACTED]
Sent: 18 August 2025 11:05
To: Mike Elsey (Legal Team (Licensing)); [REDACTED]
Subject: TAXI TARIFFS

Importance: High

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good Morning Mike

Unfortunately I was unable to attend the meeting last Monday, but have been in contact with Gavin Johnstone of Inverness Taxis who in turn has consulted with Capital taxis, Inverness City Taxis, Russell from Loch Ness Hub Drumnadrochit, the lady from Dornoch and David Coutts the independent driver.

We are in agreement of the knowledge test for PHC new applicants at a pass rate of 50% on the current taxi knowledge test. No test for current PHC drivers. We would also suggest the current pass rate for a taxi driver to be set at 90%. We believe this will improve the service to the trade and to the citizens of the city.

Taxi 24/7 Ltd, Inverness City Taxis, Capital Taxis and Inverness Taxis would also like you to give considerable consideration on our suggested tariff

Booking fee £1.60

Tariff 1 to start at £4.10

Tariff 2 to start at £4.50

Waiting time to be 10p for 10 seconds

Over sized items £10 (bikes for example)

Tariff two from 7pm to 7am

New Tariff

Friday and Saturday from 7pm to 7am

Start £4.6 and £3 a mile there after

There is an increasing number of no shows and customers not paying on these nights which leads to a waist of energy, fuel and wear and tear on vehicles, not to mention the extra stress this puts on drivers.

Tariff 5 to start at Midnight

Starting at £8 and £5 a mile thereafter

We did not have much time for AOCB but I wanted to bring up an email I sent in May 2023

I would like to take the opportunity to highlight the rules in place for fire extinguisher and first aid box. Could I ask that this be brought up and discussed at the next committee meeting.

Taxi drivers are not trained to put out fires and any fire chief would advise if a car catches fire, to get away from the car and call 999. Not to mention we have a couple of electric cars in the fleet.

A drivers application does not cover first aid, therefore the majority of drivers are not first aiders.

In all my years of doing this I've never heard either being used

Could I ask on behalf of the trade that this outdated condition be removed on both these points.

Could you please share the above with relevant parties.

Kind regards

Kenneth Finnerty
Taxi 24/7 Ltd

Mike Elsey (Legal Team (Licensing))

From: HCE Services Logistics [REDACTED]
Sent: 18 August 2025 12:27
To: Mike Elsey (Legal Team (Licensing))
Subject: Proposal for changes after the latest meeting.

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Michael,

On behalf of Highland Taxis, Ross-Shire Taxis and HCE Services Group Ltd, I would like to confirm that we are in full agreement with the proposals outlined, and I have detailed our position on each point below:

Knowledge Test:

We agree that new PHC applicants should undertake a knowledge test at a 75% pass rate.

We agree that current PHC drivers should not be required to sit the test unless missing their license renewal.

We support raising the taxi driver pass rate to 90%, as this will improve standards across the trade and enhance service to the public.

Tariff Proposals Updates:

- Booking Fee: £1.60
- Tariff 1: Starting at £4.10
- Tariff 2: Starting at £4.50 (operating from 7 pm – 7 am) with a waiting time set at 10p per 10 seconds.
- Oversized Items: £10 charge (e.g. bicycles)
- Tariff 5: Removed. - We have never used this, as the abuse from the passengers isn't worth it.

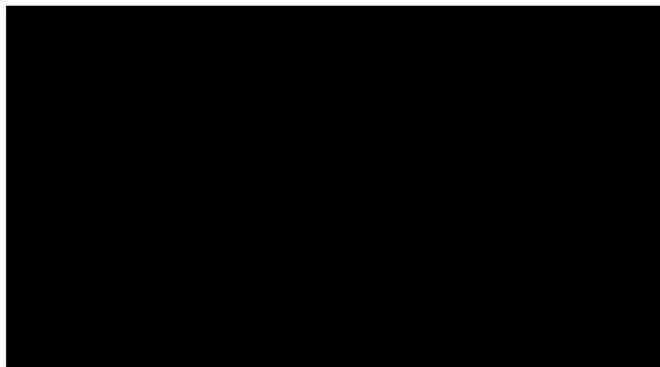
We believe these changes reflect the challenges faced by drivers, particularly with the increase in no-shows, non-payment, and the additional wear, tear, and stress placed on vehicles and drivers.

