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Sep 04, 2021 00:01 BST

August finally sees an end to rising pump prices – but for how long?

After nine straight months of rising petrol and diesel prices on forecourts, drivers finally got some respite last month with prices at last remaining largely unchanged, according to new RAC Fuel Watch data.*

With drivers having endured a summer where pump prices have been around 20p per litre higher than last year,** August saw the average price of a litre of unleaded marginally fall by just 0.27p in the month to 135.02p, with diesel at an almost identical price at the end of the month as it was at the start

(136.65p, down from 136.66p).

While very small reductions, what has happened to pump prices are in sharp contrast to just a month earlier which saw the largest monthly rise in the price of unleaded since January, and made filling up with petrol in July 2021 the most expensive in eight years. It now costs £74.26 to fill a 55-litre family car with petrol, 15p less than it did at the start of August, with a full fill of diesel costing £75.16.

Major supermarkets offer the best value fuel, with the average price of unleaded now standing at 132.09p per litre and diesel at 133.91p per litre, down in August by 0.34p and 0.41p respectively

This week also saw the [rollout of E10 petrol](#) on forecourts in Great Britain, with Northern Ireland to follow next year. However, the RAC does not expect this to adversely affect pump prices as the higher cost of bioethanol has already been included in the wholesale price of the fuel for some time.

RAC spokesman Rod Dennis said:

“A full nine months of continuous price rises finally came to an end in August, but that’s really no comfort at all to drivers who have been paying considerably more to fill up this summer than last year.

“While an end to rising prices is to be welcomed, it remains the case that there’s little immediate sign that pump prices are actually going to come down. Key to what happens next is how the oil price changes. In the last few days, we’ve actually seen it increase once again after OPEC+, which represents many of the largest oil producing nations, decided to stick with its current plan to increase output only very slightly in the coming weeks. This, if combined with more positive international economic news in the wake of the pandemic, could once again spell rising prices at the UK’s forecourts. It’s a picture we need to continue to monitor closely, particularly if oil again begins to creep up to near the \$80 a barrel mark as it did in July.

“What isn’t in dispute is just how much more expensive this second ‘staycation’ summer has been for drivers compared to 2020. With so many of us covering long distances this year, the effect of paying around 20p more per litre for petrol and diesel is likely to have been widely felt.”

Regional pump prices compared

Unleaded	02/08/2021	31/08/2021	Change
East	135.87	135.58	-0.29
East Midlands	134.55	134.47	-0.08
London	135.89	135.97	0.08
North East	133.45	133.65	0.2
North West	134.54	134.61	0.07
Northern Ireland	131.58	132.04	0.46
Scotland	134.91	134.96	0.05
South East	135.88	135.77	-0.11
South West	135.67	135.51	-0.16
Wales	134.30	134.69	0.39
West Midlands	134.98	134.81	-0.17
Yorkshire And The Humber	134.02	134.01	-0.01

Diesel	02/08/2021	31/08/2021	Change
East	137.26	137.33	0.07
East Midlands	136.08	136.32	0.24
London	137.20	137.49	0.29
North East	135.25	135.37	0.12
North West	136.09	136.26	0.17
Northern Ireland	132.25	132.75	0.5
Scotland	136.24	136.38	0.14
South East	137.49	137.69	0.2
South West	137.10	137.28	0.18
Wales	136.09	136.36	0.27
West Midlands	136.73	136.73	0

Yorkshire And The Humber	135.93	136.09	0.16
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[Find out more about UK petrol and diesel prices](#) on the RAC website.

Notes to Editors

* UK national average pump prices quoted are based on Experian Catalist data from 1-31 August 2021. Wholesale prices, oil price and the value of sterling are based on data from 2-31 August 2021.

** Comparing average petrol and diesel prices between June and August 2021 with the same period last year.

The press office email address is press.enquiries@rac.co.uk. **Please note:** the press office is unable to help with individual customer enquiries - please visit the [RAC contacts page](#) to find the right contact.

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About the RAC

The RAC provides complete peace of mind to 12m UK private and business drivers, whatever their motoring needs. Its services include:

- **[Breakdown assistance](#)**. Its highly-skilled, 1,600-strong branded patrol workforce attends more than two million breakdowns every year, fixing on average four out of five vehicles at the roadside. The RAC's patrol fleet is one of the most advanced in the UK, and was the first to roll out both an [All-Wheels-Up recovery system](#), allowing the vast majority of vehicles to be recovered from a single patrol van, and [EV Boost](#) mobile electric vehicle charging units
- **[Insurance](#)**. The RAC is a top-five [car insurance](#) broker having

surpassed the 500,000 policies-in-force milestone in 2018. It also offers [‘black box’ telematics policies](#), as well as home and travel insurance

- **Other motoring services.** The RAC leads in the development of new solutions for business, fleets, electric vehicles and future car technology. Its additional products and services include a [personal loans offering](#), a [used car buying website](#), [vehicle inspections and checks](#), [legal services](#) or up-to-the-minute [traffic and travel information](#). It also has a network of [Approved Dealers](#) and [Approved Garages](#) which combine the trust of RAC brand with local service and convenience

The RAC also works to support the interests of its members and UK drivers on the most important motoring issues which it identifies via the annual [RAC Report on Motoring](#) and the RAC Opinion Panel. The Report on Motoring is the longest running analysis of driver opinion in the UK having been published every year since 1989.

For more information about the RAC, visit the [RAC website](#).

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