

EAST AYRSHIRE COUNCIL

**LOCAL GOVERNMENT LICENSING PANEL
21 OCTOBER 2010**

REVIEW OF TAXI FARES AND ASSOCIATED CHARGES

Report by Executive Director of Finance and Corporate Support

1. PURPOSE OF REPORT

- 1.1 To advise the Licensing Panel of a review of taxi fares and associated charges and to consider a proposed increase to the current fares and charges.

2. BACKGROUND

- 2.1 In terms of section 17 of the Civic Government (Scotland) Act 1982 the Licensing Authority has a duty to fix scales for taxi fares and associated charges for its area and is obliged to consult with persons or organisations appearing to them to be, or be representative of, the operators of taxis within their area.
- 2.2 The most recent review process was previously concluded in May 2009 and the Licensing Panel agreed at that time not to increase fares and associated charges. Therefore, the fare structure which was approved on 13 March 2008 and effective from 1 June 2008 remains in force.
- 2.3 The Licensing Panel, at the meeting held on 28 May 2010 considered a report by the Executive Director of Finance and Corporate Support dated 18 May 2010 proposing a review of the scales for taxi fares and associated charges. There having been no further communication from representatives of the taxi trade since May 2009, the starting point for the current review was based on that which was put forward for consideration in May 2009.
- 2.4 On 28 May 2010, the Licensing Panel agreed commencement of the review process on the basis of the report dated 18 May 2010, but subject to an amendment that the running distance after the flag drop should remain at 160 yards.

3. DISCUSSION

- 3.1 A survey of all holders of operator licences was carried out in June 2010 and out of 69 surveys circulated 21 were returned (30.4% return rate) (copy results attached at Appendix 1).

- 3.2 In terms of section 17 of the Civic Government (Scotland) Act 1982, notice of the proposed alterations to the Taxi Fare Structure was published in the Public Notices section of the S&UN newspapers circulating in the area in publications week ending 20 August 2010 (copy attached at Appendix 2).
- 3.3 In response to the newspaper advert, and lodged within the statutory one month period specified, two letters of representation have been received from taxi operators John Bruce and Bobby Morrison, who submitted a fresh proposal on behalf of members of the taxi trade association, together with a petition signed by 20 operators in support of the alternative proposal (copy letters and petition attached at Appendix 3).
- 3.4 The representations cite reasons in support of an increase in taxi fares due to the high costs involved in operating a taxi, the impending VAT increase in January 2011 and the fact that the increase in fares approved in 2008 was only the third increase in ten years.
- 3.5 The Panel members may wish to note that in accordance with the National League Table for Fare Tariffs, as published in the October 2010 edition of the Private Hire and Taxi Monthly, East Ayrshire is presently in position 370 out of 380 councils. For information, South Ayrshire and North Ayrshire are 226 and 341 respectively in the table.
- 3.6 For comparison purposes, please note the current cost of a 2-mile taxi fare in each of the Ayrshire Councils is as undernoted:-

| | | |
|----------------|---|-------|
| East Ayrshire | - | £3.92 |
| South Ayrshire | - | £4.85 |
| North Ayrshire | - | £4.30 |

Copies of the current taxi fares structures in South Ayrshire and North Ayrshire are attached at Appendix 4.

- 3.7 In order to assist the Panel members with the proposals to be considered, the undernoted table has been prepared to show the current fare structure, proposals agreed by the Licensing Panel on 28 May 2010 which were subject to the consultation process and the alternative proposals suggested by the taxi trade association.

| | |
|---|-------|
| (A) Existing Fare Structure (effective from 1 June 2008) | |
| <u>Fares by Distance</u> | |
| Not exceeding 2000 yds | £2.50 |
| For each additional 160 yds (or part thereof) | £0.15 |
| <u>Surcharges</u> | |
| Hires between Midnight and 6am | £0.80 |

