Stirling Taxi Fares Review

Stirling
June 2026

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1 General introduction and background

LVSA have been commissioned by Stirling Council to undertake a review of the current taxi tariff in Stirling. The current taxi tariff was reviewed and revised in 2024.

The 2026 review took account of a range of costs associated with operating a taxi in Stirling, and changes in those costs since the last review prior to 2026.

There are many fixed and variable costs associated with operating a taxi. Some costs form a large component of the annual operating costs and some form relatively minor components.

The fare review adopted a model which represented a basket of costs. Over time, each of these costs will change at different rates. Consequently, the proportion of overall annual cost, that each cost element represents, will change over time.

Changes in each of the elements in the cost model, are calculated using cost indices. These cost indices provide values which are calculated on a monthly basis. The latest values are used for each element.

Prior to undertaking this review, some consultation was undertaken with the trade regarding the values used for some elements of the basket of costs. Consequently, some adjustments were made to the assumed present day costs.

Previous reviews

Several tariff reviews have been undertaken in recent years. Not all reviews resulted in changes to the taxi tariff. Prior tariff reviews are summarised as follows:

2012	Operators requested no change to tariff or additional charges
2014	Flag increased on both Tariff 1 and Tariff 2 by 50p Carrying an extra person over 1 changed from 10p to 20p Advance Booking charge changed from 20p to 50p
2016	Operators requested no change to tariff or additional charges
2019	No change to fare Tariff 2 operates all day Sunday and Bank Holidays Remove Additional Extra Luggage Charge Add Additional charge for carrying 5 or more people – 50p for each extra person in addition to 4 passengers Soiling Charge increased from £40 to £50
2023	Tariff 1 and Tariff 2 fares were increased. A new tariff (Tariff 3) was introduced for large parties of passengers (5 or more) carried. Tariff 3 is approximately 160% of Tariff 1. Waiting time was increased by 50% No changes to the EXTRA CHARGES section of the Fare Table

2024	An increase in fares of 3.0% was implemented. The changes comprised: Tariff 1 - An increase of the flag drop fare from £3.40 to £3.50 for the first 0.5 miles. The distance (beyond the initial 0.5 mile) increment for 10 pence reduced from 86 yards to 83.5 yards. Tariff 2 – An increase of the flag drop fare from £4.00 to £4.10 for the first 0.5 miles The distance (beyond the initial 0.5 mile) changed from 12.5 pence per 86 yards to 10 pence per 66.8 yards. Tariff 3 – An increase of the flag drop fare from £5.40 to £5.60 for the first 0.5 miles The distance (beyond the initial 0.5 mile) changed from 16.0 pence per 86 yards to 10 pence per 52.2 yards. Waiting time – First three minutes free – unchanged Each additional minute or uncompleted part thereof unchanged at 30 pence. Extra Charges – Unchanged

This 2026 review has determined changes in costs since 2024 and recommends proportionate changes to the 2024 taxi tariff table, based on changes in cost.

Additional Tariff rates have been proposed, to cover fares to be charged during the festive period, at Christmas and New Year.

Table 1 - Existing taxi fares table

Stirling Council Faretable

To apply throughout the whole of Stirling Council Area. Any hire which terminates outwith Stirling Council Area - fare by agreement before journey commences.

MILEAGE

Tariff 1

a. Distance not exceeding 0.5 of a mile. **£3.50**

b. If the distance exceeds 0.5 of mile

1. For the first 0.5 of a mile **£3.50**

And

2. For each subsequent 83.5 yards or uncompleted part there of. **10p**

Tariff 2

Tariff 2 will apply to hires starting between 23:00 and 07:00 throughout the year. Tariff 2 will also operate all day on the following Bank Holiday dates; *1-3 January, Good Friday, Easter Monday, 1st Monday May Holiday, 1st Monday September Holiday and 25-27 December. Tariff 2 will also operate all day on a Sunday.*

c. Distance not exceeding 0.5 of a mile. **£4.10**

d. If the distance exceeds 0.5 of mile

1. For the first 0.5 of a mile. **£4.10**

And

2. For each subsequent 66.8 yards or uncompleted part thereof. **10p**

Tariff 3

Tariff 3 will apply at all times, if five or more passengers are carried.

