

Taxi Tariff Review

REPORT

Review of Taxi Tariffs in the City of Glasgow, 2024-2025

June 2025

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Executive Summary

This report presents the findings of a 'top-down' taxi tariff review, completed on behalf of Glasgow City Council, for the period to the end of February 2025. The report has been collated in consultation with taxi representative organisations recognised by Glasgow City Council.

The report has been updated in June 2025 to reflect additional cost information that had not been available prior to this time.

Tariff review type

This document details our 'top-down' review, based on the update of costs and prices experienced by Glasgow Taxi operators in the period since the previous tariff review (the baseline) and the current review (the target). Costs have been identified based on official statistics, as described in the following sections, and updated to reflect a change in price over the period of analysis.

The top-down review differs from the alternative 'bottom-up' review, which is intended to address fundamental changes to the market as potentially requiring a change to the tariff structure and tariff elements. In light of the costs identified in this review we calculate a change in costs of operating a taxi in Glasgow, the production cost, of 3.32% over the period between the baseline and target.

Review conclusion

The Taxi Tariff review concludes that the costs of operating a taxi in Glasgow, the production costs, have increased. In light of the measured change in costs we recommend Glasgow tariffs also be updated, as described in the conclusion section of this report, and summarised in the table below. Changes to the tariff table are based on the existing fare structure, including the use of a fare increment. The application of the change as set out in the table will ensure that farebox income increases in line with the calculated percentage change in cost across the mean of all trips.

The update of the tariff table relates to the cost of existing elements, and does not include any change to the structure of the tariff itself. It is recommended that changes to the tariff structure are limited to bottom-up reviews, and have not been considered further in this report.

The report approach is consistent with the requirements of the Civic Government (Scotland) Act (1982).

Table i: Recommended tariff table for application¹

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 880 yards or for time not exceeding 2 minutes 45 seconds (or a combination of parts of such distance and such time) **£4.50**

For each additional 174 yards or 37 seconds **30p**

Fares for waiting:- for each completed period of 37 seconds **30p**

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 £4.50 at the time the taxi arrives at the place.

Soiling charge (only being appropriate in relation to an anti - social act) **£47.50**

EXTRAS:-

NIGHT TIME HIRE

An additional charge of £1.50 shall be payable on all hires commenced after 21:00 hours and before 06:00 hours.

CHRISTMAS AND NEW YEAR HIRE

An additional charge of £2.70 shall be payable on all hires commenced between 21:00 on the 24th of December and 06:00 on the 27th December; and on those commenced between 21:00 on the 31st December and 06:00 on the 3rd January,

The measurement of time period for both Night time and Christmas & New Year extras commences at 21:00 hours precisely, and ends at 05:59 hours and 59 seconds.

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

¹ For night time surcharge, the measurement of time period commences at 21:00 precisely, and ends at 05:59 and 59 seconds.

1. Review

1.1 Engagement

In order to fully reflect the circumstances of supply we have undertaken a series of engagement exercises with trade representatives. The Glasgow Taxi trade is represented by three official groups, these being: Glasgow Taxis Ltd., Unite the Union (Taxi Branch); and the Glasgow Taxi Federation. The content of this report reflect this engagement.

1.1.1 Use of a Taxi Cost Model

The taxi cost model refers to the method of calculation of an Industrial Price Index (IPI), sometimes called a Taxi Cost Index. Having established IPI values at the start and conclusion of the review period (the baseline and target respectively), a percentage change value is calculated and applied to the tariff.

The model can be applied at two levels: a bottom-up review, measuring changes in operating costs, as well as updating the structure to reflect major changes to the Glasgow industry; and a top-down review, which measures changes to the existing costs alone. Previous reports have recommended that the bottom-up review be undertaken on a five-year cycle, with this recommendation having been approved by committee.

The Glasgow Taxi Cost Model has been established and applied consistently over time, with the current review being based on the top-down methodology.