| | |
|--|--|
| For hires accepted on 1 & 2 January and 25 & 26 December in each year 5, 6 and 7 seater taxis (for each passenger in excess of four Waiting Time – after an initial period of 5 minutes – each period of 5 minutes or part thereof) Taxi called by hirer and not used Radio call charge Fouling charge | Double Fare £1.00 per passenger £1.60 £2.50 £0.25 £40.00 |
| Indicative cost for 2-mile hire | £3.92 |
| (B) Proposal by Licensing Panel on 28.5.10 | |
| <u>Fares by Distance</u> Not exceeding 1760 yds For each additional 160 yds (or part thereof) <u>Surcharges</u> Hires between Midnight and 6am For hires accepted on 1 & 2 January and 25 & 26 December in each year 5, 6 and 7 seater taxis (for each passenger in excess of four Waiting Time – after an initial period of 5 minutes – each period of 5 minutes (or part thereof) Taxi called by hirer and not used Radio call charge Fouling charge | £2.50 £0.15 £1.00 Double Fare £1.25 per passenger £1.80 £3.00 £0.50 £50.00 |
| Indicative cost for a 2-mile hire | £4.15 |
| (C) Alternative Proposed by Taxi Trade (proposals at appendix 3 attached) | |
| <u>Fares by Distance</u> Not exceeding 1760 yds For each additional 140 yds (or part thereof) <u>Surcharges</u> Hires between Midnight and 6am For hires accepted on 1 & 2 January and 25 & 26 December in each year 5, 6 and 7 seater taxis (for each passenger in excess of four Waiting Time – after an initial period of 5 minutes – each period of 5 minutes (or part thereof) Taxi called by hirer and not used Radio call charge Fouling charge | £2.75 £0.15 £1.00 (no alternative) £1.25 £1.80 (no alternative) £0.50 £50.00 |
| Indicative cost for a 2-mile hire | £4.63 |

In respect of (B) above, there would be a flat increase of £0.23 on all hires of one mile and over, irrespective of the total distance travelled. There would be no increase on fares less than one mile.

Without decreasing the running distance after the flag drop, or increasing the price per yardage (upwards of 15p) there is no pro-rata fare increase.

- 3.8 On 30 September 2010, the Head of Legal, Procurement and Regulatory Services together with two members of the Licensing Team, met with representatives of the taxi trade association. At that time, the representatives requested an opportunity to attend the Licensing Panel Meeting to present their submission on behalf of the trade, prior to a decision being taken in respect of the fares structure. The Chair has indicated that he would be prepared, subject to Panel approval, to allow the proposed deputation to be received.

4. FINANCIAL IMPLICATIONS

- 4.1 It is acknowledged that there are no direct financial implications for East Ayrshire Council. The obligation on the part of the Council is to undertake a review process in respect of taxi fares and fix the maximum fares which may be charged by taxi operators.
- 4.2 However, as the Council are also the responsible body for setting fees in respect of Civic Government Licensing applications, it is intended to prepare a report in this regard for submission to the Licensing Panel at its meeting on 8 December 2010. The existing application fees were implemented in April 2008.
- 4.3 It should be noted, however, that any change to the proposed fares structure will have an initial financial implication for taxi operators in that they will require to have the taximeters recalibrated by the manufacturers, then checked and sealed by the Council's authorised examiners.

5. LEGAL IMPLICATIONS

- 5.1 In terms of Section 17 of the Civic Government (Scotland) Act 1982 it is the duty of the licensing authority to fix and review fare scales. Before reviewing or fixing fare scales, the licensing authority shall consult with representatives of the taxi operators and then give notice of the proposed amendments in newspapers circulating in their area in order that any representations may be lodged and considered.
- 5.2 Where, under Section 17 of the Act, the licensing authority fix any scale or carry out any review they shall forthwith give notice in writing of their decision to such persons or organisations they have consulted as being representative of the operators of taxis within their area and inform

as being representative of the operators of taxis within their area and inform them of the general effect of Section 18(1) of the Act.

- 5.3 In terms of Section 18 of the Act, any person who operates a taxi in an area for which scales have been fixed may, within 14 days after the decision upon the scales, appeal against these scales to the Traffic Commissioner for the Scottish Traffic Area.

6. POLICY IMPLICATIONS

- 6.1 Nil.

7. CONCLUSIONS

- 7.1 Following a decision by the Licensing Panel on 28 May 2010 to commence a review of taxi fares and associated charges, consultations have been conducted by way of a survey to all holders of operator licences. From the survey, it should be noted that the operators are in favour of the majority of the proposal, however, 61.9% of the responses received were not in favour of retention of the 160 yards running distance after the flag drop and, instead, stated a preference for the distance to be reduced to 140 yards.

- 7.2 Letters of representation have been lodged from two taxi operators, together with a petition signed by 20 operators in support of an alternative proposal. Representatives of the taxi trade have requested an opportunity to present their submission to the Panel prior to any decision being taken.

- 7.3 Where, under Section 17 of the Act, the licensing authority fix any scale or carry out any review they shall forthwith give notice in writing of their decision to such persons or organisations they have consulted as being representative of the operators of taxis within their area and inform them of the general effect of Section 18(1) of the Act.

