

ABERDEEN CITY COUNCIL

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COMMITTEE: LICENSING  
DATE: 14 SEPTEMBER 2011  
DIRECTOR: STEWART CARRUTH  
TITLE OF REPORT: TAXI FARE REVIEW  
REPORT NUMBER: CG/11/084

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**1. PURPOSE OF REPORT**

To provide the Committee with information that will allow it to reach an informed decision on any changes to be made to the current taxi fare tariff, arising from proposals put forward by Aberdeen Taxi Group (ATG) on behalf of the taxi trade in Aberdeen.

**2. RECOMMENDATION(S)**

That the Committee considers the report and any representations made by members of the trade and

- (a) agrees in principle to ATG's proposal for a basic charge of £2.40 for the first 950 yards and thereafter a charge of £0.20 for every additional 180.5 yards;
- (b) decides if it wishes to implement the increase in waiting time to £23.00 per hour;
- (c) decides if it wishes to increase the surcharge for hires commencing at the railway station to £1.00;
- (d) sets the date on which the new tariff would take effect (taking into account the statutory consultation period and lodging of any appeal). The earliest date that a change to the tariff can be effected is 8 December 2011 but this date may be subject to change; and
- (e) instructs the Head of Legal and Democratic Services to advertise the general effect of the proposals and the date when it is proposed that they take effect.

**3. FINANCIAL IMPLICATIONS**

The taxi licensing budget takes account of staff involvement in a fare review and meter recalibration every year.

**4. OTHER IMPLICATIONS**

A lack of adequate number of taxis and private hire cars could have an adverse impact on the local economy.

**5. BACKGROUND/MAIN ISSUES**

**5.1 Legal Requirement**

In terms of Section 17 of the Civic Government (Scotland) Act 1982, the licensing authority is required to undertake a review of taxi fares at least every 18 months.

## 5.2 Required Procedures and Timetable

Such reviews are normally carried out in the following manner:-

- (a) taxi trade representatives request a review and make submissions as to any proposed alterations;
- (b) draft proposals are discussed with trade representatives and a draft of the report is placed before a meeting of the Taxi Consultation Group;
- (c) the Committee then considers the report and hears from trade representatives and the Head of Legal and Democratic Services. Whether the Committee proposes to make a change or not, the proposal requires to be advertised. Anyone wishing to object can do so within one month;
- (d) the Committee then considers any objections and decides on any change in the tariff and the date when it is to take place. This decision is formally intimated to the trade representatives;
- (e) Taxi licence holders have 14 days in which to lodge an appeal against the Committee's decision with the Scottish Traffic Commissioners. Members of the public cannot appeal at this stage. The lodging of such an appeal delays the change in the tariff until the appeal is concluded;
- (f) On the date of the proposed increase, staff from the Taxi Inspection Centre adjust the meters and recheck their calibration. Due to the large number of vehicles involved two days are required to carry out the change.

## 5.3 Matters to be taken into account when undertaking a fare review

The Scottish Traffic Commissioner does not issue general guidelines in respect of the review of taxi fare scales but, at a 1992 appeal, a formula was suggested by the Traffic Commissioner which might include some or all of the following factors:-

- (a) Use of a representative vehicle upon which to base cost increase levels;
- (b) Information on actual diesel, insurance, licence, tyres and spare costs in percentage terms
- (c) Repair costs information;
- (d) Assumptions about paid and unpaid mileage;
- (e) Agreed general inflation rates;
- (f) An assessment of likely trends in passenger numbers based upon general economic factors;
- (g) Information on scales in similar Council areas.

By this means, it was stated that a more objective view of each element of the fare scale might be achieved. There is however no single formula to be used and at an appeal in 2004 the Traffic Commissioner suggested that the Council use average wages for Aberdeen in their calculations rather than the median figures for the UK previously used.

The Scottish Development Department issued guidelines in 1983 as regards the reviewing of taxi fare scales – “The Secretary of State expects that in fixing fares authorities will work to pay primary regard to the costs incurred by the Trade, having regard to the capital costs (including interest payments) of the vehicles, the costs of maintaining and replacing them to the standard of the licensing authority, of

employing drivers and the prevailing level of wages and costs in related road transport industries. In the Secretary of State's view the public interest is best served by ensuring the maintenance of an adequate taxi services by giving the Trade a fair return rather than depressing fares for social reasons, however understandable".