Engagement with the taxi industry representatives agreed that the taxi cost model remained appropriate, agreeing the current approach be applied to establish changes in operating costs - the IPI, described below.

1.1.2 Core cost elements

The engagement confirmed that the existing approach to cost measurement remained appropriate. This includes:

- Earnings costs, based on the use of an ONS index, see below
- Fuel costs, also based on index use
- Vehicle purchase, based on the OTR cost for a defined vehicle(s), in Glasgow²
- Vehicle parts and maintenance, using indexed costs, see below
- Insurance costs, using index costs,
- Dispatch costs, based on the radio dues charged by Glasgow Taxis Ltd., and
- License costs, as reported by Glasgow City Council

² The review has been based on the purchase cost of the LEVC LT electric taxi as the only model available to the Glasgow market

1.1.2.2 Earnings Costs

The measurement of earnings costs has been based on the use of an ONS factor over multiple reviews to date, and this is repeated in this review.

It need be noted that the actual costs and earnings level of any one taxi will be in proportion to the operation of that taxi. Our calculation, in contrast, reflects the average changes across the Glasgow fleet. A taxi driver operating more trips or achieving longer distances than the average driver, can receive a higher level of fare box income, and likely a higher take home income as a result. Those operating fewer miles than the mean, would be likely to receive a lower take-home income.

As no one driver will experience exactly the same circumstances as any other, no one taxi's costs nor take home earnings will be the same as any other.

1.1.2.3 Fuel Costs

The existing measure of fuel cost is based on published figures, including the primary use of a motoring organisation fuel cost index for Scotland³.

In the last bottom-up review the move to electric vehicles was recognised, with the review recommending that charging costs also be included in the measurement. We have used the same methodology for this review, including the update of electricity charging costs for domestic variable rates, and the continued use of an indexed liquid fuel price.

The bottom-up review also included a volatility measure to address sharp peaking or fluctuation in the market, though this has not been observed in the current review. The vehicle / fuel type mix is based on the Glasgow fleet composition informed to the study, based on vehicles within their effective vehicle life⁴.

1.1.2.4 Vehicle Purchase Costs

Taxi vehicle purchase costs remain one of the most significant costs of production. A new taxi is an expensive investment, while vehicle requirements including a limitation on the types of vehicles that may be used in the taxi fleet, can increase the cost of of this element above those seen in parallel and similar transport services, including the private hire car fleet.

³ Previous tariffs have been based on the use of the AA fuel price report, as a consistent cost index. The AA report was suspended in the period of review, being last published own March 2024. We have therefore adopted the RAC cost index for this review, detailed under measurement in the next section. <https://www.theaa.com/driving-advice/driving-costs/fuel-prices>, accessed April 2025

⁴ The effective vehicle life is defined as the depreciation period of the current fleet, see next section.

The bottom-up review defined criteria by which vehicle purchase costs be established, with both the baseline and target reflecting the measured vehicle type. As in the preceding review this is based on the LEVC electric taxi alone.

1.1.2.5 *Maintenance Costs*

The cost of maintaining a taxi is based on the ONS cost index for vehicle parts and repair cost index.

1.1.2.6 *Insurance Costs*

Current measurement is based on the use of ONS cost figures. A cost review was undertaken on current reporting, that established that the measurements identified in the ONS reporting remained consistent with those reported.

1.1.2.7 *Dispatch Costs*

Dispatch costs are included and cover the costs borne for the use of a radio or on-line dispatch service. As a majority of all taxis in the city, both those operating on the Glasgow Taxis circuit, and 'street cars', which typically do not subscribe to the same dispatch system, can be part of radio or on-line circuits, the cost has been adopted in previous bottom-up reviews, and included in this report. Changes in cost are based on Radio dues, which provide a consistent platform based on subscription. Costs for use have been provided by Glasgow Taxis Ltd and updated in this report.