e. Distance not exceeding 0.5 of a mile **£5.60**

f. If the distance exceeds 0.5 of a mile

1. For the first 0.5 of a mile. **£5.60**

And

2. For each subsequent 52.2 yards or uncompleted part thereof. **10p**

WAITING TIME

First 3 minutes **Free**

Each additional minute or uncompleted part thereof **30p**

EXTRA CHARGES

a. For each person in excess of one **20p**

b. For booking a taxi or private hire car by phone or in advance a call out charge shall be payable subject to a maximum charge of **50p**

c. Soiling charge **£50**

GENERAL

a. No charge shall be allowed for return of taxi or private hire car from where it is discharged by the hirer.

b. When a taxi or private hire car is called out but not used, a charge shall be allowed as if it had been occupied from the time it left the stance or garage to the time it is discharged.

c. Fares for distances outwith Stirling Council area shall be the subject of a special agreement prior to commencement of journey.

d. There shall be no charge for children under six years of age or for one child under 12 years of age accompanied by an adult. Any child or children unaccompanied by an adult may be charged at adult fares. The driver of a taxi or private hire car may refuse to carry any child or children under 12 years of age unless accompanied by an adult.

e. In the event of a taxi or private hire car becoming, in the course of a journey, unfit in any way to convey the hirer to the destination for which it is engaged, the driver shall not be entitled to charge any fare for the distance already travelled, provided that should the hirer elect to wait until the taxi or private hire car is fit to proceed or to use a substitute taxi or private hire car provided within a reasonable time, the full fare for the completed journey shall be chargeable less the amount which can be charged for waiting time in terms hereof.

2 Costs assessed

Overview of methodology

The approach to reviewing fares evaluates a basket of costs as a representative basis for comparing overall costs between dates.

The method used in this report to calculate the change in costs associated with operating a taxi in the Stirling Council area, uses several component costs which are associated with operating a taxi. These costs do not necessarily encompass all costs which are incurred by all taxi drivers and owners.

The costs are intended to provide a reasonable basis for weighting the relative changes in operational costs, between the base year used for comparison and the present date.

Fares

Taxi fares are charged as a combination of distance based fares and waiting costs. Both the travelled distance and the time spent waiting on a hired journey, are measured using the fitted taxi meter.

For most journeys, the fare charged relates primarily to the distance travelled. The flag drop fare includes an allowance for up to three minutes waiting time. Consequently, most journeys of less than two miles are unlikely to significantly exceed this inclusive allowance.

The operating costs for taxis comprise a combination of fixed costs and costs which are likely to vary with the mileage travelled. For example, vehicle depreciation costs, servicing costs and vehicle insurance are likely to vary with mileage.

Waiting time charges can result in increased fares during periods of heavier traffic congestion, as well as for periods when a taxi is hired and asked to wait during the period of hire.
The costs assessed in the fares review are applied primarily to the distance based charges. Consideration is given to the waiting time charges, both in respect to overall operating cost changes and changes to national average income levels.

Derivation of costs

Indices of cost changes are available for several elements of motoring costs. The change in cost can vary by the element of cost. For example, the change in fuel cost can be relatively volatile compared with changes in the cost of tyres or indeed the change in vehicle purchase and depreciation cost. Therefore, it would not be reasonable to choose the variation in a single cost element (such as fuel) as the basis for deciding on changes in taxi fares.

The cost indices should be weighted according to what proportion of overall cost each element represents. So, for example, if fuel accounts for say 11% of annual cost, then the fuel price index would be weighted to represent 11% of overall cost change index.

The operating costs of each taxi will be unique. It is not intended that costs should represent a detailed cost model incorporating all costs incurred operating all taxis.

The intention is that costs form a reasonable proxy for the key elements of cost which change over time. It is the proportionate change in cost over time which is used to drive an appropriate change in taxi fares, rather than the absolute magnitude of costs.

The weighting of cost indices is achieved by using current [present day] costs to calculate an aggregate operating cost. The present day costs were then compared with the costs calculated for the date of the last fares revision [base year].

The costs used to derive the overall change in cost index are:
- Vehicle cost
- Servicing
- Fuel
- Insurance
- Vehicle Excise Duty
- Licensing cost
- Average National Earnings

Some of the costs are influenced by the annual mileage driven.
Odometer readings were obtained for taxis in the fleet in Stirling and used for the 2023 fares review. The average annual mileage was calculated to be 39,982 miles. For the purpose of calculating vehicle operating costs, this total has been rounded to 40,000 miles per annum. It has been assumed for the purpose of this fares review, that the average annual mileage has not changed.