The Committee therefore, have to assess the data placed before them concerning motoring and wage costs since the last review and endeavour to agree a level of fares that produces a fair return to the Trade.

#### 5.4 Request by Taxi Trade

Aberdeen Taxi Group (ATG) submitted a letter dated 05 February 2011 setting out its proposals for taxi fares. It then submitted a further letter dated 08 March 2011, providing running cost figures in support of its claim. These letters are attached as Appendix 1. The request for a review was put before the Licensing Committee on 23 March 2011 and the Committee instructed officers to undertake a fare review and submit a report.

##### Analysis of the Claim

The proposal by ATG is to keep the flag fall at £2.40 but apply it to the first 950 yards rather than 1000 yards as at present. The mileage charge will increase from 20p for every 190 yards to 20p for every 180.5 yards. If both these increases were accepted then at 2 miles the charge would be £5.40 compared with the current fare of £5.20; an increase of approximately 4%. It is further proposed to increase (i) waiting time from £20 per hour to £23 per hour; an increase of 15% and (ii) fares commencing at the railway station: from £0.50 to £1.00 an increase of 100%. ATG's justification for requesting a 15% increase in waiting time is that it has not changed since 2007 and it only affects those customers who keep the driver waiting.

##### Agreed Formula

In recent years a formula has been used to arrive at the average fare per mile required to recover motoring and wage costs, based on an estimate that an average taxi in Aberdeen travels 40,000 miles per year, approximately one half of which is spent carrying passengers.

The formula is –

$$\frac{\text{Cost to run vehicle for 40,000 miles pa} + \text{Average Annual Aberdeen Wage} + \text{Taxi Insurance}}{20,000 \text{ miles}}$$

This produced a figure of £2.46 per mile at the last review in 2008.

##### Use of the Formula this Year

###### (a) Motoring Costs

These figures are taken from the AA's Table of Running Costs for 2011 (see Appendix 2). The AA calculations are based on the purchase price of a new vehicle. The price bracket used for these calculations is that for new vehicles whose purchase price is between £20,000 and £32,000. The AA's figures assume a price of 133.3 pence per litre for petrol and 130.7 pence for diesel. The running cost per mile

is amended for every change of one penny above or below those prices. The fuel prices used in these calculations are those in the AA's Fuel Price Report for June 2011 for Scotland (Appendix 3) and equate to 136.3 pence for petrol and 140.5 pence for diesel. The highest annual mileage figure provided by the AA is 30,000; therefore, the cost per mile for a vehicle whose annual mileage is 40,000 may be slightly less. The equivalent figures at the last review are shown in brackets.

Petrol vehicles 46.78 (46.66)

Diesel vehicles 44.90 (41.59)

Average running costs per mile = 45.84p (44.12)

This represents an increase of approximately 4% since the last review.

#### (b) Wages

The Office of National Statistics (ONS), Annual Survey of Hours and Earnings (ASHE) figures show that the average annual earnings for full time employees in Aberdeen in 2010 were £34,265 (Appendix 4). This represents an increase of 12% since the last review, when earnings were £30,425. Median gross annual earnings, at £26,901 have not been used, as the Traffic Commissioner suggested average earnings should be used to reflect the higher costs of operating in Aberdeen.

#### (c) Insurance

The AA's running costs already factor in the cost of insurance of approximately £1200 for both diesel and petrol cars. However, the agreed formula allows insurance costs to be added as a separate factor in the formula. The current claim from the trade refers to an average insurance cost of £1200.

#### (d) Cost Per Mile

Inserting these figures into the formula –

$$\frac{(45.84p \times 40,000\text{mls}) + £34,265 + £1200}{20,000} = \mathbf{£2.69 \text{ per mile}}$$

This represents the average fare per mile required to cover costs and provide a fair return to the trade. The figure last time was £2.46, but the Committee implemented a fare structure whereby a 2 mile daytime midweek fare costs £5.20 or £2.60 per mile. The ATG claim if granted, would mean a 2 mile journey midweek at 3pm would cost £5.40, an increase of 4%

This 4% equates to the increase in average running costs since the last review.

