

## Glasgow Taxi Owners Federation 2025 Tariff Review Opinion

1. Reinstate the Extras per person after 2 (30p) agreed with G.T.O.F members, they were removed from the tariff card without trade reps consulting or balloting their members and not all trade reps approved they were to be removed apparently, nor were they agreed upon or discussed by the Licence and Regularity Committee ( no proposal document lodged)
2. **The officers must have some awareness of the impact of proposals on metering** – the simpler the better, Dr Cooper has applied the same method of increasing the tariff for 18 years irrespective of the impact and in doing so, this time he is about to make Glasgow taxis more expensive than Edinburgh taxis and the most expensive taxis in Scotland.
3. Councillor Wilson alleged statement the tariff is set for the public, not the taxi driver that being said Dr Cooper refused to take on board an alternative tariff using the same percentage increase giving the public travelling longer distances cheaper fares.
4. G.T.O.F alternative tariff does not increase the running mile
5. Everyone irrespective of distance pays a one of 30p and no increase the further travelled
6. Increase night charge to £2.00 to encourage night working
7. The radio dues target year is **Still** incorrect, as far as I am aware, they have increased. To a minimum £4,850.28 as originally supplied by Glasgow Taxis Ltd in the Draft copy. Please explain what is meant by Base radio dues,
8. That's 3 different radio dues figures Glasgow Taxis Ltd have supplied for 2025, £3,812 £4,850.28, and NOW £4,111 the true figure is nearer £4,850.28, from the information given to me, they are over £100 per week I am presuming the figure is exclusive of VAT, this needs to be FACT CHECKED
9. The vehicle purchase price is **STILL** incorrect, despite being advised as far as I am aware it has increased. Dr Cooper must now show where a taxi driver can purchase a taxi at £66,000 OTR this needs to be FACT CHECKED
10. No true monetary value to some elements for the following year's comparison(Earnings and fuel element) it's not clear how weighted percentages are arrived at
11. Insurance using the ONS percentage value has no relevance to Hire and Reward Insurance, I could not find one taxi operator who experienced a 14.38% reduction in insurance as stated in this report, if anything insurance as increased, this element would be better served by receiving insurance quotes as done previously. I can vouch that a like-for-like policy has increased by 10.4%
12. It is necessary for the officers to have some awareness of the impact of proposals on metering – **the simpler the better**, the calculation method of the percentage increase is irrelevant and extremely inaccurate adding and subtracting element-weighted percentages only serves to keep the tariff below the economic climate and does not reflect the true yearly cost difference in silver coin value, example if the earnings weighted percentage is 2.72% which was agreed to be a standalone element, then how can the increase for costs and earnings be only 3.22% = 0.5% cost increase
13. Putting figures in at 2015=100 is nonsense its a year-on-year silver coin comparison to all figures, not an apple and orange comparison adding together silver coin values, ONS percentage values and figures at 2015= 100 values it was agreed the ONS figure would be a method of increasing or decreasing the silver coin elements giving a silver coin year on year comparison figure
14. **This report has no credibility there is no credible research carried out allegedly to substantiate the percentage increase and is full of incorrect data allegedly that must be FACT CHECKED.**
15. Taxis do far less than 36mpg as quoted ,and not all owners have access to domestic electricity when charging their taxi , this figure needs fully revised based on outside charging, it should be noted supplying or deliberately using incorrect data could be depressing the tariff (price fixing)allegedly
16. The majority of taxi drivers are happy with the tariff in place, but if an increase is to be applied then they would rather have the attached tariff balloted and agreed

# Alternative Tariff

CITY OF GLASGOW

TAXI NO

Licensed to carry 5/6 Persons

This vehicle is fitted with a TAXIMETER which records the fare by a combination of time and distance. The fare is calculated by TIME whenever the vehicle is standing or is travelling at not more than 9.3 miles per hour. The fare is calculated by DISTANCE whenever the vehicle is travelling at more than 9.3 miles per hour.

MAXIMUM FARE for a distance not exceeding **710 yards** or for time not exceeding 2 mins 47 secs (or a combination of parts of such distance and such time) ..... £4.40 ...**No change**

**Yardage 889 adjusted by 179 yards to compensate for 30p increase to 2 mile template hire**

For each additional 179 yards or 38 seconds ..... 30p ..... **No change**

Fares for waiting:-

For each completed period of 42 seconds ..... 30p..... **No change**

Fares by time: - Fares by time must be the subject of special agreement with the hirer. These fares shall apply during the week and on Sundays.

When a taxi has been requested to attend at any place to uplift a hirer, the taxi meter may be set to the "hired" position prior to reaching that place provided that the fare showing on the meter does not exceed £4.40 at the time the taxi arrives at the place.

Soiling charge (only being appropriate in relation to an anti - social act) £42.00

## EXTRAS

An additional charge of..... 30p per passenger after 2 passengers **reinstated**

An additional charge of £2.00 shall be payable on all hires commenced after 20:00 and before 06:00 hours. 7 days per week .....**changed as per 2024 tariff review recommendations from 21.00pm to 20.00 pm changed from £1.50 to £2.00**

## Festive Period

**An additional charge of £2.00 to the above shall be payable on all hires commenced on 25 and 26 December and 1 and 2 January**

For each additional 119 yards or 38 seconds ..... 30p **(equates to meter plus 1/3)**

## FARES TO PLACES BEYOND THE GLASGOW CITY BOUNDARY

The driver is not obliged to accept the hire. If he accepts, he is entitled to charge more than the meter fare PROVIDED THAT, BEFORE THE TAXI MOVES OFF he states how much extra he intends to charge, AND obtains the hirer's agreement to his proposal.

COMPLAINTS Any complaints about the taxi or taxi driver should be made online to <https://www.glasgow.gov.uk/forms/taxicomplaint/ComplaintForm.aspx> or any Police Station.

The number of the taxi should always be quoted and if possible the driver's name noted from their licence and badge. Please note that matters of alleged criminality or potential breaches of road traffic laws should be directed to Police Scotland and not the Taxi Enforcement Unit