Additional Considerations:

We also support revisiting the current conditions regarding fire extinguishers and first aid boxes in vehicles. Drivers are neither trained to use fire equipment nor certified as first aiders, and in practice, these items are rarely, if ever, used. With the increasing number of electric vehicles, these requirements are outdated and should be reviewed for removal, or the Highland Council offers a free online training course for both First aid and the use of a fire extinguisher. Even if this were to be applied on the first renewal. With the driver's licence renewal so high, I'm sure this could be

implemented easily and inclusive of the renewal, and this would create an advanced driver's licence and thus raise the standard of the Highland drivers and safety across the Highlands.

We trust this summary confirms our support for the outlined proposals and would welcome these items being brought forward for discussion at the next committee meeting.



Mike Elsey (Legal Team (Licensing))

From: Gavin Johnston [REDACTED]
Sent: 19 August 2025 08:25
To: Mike Elsey (Legal Team (Licensing))
Cc: [REDACTED]
Subject: RE: Taxi tariff

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Morning Mike

We would suggest £6.50 for the first mile and £3 per mile thereafter.

Thanks

Gavin Johnston

[REDACTED]

From: Mike Elsey (Legal Team (Licensing)) [REDACTED]
Sent: 18 August 2025 15:12
To: Gavin Johnston [REDACTED]
Cc: [REDACTED]
Subject: RE: Taxi tariff

Hi Gavin

Can I ask you to clarify the proposed new tariff below.

I assume the £4.60 is the flag fall? If so, what is the amount/cost of the first mile, or how many yards do you propose the initial yardage to be?

I look forward to hearing from you.

Regards

Michael Elsey
Senior Licensing Officer
Highland Council
Council Headquarters
Glenurquhart Road
Inverness
IV3 5NX

Ambitious

Sustainable

Connected

From: Gavin Johnston

Sent: 13 August 2025 17:33

To: Mike Elsey (Legal Team (Licensing))

Cc:

Subject: Taxi tariff

CAUTION: This email was sent from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Mike

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Inverness city taxis, Capital taxis and Inverness taxis would also like you to give considerable consideration on our suggested tariff

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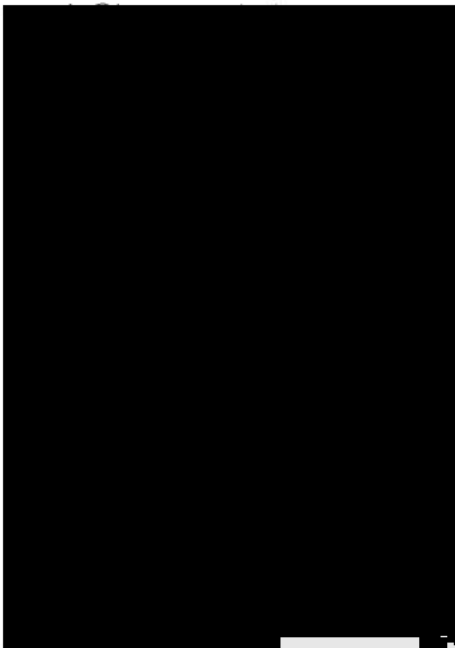
Could I ask on behalf of the trade that this outdated condition be removed on both these points.

I would be happy to addend and discuss.

Could you please share the above with relevant parties.