### 5.5 Analysis of the claim submitted by ATG

#### (i) Flag Fall and Mileage Charge

##### Comparison with other local authorities

Changing the flag fall to £2.40 for every 950 yards and the mileage to £0.20 for every 180.5 yards would impact upon long and short journeys more or less equally leading to a 4% increase in the fare for a 2 mile journey and 4.7% for a 6 mile journey at 3pm midweek. Appendix 5 shows how the existing and requested increase in Aberdeen's

tariff compares with fares operating in other Scottish cities and Aberdeenshire. The tariffs for Aberdeenshire, Dundee and Edinburgh came into operation in 2011; Glasgow's in 2010. I have selected several journeys, commencing at varying times and for varying distances; these mirror those selected for comparison in previous fare reviews. The figures presume journeys are not delayed by traffic to any extent as taximeters switch from a distance to time basis if a vehicle's speed falls below a certain figure. The figures show that of the four main cities, Aberdeen would have the highest fares for both long and short distances.

#### Comparison with UK Figures

Private Hire and Taxi Monthly Magazine publish monthly tables comparing taxi fares throughout the UK. This covers 377 councils. The table is ranked on the cost of a 2 mile journey at the daytime rate and Aberdeen presently sits between 185<sup>th</sup> and 209<sup>th</sup> (in effect joint 185<sup>th</sup> along with 24 other local authorities). The ATG request, if granted would move Aberdeen to between 142<sup>nd</sup> and 168<sup>th</sup>. This is however a very inaccurate guide as to fares actually paid by the travelling public as it takes no account of any extras and surcharges that may be payable. Furthermore, it can only ever be a snapshot and will change whenever a local authority implements a change in tariff.

#### Increase in waiting time charge from £20 to £23 per hour

The last increase to this tariff was in 2007. This tariff will not only apply to passengers that keep a driver waiting; the taximeter will switch to this tariff once the vehicle speed falls below a certain level. A charge of £23 per hour equates to approximately 38.33 pence per minute (currently 33.33 pence per minute).

Comparing the hourly waiting time rates with the other main cities and Aberdeenshire –

	<u>Daytime</u>	<u>Evenings</u> (after 10pm weekdays)
Aberdeen (proposed)	£23	£23
Edinburgh	£21.10	£22.20
Dundee	£14.30	£14.90
Glasgow	£15.00	£15.00
Aberdeenshire	£36.00	£36.00

#### Increase surcharge for hires commencing at the Railway Station

The request represents a 10% increase. The other cities have no similar charges to make comparisons against.

#### 5.6 Number of taxi and private hire car operators

There are currently 1009 taxi operators in Aberdeen, a rise of 4% since the last review. The private hire car fleet has remained constant over the period.

#### 5.7 Consultation

In terms of section 17 of the Civic Government (Scotland) Act 1982, the local authority must consult with persons or organisations appearing to them to be, or be representative of, the operators of taxis operating within their area. The draft report

was discussed by the Taxi Consultation Group at its meeting on 15 August 2011. It was recognised that although when applying the formula the ATG's figures differed from those of the local authority in certain categories, their resultant proposal of £5.40 per two mile journey closely matched the local authority's conclusions. The group's main concern focused on the different methods used to calculate motoring costs and it intimated that once this review was finished it would like a review of how costs are calculated.

#### 5.8 General Comments

In setting fares, the Licensing Committee must take account of relevant costs and comparisons to ensure that the taxi trade receives an adequate return to enable it to continue to meet the public's requirement for its services.

### 6. **IMPACT**

Corporate – Fares need to be set at a level which will provide a fair return to the trade. This in turn will ensure there is provision of adequate taxi services for residents and visitors alike. A lack of taxis could have an adverse impact on the local economy and be detrimental to the City's reputation as a destination for business and tourism. This fits with the Local Transport Strategy, which recognises the important gap in the transport network that taxis and private hire cars can fill.

Public – Increasing fares may impact on those people with disabilities who may have lower than average incomes and a greater reliance on taxis than others.

### 7. BACKGROUND PAPERS

Civic Government (Scotland) Act 1982

### 9. REPORT AUTHOR DETAILS

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# ABERDEEN TAXI GROUP

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5 February 2011

Convenor of Licensing Committee  
Town House  
Broad Street  
ABERDEEN  
AB10 1WL

Dear Convenor

ATG (Aberdeen Taxi Group) would like the following Item added to the Taxi Consultation Group Agenda on Monday 7th February 2011 as AOCB, then on to the Licensing Meeting on 23rd March 2011.

ATG would like to put forward the following proposals for 2011 Taxi Fare Review. As you are aware this will be the first request from Aberdeen Taxi Drivers for a Fare Review since March 2008. Our review in 2008 resulted in a Fare Increase which was implemented on 11th November 2008.