1.1.2.8 *License costs*

Licence costs have been provided by the city. As the costs of licences is a necessary and regulated requirement, these have been included in all of the previous reviews.

2. Cost measurements

In the preceding section we set out in overview the approach taken to measurement and update to the Industrial Price Index. In this section we discuss the measured change in each. Costs are measured between baseline, the conclusion of the last review and target, the point of most recent measurement (February 2024 - February 2025).

2.1 Earnings

Driver Earnings are included as a self-standing discrete element of analysis. ONS statistics are based on the Annual Survey of Hours and Earnings (ASHE), as reported for transportation workers have been used⁵, see table 1.

Table 1: Earnings rates

Element	Baseline	Target	Change PC
Earnings Index	3172	3323	4.76%

The use of an index provides an index comparator value and calculated percentage change. The index value is not the same as an earnings amount within the taxi trade, but rather the rate of change for the trade.

2.2 Fuel Costs

Fuel costs are borne by all vehicles, in direct proportion to the numbers of miles driven, and fuel efficiencies of the vehicle itself. Variations in driving style will also affect the amount of fuel consumed, though this variation is unique to each driver, and can not be measured effectively or with any benefit. We have therefore adopted standardised measures of vehicle fuel efficiency which remain consistent between baseline and target measurements for vehicles with remaining effective vehicle life⁶.

In previous years the cost of liquid fuels, petrol and diesel, have been sourced from the AA fuel cost index, though this was suspended from March 2024. We have therefore replaced this measure with the RAC Fuel watch⁷, summarised in table 2, below. Consistent with the previous review, charging costs have been sourced from the SSE/OVO published variable tariff, also included in table 2. The analysis has also included a review of fluctuation / price peaking, though this has not been observed in the current review.

⁵ <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/realtimeinformationstatisticsreferencetablenonseasonallyadjusted>

⁶ See section 2.3

⁷ <https://www.rac.co.uk/drive/advice/fuel-watch/#how-have-petrol-and-diesel-prices-changed-over-time-in-the-uk>

Table 2 Fuel cost change⁸

Fuel cost	Total of fleet by traction	Total by vehicle type	PC change x total in fleet (see footnote)	
Diesel traction	61.65%	61.65%	-2.03%	
EV under electric power	31.29%		0.41%	
EV under petrol traction	7.06%		-0.17%	
EVs under either traction		38.349%		
Effective percentage change all fuel types				-1.79%

Vehicles operating using diesel fuel alone, traditional diesel taxis, are included in the first line of calculation. Electric Vehicles, however, require a more complex calculation, as only a proportion of EV miles driven will be powered by electric traction, with extended mileage based on petrol generation. This in turn requires analysis of the likely fueling behaviour, and has been based on the assumption that an electric vehicle will be charged to full battery once per day, to a total of 300 such charges per year⁹. All fueling assumptions remain consistent with those defined in the last bottom-up review.

The last bottom-up review also included a methodology for the identification of significant fluctuation in fuel prices, based on single month fluctuations over 10% from the previous month, or cumulative of variation above 5% for two or more consecutive months. Such variations are not visible in the current period, and have not therefore triggered a month by month assessment. Table 2a, below, illustrates the cost variation by month for average diesel prices.

Table 2a Fuel cost variation by month - Diesel

Mid month value average	Diesel at pump inc VAT	% Change by month
Feb 24	151.30	
Mar 24	154.13	1.87%
Apr 24	157.99	2.50%
May 24	157.15	-0.53%
Jun 24	153.15	-2.55%
Jul 24	151.06	-1.36%
Aug 24	148.03	-2.01%
Sep 24	142.62	-3.65%

⁸ Vehicle proportions in fleet are based on vehicle count by type for vehicles with an effective service life, see section 2.3.

⁹ A charge range of 54 miles has been included to be consistent with the conclusion of the last bottom up review.