- 7.4 In terms of Section 18 of the Act, any person who operates a taxi in an area for which scales have been fixed may, within 14 days after the decision upon the scales, appeal against these scales to the Traffic Commissioner for the Scottish Traffic Area.

8. RECOMMENDATIONS

- 8.1 It is recommended that the Panel consider the contents of the report and (i) consider a request by the taxi trade to be heard; and (ii) thereafter proceed to fix an appropriate taxi fare structure.

Alex McPhee
Executive Director of Finance and Corporate Support

AMcP/GK 13 October 2010

LIST OF BACKGROUND PAPERS

1. Report by the Executive Director of Finance and Corporate Support dated 18 May 2010.
2. Minute of the meeting of the Local Government Licensing Panel held on 28 May 2010.

Any person wishing to inspect of the background papers listed above should telephone 01563 576161 and ask for Mr David Mitchell, Head of Legal, Procurement and Regulatory Services or e-mail david.mitchell@east-ayrshire.gov.uk.

8. **Radio call charge – increase from £0.25 to £0.50.**

AGREE – 10

DISAGREE – 11

Disagree 52.3%

Comments: should be increased to £0.30 - 1

9. **Fouling Charge – increase from £40.00 to £50.00.**

AGREE - 16

DISAGREE – 5

Agree 76.1%

Comments:

Additional suggestions/comments made by operators:

The fares should remain as they are at present – 1

There should be a meeting of owners to discuss any fare increase. Those who attend can discuss any fare increase. The taxi trade is dead most days in Kilmarnock as we are still in a recession and we must do our best to keep business. Let us have a meeting, not a questionnaire – 1

I would be pleased to explain my idea of some or all of the extra costs incurred at Christmas and New Year being met by the Council via a subsidy arrangement negotiated with the taxi trade in more detail at a future council meeting, if invited - 1

Public Notices

To advertise call 01563 545252

EAST AYRSHIRE COUNCIL CIVIC GOVERNMENT (SCOTLAND) ACT 1982

TAXI FARE STRUCTURE

Notice is hereby given that East Ayrshire Council, being the Licensing Authority in terms of Section 17(2) of the above Act, intends to review the scales for fares and other charges in relation to taxis licensed with the Council.

In accordance with Section 17(3)(a) of the Act, following consultations with persons or organisations appearing to be, or be representative of, the operators of taxis within the area, it is proposed that as from 7 November 2010, the undernoted Fare Structure will become effective throughout East Ayrshire.

Fares by Distance

The following shall be the maximum fares, charged by distance, for the hire of a Taxi:

| | |
|---|-------|
| Not exceeding 1,760 yds | £2.50 |
| For each additional 160 yds (or part thereof) | £0.15 |

These rates shall include going from the nearest stand to the hirer's address or other place of uplift.

Surcharges

| | |
|---|---------------------|
| For hires accepted between the hours of Midnight and 6.00am | £1.00 |
| For hires accepted on 1 and 2 January and 25 and 26 December in each year | Double Fare |
| 5, 6 and 7-seater Taxis | |
| For each passenger in excess of four | £1.25 per passenger |

Waiting Time

After an initial period of 5 minutes – each subsequent period of 5 minutes (or part thereof) £1.80

Taxi called by hirer and not used £3.00

Radio call charge £0.50

Fouling Charge £50.00

Notes

1. The fare for any distance in excess of 5 miles shall be the subject of special agreement. The taximeter must be operated on all hires within the said 5-mile limit.
2. Where prior to the acceptance of the hire, the hirer requests to hire by time rather than by distance and the driver agrees, such fare may be charged as proposed by the driver and agreed by the hirer at that time.
3. If requested by the hirer, the driver shall assist with the loading and unloading of luggage without any extra charge.
4. Passengers should note that where an operator is registered for VAT purposes, a surcharge, calculated at the rate of Value Added Tax current at the time, may be charged in respect of each hire. The operator must display an appropriate notice to this effect within the vehicle.

Copies of the existing and new fare scales may be inspected at the Licensing Unit, Department of Finance and Corporate Support, Council Headquarters, London Road, Kilmarnock, KA3 7BU and any representations in respect of the proposals should be submitted, in writing, to that address within one month of the date of publication of this notice.