## **USING TARIFF CARD FROM NOVEMBER 2008 AS REFERENCE.**

### **BASIC TARIFF**

<b>(A) FOR THE FIRST 950 YARDS</b>	<b>£2.40</b>	<b>CURRENTLY FIRST 1000 YARDS</b>
<b>(B) FOR EVERY ADDITIONAL 180.5 YARDS</b>	<b>£0.20</b>	<b>CURRENTLY EVERY 190 YARDS</b>

### **WAITING TIME**

<b>A sum calculated at the rate of £23.00 per hour</b>	<b>CURRENTLY £20.00 per hour.</b>
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### **SURCHARGES**

**1, 2, 3, 4, 5, 6, 7, No Change**

**8, For each hire commencing at Aberdeen Railway Station £1.00 CURRENTLY £0.50**

**9, 10, 11, No Change**

**This equates to an increase of around 5%:**

**The increase in waiting time is slightly higher but waiting time has not increased since 2007 and in our opinion needs to be treated differently.**

**Waiting time will only have an impact on those customers who keep their Taxi waiting, on the normal average Taxi journey waiting time will have no impact at all.**

Since April 2008 Retail prices have risen by 14%. The Average wage in Aberdeen has risen from £28,735 in 2007 to £34,528 today, that's an increase of over **20%**

**Aberdeen Taxi Drivers are not looking to get back to where we were, which would need at least a 10% increase, we are only looking to slow the erosion to our earnings.**

Aberdeen Taxi Drivers have in our view acted responsibly to our customers since 2008 and have refrained from initiating a Fare Review during the economic downturn that we have all had to deal with. Unfortunately we now find ourselves having to deal with increasing costs VAT increased by 2.5% and fuel at its highest level ever. The recent VAT increase has not only impacted on Fuel prices but it has a knock on effect on everything we need to operate our businesses.

Vehicle prices have increased substantially in the past 3 years. Insurance costs have also increased. Repair & Maintenance have increased also.

March 2008 Fuel was £1.12 - £1.14 per litre.

February 2011 Fuel is £1.30 - £1.32 per litre.....An increase of over 15%

As we are all aware Fuel can fluctuate in price, but given the circumstances in which we find our selves with talk of a Fuel Stabiliser then there is a real chance that Fuel will NEVER come down in price. As in 2008 it is our view that Fuel is a Taxi driver's largest single running cost accounting for around 40% of our weekly cost. An average driver will use 25 litres per day.

March 2008            25 litres X 112 pence X 5 days = £140.00 weekly

February 2011        25 litres X 130 pence X 5 days = £162.50 weekly

In January's edition of Private Hire Monthly (PHM) Fares league table Aberdeen are currently 164th while Aberdeenshire are 73rd. A comparison of Fares between Aberdeen & Aberdeenshire are as follows.

2 mile Journey in Aberdeen would cost £5.20	In Aberdeenshire it would cost £5.60
5 mile Journey in Aberdeen would cost £10.80	In Aberdeenshire it would cost £11.60
10 mile Journey in Aberdeen would cost £20.00	In Aberdeenshire it would cost £21.60
The Running mile cost in Aberdeen is £1.85	In Aberdeenshire it is £2.00
Waiting time in Aberdeen is £20.00 per hour	In Aberdeenshire it is £36.00

Even allowing for our proposed increase Aberdeen Taxi Fares would still remain less than our Aberdeenshire Colleagues.

ATG would ask the Licensing Committee to approve these proposals with implementation during August 2011. ATG will be represented at the Licensing Committee meeting on 23rd March to answer any questions Committee members may have.

Regards,  
Russell McLeod  
Chairman  
A.T.G.



# ABERDEEN TAXI GROUP

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8 March 2011

Convenor of Licensing Committee  
Town House  
Broad Street  
ABERDEEN  
AB10 1WL

Dear Convenor

## **A.T.G formula in support of 2011 Fare Review**

Since 2004 when the Taxi Trade request a fare review both the trade and Aberdeen City Council use the same formula in an attempt to reach a fair and just conclusion to this review.