Vehicle Costs

Whilst not all owners follow the same practice, a common approach to investing in a taxi vehicle is to purchase a vehicle, with finance. Vehicles are commonly kept for 5 years, which coincides with common 60 month financing deals. The cost of financing a vehicle over 60 months has been taken as the representative cost of ownership. This figure represents the actual annual cost of keeping a vehicle, and takes into account interest and depreciation.

A range of different types of vehicles are used as taxis in Stirling. Some are saloon cars and some are larger vehicles with seating capacity greater than 5 and/or are wheelchair accessible vehicles.
The type of vehicles used as taxis can be broadly classified as;
- Saloon cars
- Medium MPV style
- Large MPV style

The proportion of the fleet which falls within the 3 categories, was derived for the 2023 fares review and is adopted for the current review. The proportions were determined as follows:

Table 2 - Proportion of vehicle types in the taxi fleet

Classification	Proportion
Saloon	55.9%
Medium MPV	29.4%
Large MPV	14.7%

An online search was undertaken for representative examples of two year old versions of the example vehicles.

Typical costs for purchase with zero deposit and hire purchase financing at prevailing rates, were calculated.

The typical annual costs for each category, in June 2024, were as follows.
Saloon - £4,532
Medium MPV – £5,262
Large MPV – £10,233

The annual vehicle cost, weighted by vehicle type proportion was £5,584.

The index of used car costs, which is derived by the Office of National Statistics was used to derive the equivalent September 2024 cost, by applying the relative price change to present day vehicle cost. The equivalent September 2024 annual vehicle cost was £5,537.

Servicing cost

Servicing arrangements vary by operator. Some operators who own multiple vehicles may make arrangements for in-house servicing. This can help to reduce costs. Others may use commercial garage services to undertake servicing of their vehicles.
In order to determine representative costs for servicing, reference was made to typical fleet operating costs with average costs for servicing over a 5 year period. The costs for each type of vehicle were determined and a weighted average calculated, based on the proportion of each type of vehicle in the fleet.

The annual cost of maintenance was estimated to be £2,304 in April 2026.

The index of vehicle maintenance and repair costs, which is derived by the Office of National Statistics was used to derive the equivalent costs in September 2024, when the taxi fares were previously reviewed.

The September 2024 annual maintenance cost was £2,045

Fuel cost

Within the taxi fleet, around 91% of the vehicles are diesel fuelled.

For the purposes of this calculation, we have calculated the weighted average annual consumption fuel for an annual mileage of 40,000 miles.

The calculation is based on annual consumption of 3,203 litres of diesel.

The 2024 costs were based on average fuel costs.

The average fuel cost in October 2024 was £1.373 per litre.

Therefore, based on the average annual fuel consumption, the annual fuel cost in October 2024 was £4,397.72.

The annual fuel cost used for the 2026 fares calculation, was £6,212.50 per annum.

Insurance

A typical taxi insurance cost was estimated to be around £2,800 per annum in April 2026.
Office of National Statistics index for motor vehicle insurance was used to calculate the equivalent insurance cost in September 2024, as £2,652

Vehicle Excise Duty cost

Vehicle excise duty has two stages of charge. For the purchase of a new vehicle, there is a first year Vehicle Excise Duty charge, followed by an annual charge in subsequent years. The duty charges have been assessed over 5 years for each vehicle type and a mean cost calculated, for each assessment year.

It is assumed that each vehicle is two years old on initial purchase, therefore the first year rate is not relevant and second payment and onwards rate is relevant. The second payment and onwards rate for all types of representative vehicles is £200 per annum.

The some vehicles used in the taxi fleet have a list price which for the purpose of VED calculation, exceeds the £40,000 threshold. As such, this vehicle would incur an additional charge of £440 per annum. This is paid until the vehicle is 5 years old. Since it is assumed that vehicles are purchased at 2 years old, the cost would be incurred for 3 of the 5 year assessment life.

The weighted average VED cost per annum in 2024 was £226.16.

The equivalent cost in 2026 was £238.08 per annum

Licensing costs

There are some recurring licensing costs incurred, associated with operating a taxi.

A taxi vehicle licence is renewed every year at a cost of £278, or every 3 years for £759, equating to £253.00 per annum.

For the purpose of fare assessment, the annual equivalent of the 3 year renewal is assumed.
A taxi driver licence costs £170 for one year or may be renewed every 3 years at a cost of £489, equating to £163 per annum.