Alex McPhee
Executive Director of Finance and Corporate Support
Licensing Unit
Council Headquarters
London Road, Kilmarnock, KA3 7BU



DEVELOPMENT AND ENVIRONMENT

TOWN AND COUNTRY PLANNING ACT 1997 AND ROADS (SCOTLAND) ACT 1982

South Ayrshire Council has the power to regulate advertising on public roads, footways and spaces. The banners, advertising or 'A' boards can compromise road safety. The Council will provide a more attractive environment for pedestrians and vehicular traffic.

There are resource implications for the Roads Services. Costs for the removal of illegal advertising on those owners who have been identified as their property.

CONTRACTORS AND FARMERS WEATHER INCIDENTS

South Ayrshire Council, Roads Services, is providing Contractors and Farmers who are impacted during severe weather incidents.

Any interested party should supply details of personnel and rates, including premium for overnight and public holidays to Jim Saunderson, Kenny Dalrymple, Roads Manager

ALTERATIONS TO MAYBOLE RECYCLING CENTRE

South Ayrshire Council is upgrading the Maybole Recycling Centre, Seaton Street, Maybole, with completion on 16th August 2010 and scheduled to last 12 weeks. During the works only limited recycling services will be available. Additional services will be available at: Girvan Recycling Centre, Old Farm Road, Heathfield, Ayr; Port Farnald Drive, Troon – details can be found at www.south-ayrshire.gov.uk/waste/recycling. South Ayrshire Council apologises for any inconvenience caused during the works.

J Graham Peterkin
Depute Chief Executive
and Executive Director
Development and Environment

www.south-ayrshire.gov.uk

PAY FOR ADVERTISING THE EASY WAY

YOU CAN NOW USE DELTA, MASTERCARD TO PAY FOR YOUR

RECEIVED
- 3 SEP 2010

JOHN BRUCE
33 MOUNT AVE
KILMARNOCK

EA/T 80.31.82.83.81.
71.32.121.57

DEAR SIR / MADAM.

I AM REPLYING IN RESPONSE TO THE CURRENT TAXI FARE PROPOSALS AS PUBLISHED BY EAST AYRSHIRE COUNCIL

I WOULD LIKE TO COMMENT MAINLY ON FARES BY DISTANCE.

1/ I WOULD LIKE TO SUPPORT THE FIRST FLAG DROP BEING REDUCED FROM 2000 YDS TO 1760 YDS AS I FEEL THIS MORE EFFECTIVELY SUPPORTS THE RUNNING COSTS OF SHORT DISTANCES

2/ FOR THE LONGER DISTANCE FARES I WOULD LIKE TO PROPOSE THAT WE SHOULD ADOPT AN EARLIER E.A.C. PROPOSAL THAT THE CHARGE FOR ADDITIONAL DISTANCES OF 0.15P BE RETAINED BUT REDUCE THE DISTANCE FROM 160 YDS TO 140 YDS.

3/ SURCHARGES. I WOULD LIKE TO SUPPORT THE SURCHARGES BUT ON A DAY TO DAY BASIS THEY ARE LESS IMPORTANT THAN POINTS 1 & 2. TO THE RUNNING COSTS OF A TAXI FOR EXAMPLE FOULING CHARGES OR HIRE NOT USED ARE MOSTLY REFUSED TO PAY BY CUSTOMERS

4/ WHY WE NEED A DECENT RISE.

1/ WE HAVEN'T HAD A RISE IN 2 YEARS

2/ UNPREDICTABILITY OF FUEL CHARGES

3/ IN JAN 2011 V.A.T. RISE TO 20%

WHICH AFFECTS REPAIR BILLS REPLACEMENT PARTS

4, CONT VALETING CHARGES, HOURLY RATES FOR GARAGES
THIS LIST COULD GO ON AND ON.
MOST OF ALL WITH V.A.T. RISING ALL
COSTS OF LIVING RISE TO

5. THE RISE WE ARE BEING OFFERED
WORKS OUT AT 23P PER HIRE WHETHER
IT GOES FROM THE MAIN RANK TO THE
CLYDESDALE BANK OR GLASGOW.
OFF THIS 23P THE DRIVER GETS 11P
LEAVING 11P FOR THE RUNNING OF TAXI

I HOPE YOU LOOK AT THIS LETTER AND SEE
SOME OF THE POINTS MENTIONED AND THEN LOOK
AT THE INCREASE OFFERED TO US LAST YEAR

YOURS SINCERELY

John Bruce

RECEIVED

13 SEP 2010

Mr David Mitchell
Head of Legal, Procurement and Regulatory Services
Council Headquarters
London Road
Kilmarnock
KA3 7BU

1st September 2010.

