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SECOND ADDITIONAL CIRCULATION



To: Councillor Al-Samarai, Convener; Councillor Delaney, Vice Convener; and Councillors Clark, Crockett, Graham, Henrickson, Lawrence, MacGregor and McLeod.

Town House,
ABERDEEN 13 January 2026

LICENSING COMMITTEE

The undenoted items are circulated in connection with the meeting of the **LICENSING COMMITTEE** to be held here in the Town House on **WEDNESDAY, 21 JANUARY 2026 at 10.00 am.**

JENNI LAWSON
CHIEF OFFICER - GOVERNANCE

B U S I N E S S

DEPUTATIONS

4.1 Deputation by Russell McLeod on behalf of the Taxi Trade Representatives on the Taxi and Private Hire Car Consultation Group - Relating to Item 8.1 (Taxi and Private Hire Policy) (Pages 3 - 4)

Should you require any further information about this agenda, please contact Mark Masson, tel 01224 067556 or email mmasson@aberdeencity.gov.uk

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Deputation For Licensing Committee Meeting on 21st January 2026.

Item 8.1 - Taxi and Private Hire Policy.

Firstly, we would like to get some clarification on how the decision was made that these were the Policies that needed reviewed ? Only reviewing 4 out of a 25-part policy, again who decided this ?

Narrative from the lobbyists always centres around “problems at Taxi Ranks” making the test for PH easier or removing it does not in any way address this issue. As this policy review directly involves Aberdeen’s Taxi Trade, why has there been no direct engagement with the trade stakeholders, not even at the Taxi and Private Hire Car Consultation Group (T&PHCG) meetings?

Since when did council policy’s go to public consultation ? We all know who it is that is driving this, in fact one of the “lobbyists” has openly, in local press & social media was back in December encouraging people to take part in the public consultation, so as far as we are concerned, this committee has been bypassed and a “decision” has already been publicly touted.

It looks like this committee is being bullied & harangued into “going to the people” why ?

When around 2014 after a legal challenge, the Street Knowledge Test (SKT) was removed for Private Hire (PH) drivers, this Committee decided that as there was legislation in Holyrood progressing to allow local authorities to make their own decision on SKT for PH drivers, so rather than challenge the court’s decision, they would wait for this legislation to be ratified. This was duly done in 2017, and this Committee adopted the policy that all Taxi & PH drivers would need to sit the SKT, there was NO public consultation.

We would remind the Committee that it is only a year since the Taxi Demand survey was reported to this Committee, surely you have not forgotten its conclusions ? No significant Unmet Demand. Given the increase in drivers and vehicles since then, why would you need to make any fundamental changes ? Surely if this Committee were of a mind to make fundamental changes, then another demand survey would need to be undertaken?

To conclude, on this subject, make no doubt any changes to SKT will have a major economic impact on the existing 1000 drivers and benefit’s only one operator.

3.2.1

Aberdeen International Airport dictates who can & cannot work at (Aberdeen International Airport (AIA), any Taxi can work at AIA providing they are willing to collect the £7 from customer and pay back to AIA. Yes current City drivers would have the ability to work both at AIA & City, this is only positive we can see.

3.2.2

We see nothing wrong with the current age restrictions, Aberdeen has always prided its self on the quality of its fleet, also remember that once a valid vehicle is licensed and providing it passes its twice annually test, there is no age restriction.

You must also take into consideration LEZ restrictions.

3.2.3

Advertising on a PH vehicle, is as far as we know covered by legislation and is not in the local authority remit to change.

3.2.4

Already covered.

3.2.5

Surely Aberdeen's taxi trade should have been consulted prior to recommendations being presented to Committee ?

Signed.

Taxi Group Members of Taxi & Private Hire Car Consultative Group.