For the purpose of fare assessment, the annual equivalent of the 3 year renewal is assumed.

Vehicle inspections are required on a regular basis.

The frequency of inspection varies by the age of the vehicle.

The requirement for inspection frequency has changed since the last fares review. At the time of the last fares review, for vehicles up to 3 years old, one test per annum is required. From 3 to 5 years old, 2 tests per annum are required. From 5 to 7 years old 3 tests per annum are required. These requirements vary for vehicles over 7 years old, depending on whether vehicles are wheelchair accessible or purpose built taxi vehicles.

The inspection frequency was changed in April 2026. The new inspection frequencies are as follows:
Saloon/Hatchback/Estate Car -
Up to 5 yrs old 1 test per year
5-10 yrs old 2 tests per year
10+ yrs old 3 tests per year

Wheelchair adapted -
Up to 5 yrs old 1 test per year
5-10 yrs old 2 tests per year
10+ yrs old 3 tests per year

Custom Built Vehicles
Up to 5 yrs old 1 tests per year
5-10 yrs old 2 tests per year
10+ yrs old 3 tests per year

For the purpose of this assessment, all vehicles are assumed to be from 2 to 6 years old. For the first three years a vehicle is licensed, a single inspection will be required. For the fourth and fifth years, two inspections per annum would be required. This equates to an average of 1.4 inspections per annum.

The cost of a taxi inspection varies according to which garage conducts the inspection. The median cost is £72.50 per test, this cost is used to represent testing costs. Therefore the annual cost is £101.50 per annum.

There are more licensed taxi drivers than there are taxis to drive. Some taxis are driven by only one driver and some taxis are driven by multiple drivers and cover commensurately higher annual mileage.

For the purpose of this assessment, it is assumed that the number of drivers per taxi is 1.

For taxis which operate with more than one driver, the operating costs (incorporating driver income) will clearly be greater. Similarly, fuel, maintenance, depreciation and insurance costs are likely to be higher for vehicles which operate on multiple shifts and cover higher mileage.

As the basis of assessment is to derive the proportionate change in cost, it is deemed appropriate to base costs on a single driver model and apply proportionate cost changes on the basis that these will be appropriate for all operational models.

Licensing costs in October 2024 were:

Vehicle licence = £234
Vehicle inspections = £132 per annum
Driver licences £150.67
Total licensing costs per annum in 2024 was £516.67

Licensing costs in April 2026 were:

Vehicle licence = £253
Vehicle inspections = £101.50 per annum
Driver licences £163
Total licensing costs per annum in 2026 was £517.50

Average national earnings

A significant proportion of the cost of operating a taxi is the cost of the driver, whether self-employed or employed by a third party. For the purposes of assessing taxi fares, the drivers of taxis are assumed to earn an income which equates to the median annual gross earnings for workers in Scotland.

The Office of National Statistics collects and publishes earnings data. The median annual gross earnings for all workers is published. The data for Scotland has been obtained for 2025 provisional data [the latest data available]. The median gross earnings were £39,719.

The driver costs associated with each taxi are factored by the driver ratio of 1.0. Therefore, assumed driver costs for calculating operating costs for the 2026 review = £39,719. The equivalent value for 2024 was £35,518.

Total costs calculations

The total indicative annual costs have been summarised in the following table:

Table 3 - Components of annual taxi operating cost

Cost item	2024 Costs	2026 Costs	Proportionate change
Vehicle cost	£5,537	£5,584.00	0.8%
Servicing	£2,045	£2,304.73	12.7%
Fuel	£4,397.72	£5,653.30	28.6%
Insurance	£2,652	£2,800.00	5.6%
Vehicle Excise Duty	£226.16	£238.08	5.3%
Licensing cost	£516.67	£517.50	8.6%
Driver costs	£35,518	£39,719.00	11.8%
Total cost	£50,893.02	£56,816.61	11.7%

The proportionate change in overall costs between 2024 and 2026 was an increase of 11.7%.

Additional tariff for the festive period

Some licensing authorities make provision for a festive tariff to cover the periods including Christmas Eve, Christmas Day, New Year's Eve and New Year's Day. The relationship of the festive tariff to the standard tariff (Tariff 1) can vary somewhat.