Kind regards

Gavin Johnston



Effects of Proposed Tariff Changes**Ft William - Colin MacLean – Taxi Operator****All tariffs to have flag fall set at £2.50 and an increase of 10p a mile thereafter.****Tariff 1**

Miles	Proposed Tariff	Current Tariff	Difference
1	£3.80	£4.90	-£1.10
2	£6.10	£7.10	-£1.00
3	£8.30	£9.20	-£0.90
4	£10.60	£11.40	-£0.80
5	£12.80	£13.50	-£0.70
10	£24.10	£24.30	-£0.20
15	£35.40	£35.00	£0.40
20	£46.70	£45.70	£1.00
30	£69.20	£67.20	£2.00
40	£91.80	£88.60	£3.20
50	£114.40	£110.10	£4.30
100	£227.20	£217.40	£9.80

Tariff 2

Miles	Proposed Tariff	Current Tariff	Difference
1	£4.50	£5.90	-£1.40
2	£7.20	£8.60	-£1.40
3	£10.00	£11.30	-£1.30
4	£12.80	£14.00	-£1.20
5	£15.60	£16.70	-£1.10
10	£29.60	£30.30	-£0.70
15	£43.60	£43.80	-£0.20
20	£57.50	£57.30	£0.20
30	£85.50	£84.40	£1.10
40	£113.40	£111.50	£1.90
50	£141.30	£138.60	£2.70
100	£281.00	£274.00	£7.00

Tariff 3

Miles	Proposed Tariff	Current Tariff	Difference
1	£5.10	£7.20	-£2.10
2	£8.50	£10.40	-£1.90
3	£11.90	£13.70	-£1.80
4	£15.20	£17.00	-£1.80
5	£18.60	£20.20	-£1.60
10	£35.50	£36.50	-£1.00
15	£52.50	£52.80	-£0.30
20	£69.40	£69.10	£0.30
30	£103.20	£101.70	£1.50
40	£137.10	£134.30	£2.80
50	£170.90	£166.90	£4.00
100	£340.20	£329.90	£10.30

Tariff 4

Miles	Proposed Tariff	Current Tariff	Difference
1	£5.80	£8.00	-£2.20
2	£10.20	£12.30	-£2.10
3	£14.60	£16.50	-£1.90
4	£19.00	£20.80	-£1.80
5	£23.40	£25.10	-£1.70
10	£45.40	£46.60	-£1.20
15	£67.40	£68.10	-£0.70
20	£89.40	£89.50	-£0.10
30	£133.40	£132.40	£1.00
40	£177.40	£175.40	£2.00
50	£221.40	£218.30	£3.10
100	£441.40	£432.90	£8.50

Tariff 5

Miles	Proposed Tariff	Current Tariff	Difference
1	£6.80	£8.90	-£2.10
2	£12.50	£14.40	-£1.90
3	£18.20	£19.90	-£1.70
4	£23.80	£25.40	-£1.60
5	£29.50	£30.90	-£1.40
10	£57.90	£58.40	-£0.50
15	£86.30	£85.90	£0.40
20	£114.70	£113.40	£1.30
30	£171.40	£168.40	£3.00
40	£228.20	£223.40	£4.80
50	£285.00	£278.40	£6.60
100	£568.90	£553.40	£15.50

Inverness - Duncan Fraser – Taxi Operator

T1 - 5% increase on the flag fall and a 10% decrease on the additional yardage.

PROPOSED TARIFF	Proposed Tariff 1	% Increase
1st Drop (Yds)	785	0.0%
2nd Drop (Yds)	74	9.8%
1st Drop Cost	£ 3.90	5.1%
2nd Drop Cost	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.38	10.8%
Actual Cost for 1st Mile	£ 5.30	8.2%
Actual Cost for 2 Miles	£ 7.60	7.0%
Actual Cost for 3 Miles	£ 10.00	8.7%
Actual Cost for 4 Miles	£ 12.40	8.8%
Actual Cost for 5 Miles	£ 14.80	9.6%
Actual Cost for 10 Miles	£ 26.70	9.9%
Actual Cost for 15 Miles	£ 38.60	10.3%
Actual Cost for 20 Miles	£ 50.50	10.5%
Actual Cost for 30 Miles	£ 74.20	10.4%
Actual Cost for 40 Miles	£ 98.00	10.6%
Actual Cost for 50 Miles	£ 121.80	10.6%
Actual Cost for 100 Miles	£ 240.70	10.7%
Average Increase over 1 - 100 Miles		9.6%