Mid month value average	Diesel at pump inc VAT	% Change by month
Oct 24	139.86	-1.94%
Nov 24	140.85	0.71%
Dec 24	142.57	1.22%
Jan 25	144.05	1.04%
Feb 25	146.33	1.58%

2.3 Vehicle purchase

In previous studies a vehicle cost depreciation period of 8 years has been used, from new purchase of an entry level vehicle, to the end of its use in frontline service. The approach is known as straight line depreciation, from a quoted new purchase price to zero value at the end of the depreciation period.

In the last bottom-up review the depreciation period was equated to an effective vehicle life. Vehicles beyond their effective vehicle life had effectively covered their full value from tariff. While there has traditionally been no objection to vehicles that remain safe and roadworthy continuing in service beyond this period, it has also been held that the additional costs of maintaining older vehicles, being those beyond their effective vehicle life, should not be a calculated element in the tariff review.

Insofar as only one vehicle type is widely available to purchase new in Glasgow, the LEVC electric taxi, this vehicle has been adopted as the only vehicle purchase cost included. Future changes in manufacturing and vehicle type availability may well affect this cost element, and should be addressed at the point of vehicle entry to the market, or at the next bottom-up review.

Table 3: Vehicle Purchase cost

Element	Baseline	Target	Change PC
Vehicle purchase	64309	66419	3.28%

Sources: LEVC¹⁰, Glasgow fleet tables.

2.4 Vehicle Maintenance

The bottom-up review recommended the use of ONS data for maintenance costs, which we continue, tabulated in table 4.

¹⁰ LEVC On the road price LEVC TX VISTA (excludes comfort pack) <https://www.levc.com/new-models/tx-taxi-overview/>

Table 4: Vehicle maintenance cost

Index values (2015 = 100)	Baseline	Target	Percentage change baseline - target	
Maintenance costs	139.3	147.4	5.81%	
Spare Parts	123.1	124.4	1.06%	
	Effective cost change / period			3.58%

Source: ONS¹¹

2.5 Insurance costs

The bottom-up review recommended the use of ONS data for insurance costs, which we continue, tabulated in table 5.

Table 5: Insurance cost

Element	Baseline	Target	Change PC
Insurance cost	203.1	173.9	-14.38%

Source: ONS¹²

Whilst it is noted that insurance costs have declined over the period of review this follows a significant increase in the previous period, and might reflect a rebalancing of cost rather than a significant shift in the market.

2.6 Dispatch costs

Taxi dispatch costs are included to account for changes in the cost of dispatch services. The primary cost measurement is based on the cost reported by Glasgow Taxis Ltd. Whilst there is no compulsion for a taxi to belong to the Glasgow Taxis Ltd., the inclusion of the cost element does work to the benefit of the passenger.

A base level radio dues amount has been obtained from Glasgow Taxis Ltd. and applied to the calculation.

Table 6: Dispatch Costs

Element	Baseline	Target	Change PC
Dispatch costs	3,812	4,177.04	9.58%

Source: Glasgow Taxis Ltd.

¹¹ Source: ONS, CPI Index 07.2.1, and MM23 <https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/dka3/mm23>

¹² <https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7je/mm23>

2.7 Licence costs

Taxi licence costs are sourced from the City Council. The licence cost is specific to the taxi trade and is therefore included in the taxi specific element. Costs are shown as annual rates at baseline and target.

Table 7: License costs

License cost 1 year equivalent	Baseline	Target	Percentage change baseline - target	
Renewal of Taxi Drivers Licence	£61.67	£64.66	4.85%	
Renewal of Taxi Licence	£153.33	£161.00	5.00%	
Total annual cost	£215.00	£225.66		
	Effective percentage change			4.96%

Source: Glasgow City Council

3. Calculated change in costs

Having identified the changes in the costs of production, by type, discussed in the preceding sections, a total aggregate change can be calculated, illustrated in table 8. On the basis of measured changes to costs the Glasgow Taxi industry has experienced an 3.32% increase in the period from February 2024 to February 2025. The update in tariff then requires the application of the calculated increase to be applied to the Glasgow Taxi fares. Changes to costs after February 2025 are not included and will be captured in the following review.