Some examples are as follows:

City of Edinburgh, Flag drop rate for the festive period is approximately 60% higher than Tariff 1. There is no additional provision for five or more passengers carried.
Falkirk Council implement a festive uplift of 25% increase to Tariff 1 rates during the day time (6:00 am to 9:00 pm) and 50% increase to Tariff 1 rates over night (9:00 pm to 6:00 am).

North Ayrshire Council implement a festive tariff from 7 pm on 24th December to 7 am on 26th December and from 7 pm on 31st December to 7 am on 2nd January. The festive tariff for parties of up to four passengers is double Tariff 1 rates. For parties of five or more passengers, the large vehicle tariff of a further 50% on top of the festive tariff is charged. i.e for large parties, the cost is 300% of Tariff 1.

Aberdeen Council implement a festive tariff from 8 pm on 24th December to 5 am on 26th December and from 8 pm on 31st December to 5 am on 2nd January. The festive tariff flag drop fare is double the Tariff 1 rates. Any distance over and above the distance included in the initial flag drop fare is charged at 50% more than Tariff 1. There is no provision for parties of five or more passengers.

Highland Council implement a festive tariff from 6 pm on 24th December to 6 am on 26th December and from 6 pm on 31st December to 6 am on 2nd January. The festive fare for the first mile is 63% higher than Tariff 1 fare. The cost of additional travel beyond the first mile is 95% higher than Tariff 1.
For parties of five or more, the first mile fare is 82% higher than the Tariff 1 fare. For travel beyond the first mile, additional distance fare is 150% higher than Tariff 1 fare.

The feasibility of introducing additional fare tariffs may depend on the type of meters used. The proposed festive tariff assumes that two more tariffs may be added.

North Ayrshire Council have a fairly straightforward method of implementing festive fares, by implementing a straightforward multiplier on Tariff 1. Whilst North Ayrshire double Tariff 1 for the festive fare rate, other authorities tended to have a lower level of uplift. The most common uplift is around 60% to 80%. There is also scope for a further uplift for carrying parties of five or more passengers. This model appears to form a suitable basis for applying new festive tariffs in Stirling.

In Stirling, Tariff 3 is around 60% more than Tariff 1, when five or more passengers are carried.

It is recommended that the festive tariffs would apply from the evening of Christmas Eve to the morning of Boxing Day and from the evening of New Year's Eve to the morning of the 2nd of January. 6:00 pm to 6:00 am are likely to be accepted as reasonable implementation times.

It is recommended that a new Tariff 4, for up to 4 passengers is introduced for festive hours. We recommend a 60% uplift compared with Tariff 1, rounded to the nearest 10 pence.

For Tariff 5, which would apply to the carriage of five or more passengers over the festive periods, a further 60% uplift of Tariff 4 (commensurate with the uplift from Tariff 1 to Tariff 3) is applied.

Therefore Tariff 4 would be 160% of Tariff 1 and Tariff 5 would be 256% (160% x 160%) of Tariff 1.

3 Consideration of other information

Inflation indices

A commonly reported index of inflation is the CPIH inflation index, which is maintained and updated by the Office of National Statistics.

The CPIH index uses cost changes from a range of common goods and services (including housing costs) to derive an overall index of inflation. The inflation index can be used for comparison with proposed changes in the fares table.

The CPIH inflation from September 2024 (the date used in the previous review) to April 2026 was 6.2%

Comparison of UK average fares

The publication Private Hire and Taxi Monthly maintains a league table of taxi fares around the UK. The table contains an average cost for a 2 mile taxi fare in the UK.

In October 2024, the median position 2 mile fare, in PHTM table (rank 168) cost £7.10

In June 2026, the median position 2 mile fare, in PHTM table (rank 168) cost £7.40

The difference in median fares between 2024 and 2026 equates to an increase of 4.2%

Operational practicalities

Feedback from the trade indicates that rounded fares find more favour with drivers, from the perspective of handling change for passengers. Anecdotal evidence from other similar work elsewhere in the UK also supports the view that passengers prefer fares which are rounded to the nearest 5 pence or 10 pence.

4 Conclusions and recommendation

Conclusions

There is evidence that operational costs have changed since the last fares increase. Whilst most costs have increased, some have decreased over the period.

It is proposed that fares increase by around 11.7% in line with cost increases since the last fares review. It is noted that this increase is higher than the CPIH inflation measure over the same period and is higher than the average increase in taxi fares over the same period.

Recommendation

It is recommended that a fares increase of 11.7% is applied to fares, in line with the proportionate operation costs incurred since the last increase.