We use the average wage for Aberdeen City as a target, we take this figure from Aberdeen City website 2010 = £34,528

We then take running costs from AA's website, fuel, depreciation and, insurance add together and divide by 20,000 (paid miles)

AA's pence per mile standing charges and running costs for petrol cars between £20,000 and £30,000 = 43 pence per mile

AA's pence per mile standing charges and running costs for diesel cars between £20,000 and £30,000 = 37.09 pence per mile

Average of running costs =  $43 + 37.09 \div 2 = 40.5$  pence per mile

Depreciation @ 21.5 pence per mile (Source AA)

Total of standing charges and running costs + depreciation = 62 pence per mile, Insurance costs £1200.00 average

Using figures from Taxi Inspection Centre the average Taxi does 40,000 miles per year of which 50% (20,000) are paid miles

	Average Wage	Miles	Running Costs	Total
Insurance				
			& Depreciation	
Gives us a calculation of:	$\frac{\pounds 35,428 + (40,000 \times 0.62 = 24800) + 1200}{20,000}$			= 61,428

= £3.07 pence per mile to allow a driver to earn the average wage for the City

Our current running mile charge is £1.85 which will increase to £1.94 which is £1.13 below the target £3.07 pence or 36%

Currently for the first mile the charge is £3.20 which will increase to £3.36

On a two mile journey the new charge would be £5.30 still £0.84 pence or 13.5% below what should be our target

On an average Aberdeen taxi journey of 3 miles the new charge would be £7.24 compared to a target of £9.21, £1.97 short, over 20% short of target

As has been said previously we are not trying to get back to where we were in 2008, simply trying to stop the erosion in our earnings.

A.T.G would ask that the committee approve this request as a matter of urgency and agree implementation for August 2011.

Regards

Russell McLeod  
Chairman  
A.T.G



## Motoring Costs 2011

### Petrol Cars

See note:	Standing charges per year, £	Purchase price of the car when new:				Over £32,000
		Up to £12 000	£12 000 to £16 000	£16 000 to £20 000	£20 000 to £32 000	
A	VED ( Road Tax)	130	165	245	245	460
B	Insurance	725	805	965	1281	2019
C	Cost of capital	236	300	380	578	1177
D	Depreciation	1217	1873	2467	3084	6439
E	Breakdown cover	50	50	50	50	50
	<b>Standing charges only: £</b>	<b>2358</b>	<b>3193</b>	<b>4107</b>	<b>5238</b>	<b>10145</b>

#### Standing charges as pence per mile

at 5,000 miles per year	46.67	63.11	81.15	103.53	200.32
at 10,000	23.58	31.93	41.07	52.38	101.45
at 15,000	16.04	21.79	28.04	35.74	69.35
at 20,000	12.40	16.90	21.77	27.73	53.94
at 25,000	10.02	13.67	17.61	22.43	43.67
at 30,000	8.39	11.45	14.76	18.80	36.61

#### Running costs, pence per mile

F	Petrol *	12.90	14.52	16.76	17.41	23.55
G	Tyres	1.07	1.14	1.65	2.00	3.21
H	Service labour costs	4.14	3.77	3.85	3.81	6.71
I	Replacement parts	2.04	2.03	2.08	2.54	3.05
J	Parking and tolls	1.80	1.80	1.80	1.80	1.80
	<b>Running costs only: p.</b>	<b>21.95</b>	<b>23.26</b>	<b>26.14</b>	<b>27.56</b>	<b>38.32</b>

\* NB: Petrol at 133.3 pence per litre

For each penny more or less,

add or take away:	0.10	0.11	0.13	0.14	0.17
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#### Total of standing and running costs as pence per mile

at 5,000 miles per year	68.62	86.37	107.29	131.09	238.64
at 10,000	45.53	55.19	67.21	79.94	139.77
at 15,000	37.99	45.05	54.18	63.30	107.67
at 20,000	34.35	40.16	47.91	55.29	92.26
at 25,000	31.96	36.93	43.75	49.99	81.99
at 30,000	30.33	34.72	40.90	46.36	74.92

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.



## Motoring Costs 2011

### Diesel Cars

See note:	Purchase price of the car when new:	Purchase price of the car when new:				
		Up to £12 000	£12 000 to £17 000	£17 000 to £20 000	£20 000 to £32 000	Over £32 000
A	VED (Road Tax)	95	115	165	210	445
B	Insurance	733	859	943	1218	2090
C	Cost of capital	228	352	399	629	1109
D	Depreciation	1160	2095	2382	3279	5519
E	Breakdown cover	50	50	50	50	50
	<b>Standing charges only: £</b>	<b>2264</b>	<b>3471</b>	<b>3929</b>	<b>5384</b>	<b>9213</b>