Dear Mr Mitchell

TAXI FARE STRUCTURE RISE

As regards our previous correspondence I propose the new fare structure as detailed below. This new fare structure has been modified from my previous correspondence due to the deteriorating circumstances that our local taxi operators now find themselves.

We are now in a situation where we have had the Vat rise of 2.5% on January 1st 2010 adding 2.5 ppl, we have the April 1st rise where the chancellor raise fuel duty inline with inflation plus 1% adding at least another 1ppl and the withdrawal of the Duty incentive to refiners which in turn will add another 1ppl to the cost of fuel. This comes at a time when we have the highest fuel costs in over 18 months as well as a further fuel duty rise of inflation plus 1% in September 2010, a tax the government has stated it will raise every April and September until at least 2013. We therefore face an issue of already expensive running costs which can only increase as the year continues and no ability to increase our income stream.

In addition to this we face the increase of VAT to 20% with effect from December 2010. Not only with this increase our fuel costs but will increase all additional costs ie servicing, car purchasing, and general running expenses therefore yet again increasing the burden which must be borne out of our pre set fare tariffs.

During the past 10 years the fare structure within East Ayrshire has only risen 3 times leaving us with a diminishing ability to maintain a revenue stream whilst costs are only rising, borne out by the fact we are presently in position 369 out of 380 in the national league tables for fare tariffs as displayed in the February 2010 edition of Private Hire Monthly, the official newspaper of the National Hire Association.

We face the additional problem that due to the economic climate that our ability to generate an income has been greatly reduced. We therefore find ourselves having to work in excess of 50 hours per week in an effort to attain a working wage and we therefore find ourselves actually working for less than the minimum wage levels presently enjoyed by the majority if not all of the labour market, which in turn not only impacts on the owners but makes it increasingly difficult to attract driving staff due to the low wages on offer.

Therefore I feel the proposed new fare structure is both acceptable and needed by the taxi community within East Ayrshire and may I draw to your attention that this new fare structure is in no way an endeavour to raise revenue but merely to narrow the gap between our running costs over which we have limited control and our income which is determined by the taxi fare structure set by East Ayrshire Council.

It is therefore my request that you look at these proposals and proceed with the new fare rate structure with the haste and diligence that the matter deserves. I feel that due to the present economic situation, the fuel cost rises and additional ongoing increase of our operating costs this matter should be attendant to as soon as possible, allowing us the opportunity to continue to offer this much needed and beneficial service to our residents and visitors in an economically viable manner for all.

I await your proposals and should you require any further information or clarification do not hesitate to contact me.

Yours sincerely

 EA 1

B Morrison


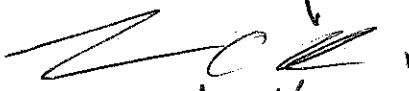

PROPOSED NEW TAXI FARE STRUCTURE

| | |
|----------------------------|-------|
| 0 to 1760 yard | £2.75 |
| 140 yards | 0.15 |
| Midnight to 6 am | 1.00 |
| 5,6,7 seaters | 1.25 |
| Waiting time per 5 minutes | 1.80 |
| Call out | 3.00 |
| Radio Call | 0.50 |
| Fouling Charge | 50.00 |

RECEIVED

13 SEP 2010

Please note that the following East Ayrshire Taxi Licence holders are in agreement of the new proposals put forward by the East Ayrshire Taxi Trade Council and strongly oppose the fare rate structure East Ayrshire Council advertised in the local press on 20/08/10.

| Name | Licence N° | Signature | Date |
|------------------------|--|--|--------|
| James Gilmour | 10, 22, 30, 48, 78, | J Gilmour | 7/9/10 |
| Ross Gilmour | 3, 15, 28, 35, 46, 68, 70, 73 103, 108, 110, 112, 117 | R Gilmour | 7/9/10 |
| Graeme Russell | 120 | Graeme Russell | 7/9/10 |
| Alexander Gorman | 23, |  | 7/9/10 |
| Alexander Blair Gorman | 12, 25, 26, 58, 59, 62, 84, 127 | Blair Gorman | 7/9/10 |
| Cameron Howe | 111 |  | 7/9/10 |
| Stuart Heaney | 8, 11, 24, 45, 76, 100 107, | Stuart Heaney | 7/9/10 |
| Mandy Kirk | 99 | Mandy Kirk | 7/9/10 |
| James Drummond | 123 |  | 7/9/10 |
| Andrew McLeish | 87 | | 7/9/10 |
| Stuart Chiselm | 85 | Sch | 7/9/10 |

RECEIVED

10 SEP 2010

Please note that the following East Ayrshire Taxi Licence holders are in agreement of the new proposals put forward by the East Ayrshire Taxi Trade Council and strongly oppose the fare rate structure East Ayrshire Council advertised in the local press on 20/8/10.