Effect against current tariff

Miles	Proposed Tariff 1	Current Tariff 1	Difference
1	£5.30	£4.90	£0.40
2	£7.60	£7.10	£0.50
3	£10.00	£9.20	£0.80
4	£12.40	£11.40	£1.00
5	£14.80	£13.50	£1.30
10	£26.70	£24.30	£2.40
15	£38.60	£35.00	£3.60
20	£50.50	£45.70	£4.80
30	£74.20	£67.20	£7.00
40	£98.00	£88.60	£9.40
50	£121.80	£110.10	£11.70
100	£240.70	£217.40	£23.30

Inverness – Gavin Johnston - Inverness Taxis

Tariff 1 flag fall to increase from £3.70 to £4.10

Tariff 2 flag fall to increase from £4.00 to £4.50

Waiting time to be amended to 10p for 10 seconds

PROPOSED TARIFF	Proposed Tariff 1	% Increase	Proposed Tariff 2	% Increase
1st Drop (Yds)	785	0.0%	560	0.0%
2nd Drop (Yds)	82	0.0%	65	0.0%
1st Drop Cost	£ 4.10	9.8%	£ 4.50	12.5%
2nd Drop Cost	£ 0.10	0.0%	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 2.15	0.0%	£ 2.71	0.0%
Actual Cost for 1st Mile	£ 5.30	8.2%	£ 6.40	8.5%
Actual Cost for 2 Miles	£ 7.50	5.6%	£ 9.10	5.8%
Actual Cost for 3 Miles	£ 9.60	4.3%	£ 11.80	4.4%
Actual Cost for 4 Miles	£ 11.80	3.5%	£ 14.50	3.6%
Actual Cost for 5 Miles	£ 13.90	3.0%	£ 17.20	3.0%
Actual Cost for 10 Miles	£ 24.70	1.6%	£ 30.80	1.7%
Actual Cost for 15 Miles	£ 35.40	1.1%	£ 44.30	1.1%
Actual Cost for 20 Miles	£ 46.10	0.9%	£ 57.80	0.9%
Actual Cost for 30 Miles	£ 67.60	0.6%	£ 84.90	0.6%
Actual Cost for 40 Miles	£ 89.00	0.5%	£ 112.00	0.4%
Actual Cost for 50 Miles	£ 110.50	0.4%	£ 139.10	0.4%
Actual Cost for 100 Miles	£ 217.80	0.2%	£ 274.50	0.2%
Average Increase over 1 - 100 Miles		2.5%		2.5%

Waiting Time – Tariff 1	Cost per hour
Current - £3.70 for the initial 119 seconds and 10p for every 14 seconds thereafter.	£28.60
Proposal (Gavin Johnston) £4.10 for the initial 96 seconds and 10p for every 10 seconds thereafter	£39.10

Waiting Time – Tariff 2	Cost per hour
Current - £4.00 for the initial 119 seconds and 10p for every 14 seconds thereafter.	£28.90
Proposal (Gavin Johnston) £4.50 for the initial 86 seconds and 10p for every 10 seconds thereafter	£39.60

