



**Addendum to the Taxi Unmet Demand Survey – December 2024**

**Perth  
May 2025**

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## **1 Addendum background**

This document is intended to be read in conjunction with the Perth Taxi Unmet Demand Survey 2024 report, prepared by LVSA. This is referred to as 'the report'.

The addendum is intended to correct errors in the original report and to present some additional information which may help to further explain some of the report contents and recommendations.

## 2 Error corrections

On page 6 of the report, fares are compared with other authority areas in Scotland. The report states that "fares in Perth & Kinross were ranked 291 out of 362 authorities listed." This should be corrected to 'fares in Perth & Kinross were ranked 205 out of 341 authorities'.

### 3 Perth Railway Station

The taxi rank at Perth Railway Station lies within the curtilage of railway property. In common with many such railway station ranks around the country, any taxis which wish to service this rank require an additional permit to wait on the rank for passengers. There is an annual cost payable to hold such a permit.

It is the view of LVSA that all locations where taxis commonly wait for fares, including formal ranks, informal ranks and ranks on private grounds, should be included in an unmet demand the assessment. Taxis which wait at informal locations and private ranks are not available at other locations, including public ranks.

The assessment in the report did include the private rank at the railway station. In order to gauge the degree to which the inclusion of the rank at the railway station influenced the result, we have undertaken a further calculation of the Index of Significance of Unmet Demand (ISUD) value.

The ISUD index is a value which increases exponentially with increased occurrence of passenger waiting. The index is influenced by when passenger waiting occurs. Off peak passenger waiting has greater influence than peak period passenger waiting.

The ISUD value, including the Railway Station rank was 2,143.5. When the observations at the Railway Station were excluded, the value dropped to 1,614.9.

Both values are well in excess of the threshold value of 80, which suggests that the level of unmet demand was significant.

**Table 1 - ISUD value including the Railway Station rank observations**

ISUD component	Perth
Average passenger delay	1.23
Off peak hours with observed waiting	25.3
% of passengers travelling in hours with average queue over a minute	40.0
Seasonal factor	1.0
Peak factor	1.0
Latent demand factor	1.722
<b>ISUD Calculated Value</b>	<b>2,143.5</b>

**Table 2 - ISUD value excluding the Railway Station rank observations**

ISUD component	Perth
Average passenger delay	1.11
Off peak hours with observed waiting	23.6
% of passengers travelling in hours with average queue over a minute	35.6
Seasonal factor	1.0
Peak factor	1.0
Latent demand factor	1.722
<b>ISUD Calculated Value</b>	<b>1,605.9</b>

The comparison confirms that there are not sufficient taxis available at public ranks to meet the needs of intending passengers and to ensure that unmet demand is below a level which is significant.