Flag drop fares

The flag drop fares for Tariff 1, Tariff 2 and Tariff 3 should be increased by 11.7%, rounded to the nearest 10 pence. Consequently, it is recommended that:
Tariff 1 flag drop is increased from £3.50 to £3.90
Tariff 2 flag drop is increased from £4.10 to £4.60
Tariff 3 flag drop is increased from £5.60 to £6.20

Distance based charges

Tariff 1, Tariff 2 and Tariff 3 fares each comprise the initial flag drop fare plus additional distance charges of 10 pence for defined distance increments. In order to increase fares, the cost per distance increment is maintained at 10 pence and the distance increment is reduced.

In order to increase the cost of distance based elements of fares by 11.7%, the flag drop fare for the initial distance of up to 0.5 miles will be increased by 11.7% and rounded to the nearest multiple of 10 pence. In addition, the distance increments for journeys of over 0.5 miles will be reduced to reflect an effective increase of 11.7% in fares over distance.

It is proposed that the distance increments charged at 10 pence would be changed as follows:
Tariff 1, distance increment 83.5 yards changed to 74.8 yards.
Tariff 2, distance increment 66.8 yards changed to 59.8 yards.
Tariff 3, distance increment 52.2 yards changed to 46.7 yards.

Waiting time charges

The waiting time element of the tariff is based on 30 pence per minute. Increasing this amount by 11.7% is not practical, as this would be an increase to 33.5 pence. It would be possible to reduce the waiting time increment from 1 minute to 54 seconds. However, such changes may not find favour over the current whole minute period.

A cost of 30 pence per minute equates to £18 per hour.

Waiting time was increased by 50% in 2023. Therefore, this should be taken into account when considering the waiting time charge.

The median annual pay rate included in the cost calculations is £39,719. If we were to assume that a common working week was 40 hours per week and drivers have four weeks holiday per year, this would equate to 1,920 hours per annum. The hourly pay rate for these hours would be approximately £20.69 per hour. This rate is approximately 15% higher than the hourly waiting rate.

Taking the magnitude of the charge increase in 2023 into account, together with the complications associated with reducing the waiting time increment to less than a minute, it is recommended that the waiting time charge is not changed.

Sense checks

Over a distance of 1.5 miles, the distance based fares will be as follows:

Tariff 1, 24 units of 74.8 yards in the additional mile (rounded up) = £2.40 plus £3.90 for the first 0.5 mile = total fare £6.30.

Tariff 2, 30 units of 59.8 yards in the additional mile (rounded up) = £3.00 plus £4.60 for the first 0.5 mile = total fare £7.60.

Tariff 3, 38 units of 46.7 yards in the additional mile (rounded up) = £3.80 plus £6.20 for the first 0.5 mile = total fare £10.00.

Over 1.5 miles, the Tariff 2 fare would be 20.6% higher than Tariff 1 and the Tariff 3 fare would be 58.7% higher than Tariff 1. Over longer distances, the Tariff 2 fare tends towards 25% higher than Tariff 1 and Tariff 3 tends towards 60% higher than Tariff 1.

Historic tariff ratios were that Tariff 2 was 25% more than Tariff 1 and Tariff 3 was 60% more than Tariff 1.

By maintaining the same charge per distance increment for each Tariff, but changing the magnitude of the distance increment, we can achieve the same broad objective of charging around 25% and 60% more than Tariff 1, whilst maintaining a fares system which charges in multiples of 10 pence. This approach is likely to find favour with both the trade and passengers.

It is recommended that the Extra Charges, identified in the Faretable remain unchanged.

Distance based fares

If the proposed increase in flag drop fare and reduction in incremental distance are applied, the resultant proportionate increase in cost will vary by distance, owing to the rounding up effects of the charging structure. The differences in distance based fares are illustrated in the following table over a variety of distances. Figure 1 indicates that over longer distances, the increase tends towards 11.7%, with the increase varying around this proportion for shorter distances.