### Standing charges as pence per mile

	Up to £12 000	£12 000 to £17 000	£17 000 to £20 000	£20 000 to £32 000	Over £32 000
at 5,000 miles per year	44.82	68.58	77.63	106.37	182.05
at 10,000	22.64	34.71	39.29	53.84	92.13
at 15,000	15.40	23.70	26.83	36.77	62.89
at 20,000	11.90	18.40	20.84	28.56	48.82
at 25,000	9.61	14.89	16.86	23.11	39.50
at 30,000	8.05	12.48	14.13	19.37	33.10

### Running costs, pence per mile

F	Diesel Fuel *	9.53	10.74	12.59	14.27	18.65
G	Tyres	1.07	1.20	1.34	1.70	2.73
H	Service labour costs	3.81	3.45	3.58	4.12	4.82
I	Replacement parts	2.20	2.18	2.21	2.54	3.05
J	Parking and tolls	1.80	1.80	1.80	1.80	1.80
	<b>Running costs only: p.</b>	<b>18.41</b>	<b>19.37</b>	<b>21.52</b>	<b>24.43</b>	<b>31.05</b>

\* NB Fuel at: 130.7 pence per litre

For each penny more or less,

add or take away: 0.07 0.08 0.10 0.11 0.14

### Total of standing and running costs as pence per mile

	Up to £12 000	£12 000 to £17 000	£17 000 to £20 000	£20 000 to £32 000	Over £32 000
at 5,000 miles per year	63.23	87.95	99.15	130.80	213.10
at 10,000	41.05	54.08	60.81	78.27	123.18
at 15,000	33.82	43.07	48.35	61.20	93.94
at 20,000	30.31	37.77	42.36	52.99	79.87
at 25,000	28.03	34.26	38.38	47.54	70.55
at 30,000	26.46	31.84	35.65	43.80	64.15

Please see the associated notes for more detail. These figures are typical but do not represent all types of vehicle and conditions of use. Once compiled, some of the variables may change at any time.

## Fuel Price Report

June 2011



### FUEL PRICE REPORT JUNE 2011

Petrol and diesel prices are back on the rise after a break that lasted less than a month. They hit a low of 135.75p a litre for petrol and 139.34 for diesel, both on 5 June, before resuming their upward trend. Barrel price is \$112.

Unleaded prices have fallen by 0.8pp from 136.9pp to 136.1pp. Diesel prices have fallen, by 1.7pp, from 141.5pp to 139.8pp. The price difference between unleaded and diesel has fallen to 3.7pp.

Northern Ireland recorded the highest price for unleaded at 137.4pp. Yorkshire and Humberside recorded the lowest price for unleaded at 135.4pp. Scotland recorded the highest diesel price at 140.5pp. Yorkshire and Humberside have the cheapest diesel at 138.9pp.

Supermarket prices for unleaded remained unchanged over the month at 134.6pp. The gap between supermarket prices and the UK average for unleaded has fallen to 1.5pp.

The UK has the twelfth highest unleaded price in Europe and the second highest diesel price.

Garages and Supermarkets	Unleaded 95 Octane (pence)		Diesel (pence)		Super Unleaded (pence)		LPG (pence)
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
Northern Ireland	137.4	624.6	140.3	637.82	145.3	660.5	N/A
Scotland	136.3	619.6	140.5	638.73	142.5	647.8	70.6
Wales	136.3	619.6	139.8	635.54	143.0	650.1	71.2
North	135.8	617.4	139.6	634.63	145.3	660.5	76.1
North West	135.6	616.4	139.2	632.82	144.1	655.1	76.1
Yorkshire & Humberside	135.4	615.5	138.9	631.45	143.1	650.5	75.0
West Midlands	136.0	618.3	139.5	634.18	143.6	652.8	77.7
East Midlands	135.7	616.9	139.3	633.27	142.6	648.3	78.3
East Anglia	136.4	620.1	140.2	637.36	143.4	651.9	77.4
South East	136.5	620.5	140.3	637.82	143.6	652.8	79.0
South West	136.2	619.2	140.0	636.45	142.3	646.9	76.2
London	136.1	618.7	139.9	636.00	143.7	653.3	78.2
<b>UK AVERAGE</b>	<b>136.1</b>	<b>618.7</b>	<b>139.8</b>	<b>635.54</b>	<b>143.4</b>	<b>651.9</b>	<b>77.0</b>
Per cent taken as Tax		59.2		58.12		57.1	

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	litres	(gallons)	litres	(gallons)	litres	(gallons)	litres
<b>SUPERMARKET AVERAGE</b>	<b>134.6</b>	<b>611.9</b>	<b>137.8</b>	<b>626.5</b>	<b>139.3</b>	<b>633.3</b>	<b>72.2</b>
Per cent taken as Tax		59.7		58.72		58.3	

The AA Public Affairs Fuel Price Report uses data sourced from Experian Catalist ([www.catalist.com](http://www.catalist.com))  
They are an average of mid-month prices from the respective regions.