Proposed new tariff for Friday and Saturdays between 7.00pm and 7.00am

Flag Fall - £4.60

First Mile cost £6.50

£3.00 per mile thereafter

	Proposed new tariff	Current Tariff 2	Current Tariff 3
1st Drop (Yds)	680	560	444
2nd Drop (Yds)	59	65	54
1st Drop Cost	£4.60	£4.00	£4.70
2nd Drop Cost	10p	10p	10p
Calculated Cost per additional Mile	£3.00	£2.70	£3.30
1 Mile	£6.50	£5.90	£7.20
2 Miles	£9.50	£8.60	£10.40
3 Miles	£12.40	£11.30	£13.70
4 Miles	£15.40	£14.00	£17.00
5 Miles	£18.40	£16.70	£20.20
10 Miles	£33.30	£30.30	£36.50
15 Miles	£48.20	£43.80	£52.80
20 Miles	£63.20	£57.30	£69.10
30 Miles	£93.00	£84.40	£101.70
40 Miles	£122.80	£111.50	£134.30
50 Miles	£152.70	£138.60	£166.90
100 Miles	£301.80	£274.00	£329.90

Proposal - Tariff 5 should be dropped down so the general effect of the price of the hire should be £8.00 for the first mile plus £5 per mile thereafter.

To achieve this the 2nd drop yardage was increased from 32 yards to 35 yards and the flag fall was reduced from £4.70 to £4.20, as detailed below.

PROPOSED TARIFF	Proposed Tariff 5	% Increase
1st Drop (Yds)	444	0.0%
2nd Drop (Yds)	35	-9.4%
1st Drop Cost	£ 4.20	-11.9%
2nd Drop Cost	£ 0.10	0.0%
Calculated Cost per additional Mile	£ 5.03	-8.6%
Actual Cost for 1st Mile	£ 8.00	-10.1%
Actual Cost for 2 Miles	£ 13.00	-9.7%
Actual Cost for 3 Miles	£ 18.10	-9.0%
Actual Cost for 4 Miles	£ 23.10	-9.1%
Actual Cost for 5 Miles	£ 28.10	-9.1%
Actual Cost for 10 Miles	£ 53.30	-8.7%
Actual Cost for 15 Miles	£ 78.40	-8.7%
Actual Cost for 20 Miles	£ 103.60	-8.6%
Actual Cost for 30 Miles	£ 153.80	-8.7%
Actual Cost for 40 Miles	£ 204.10	-8.6%
Actual Cost for 50 Miles	£ 254.40	-8.6%
Actual Cost for 100 Miles	£ 505.80	-8.6%
Average Increase over 1 - 100 Miles		-9.0%

Inverness – David Coutts – Inverness Operator

Waiting Time – Tariff 1	Cost per hour
Current - £3.70 for the initial 119 seconds and 10p for every 14 seconds thereafter.	£28.60
Proposal (David Coutts) £3.70 for the initial 287 seconds and 10p for every 30 seconds thereafter	£14.70

COMPARISON OF COSTS SINCE LAST TARIFF REVIEW

**2024/25 Inflation figures
(Consumer Price Index)**

	INDEX NAME	START	TARIFF	END	% CHANGE
1	ALL ITEMS	130	133.0	138.5	6.3%
	CPI Index 00 (2015=100)				
	Series: L522				
2	PURCHASE OF VEHICLES (all)	121.8	121.9	124.1	1.9%
	CPIH Index 07.1				
	Series: L543				
	PURCHASE OF NEW CARS	134.7	135.4	139.8	3.7%
	CPIH Index 07.1.1A				
	Series L544				
	PURCHASE OF SECOND HANDCARS	111.3	110.8	112.1	0.7%
	CPIH Index 07.1.1B				
	Series L545				
3	MAINTENANCE AND REPAIRS	139.8	141.9	152.5	8.7%
	CPI Index 07.2.3				
	Series: D7ED				
4	PETROL	126.1	131.4	120.7	-4.4%
	CPI Index 97.2.2.2				
	Series ID: L7FP				
5	DIESEL	129.0	131.8	123.0	-4.8%
	CPI Index 07.2.2.21				
	Series ID: L7FO				

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

START – Figures Committee considered when setting the previous tariff in 2024

TARIFF - Figures when the current tax tariff took effect

END – Latest figures available

% CHANGE – from START to END