Table 8: Cost calculation, taxi production costs Glasgow

Element	Baseline	Target	% Change	Weighted change
Earnings Index	3172	3323	4.76%	2.72%
Fuel: Diesel	151.30	146.33		
Fuel: Petrol	142.90	139.49		
Fuel: Charge	23.76	24.07		
Fuel: All			-1.79%	-0.12%
Vehicle purchase	64309	66419	3.28%	0.58%
Vehicle maintenance	£2,284.00	£2,365.82	3.58%	0.15%
Insurance cost	203.1	173.9	-14.38%	-0.80%
Dispatch costs	£3,812.00	£4,177.04	9.58%	0.77%
License costs	£215.00	£225.66	4.96%	0.02%
Total aggregate change, operating costs				3.32%

As the tariff includes incremental charges (steps) in both time and distance elements, it is possible that passengers will experience differences in the rate of change in fare that may fall above or below the recommended increase, dependent on the distance and waiting time for each journey. This is a normal observation in tariff reviews.

3.1 Recommended update to tariff

The next step in the review is the application of the calculated change in costs to the taxi tariff. In its simplest terms this would result in each part of the tariff being altered by the same calculated percentage, though this is made more complicated by the structure of the tariff itself and, in particular, the use of increments. A cost increment relating to the use of defined multiples of an amount, for both distance and time, originally developed to avoid the use of large numbers of copper coins. The calculation of fares payable will

alter in relation to both the incremental distance traveled and time taken, with the further addition of any relevant extras as may be applied to the total fare.

Tariff application, as may be recommended as a result of a fare review, will necessarily adjust the units of cost, time, and distance, with the net effect of increasing income by the recommended amount. The total uplift will reflect the recommended amount of change. Table 9 illustrates the current and proposed tariff changes, including changes to initial charge and extras.

Insofar as this review is based on a top-down methodology it does not seek to update the structure of the tariff table itself, nor any of the individual elements contained therein, discussed in detail in the next section. Each element has been increased in line with the calculated change in operating costs. Where this results in a fraction of a unit rounding has been applied in the passengers' favour. In addition there has been no change made to the thresholds for passenger number, nor to the times and effect of supplementary charges, for night time and Christmas operation. We have, however, updated some of the wording related to the charging of extras to ensure these are clearly reflective of the intended application. These are set out in the tariff table included below as table 9a.

Table 9: Tariff elements recommended¹³

	Current			Proposed	
FLAG FALL.					
Flag Fall Charge	Increases from	£4.40	to	£4.50	/engagement
Flag Fall distance unit	Decreases from	889	to	880	Yards /engagement
Flag Fall time unit	Decreases from	2 min 47	to	2 min 45	Seconds /engagement
INCREMENTAL DISTANCE					
Distance charge	Remains unchanged	£0.30	at	£0.30	/increment
Distance increment	Decreases from	179	to	174	Yards /increment
INCREMENTAL TIME					
Time charge	Remains unchanged	£0.30	at	£0.30	/increment
Time increment	Decreases from	38	to	37	Seconds /increment
EXTRAS					
Soiling Charge	Increases from	£46.00	to	£47.50	/ incident
Night Time Charge	Remains unchanged	£1.50	at	£1.50	/ on all hires commenced after 21:00 and before 06:00,
Christmas / New Year Charge	Remains unchanged	£2.70	at	£2.70	/ on all hires commenced between 21:00 on the 24th of December and 06:00 on the 27th December; and on those commenced between 21:00 on the 31st December and 06:00 on the 3rd January,

¹³ For night time surcharge, the measurement of time period commences at 21:00 precisely, and ends at 05:59 and 59 seconds.