Table 4 - Proposed Tariff 1 increase in fares for different distances (distance based charges only)

	Current fare	Proposed fare	Resulting % increase in fare LVSA proposal)
Flag drop minimum fare	£3.50	£3.90	11.4%
Cost 1 mile	£4.60	£5.10	10.9%
Cost 2 miles	£6.70	£7.50	11.9%
Cost 3 miles	£8.80	£9.80	11.4%
Cost 4 miles	£10.90	£12.20	11.9%
Cost 5 mile	£13.00	£14.50	11.5%
Cost 6 miles	£15.10	£16.90	11.9%
Cost 7 miles	£17.30	£19.20	11.0%
Cost 8 miles	£19.40	£21.60	11.3%
Cost 9 mile	£21.50	£23.90	11.2%
Cost 10 miles	£23.60	£26.30	11.4%
Cost 15 miles	£34.10	£38.10	11.7%
Cost 20 miles	£44.70	£49.80	11.4%

Figure 1 - Proposed Tariff 1 proportionate increase in fares for different distances (distance based charges only)

5 Proposed Taxi Fares

To apply throughout the whole of Stirling Council Area. Any hire which terminates outwith Stirling Council Area - fare by agreement before journey commences.

MILEAGE

Tariff 1

e. Distance not exceeding 0.5 of a mile. **£3.90**

f. If the distance exceeds 0.5 of mile

1. For the first 0.5 of a mile **£3.90**

And

2. For each subsequent 74.8 yards or uncompleted part thereof. **10p**

Tariff 2

Tariff 2 will apply to hires starting between 23:00 and 07:00 throughout the year. Tariff 2 will also operate all day on the following Bank Holiday dates; ***Good Friday, Easter Monday, 1st Monday May Holiday and 1st Monday September Holiday. Tariff 2 will also operate all day on a Sunday.***

g. Distance not exceeding 0.5 of a mile. **£4.60**

h. If the distance exceeds 0.5 of mile

1. For the first 0.5 of a mile. **£4.60**

And

2. For each subsequent 59.8 yards or uncompleted part thereof. **10p**

Tariff 3

Tariff 3 will apply at all times, other than during the festive period, if five or more passengers are carried.

e. Distance not exceeding 0.5 of a mile **£6.20**

f. If the distance exceeds 0.5 of a mile

3. For the first 0.5 of a mile. **£6.20**

And

4. For each subsequent 46.7 yards or uncompleted part thereof. **10p**

Tariff 4 (Festive period)

Tariff 4 will apply to hires starting between 18:00 on 24th December and 06:00 26th December or to hires starting between 18:00 on 31st December and 06:00 2nd January.

i. Distance not exceeding 0.5 of a mile. **£6.20**

j. If the distance exceeds 0.5 of mile

1. For the first 0.5 of a mile. **£6.20**

And

2. For each subsequent 46.8 yards or uncompleted part thereof. **10p**

Tariff 5 (Festive period – five or more passengers)

Tariff 5 will apply to hires starting between 18:00 on 24th December and 06:00 26th December or to hires starting between 18:00 on 31st December and 06:00 2nd January, if five or more passengers are carried.

k.	**Distance not exceeding 0.5 of a mile.**	**£10.00**
l.	**If the distance exceeds 0.5 of mile**	
1.	**For the first 0.5 of a mile.**	**£10.00**
And		
2.	For each subsequent 29.2 yards or uncompleted part thereof.	**10p**

WAITING TIME

First 3 minutes	**Free**
Each additional minute or uncompleted part thereof	**30p**

EXTRA CHARGES

d.	For each person in excess of one	**20p**
e.	For booking a taxi or private hire car by phone or in advance a call out charge shall be payable subject to a maximum charge of	**50p**
f.	Soiling charge	**£50**

GENERAL

a. No charge shall be allowed for return of taxi or private hire car from where it is discharged by the hirer.

b. When a taxi or private hire car is called out but not used, a charge shall be allowed as if it had been occupied from the time it left the stance or garage to the time it is discharged.

c. Fares for distances outwith Stirling Council area shall be the subject of a special agreement prior to commencement of journey.

d. There shall be no charge for children under six years of age or for one child under 12 years of age accompanied by an adult. Any child or children unaccompanied by an adult may be charged at adult fares. The driver of a taxi or private hire car may refuse to carry any child or children under 12 years of age unless accompanied by an adult.

e. In the event of a taxi or private hire car becoming, in the course of a journey, unfit in any way to convey the hirer to the destination for which it is engaged, the driver shall not be entitled to charge any fare for the distance already travelled, provided that should the hirer elect to wait until the taxi or private hire car is fit to proceed or to use a substitute taxi or private hire car provided within a reasonable time, the full fare for the completed journey shall be chargeable less the amount which can be charged for waiting time in terms hereof.