Microsoft Excel - Annual Gross earnings 2010 from ONS.xls

Table 8.7a Annual pay - Gross (£) - For full-time employee jobs<sup>a</sup>: United Kingdom, 2010

Table 8.7a Annual pay - Gross (£) - For full-time employee jobs <sup>a</sup> : United Kingdom, 2010																
Description	Code	Number of jobs <sup>b</sup> (thousand)	Median	Annual percentage change	Mean	Annual percentage change	Percentiles									
							10	20	25	30	40	60	70	75	80	90
Newport/Casnewydd	134	35	23,552	0.9	29,060	-5.6	14,033	16,313	17,201	18,381	20,789	27,029	31,120	32,431	34,933	x
<b>Scotland</b>		1440	25,106	0.6	29,581	0.5	13,951	16,855	18,144	19,414	22,000	28,704	32,843	34,657	37,480	46,992
Aberdeen City	142	69	26,901	-0.3	34,265	5.0	15,097	18,560	20,000	20,929	23,936	30,547	34,878	37,786	41,330	x
Aberdeenshire	143	66	28,711	0.5	34,990	2.1	14,296	18,338	19,659	21,258	25,024	32,682	37,608	40,715	43,648	x
Angus	144	30	23,548	-1.5	26,632	-2.7	12,988	15,601	17,167	18,116	20,750	26,854	30,729	33,560	35,914	x
Argyll & Bute	145	20	24,202	-3.4	27,950	5.2	13,754	16,642	17,735	19,972	21,992	28,502	31,568	34,039	x	x
Clackmannanshire	147	16	25,091	1.4	27,205	4.0	x	16,353	17,036	18,405	21,535	28,799	30,744	x	x	x
Dumfries & Galloway	148	37	23,480	-0.2	27,760	4.3	12,488	14,757	16,495	17,711	20,727	26,655	31,318	33,389	35,099	x
Dundee City	149	41	23,031	2.0	26,465	3.4	13,141	15,428	16,751	17,427	20,240	25,613	29,418	32,274	33,449	x
East Ayrshire	150	31	25,485	4.8	28,057	4.8	14,402	16,890	18,016	19,805	22,441	28,717	33,339	34,509	x	x
East Dunbartonshire	151	29	29,158	-5.4	34,939	-3.1	14,900	19,142	20,588	23,352	26,421	32,986	37,364	39,733	x	x
East Lothian	152	32	25,690	-2.1	34,393	1.5	14,456	18,136	19,295	20,439	22,547	28,935	33,405	35,557	x	x
East Renfrewshire	153	24	31,108	1.2	39,248	3.5	14,739	19,606	22,198	23,764	27,455	34,936	39,650	44,355	x	x
Edinburgh, City of	154	149	27,818	1.3	33,211	-0.8	14,649	18,000	19,606	21,081	23,984	31,150	35,122	37,917	41,946	x
Eilean Siar	173	x	23,891	1.6	25,243	1.4	x	x	16,279	20,326	23,240	26,074	x	x	x	x
Falkirk	155	44	24,089	-0.8	27,236	-0.2	13,520	16,373	17,619	18,885	21,669	27,951	31,519	33,399	35,658	x
Fife	156	97	24,374	-1.5	27,954	0.2	13,960	16,958	18,000	18,936	21,649	28,539	32,103	33,908	36,635	x
Glasgow City	157	146	23,540	0.5	27,441	-1.6	13,500	16,541	17,526	18,843	20,648	26,393	29,877	32,582	34,730	43,508
Highland	158	64	23,259	1.6	26,736	-1.2	12,830	15,538	16,841	17,970	21,063	25,752	30,544	32,075	34,473	x
Inverclyde	159	18	24,034	5.2	27,759	2.0	12,949	15,876	17,003	18,180	21,317	26,411	30,016	31,505	x	x
Midlothian	160	29	24,058	11.0	28,047	3.1	13,556	16,948	17,543	19,165	20,959	26,407	31,351	33,507	37,837	x
Moray	161	20	21,959	2.7	26,812	8.6	13,424	16,058	17,276	18,440	20,338	26,762	32,949	33,589	x	x
North Ayrshire	162	36	24,301	4.9	26,498	0.1	12,592	15,852	16,508	17,692	20,913	27,788	30,654	33,399	34,169	x
North Lanarkshire	163	96	23,000	-1.5	26,403	-0.6	13,439	16,118	17,329	18,322	20,564	26,903	30,108	32,596	34,749	x
Orkney Islands	164	6	27,065		29,645	9.4	x	19,636	21,009	21,896	22,531	28,431	x	x	x	x
Perth & Kinross	165	40	24,242	0.8	27,753	-6.6	x	16,011	17,376	18,446	20,845	27,216	31,255	33,619	x	x
Renfrewshire	166	48	26,087	-0.5	29,634	-2.4	13,318	16,832	17,948	18,919	22,104	29,543	34,251	36,361	38,177	x
Scottish Borders	146	29	24,168	3.8	29,526	1.1	13,448	16,619	17,555	18,914	21,551	27,517	32,382	33,999	36,631	x
Shetland Islands	167	7	28,215	4.5	29,530	-1.6	x	19,284	19,733	20,862	24,752	29,983	x	x	x	x
South Ayrshire	168	28	28,378	-1.0	30,950	-3.9	14,745	17,946	19,348	21,059	25,186	31,609	34,238	36,409	39,974	x
South Lanarkshire	169	91	25,656	-0.5	29,031	2.2	14,767	17,982	19,081	20,275	22,858	29,341	33,999	34,467	36,551	x
Stirling	170	20	26,780	-3.9	38,189	-4.4	15,838	18,205	19,285	19,862	23,444	31,378	36,073	x	x	x
West Dunbartonshire	171	23	22,647	-1.9	26,622	0.5	12,972	15,779	16,403	17,123	19,777	25,555	32,405	33,144	x	x
West Lothian	172	53	23,550	2.4	28,544	3.3	15,146	16,900	18,000	18,876	21,161	26,300	30,433	32,391	35,610	x
<b>Northern Ireland</b>		480	22,719	-1.3	26,558	0.3	12,803	15,227	16,505	17,590	19,873	26,000	30,068	32,462	35,293	42,747
Not Classified		140	23,900	-1.3	29,284	3.5	x	16,085	17,086	18,639	20,922	27,013	31,684	34,442	38,001	x