John Bruce

80, 31, 82, 83, 81
71, 32, 121, 57

Ross Hall

56

T. Young

105, 95, 53, 2, 119, 72, 27

J Graham

60

D WALSH P/H 225, 260

M. JAMES (E.A.T. 4)

J ROBERTSON E.A.T. No. 75-118

Dipoli E/A

D Loh E/A 49

SOUTH AYRSHIRE COUNCIL

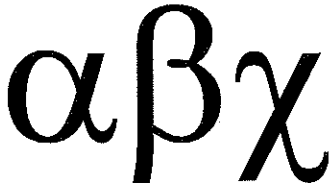
Civic Government (Scotland) Act 1982 and Transport Act 1985

METERED FARES FOR TAXIS AND PRIVATE HIRE CARS

NOTICE IS HEREBY GIVEN THAT South Ayrshire Council under the review procedure laid down by Section 17 of the Civic Government (Scotland) Act 1982 and Section 14 of the Transport Act 1985 has fixed the maximum fares for the hire of taxis and private hire cars and other charges in connection therewith. Accordingly with effect from 15 December 2008 the maximum fares and charges will be as follows:-

| | |
|--|---|
| If the distance does not exceed 0.75 mile for the whole distance | £2.60 |
| Each additional mile | £1.80 |
| Night time Charge (12 midnight - 6 a.m.) per hire | £1.00 |
| Waiting Time - For each 15 minutes or part thereof | £3.50 |
| Fouling Charge | £50.00 |
| Christmas and New Year (From 9 p.m. on 24 th December to 6 a.m., 27 th December and from 9 p.m. on 31 st December to 6 a.m., 3 rd January) | One and one half metered fare |
| 6/7/8-Seater vehicles - Where six, seven or eight passengers are carried an enhanced charge of | One and one half metered fare. (Except for the approved period at Christmas and New Year when one and one half of enhanced metered fare will apply.) |

Fares for the shared hire of metered vehicles and all other charges in connection with the shared hire of metered vehicles, or with the arrangements for their shared hire, shall not be greater than those above.



Maximum Fares for the Exclusive Hire of a Taxi Effective from

Tariff 1:

For a distance not exceeding $\frac{3}{4}$ of a mile (or waiting time not exceeding 10mins) **£2.50**
Each additional $\frac{1}{15}$ of a mile (or additional waiting time of 25 seconds) **10p**

Tariff 2:

For hires beginning or ending on Good Friday, Easter Monday, beginning or ending between 1900hrs and 12 midnight on the 24 and 31 December, 26 December after 0700hrs and 2 January after 0700hrs, all day on Sundays and on any other day between 12 midnight and 0700hrs or from a journey from the zone in which the taxi is licensed to a point within another zone of North Ayrshire between 0700hrs and 12 midnight

For a distance not exceeding $\frac{3}{4}$ of a mile (or waiting time not exceeding 10mins) **£2.80**
Each additional $\frac{1}{16}$ of a mile (or additional waiting time of 20 seconds) **10p**

Tariff 3:

For hires from the zone in which the taxi is licensed to a point within another zone of North Ayrshire between 12 midnight and 0700hrs;

For a distance not exceeding $\frac{3}{4}$ of a mile (or waiting time not exceeding 10mins) **£3.00**
each additional $\frac{1}{18}$ of a mile (or additional waiting time of 20 seconds) **10p**

Tariff 4:

For hires beginning or ending on 25 December to 0700hrs on 26 December and on 1 January to 0700hrs on 2 January. **Normal Fare Plus 100% (No other charges apply)**

Additional Charges

Soiling Charge **£30**

Journeys in vehicles carrying more than 4 passengers: 50p per additional passenger. The above fares apply to journeys within North Ayrshire. Fares for journeys outwith the area should be agreed with the licence holder. No separate fee shall be charged to, or payable by each passenger under any circumstances. In respect of any journeys between zones, which incur additional charges, under Tariff 2 or Tariff 3, the driver must intimate this to the passengers before the commencement of the journey. Luggage shall be carried **FREE** provided it is of a size which can reasonably be accommodated in the car.