Table 9a Updated Tariff Table

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 880 yards or for time not exceeding 2 minutes 45 seconds (or a combination of parts of such distance and such time) **£4.50**

For each additional 174 yards or 37 seconds **30p**

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

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Soiling charge (only being appropriate in relation to an anti - social act) **£47.50**

EXTRAS:-

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The measurement of time period for both Night time and Christmas & New Year extras commences at 21:00 hours precisely, and ends at 05:59 hours and 59 seconds.

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

3.2 Cost element update

The top-down review does not propose changes to the structure of the tariff, individual cost elements being addressed in the bottom-up review. It is thus not the role of this review to recommend changes to the tariff elements, but rather measure and apply updates to values applied.

In this section we set out the recommended method by which the measured change in production costs be applied to tariff elements.

3.2.1 Flag Drop

The flag drop element of the tariff, also known as an initial charge or maximum charge for an initial distance, provides a higher initial income on engagement with an included distance typically greater than incremental distances.

Table 10 Change to flag amount

Flag	Baseline	Target
Charge	£4.40	£4.50
Distance	889	886

3.2.2 Time and distance increments

Time and distance increments are based on the use of a defined amount, originally defined in step with silver coins. This having the benefit of avoiding the use of low value copper coins, reducing the burden on the operator to carry large amounts of small coins. In recent tariffs this has been interpreted to mean coins in multiples of 10pence, though the increased use of payment cards reduces the actual burden of carrying large quantities of small coins.

The last bottom-up review maintained the interpretation of silver coinage, and this is reflected in the maintenance of the same time and cost incremental charge of 30pence. A consequential adjustment to amount of time included, as with the amount of distance included, in each increment is therefore calculated as shown above. Actual variations are small, as indicated in table 9, above.

3.2.3 Soiling charge

The soiling charge element had been subject to significant analysis in the bottom-up review. We have therefore increased this in line with the measured change in cost, with rounding applied in favour of the passenger.

3.2.4 Night time and Christmas supplements

The charging of night time supplements has been included in the tariff in most locations for many years. The additional charge has been argued as necessary to support the provision of services at key points in time when demand has exceeded supply. The element was updated in the last bottom-up review including the extension of night time hours to reflect a need to increase supply for cusp and early-evening demand.

Insofar as this assessment provides a top-down review, it can not seek to alter the structure of the supplementary charges. We do, however recommend the tariff table wording be updated to address ambiguity in the wording previously applied. A revision to the wording within the tariff table is intended to convey that an additional charge be applied, above other charges, for the Christmas and New Year period for the time from 21:00 on the 24th December to 06:00 on the 27th December; AND that the same additional charge be applied between 21:00 on the 31st December and 06:00 hours on the 3rd January. For clarity it is intended that these charges be applied on hires engaged until 05:59 and 59 seconds on the 27th December, and until 05:59 and 59 seconds on the 3rd January respectively, and are additional to other tariff elements.

We also restate the argument in relation to defined silver coinage increments. As a result, where rounding is applied in favour of the passenger, this results in zero change to night time or Christmas supplements.

4. Conclusions and recommendations

The tariff review concludes that the Glasgow taxi trade has experienced an increase in the costs of production, measured at 3.32% in the period from 2024 to 2025, as set out in detail above. It is our conclusion that the increase in operating costs be applied to the tariff table in line with the structure as defined in the last bottom-up review, and illustrated in table 9a, above.

Whilst this review concludes only limited change in costs, some areas remain notable, as including the dominance of a single vehicle type for new purchase, and it is recommended that any change in vehicle types and availability be reflected by a more fundamental assessment at the review immediately following such a change.

It is also notable that the Glasgow market has been, and is likely to continue to be, affected by changes in immediate parallel industry alternatives, specifically the private hire market. Similarly changes to the age profile of existing drivers should, in our view, be further investigated at the time of the next bottom-up review.