477 a Employees on adult rates who have been in the same job for more than a year.

478 b Figures for Number of Jobs are for indicative purposes only and should not be considered an accurate estimate of employee job counts.

479 KEY - The colour coding indicates the quality of each estimate; jobs, median, mean and percentiles but not the annual percentage change.

480 The quality of an estimate is measured by its coefficient of variation (CV), which is the ratio of the standard error of an estimate to the estimate.

481 Source: Annual Survey of Hours and Earnings, Office for National Statistics.

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ABERDEEN TAXI FARE REVIEW 2011  
COMPARISON OF FARES FOR TYPICAL JOURNEYS

1 Passenger, no waiting time, not pre-booked	2 miles						4 miles						6 miles					
	Aberdeen - Present	ATG Request	Edinburgh	Glasgow	Dundee	Aberdeen shire	Aberdeen - Present	ATG Request	Edinburgh	Glasgow	Dundee	Aberdeen shire	Aberdeen - Present	ATG Request	Edinburgh	Glasgow	Dundee	Aberdeen shire
Hire at 3pm midweek	5.20	5.40	4.85	4.60	5.10	6.00	8.80	9.20	8.10	7.40	7.90	10.40	12.60	13.20	11.60	10.40	10.70	14.80
Hire at 11pm midweek	6.20	6.40	5.95	4.60	5.70	7.00	9.80	10.20	9.20	7.40	8.50	11.40	13.60	14.20	12.70	10.40	11.30	15.80
Hire at 11pm Saturday	6.20	6.40	5.95	4.60	6.10	7.00	9.80	10.20	9.20	7.40	8.90	11.40	13.60	14.20	14.20	10.40	11.70	15.80
Hire at 3am Saturday	7.20	7.40	5.95	6.60	6.10	7.00	10.80	11.20	9.20	9.40	8.90	11.40	14.60	15.20	14.20	12.40	11.70	15.80